Initial Study/Environmental Checklist Form for the Santee Auto Center Project Santee, California

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

Prepared by
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RECON Number 9999
August 11, 2023

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CITY OF SANTEE
INITIAL STUDY/ENVIRONMENTAL CHECKLIST FORM

1. Project Title

Santee Auto Center Project

2. Lead Agency Name and Address

City of Santee
10601 Magnolia Avenue
Santee, CA 92071

3. Contact Person and Phone Number

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

4. Project Location

The Santee Auto Center Project (project) is located on the southeast corner of the Mission Gorge Road and Cottonwood Avenue intersection in the city of Santee (Assessor's Parcel Number [APN]: 384-091-01, -13, and -14). The project site is accessible via Cottonwood Avenue, Mission Gorge Road, and Railroad Avenue.

5. Project Applicant/Sponsor's Name and Address

Cameron Brothers Construction Co.
10580 Prospect Avenue, Suite 200
Santee, CA 92071

6. General Plan Designation

General Commercial (GC)

7. Zoning

General Commercial (GC)

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

8. Project Description

The project site is located the southeast corner of Mission Gorge Road and Cottonwood Avenue intersection on approximately 13.1 acres (APN 384-091-01, -13, and -14), located in the city of Santee, California, north of State Route 52 (SR-52). Access to the project site would be provided via two driveways on Cottonwood Avenue, three driveways on Mission Gorge Road, and one driveway on Railroad Avenue. Figure 1 shows the project's regional location. Figure 2 shows the project's specific location on U.S. Geological Survey map. Figure 3 shows an aerial photograph of the project site and vicinity. Figure 4 depicts the proposed site plan, which includes construction of two auto dealerships with sales and service buildings, a detail bay, a self-service car wash, and a body shop.

On Parcel A (APN 384-091-14), the project would construct a 33,974-square-foot auto dealership consisting of auto sales and service and a 2,549-square-foot detail bay which can hold six vehicles. The two-level, 33,974-square-foot, auto sales and service building would consist of a sales and showrooms area, parts department, service department, and administrative office. Level one would total 30,992 square feet and level two would solely consist of parts storage and total 2,549 square feet. Parcel A would have approximately 100 employees and hours of operation would be 7 a.m. to 9 p.m. Monday through Sunday. Parcel A would include 358 parking spaces which exceeds the required 93 spaces specified in 13.24.040 of the Santee Municipal Code. Of the 358 parking spaces, four spaces would be Americans with Disabilities Act (ADA) accessible, 12 spaces would be clean air vehicle spaces, and nine spaces would be electric vehicle (EV) spaces. The parking spaces would be allocated for car display (56 spaces), car inventory (209 spaces), cars for service (43 spaces) and customer parking (50 spaces). One, two capacity bicycle rack would also be provided. Motorcycle parking would also be provided per Santee Municipal Code Section 13.24. Parcel A would provide 93 spaces for employee and customer parking, which meets the required spaces specified in 13.24.040 of the Santee Municipal Code.

On Parcel B (APN 384-091-01), the project would construct a second auto dealership consisting of a 33,112-square-foot auto sales and service building. Similar to Parcel A, the two-level 33,112-square-foot auto sales and service building would consist of a sales and showrooms area, parts department, service department, and administrative office. Level one would total 30,015 square feet and level two would solely consist of parts and total 3,097 square feet. Parcel B would have approximately 100 employees and hours of operation would be 7 a.m. to 9 p.m. Monday through Sunday. Parcel B would also include 218 parking spaces, which exceeds the required 84 spaces specified in 13.24.040 of the Santee Municipal Code. Of the 218 parking spaces, four spaces would be ADA accessible, 12 spaces would be clean air vehicle spaces, and nine spaces would be EV spaces. The parking spaces would be allocated for car display (38 spaces), car inventory (94 spaces), cars for service (65 spaces) and customer parking (21 spaces). One, two capacity bicycle rack would also be provided. Motorcycle parking would also be provided per Santee Municipal Code Section 13.24. Parcel B would provide 84 spaces for employee and customer parking, which meets the required spaces specified in 13.24.040 of the Santee Municipal Code.

On Parcel C (APN 384-091-13), the project would construct a 5,400-square-foot self-service car wash, and a 16,405-square-foot body shop. The 16,405-square-foot body shop would consist of a customer reception area, parts department, body shop, paint booths, reception canopy and general office. The proposed carwash on Parcel C would have approximately four employees and hours of operation would be 7 a.m. to 7 p.m. Monday through Saturday. The proposed body shop on Parcel C would

have approximately 23 employees and hours of operation would be 8 a.m. to 5:30 p.m. Monday through Friday. The project proposes 112 parking spaces within Parcel C, which exceeds the required 57 spaces specified in 13.24.040 of the Santee Municipal Code. Of the 112 parking spaces, three spaces would be ADA accessible, nine spaces would be clean air vehicle spaces, and six would be EV spaces. The parking spaces would be allocated for cars for service (78 spaces) and customer parking and manual car drying (34 spaces). Two, two capacity bicycle racks would also be provided.

Screening and Landscaping

Parking lot screening would be constructed in accordance with Santee Municipal Code 13.24.030.A.8. The project would construct a six-foot masonry wall noise barrier shall be constructed along the western, southern, and eastern project boundaries. The masonry wall shall be stepped up to eight feet along the eastern project boundary 50 feet south of Mission Gorge Road and 50 feet north of Railroad Avenue. The project would construct a four-foot-high concrete retaining wall along the west side of the project site. A six-foot-high screen wall would be constructed along the southern edge of the property, and the project would contain three-foot tree boxes to screen the project from the adjacent residential homes to the south. The project would also include a landscape buffer along the property boundary with a meandering, non-contiguous sidewalk along Mission Gorge Road. Parcel A would provide 91 trees, Parcel B would provide 84 trees, and Parcel C would provide 57 trees.

Site Access

A total of six access driveways are proposed for the project. This includes three access driveways on Mission Gorge Road, two access driveways on Cottonwood Avenue, and one on Railroad Avenue, as described below:

- A right-in/right-out only driveway located the just east of Cottonwood Avenue on Mission Gorge Road
- A right-in/right-out only driveway located east of Project Driveway #1 on Mission Gorge Road
- A full access driveway forming the fourth (south) leg of the Mission Gorge Road/Edgemoor Drive intersection.
- A full access driveway located on Cottonwood Avenue, just south of Mission Gorge Road
- A full access driveway located Cottonwood Avenue, just south of Project Driveway #4
- A full access driveway located on Railroad Avenue, south of Mission Gorge Road

Security Lighting and Cameras

The project site would be well lit to provide convenience and security at any time of day. All project lighting would be implemented consistent with the City Municipal Code Section 13.08.070 Development Review Criteria. Under Section 13.08.070, light fixtures for walks, parking areas, driveways, and other facilities shall be provided in sufficient number and at proper locations to provide illumination and clear visibility to all outdoor areas, with minimal shadows or light leaving the property. The lighting shall be stationary, directed away from adjacent properties and shielded

so that no light or glare is transmitted or reflected in such concentrated quantities or intensities as to be detrimental to the surrounding area.

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

The 13.1-acre project site is the location of the original Santee School (formerly, Cowles School constructed in 1891). The school was demolished and reconstructed during the 1960s and demolished again in 2007. The project site includes several bedrock outcrops, two existing parking lots, several foundations, and the remnants of baseball fields. Land uses surrounding the project site include commercial uses to the north, multi-family residential uses to the east, single-family residences to the south, and multi-family residential uses to the west.

10. Other Required Agency Approvals or Permits Required

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

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

On July 3, 2023, the City prepared and sent Assembly Bill (AB) 52 notification letters to the four tribal contacts that formally requested notification of projects in the City via certified mail. The City received evidence that three of the four tribes received the notification. No evidence was provided to the City that the fourth tribal organization received the notice. Of the three tribal organizations that received the notice, one was returned to the City with a "return to sender" notification.

Under California Public Resources Code, Section 21080.3.1(b), the tribes had 30 days from the receipt of the notification letters to request consultation under AB 52. Within the 30-day response period, the City received one response to the AB 52 consultation letters from the Barona Band of Mission Indians (Barona).

In an email dated July 7, 2023, Barona requested AB 52 consultation for the project, copies of prior cultural resource surveys or reports and more information on the proposed monitoring program. City staff coordinated with Barona as to the preferred format of the reports (i.e., hard copy, electronic, thumb drive). Three reports were sent to Barona electronically in three separate emails on July 12, 2023. On July 13, 2023, Barona confirmed receipt of all the reports and concluded that the mitigation recommended (starting on page 6 of the Rincon report) "seems adequate for the resources that have been identified." Barona further stated: "However, if anything significant is encountered before or during construction, I definitely want to hear about it." On July 14, 2023, Barona confirmed that the AB 52 consultation was concluded "as long as the mitigation measures are included as conditions of approval and are implemented as the project goes forward." As of the publication of this MND, the AB 52 consultation has concluded.

12. Statement of Environmental Findings

An Initial Study was prepared by the City to evaluate the potential effects of the project on the environment. As Lead Agency under the California Environmental Quality Act (CEQA) and based on

the finding contained in the attached Initial Study, the City has determined that the project would not have a significant effect upon the environment with implementation of the proposed mitigation measures.

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

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

13. Summary of Environmental Factors Potentially Affected

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

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

14. Determination

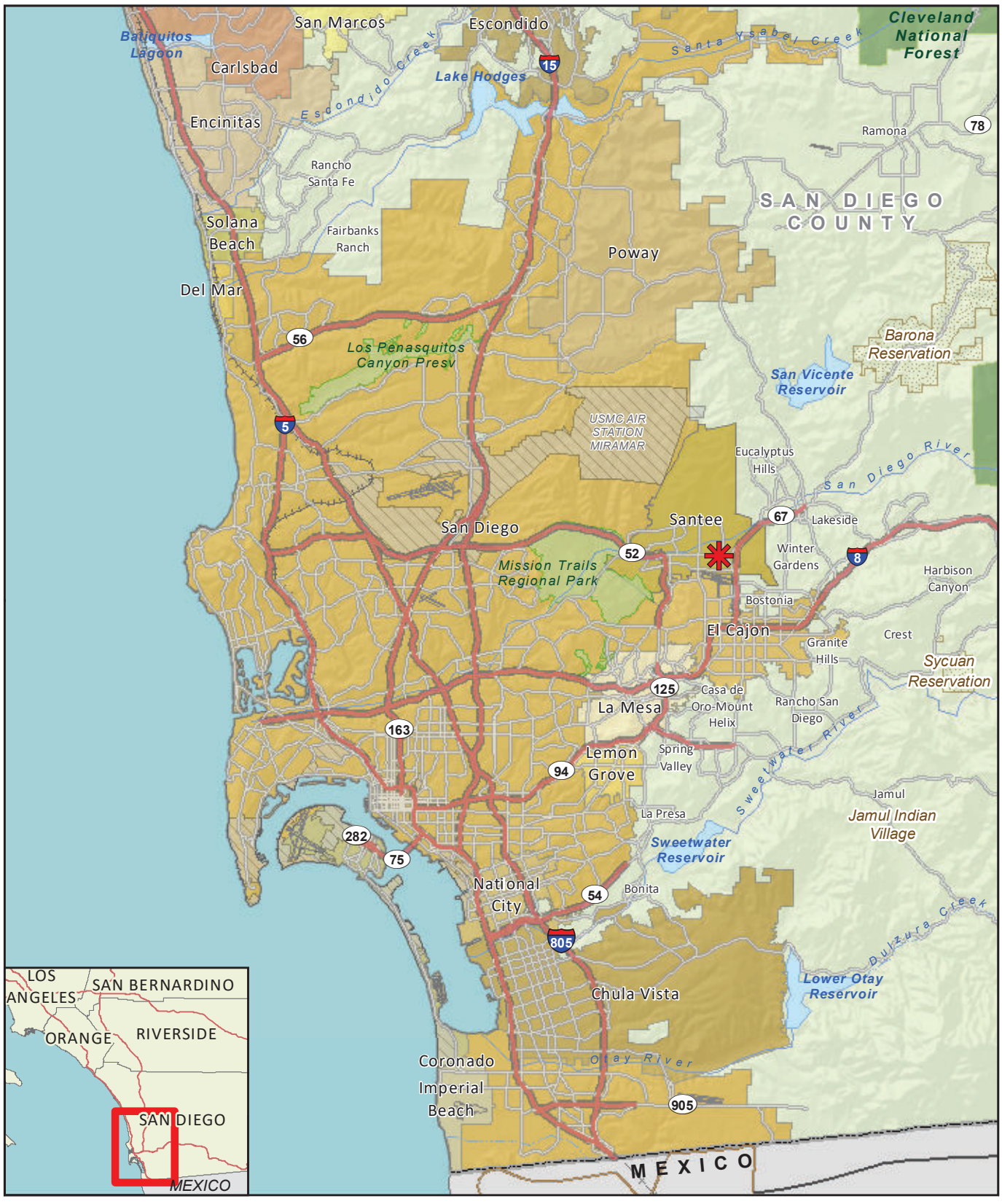
I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.	
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the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

Signature

August 11, 2023
Date

Michael Coyne
Printed Name and Title

City of Santee
For



Project Location

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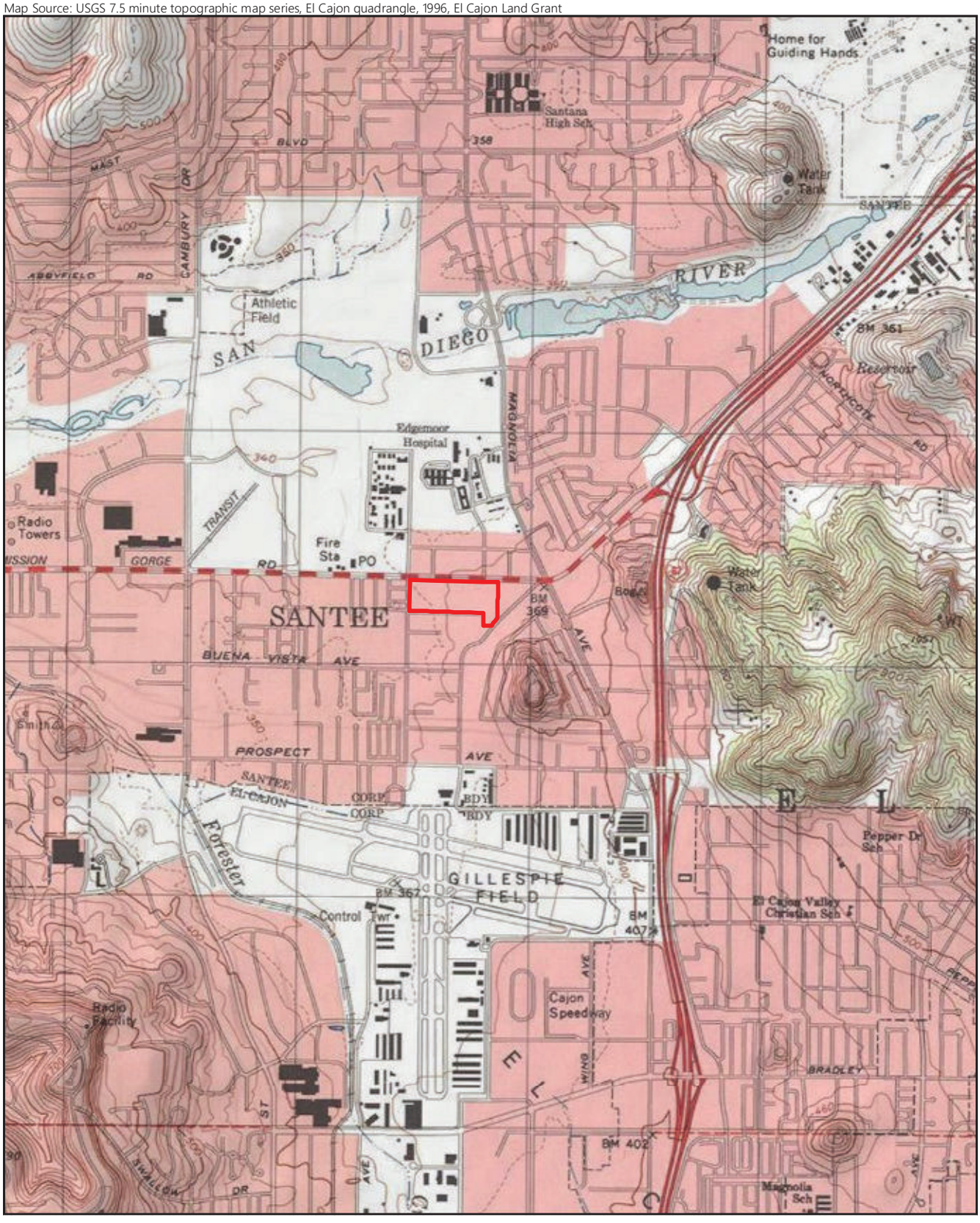
FIGURE 1
Regional Location

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



Project Boundary

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FIGURE 2
Project Location on USGS Map

Image Source: NearMap (flown April 2022)

Project Boundary

FIGURE 3
Project Location on Aerial Photograph

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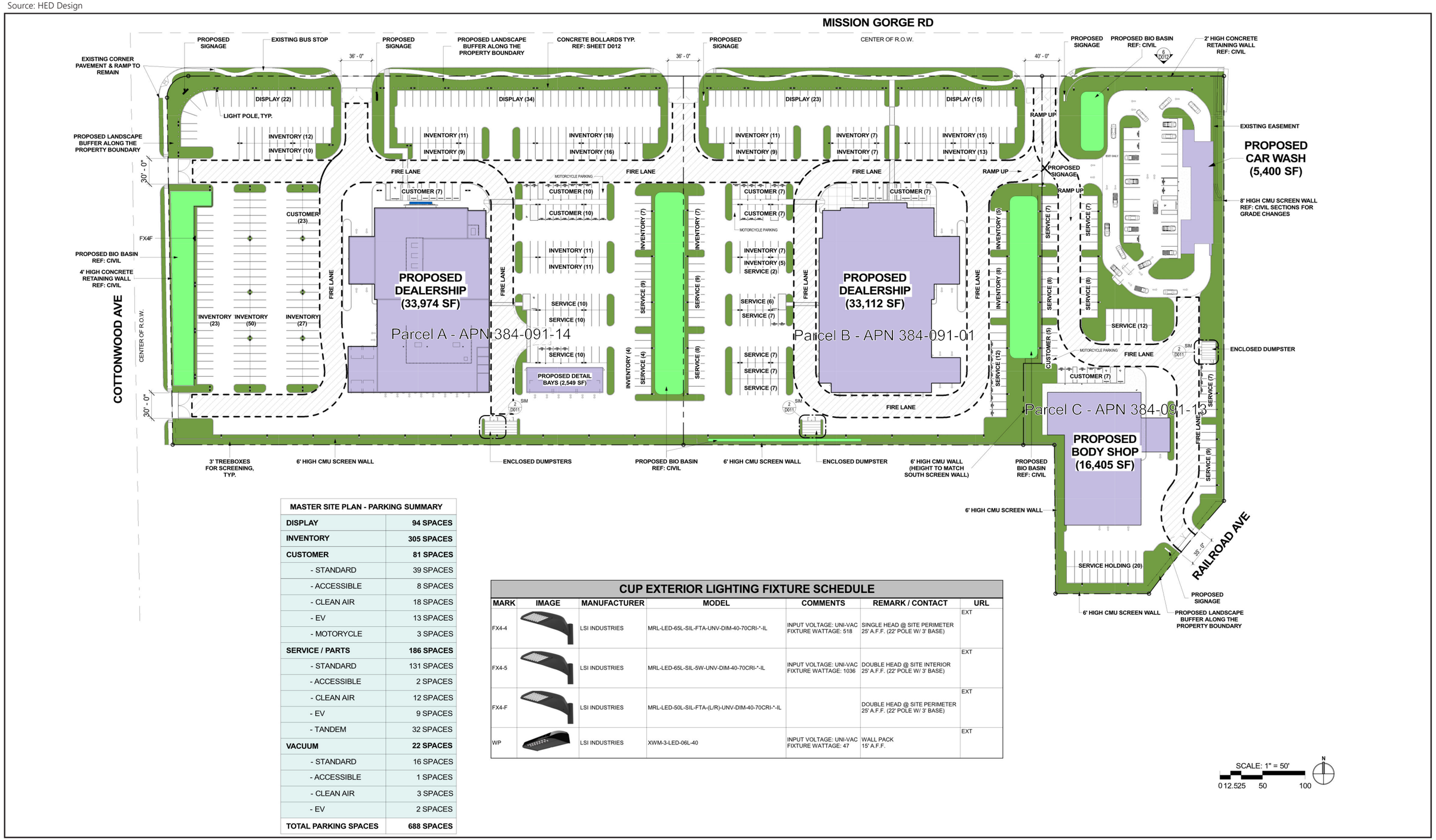
Source: HED Design



MASTER SITE PLAN - PARKING SUMMARY	
DISPLAY	**94 SPACES**
INVENTORY	**305 SPACES**
CUSTOMER	**81 SPACES**
- STANDARD	39 SPACES
- ACCESSIBLE	8 SPACES
- CLEAN AIR	18 SPACES
- EV	13 SPACES
- MOTORYCLE	3 SPACES
SERVICE / PARTS	**186 SPACES**
- STANDARD	131 SPACES
- ACCESSIBLE	2 SPACES
- CLEAN AIR	12 SPACES
- EV	9 SPACES
- TANDEM	32 SPACES
VACUUM	**22 SPACES**
- STANDARD	16 SPACES
- ACCESSIBLE	1 SPACES
- CLEAN AIR	3 SPACES
- EV	2 SPACES
TOTAL PARKING SPACES	**688 SPACES**

CUP EXTERIOR LIGHTING FIXTURE SCHEDULE

MARK	IMAGE	MANUFACTURER	MODEL	COMMENTS	REMARK / CONTACT	URL
FX4-4		LSI INDUSTRIES	MRL-LED-65L-SIL-FTA-UNV-DIM-40-70CRI-*-IL	INPUT VOLTAGE: UNI-VAC FIXTURE WATTAGE: 518	SINGLE HEAD @ SITE PERIMETER 25' A.F.F. (22' POLE W/ 3' BASE)	EXT
FX4-5		LSI INDUSTRIES	MRL-LED-65L-SIL-5W-UNV-DIM-40-70CRI-*-IL	INPUT VOLTAGE: UNI-VAC FIXTURE WATTAGE: 1036	DOUBLE HEAD @ SITE INTERIOR 25' A.F.F. (22' POLE W/ 3' BASE)	EXT
FX4-F		LSI INDUSTRIES	MRL-LED-50L-SIL-FTA-(L/R)-UNV-DIM-40-70CRI-*-IL		DOUBLE HEAD @ SITE PERIMETER 25' A.F.F. (22' POLE W/ 3' BASE)	EXT
WP		LSI INDUSTRIES	XWM-3-LED-06L-40	INPUT VOLTAGE: UNI-VAC FIXTURE WATTAGE: 47	WALL PACK 15' A.F.F.	EXT

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FIGURE 4
Site Plan

15. Environmental Checklist Form

15.1 Aesthetics

Would the project:

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

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

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

b. Less Than Significant Impact. There are no designated state scenic highways within the city of Santee. The segment of SR-52 that is designated as a state scenic highway (Santo Road to Mast Boulevard) is located in the city of San Diego, approximately 2.5 miles to the west, and is not visible from the project site. The project site does not possess any scenic resources such as trees. There are

large boulders and bedrock located in the southeast portion of the project site. However, removal of the boulders and bedrock would not be considered significant because they are not listed as a scenic resource within the City General Plan. As described in Section 15.5.a below, there are no historic resources located on the project site. Therefore, the project would not substantially damage any scenic resources within a state scenic highway, and impacts would be less than significant.

c. Less Than Significant Impact. The project site is located within an urban environment consisting of commercial and residential uses located along the southern frontage of Mission Gorge Road. The project site is vacant and currently is undeveloped. The site was originally developed as an elementary school in the 1920s and remained as a school site until being demolished in 2007. The project would be consistent with the existing visual character because it would construct a commercial use within an area that currently consists of a mix of commercial and residential uses. The project has also been designed with and will comply with applicable zoning regulations pertaining to scenic quality and would include landscaping to enhance the visual quality of the project site. Therefore, the project would not substantially degrade the existing visual character or quality of the site and its surroundings, and impacts would be less than significant.

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

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

15.2 Agriculture Resources

Would the project:

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

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

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

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

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

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

e. No Impact. Land uses surrounding the project site include commercial uses to the north, multi-family residential uses to the east, single-family residences to the south, and multi-family residential uses to the west. There are no agricultural uses or forestlands on-site or in the vicinity of the project site. Therefore, the project would not result in conversion of farmland or forest land. No impact would occur.

15.3 Air Quality

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

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

Sources: Project Description, City of Santee General Plan–Land Use Element; Air Quality Model Results (California Emissions Estimator Model [CalEEMod] Output Files) prepared by RECON Environmental, Inc. (Appendix A); Linscott, Law, and Greenspan Engineers Traffic Impact Analysis (Appendix B); San Diego Air Pollution Control District (SDAPCD) Rules 20.1, 20.2, 20.3, 67.0.1, 67.20.1; Office of Environmental Health Hazard Assessment (OEHHA) Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (OEHHA 2015).

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

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

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

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

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

b. Less than Significant Impact. As discussed in Section 15.3.a above, NAAQS and CAAQS have been established for six criteria pollutants (ozone, CO, SO_2, NO_2, lead, and particulate matter). The City has not adopted air quality significance thresholds for these pollutants, and the SDAPCD does not provide specific numeric thresholds for determining the significance of air quality impacts under the CEQA Guidelines. However, the SDAPCD does specify air quality impact analysis "trigger" levels for criteria pollutant emissions associated with new or modified stationary sources (SDAPCD Rules 20.1, 20.2, and 20.3). The SDAPCD does not consider these trigger levels to represent adverse air quality impacts; rather, if these trigger levels are exceeded by stationary sources associated with a project, the SDAPCD requires an air quality analysis to determine if a significant air quality impact would occur. This analysis uses SDAPCD trigger levels shown in Table 1 as air quality impact screening levels.

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

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

The project would result in short-term emissions from construction and long-term emissions associated with project operation. Construction and operational emissions associated with the project were modeled using CalEEMod version 2022.1 (see Appendix A), which incorporates current air emission data. Planning methods, protocol, modeling methodology, and assumptions are summarized below.

Construction Emissions

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

- Fugitive dust from grading and rock breaking activities;
- Construction equipment exhaust;
- Construction-related trips by workers, delivery trucks, and material-hauling trucks; and
- Construction-related power consumption.

Construction-related pollutants result from dust raised during demolition and grading, emissions from construction vehicles, and chemicals used during construction. Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces are all sources of fugitive dust. Construction operations are subject to the requirements established in Regulation 4, Rules 52, 54, and 55 of the SDAPCD's rules and regulations.

Heavy-duty construction equipment is usually diesel powered. In general, emissions from diesel-powered equipment contain more NO_X, SO_X, and particulate matter than gasoline-powered engines. However, diesel-powered engines generally produce less CO and less ROG than do gasoline-powered engines. Standard construction equipment includes tractors/loaders/backhoes, rubber-tired dozers, excavators, graders, cranes, forklifts, rollers, paving equipment, generator sets, welders, cement and mortar mixers, and air compressors. Rock breaking and crushing activities would also be required. It is anticipated that these activities would last approximately two months. First, the larger boulders would be drilled with a rock drill and chemicals would be used to break

them down to manageable sizes. Then, an excavator with a mounted 10,000-pound hydraulic hammer/breaker would break those rock pieces down to two-foot diameter or less fragments. These smaller rocks would then be hauled off-site or crushed on-site.

Primary inputs are the numbers of each piece of equipment and the length of each construction stage. Specific construction phasing and equipment parameters are not available at this time. However, CalEEMod can estimate the required construction equipment when project-specific information is unavailable. The estimates are based on surveys (performed by the South Coast Air Quality Management District and the Sacramento Metropolitan Air Quality Management District) of typical construction projects, which provide a basis for scaling equipment needs and schedule with a project's size. Air emission estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading area; season; and ambient temperature, among other parameters. Construction is anticipated to begin in 2024 and last for one year. Construction emissions for most phases were calculated using CalEEMod default phasing and equipment for the given land use, project site size, and building size. To account for rock drilling and crushing, a rock drill, crushing/processing equipment, and an additional excavator were added to the grading phase. Project grading would include the export of 4,500 cubic yards of soil.

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

Table 2
Summary of Maximum Build-out Construction Emissions
(pounds per day)

	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Site Preparation	4	36	34	<1	9	5
Grading	38	39	83	<1	6	3
Building Construction/ Architectural Coatings	15	13	16	<1	1	1
Paving	3	8	11	<1	1	<1
Maximum Daily Emissions	**38**	**39**	**83**	**<1**	**9**	**5**
Significance Threshold	*250*	*250*	*550*	*250*	*100*	*67*

Source: Appendix A

Standard dust control measures would be implemented as a part of project construction in accordance with mandatory SDAPCD rules and regulations. Fugitive dust emissions were calculated using CalEEMod default values with implementation of SDAPCD dust control measures.

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

- Water the grading areas a minimum of twice daily to minimize fugitive dust.
- Provide sufficient erosion control to prevent washout of silty material onto public roads.
- Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling.
- Periodically sweep up dirt and debris spilled onto paved surfaces to reduce re-suspension of particulate matter caused by vehicle movement. Clean approach routes to construction sites of construction-related dirt.

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

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

Operational Emissions

Operation of the project would result in long-term emissions from mobile, energy, and area sources. Mobile emissions were calculated using Institute of Transportation Engineers (ITE) 11th Edition trip generation rates. The two car dealerships and body shop portion of the project would generate 2,436 daily trips and the car wash would generate 900 daily trips for a total of 3,336 daily trips. CalEEMod default trip lengths and vehicle emission factors for the soonest operational year of 2025 were modeled.

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

ROG/VOC emission would also be generated by the paint surface coating activities associated with the spray booth. Although CalEEMod is not able to estimate ROG/VOC emissions associated specifically with the spray booth, it is not anticipated that the spray booth would generate significant ROGs/VOCs due to the overall small size of the facility. In addition, the project would be required to adhere to the SDAPCD Rule 67.20.1: Motor Vehicle and Mobile Equipment Coating Operations. Based on the SDAPCD 2020 Industry Wide Emissions Inventory Report (SDAPCD 2020), the Caliber Collusion auto body repair shops similar to the one proposed emit up to 0.73 tons per year of ROG/VOC which equates to approximately 4 pounds per day. When combined with the emissions shown in Table 3 below, emissions would be well less than the significance threshold. With adherence to SDAPCD Rule 67.20.1, emissions due to the spray booth would be less than significant.

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

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

Emission Source	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	3	<1	4	<1	<1	<1
Energy Sources	<1	1	1	<1	<1	<1
Mobile Sources	14	11	100	<1	8	2
Total	**17**	**12**	**104**	**<1**	**8**	**2**
Significance Threshold	*250*	*250*	*550*	*250*	*100*	*67*

Source: Appendix A
Note: Totals may vary due to independent rounding.

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

c. Less than Significant Impact. A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples of sensitive receptor locations in the community include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities. Land uses surrounding the project site include commercial uses to the north, multi-family residential uses to the east, single-family residences to the south, and multi-family residential uses to the west.

Diesel Particulate Matter–Construction

Construction of the project would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Construction of the project would result in the generation of diesel exhaust diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities and on-road diesel equipment used to bring materials to and from the project site. Not all construction worker vehicles would be diesel-fueled and most DPM emissions associated with material delivery trucks and construction worker vehicles would occur off-site.

Generation of DPM from construction projects typically occurs in a single area for a short period. According to the OEHHA, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptor were a year, the exposure would be three percent of the total exposure period used for health risk calculation.

For purposes of analyzing construction-related toxic air contaminant emissions and their impact on sensitive receptors, the maximum annual PM_{10} emissions from equipment exhaust were used to develop an average daily emission rate. The exhaust emissions were calculated by CalEEMod, and the maximum annual DPM concentration was calculated using AERSCREEN. AERSCREEN calculates a worst-case maximum 1-hour concentration at a specific distance and specific angle from the source. The maximum 1-hour concentration is then converted to an annual concentration using a 0.08 conversion factor (U.S. Environmental Protection Agency [U.S. EPA] 1992).

Once the dispersed concentrations of diesel particulates are estimated in the surrounding air, they are used to evaluate estimated exposure to people. Exposure is evaluated by calculating the dose in milligrams per kilogram body weight per day (mg/kg/d). For residential exposure, the breathing rates are determined for specific age groups, so inhalation dose (Dose-air) is calculated for each of these age groups: third trimester of pregnancy, 0<2, 2<9, 2<16, 16<30 and 16–70 years. The equation for dose through inhalation (Dose-air) is as follows:

$$\text{Dose-air} = (C_{air} \times \text{DBR} \times \text{A} \times \text{EF} \times 10^{-6});$$

Where:

Dose-air	=	Chronic daily intake, mg/kg/d
C_{air}	=	Ground-level concentration of toxic air contaminants to which the receptor is exposed, micrograms/cubic meter
DBR	=	Daily breathing rate, normalized to body weight (liters per kilogram body weight per day (Office of Environmental Health Hazard Assessment [OEHHA] 2015)
A	=	Inhalation absorption factor (OEHHA recommended factor of 1)
EF	=	Exposure frequency, days/year (OEHHA recommended factor of 0.96 for resident and 0.68 for workers)

Cancer risk is calculated by multiplying the daily inhalation or oral dose, by a cancer potency factor, the age sensitivity factor, the frequency of time spent at home and the exposure duration divided by averaging time, to yield the excess cancer risk. The excess cancer risk is calculated separately for each age grouping and then summed to yield cancer risk for any given location. The worst-case cancer risk is calculated as follows:

Excess Cancer Risk = Dose-air × CPF × ASF × ED/AT × FAH;
Where:

Dose-air	=	Chronic daily intake, mg/kg body weight per day
CPF	=	Cancer potency factor (mg/kg/d)
ASF	=	Age sensitivity factor
ED	=	Exposure duration (years)
AT	=	Averaging time for lifetime cancer risk (years)
FAH	=	Fraction of time at home

Non-cancer risks are defined as chronic or acute. With respect to DPM only chronic risks are calculated and are determined by the hazard index. To calculate hazard index, DPM concentration is divided by its chronic Reference Exposure Levels. Where the total equals or exceeds one, a health hazard is presumed to exist.

In this analysis, non-carcinogenic impacts are evaluated for chronic exposure inhalation exposure. Estimates of health impacts from non-carcinogenic concentrations are expressed as a hazard quotient (HQ) for individual substances, such as diesel particulate. An HQ of one or less indicates that adverse health effects are not expected to result from exposure to emissions of that substance. Reference Exposure Levels are defined as the concentration at which no adverse health effects are anticipated. Generally, the inhalation pathway is the largest contributor to the total dose. The HQ is calculated with the flowing equation:

HQ = Ground-Level Concentration ($\mu g/m^3$)/Reference Exposure Level ($\mu g/m^3$)

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

Based on the CalEEMod calculations for project construction, the project would result in on-site maximum annual emissions of 0.1055 ton of PM_{10} exhaust. This maximum annual emissions rate was modeled over the entire 12-month construction period, and therefore is a conservative assessment. Based on AERSCREEN modeling results, the maximum 1-hour ground-level DPM concentration from construction activities would be 0.02617 micrograms per cubic meter ($\mu g/m^3$). This was converted to an annual average concentration of 0.00209 $\mu g/m^3$ using a conversion factor of 0.08 (U.S. EPA 1992). The resulting annual concentration was used in the equations discussed above. Using this methodology, it was calculated that the excess cancer risk would be 0.38 in a million. AERSCREEN and cancer risk calculations are provided in Appendix A. DPM generated by project construction is

not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer. Additionally, the HQ would be 0.0004, which is less than one. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations associated with diesel particulate matter during construction that could result in excess cancer risks, and impacts would be less than significant.

Carbon Monoxide Hot Spots

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

Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, more recent screening procedures based on more current methodologies have been developed. The Sacramento Metropolitan Air Quality Management District developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010 which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. Based on the intersection turning volumes provided in the traffic analysis prepared for the project (see Appendix B), intersection traffic volumes would be significantly less than 31,600 vehicles per hour. Consequently, the project is not anticipated to result in a CO hot spot. Therefore, project operation would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

D. Less than Significant Impact. During construction, the use of fuels, including diesel, would generate some nuisance odors. However, these odors generated during construction would be temporary, intermittent, disperse quickly, and would not affect a substantial number of people. The project would not be a significant operational source of objectionable odors. The project would construct an auto service shop on Parcels A and B, and an auto body shop on Parcel C that would include coating operations; thus, the project could be subject to odor complaints. However, all operational activities would occur within the proposed building inside an enclosed and ventilated painting booth. Appropriate ventilation systems would be installed in accordance with state and SDAPCD rules and regulations. The car dealerships and car wash portions of the project would not be a source of objectionable odors. Therefore, the project would not generate odors adversely affecting a substantial number of people, and impacts would be less than significant.

15.4 Biological Resources

Would the project:

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

Sources: City of Santee Draft Multiple Species Conservation Program Subarea Plan; City of Santee, General Plan, Conservation Element

a. Less than Significant with Mitigation. The project site consists entirely of Urban/Developed Land as delineated on Figure 6-3 of the General Plan Conservation Element. Existing land cover on the project site includes non-vegetated pervious areas and is surrounded by development on all sides. In addition, the site was originally developed as an elementary school (Santee Elementary School) in the 1920s and was used as such until 2007. Subsequent grading to remove rock material has also occurred. Suitable nesting trees are located on the project site. If vegetation clearing activities are proposed during or continue into the general bird breeding season (February 15–August 30), mitigation measure BIO-1 would require a pre-construction clearance survey for nesting birds and raptors. Implementation of mitigation measure BIO-1 would reduce potential impacts to nesting birds and raptors to a level less than significant.

b. No Impact. As described in 15.4(a), the project site consists entirely of Urban/Developed Land that does not qualify as riparian habitat. Therefore, there is no riparian habitat located on the project site. No impact would occur.

c. No Impact. No drainages, wetlands, or waters are located within the project site. Therefore, there are no state or federally protected wetlands located on the project site. No impact would occur.

d. No Impact. The project site consists of Urban/Developed Land, is surrounded by development on all sides, and does not connect separate isolated areas of habitat. In addition, the project site does not function as a wildlife corridor, nor are there any wildlife corridors adjacent to the project site within the surrounding urban environment. No impact would occur.

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

f. No Impact. The City does not have an adopted Habitat Conservation Plan. The project site is classified as Urban/Developed and is not located within the Draft Preserve of the City's Draft Multiple Species Conservation Program Subarea Plan. The project site is not proposed for conservation and is not adjacent to any preserve areas. The project would not conflict with any local policies or ordinances protecting biological resources. Therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact would occur.

BIO-1 – Nesting Birds and Raptors

If vegetation clearing activities are proposed during or continue into the general bird breeding season (February 15–August 30), a pre-construction clearance survey for nesting birds and raptors shall be conducted. The survey shall cover all suitable nesting habitats that occur within the proposed project site. The pre-construction survey shall be conducted within three days of the start of work.

If any active nests are detected, the area will be flagged and mapped along with a buffer as recommended by the qualified biologist. The buffer area(s) established by the qualified biologist will be avoided until the nesting cycle is complete or it is determined that the nest is no longer active. The qualified biologist shall be a person familiar with bird breeding behavior and capable of identifying the bird species of San Diego County by sight and sound and determining alterations of behavior as a result of human interaction. Buffers will be based on species-appropriate buffers and/or local topography and line of sight, species behavior and tolerance to disturbance, and existing disturbance levels, as determined appropriate by the qualified biologist.

15.5 Cultural Resources

Would the project:

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

Sources: City of Santee General Plan-Conservation Element; Cultural Resources Due Diligence Study prepared by Rincon Consultants, Inc. (2019, Appendix C); Phase II Cultural Resources Testing and Evaluation Report prepared by Rincon Consultants, Inc. (2019, Appendix D); Cultural Resources Technical Memorandum prepared by Rincon Consultants, Inc. (2023, Appendix E).

a and b. Less than Significant with Mitigation. The term "historic resources" applies to any such resource that is at least 50 years old and is listed or determined eligible for listing in the California Register of Historical Resources. In April and May 2019, Rincon Consultants completed pedestrian surveys of the project site and identified several prehistoric bedrock milling features (BMFs) and the archaeological remains of the historic period Santee Elementary School. The multi-component archaeological resource was given the temporary site designation RIN-S-1. RIN-S-1 includes the majority of the project site. Based on the positive findings of the survey, Rincon Consultants recommended that the archaeological remains be formally recorded and that a Phase II study be conducted to evaluate the significance of RIN-S-1 for listing on the California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP).

The Phase II evaluation program included field, laboratory, and archival studies. Field work was conducted by Rincon personnel between July 15 and 19, 2019. The field work effort consisted of site documentation and mapping and the excavation of 28 shovel test pits and 1 test unit. A Native American monitor from Red Tail Environmental was present during the archaeological test

excavations. Site documentation resulted in the recordation of 18 archaeological features, including 11 prehistoric BMFs and the remnants of 7 historic period buildings and structures. Test excavations revealed a low-density, subsurface deposit of prehistoric artifacts was associated with the BMFs. A larger, low-density, subsurface deposit of historic and modern artifacts was also identified extending across much of the project site. Examination of the prehistoric cultural deposits found extensive subsurface disturbance with prehistoric cultural constituents intermixed with historic and modern refuse.

Following completion of the field work, artifact analyses were conducted of the flaked and ground stone artifacts, faunal remains, and ceramics. Special studies, including obsidian X-ray fluorescence and hydration analyses, were also undertaken to acquire lithic sourcing and chronometric data, respectively. Finally, archival research was completed to obtain information on the history and development of Santee Elementary School.

Based on the results of the Phase II study, RIN-S-1 was recommended as ineligible for listing on the NRHP and CRHR. The prehistoric and historic components of the site were not associated with events that have made a significant contribution to broad patterns of prehistory or history (NRHP Criterion A/CRHR Criterion 1), nor are they associated with the lives of persons significant to the past (NRHP Criterion B/CRHR Criterion 2). They do not embody the distinctive characteristics of a type, period, or method of construction (NRHP Criterion C/CRHR Criterion 3). Finally, test excavations indicated that the prehistoric subsurface cultural deposits are not extensive and exhibit a high level of disturbance. Data recovery efforts on these have little potential to yield additional data pertinent to addressing research questions. In addition, further study of the historic period remains at the site is not expected to yield any new information important on either the construction or use of the Santee Elementary School. Therefore, the prehistoric or historic components of the site were recommended as ineligible for listing under NRHP Criterion D/CRHR Criterion 4.

In 2023, Rincon prepared a Cultural Resources Technical Memorandum (Appendix E) to document the current conditions of RIN-S-1 and the project site. Rincon archaeologists, as well as Annabel Flores from the Jamul Indian Village of the Kumeyaay Nation (Jamul) conducted a pedestrian survey of the project site on March 10, 2023, to ascertain the current conditions of the project site and archaeological site RIN-S-1. Rincon found that the multicomponent archaeological site RIN-S-1 was almost entirely displaced by boulder removal that occurred on the project site subsequent to the resource's 2019 recordation. All the historic-period features that were likely associated with Santee Elementary School have been removed.

Although RIN-S-1 was deemed ineligible for inclusion in the NRHP and CRHR, there is still potential for additional buried archaeological deposits that could be encountered during project related ground disturbance. Due to the overall sensitivity of the project area, the project would require completion of a Worker's Environmental Awareness Program prior to the start of ground disturbance for the project and that archaeological and Native American monitoring take place during initial project related ground disturbance. Implementation of mitigation measures CUL-1 through CUL-4 would reduce impacts to historic and unique archaeological resources to a level less than significant.

c. Less than Significant Impact. There are no dedicated cemeteries or recorded burials within the project footprint or surrounding vicinity and no human remains are known to be present within the project site. However, the discovery of human remains is always a possibility during

ground-disturbing activities. Implementation of mitigation measure CUL-5 requires the project to adhere to California Health and Safety Code Section 7050.5. Project implementation of mitigation measure CUL-5 would reduce impacts related to the discovery of human remains to a less than significant level.

CUL-1: 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 the 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.

CUL-2: Preparation of a Cultural Resources Mitigation and Monitoring Program

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 Cultural Resources Mitigation and Monitoring Program shall be prepared in consultation with Native American tribes who have participated in consultation for the project. The Cultural Resources Mitigation and Monitoring Program shall include provisions for archaeological and Native American monitoring of initial ground disturbance related to construction of the project, project construction schedule, procedures to be followed in the event of discovery of archaeological resources including additional artifacts or features associated with RIN-S-1, 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 monitor(s). 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, shall any be encountered. 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-3: 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 project ground disturbance or until the qualified archaeologist determines monitoring is no longer necessary.

At the completion of monitoring, the qualified archaeologist should prepare a Cultural Resources Monitoring Report to document the findings during the monitoring effort for the project. The report should include the monitoring logs completed for the project and should document any discoveries made during monitoring. The Cultural Resources Monitoring Report should be submitted to the City of Santee and the South Coastal Information Center.

CUL-4: Native American Construction Monitoring

A minimum of one Native American monitor shall be present during ground-disturbing activity for project ground disturbance, including but not limited to site clearing, grubbing, trenching, and excavation, for the duration of the project ground disturbance 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 one year of monitoring experience within Kumeyaay ancestral territory.

CUL-5: California Health and Safety Code Section 7050.5

During project construction, if human remains are found, the California Health and Safety Code Section 7050.5 states no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. Per the Public Resources Code, in the event of an unanticipated discovery of human remains, the County Coroner shall be notified immediately. If the human remains are determined to be prehistoric, the coroner shall notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendant.

15.6 Energy

Would the project:

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

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

a. Less Than Significant Impact.

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

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

Construction-Related Energy Use

Energy use during construction would occur within two general categories: fuel use from vehicles used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to conduct construction activities. Fuel consumption associated with construction worker commute would be similar of any other typical commute in San Diego County and would not result in a wasteful, inefficient, or unnecessary consumption of gasoline or diesel fuel. Consistent with state requirements, all construction equipment would meet CARB Tier 3 In-Use Off-Road Diesel Engine Standards. Engines are required to meet certain emission standards, and groups of standards are referred to as Tiers. A Tier 0 engine is unregulated with no emission controls, and each progression of standard level (i.e., Tier 1, Tier 2, Tier 3, etc.) generates lower emissions, use less energy, and are more advanced technologically than the previous tier. CARB's Tier 3 In-Use Off-Road Diesel Engine Standards requires that construction equipment fleets become cleaner and use less energy over time. There are no known conditions in the project area that would require nonstandard equipment or construction practices that would increase fuel-energy consumption above typical equipment fuel consumption rates. Additionally, construction activities would be temporary and short-term (twelve months) and would adhere to all construction BMPs. Therefore, project construction would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant.

Operation-Related Energy Use

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

Transportation-Related Energy Use

Buildout of the project and vehicle trips associated with the project would result in transportation energy use. Trips by individuals traveling to and from the project site would result from the use of passenger vehicles and work trucks. Vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. The two car dealerships and body shop would generate 2,436 daily trips and the 5,400-square-foot car wash would generate 900 daily trips for a total of 3,336 daily trips. Based on CalEEMod default trip lengths, the project would generate 3,298,000 vehicle miles travelled (VMT) annually.

Periodic deliveries would occur to bring new cars and other goods deliveries to the project site. Vehicle deliveries would occur after construction activities are completed and would be similar or less than the number of delivery trips required to deliver building materials to the site. However,

these trips would be minimal and would not result in an exceedance of daily emission thresholds or result in excessive energy consumption.

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

Non-Transportation-Related Energy Use

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

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

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

The project would, at a minimum, be required to comply with the mandatory measures included in the current 2022 Energy Code (California Code of Regulations, Title 24, Part 6) and the 2022 CALGreen standards, which went into effect January 1, 2023. The mandatory standards require the following:

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

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

Electricity and natural gas service to the project site is provided by SDG&E. Once operational, the project would use electricity and natural gas to run various appliances and equipment, including space and water heaters, air conditioners, ventilation equipment, lights, and numerous other devices. Generally, electricity use is higher in the warmer months due to increased air conditioning needs, and natural gas use is highest when the weather is colder as a result of high heating demand. As a part of the air quality modeling prepared for the project (see Appendix A), CalEEMod was used to estimate the total operational electricity and natural gas consumption associated with the project. Table 4 summarizes the anticipated operational energy and natural gas use.

Table 4
Operational Electricity and Natural Gas Use

	Total Use
Electricity	881,954 kWh/Year
Natural Gas	1,043,460 BTU/Year

kwH = kilowatt hour; BTU = British thermal units

Buildout of the project would result in an increase of operational electricity and natural gas usage when compared to the existing condition. The project would be required to meet the mandatory energy requirements of 2022 CALGreen and the California Energy Code (Title 24, Part 6 of the California Code of Regulations) and would benefit from the efficiencies associated with these regulations as they relate to building heating, ventilating, and air conditioning mechanical systems, water-heating systems, and lighting. Additionally, the project would implement all applicable GHG reduction measures related to energy efficiency and clean energy as required by the City's

Sustainable Santee Plan (see Section 15.8). These measures include increasing energy efficiency through CALGreen mandatory and voluntary requirements, decreasing energy demand through reducing the urban heat island effect, and installing a solar photovoltaic system. Therefore, there are no project features that would support the use of excessive amounts of energy or would create unnecessary energy waste, or conflict with any adopted plan for renewable energy efficiency, and impacts would be less than significant.

b. Less Than Significant Impact. The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and RPS, and the applicable local plan is the Sustainable Santee Plan. As discussed in Section 15.6.a, the project would be required to meet the mandatory energy requirements of 2022 CALGreen and the 2022 California Energy Code. The project would not conflict with or obstruct implementation of CALGreen and the California Energy Code, or with SDG&E's implementation of RPS. Additionally, as detailed in Section 15.8 below, the project would be consistent with the Sustainable Santee Plan. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

15.7 Geology and Soils

Would the project:

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

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

Source(s): Geotechnical Investigation prepared by GEOCON Incorporated, 2023 (Appendix F).

a(i). Less than Significant Impact. The project site is not located within a State of California Alquist-Priolo fault zone and there are no known faults that traverse the project site. Consequently, the risk from fault rupture is low. Therefore, the project would not expose people or structures to rupture of a known earthquake fault, and impacts would be less than significant.

a(ii). Less than Significant Impact. The project site is located in the seismically active southern California region, and therefore could be affected by seismic activity. However, the project would adhere to the City's grading guidelines and seismic design parameters of the 2022 CBC. These site preparation activities would remove any soils that would be seismically unstable. The project would also adhere to all other geotechnical recommendations provided in the Geologic Investigation (see Appendix F) related to seismic safety. Therefore, the project would not expose people or structures to strong seismic shaking, and impacts would be less than significant.

a(iii). Less than Significant Impact. Liquefaction typically occurs when a site is in a zone with seismic activity, on-site soils are cohesionless or silt/clay with low plasticity, groundwater is encountered, and soil relative densities are less than about 70 percent. If these four criteria are met, a seismic event could result in a rapid pore-water pressure increase from the earthquake-generated ground accelerations. Seismically induced settlement may occur whether the potential for liquefaction exists or not. Due to the lack of a near surface groundwater table and the dense nature of the proposed

fill and underlying older alluvium and granitic rock, the potential for liquefaction and seismically induced settlement occurring at the site is considered negligible. Therefore, the project would not expose people or structures to seismic-related ground failure, including liquefaction, and impacts would be less than significant.

a(iv). No Impact. The project site and surrounding area are relatively flat and do not possess any slopes that could generate a landslide. Therefore, the project would not expose people or structures to adverse effects related to landslides. No impact would occur.

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

c. Less than Significant Impact. Site preparation activities would remove any soils that would be seismically unstable. As a condition of project approval, the project would also adhere to all other geotechnical design recommendations provided in the Geotechnical Investigation (see Appendix F) related to seismic safety, as well as the seismic design parameters of the 2022 CBC. Therefore, the project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and impacts would be less than significant.

d. Less than Significant Impact. As stated in the Geotechnical Investigation, the soil encountered in the field investigation was found to have "very low" to "low" expansion potential. Site preparation activities would remove any soils that would be seismically unstable. In addition, the project would adhere to all other geotechnical design recommendations provided in the Geotechnical Investigation (see Appendix F) related to seismic safety, as well as the seismic design parameters of the 2022 CBC. Therefore, the project would not be located on expansive soil, and impacts would be less than significant.

e. No Impact. The project would connect to the Padre Dam Municipal Water District (PDMWD) sewer system and would not utilize a septic tank or alternative wastewater disposal system. No impact would occur.

f. Less than Significant Impact. The project site is located within the Coastal Plain Region of the Peninsular Range Province. The Geotechnical Investigation determined that the project site is underlain by undocumented fill, topsoil, young alluvium, older alluvium, and granite rock. Review of the County of San Diego, Guidelines for Determining Significance, Paleontological Resources determined that these soils types have not been assigned moderate or high paleontological sensitivity rating. Consequently, it is unlikely that paleontological resources would be located beneath the project site. Therefore, the project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and impacts would be less than significant.

15.8 Greenhouse Gas Emissions

Would the project:

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

Sources: Climate Change Scoping Plan (CARB 2008); CARB 2017 Scoping Plan; CARB 2022 Scoping Plan Update; Sustainable Santee Plan Project Consistency Checklist (Appendix G); and Sustainable Santee Plan (LSA 2019).

a. Less than Significant Impact.

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

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

The project-specific Checklist is included in Appendix G. The project would be consistent with the existing General Commercial (GC) General Plan and land use zoning designations, and therefore

would be consistent with the land use assumptions used in the Sustainable Santee Plan. As demonstrated in the Checklist, the project would implement all applicable GHG reduction measures related to energy efficiency, solid waste, and clean energy required by the City's Sustainable Santee Plan. Specifically, the project would be consistent with the following goals:

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

- Decrease Energy Demand through Reducing Urban Heat Island Effect (Goal 5): To achieve this goal, projects are required to utilize tree planting for shade and energy efficiency, and to use light-reflecting surfaces. The project would include landscaping along project frontages and throughout the project site to provide shade. Additionally, the project would reduce energy demand by constructing cool roofs.

- Decrease GHG Emissions through a Reduction in VMT (Goal 6): Access to the project site would be provided via two driveways on Cottonwood Avenue, three driveways on Mission Gorge Road, and one driveway on Railroad Avenue. Existing bus stops are located immediately adjacent to the project site along Mission Gorge Road. The bus stops are served by the San Diego Metropolitan Transit System (MTS) bus route 833 that runs along Magnolia Avenue and Mission Gorge Road to the Santee Town Center, which is served by the Sycuan Green Line Trolley. The project would improve pedestrian connectivity by improving the sidewalk and providing landscaping along the northern project boundary. The project would provide a total of 688 parking spaces. Additionally, Mission Gorge Road is identified as a Reduced Speed Class 2 bike lane in the Santee Bicycle Master Plan. The project would include four, two-capacity bicycle racks.

- Electric Vehicles (Goal 7): The project would include 24 EV spaces in accordance with CALGreen.

- Solid Waste (Goal 9): The project would reduce waste at landfills by providing on-site recycling storage per CALGreen and the Santee Municipal Code.

- Clean Energy (Goal 10): To achieve this goal, projects are required to install photovoltaic solar systems. The project would include rooftop solar panels. In addition, the project would include 33 clean air vehicle parking spaces.

Based on the project's consistency with the City's Sustainable Santee Plan demonstrated in the Checklist, the project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable. Therefore, the project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and impacts would be less than significant.

b. Less than Significant Impact.

As described in Section 15.8.a above, the project would be consistent with the existing General Plan and land use zoning designations, and therefore would be consistent with the land use assumptions used in the Sustainable Santee Plan. As demonstrated in the Checklist, the project would implement all applicable GHG reduction measures related to energy efficiency, solid waste, and clean energy required by the City's Sustainable Santee Plan.

AB 1279, the California Climate Crisis Act, codified the carbon neutrality target as 85 percent below 1990 levels by 2045. The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. Appendix D of the 2022 Scoping Plan includes local actions that jurisdictions may take to reduce GHG emissions in line with AB 1279 goals. The three key priority areas identified in the 2022 Scoping Plan are (1) transportation electrification, (2) VMT reduction, and (3) building decarbonization. The project would support transportation electrification by installing EV parking spaces in accordance with CALGreen. Additionally, the project would have less than significant VMT impacts (see Section 15.17.b). Projects located within a half-mile radius of an existing major transit stop or an existing stop along a high-quality transit corridor may be presumed to have a less-than-significant impact per the City's VMT screening criteria. Bus routes serving the immediate project area include MTS Routes 832, 833, and 834. The bus stop closest to the project site is less than 300 feet on Mission Gorge Road along the project frontage. In addition, a portion of the project is located within the Transit Priority Area. The project would therefore reduce VMT. Lastly, the project would implement all feasible and applicable CALGreen Tier 2 Building Standards. The CALGreen Tier 2 measures that would be implemented by the project are related to planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality.

The project would be consistent with the Sustainable Santee Plan and would support the three key priority areas identified in the 2022 Scoping Plan. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant.

15.9 Hazards and Hazardous Materials

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

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

Sources: Project Description, City of Santee General Plan–Safety Element; California Department of Toxic Substances Control–EnviroStor Database; State Water Resources Control Board–Geotracker Database (2022); Gillespie Field Airport Land Use Compatibility Plan (ALUCP; Airport Land Use Commission [ALUC] 2010); Santee Municipal Code (Chapter 15.20.040); California Department of Forestry and Fire Protection (https://egis.fire.ca.gov/FHSZ/)

a. Less than Significant Impact. The project site is bound by commercial uses to the north, multi-family residential uses to the east, single-family residences to the south, and multi-family residential uses to the west. The project would not place housing near any hazardous materials facilities. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses, which require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The project proposes the construction of a 33,974-square-foot auto sales and service building, a 2,549-square-foot detail bay, a second 33,112-square-foot auto sales and service building, a 5,400-square-foot self-service car wash, and a 16,405-square-foot body shop. The project does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances.

Construction of the project would require the use and transport of hazardous materials such as asphalt, paints, chemicals to break down the larger boulders, and other solvents. The use and handling of these materials would follow all applicable federal, state, and local regulations, including California Occupational Safety and Health Administration, California Department of Transportation (Caltrans), and the California Department of Environmental Health Hazardous Materials Division. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Routine construction practices include good housekeeping measures to prevent/contain/clean-up spills and contamination from fuels, solvents, concrete wastes, and other waste materials.

The operation of the project may involve the use of paints, other solvents, and cleaners. Cleaning solutions would be used for daily operation and paints would be used in the body shop and for routine maintenance and re-coating of structures. The remnants of these and other products are disposed of as household hazardous waste that includes lead-acid battery waste, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. The project would be required to adhere to regulations addressing used lead-acid battery management found in California Code of Regulations, Title 22, Sections 66266.80 and 66266.81. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

b. Less than Significant Impact. As described in Section 15.8.a above, construction and operation of the project would involve the use of asphalt, paints, chemicals to break down the larger boulders, and other solvents. The project would be designed and constructed consistent with applicable safety regulations that would prevent the introduction of accident conditions. Therefore, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant.

c. No Impact. The project site is not located within one-quarter mile of any schools. The nearest school is Faith Trolley Preschool, located approximately 0.5 mile west of the project site. The project would not result in hazardous emissions or include the handling of acutely hazardous materials, substances, or waste. No impact would occur.

d. Less than Significant Impact. The State Water Resources Control Board GeoTracker database identified two active cleanup sites adjacent to the project located at 10460 Mission Gorge Road and 8888 Magnolia Avenue. The Department of Toxic Substances Control Envirostor Database identified

one active cleanup site adjacent to the project located at 10438 Mission Gorge Road. No cleanup sites were identified within the project boundaries and no permanent structures are located on the project site. Therefore, the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and impacts would be less than significant.

e. Less than Significant Impact.

The project site is within Airport Influence Area 1 of the Gillespie Field Airport, which is approximately 0.5 mile from the project site. On January 18, 2023, the project received a Determination of No Hazard to Air Navigation from the Federal Aviation Administration based on the placement and maximum height (33 feet) of the proposed buildings. Portions of the project site area are also within Safety Zones 2, 3, and 4 of the Gillespie Field ALUCP. Each Airport Safety Zone serves as a guideline for the maximum density of people that should be located within the Safety Zone based on the level of risk of an aircraft accident within the respective Safety Zone. Safety Zone 2, the Inner Approach/Departure Zone, has a higher risk and as such it is recommended that developments within this Safety Zone limit density to 70 persons per acre without risk reduction measures (per ALUCP page 3-48 Table III-2). Risk reduction measures include hardening the buildings and/or incorporating increased fire protection systems. The project does not propose risk reduction measures. Safety Zones 3 and 4, respectively the Inner Turning Zone and Outer Approach/Departure Zone, are at a lower risk for aircraft accidents and as such their recommended maximum density limit is 130 persons per acre without risk reduction measures (per ALUCP page 3-48 Table III-2).

Under the ALUCP (page 3-48, Table III-2), the proposed use would be classified as "Low-Intensity or Outdoor-Oriented Retail or Wholesale Trade: furniture, automobiles, heavy equipment, nurseries, lumber yards, boat yards [approximately 250 square feet per person]." Such a classification assumes the use would generate an estimated one person for every 250 square feet of proposed building floor area. A 6.9-acre portion of the site is within Safety Zone 2. Within this portion of the site, a total building floor area of 69,635 square feet is proposed. Based on the ALUCP, this building square footage would yield an estimated 279 persons on this portion of the site (one person per acre recommended maximum), resulting in a density of 40 persons per acre, which is compatible with Airport Safety Zone 2 (70 persons per acre). A 2.72-acre portion of the site is within Safety Zone 3, and within this portion of the site, a total building floor area 21,805 square feet is proposed. This building square footage would yield an estimated 87 persons on this portion of the site (one person per 250 square feet), resulting in a density of 32 persons per acre, which is compatible with Safety Zone 3 (130 persons/acre recommended maximum). The remainder of the site would be within Safety Zone 4, and no buildings are proposed within this portion of the site. As a whole, the project would be compatible with the ALUCP. As an entitlement condition of approval, the project is also required to obtain an ALUCP consistency determination from the San Diego County Airport Land Use Commission. Therefore, impacts related to an ALUCP would be less than significant.

f. Less than Significant Impact. The project site is located in an existing developed area with access to major roadways that would allow for emergency evacuation. The project would comply with all design recommendations and requirements for construction and operations as provided by the Santee Fire Department to ensure that emergency access meets City standards. In addition, the project would be consistent with the existing General Commercial (GC) district. Therefore, the project

would not impair implementation of, or physically interfere with emergency response, and impacts would be less than significant.

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

15.10 Hydrology and Water Quality

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner, which would:				
i. result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Sources: Drainage Study prepared by Rick Engineering, 2023 (Appendix H); Storm Water Quality Management Plan, 2023 (Appendix I); Padre Dam Municipal Water District 2020 Urban Water Management Plan; City of Santee General Plan Safety Element.

a. Less than Significant Impact.

Pre-Project Condition

The pre-project condition drains generally northwest to a single point of compliance. The point of compliance consists of a curb inlet located along the eastern edge of Cottonwood Avenue, just south of the intersection of Cottonwood Avenue and Mission Gorge Road. Runoff from the southern portion of the project site flows from the eastern boundary westward along Happy Lane before it rounds the corner at Cottonwood Avenue and flows north along the street where it is collected by the curb inlet. Runoff from the northern portion of the project site flows north to Mission Gorge Road, then concentrates and flows west along the street until it rounds the corner and travels south at Cottonwood Avenue where it is collected by the curb inlet. After entering the curb inlet, runoff from the project site drains to the San Diego River, which flows approximately west and ultimately to the Pacific Ocean.

Post-Project Condition

Drainage patterns in the post-project condition would be similar to the pre-project condition. In the post-project condition, the project area is divided into three lots, each of which would drain to a separate underground storage vault and proprietary compact biofiltration system. It is anticipated that peak flows during a 100-year, six-hour storm event on the post-project site would be the same as peak flows in the pre-project condition. After exiting the vaults and compact biofiltration system, stormwater would be conveyed via a private storm drain to a connection with the public storm drain

system located at the curb inlet at the southeast corner of the intersection of Cottonwood Avenue and Mission Gorge Road. After connecting to the public storm drain system, flows from the site would be conveyed to the San Diego River.

Post-project storm water runoff would be managed via underground storage vaults and proprietary compact biofiltration BMPs, designed pursuant to the guidelines from the City's BMP Design Manual, dated February 2016. The "Priority Development Project Storm Water Quality Management Plan" specific to the project is dated December 16th, 2023, and prepared by Rick Engineering Company (see Appendix I). Implementation of the underground storage vaults and proprietary compact biofiltration BMPs would result in the same peak flows from the pre-project condition. Therefore, the project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

b. Less than Significant Impact. The project would obtain its water supply from the PDMWD and would not use groundwater supply for any purpose. Additionally, the proposed land uses would not be associated with activities known to degrade groundwater. The project would increase the amount of impermeable surfaces on-site from 3.23 acres to 14.2 acres. However, water would continue to infiltrate through the 3.5 acres of the post-construction development footprint that would remain pervious. Furthermore, water would continue to infiltrate through undeveloped land throughout the groundwater basin. Therefore, the project would not substantially decrease groundwater supplies or interfere with groundwater recharge, and impacts would be less than significant.

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

c(ii). Less than Significant Impact. As described in Section 15.10.a, post-project storm water runoff would be managed via underground storage vaults and proprietary compact biofiltration BMPs that would reduce peak flows during a 100-year, six-hour storm event to less than or equal to pre-project flows. Review of Figure 8-1 of the General Plan Safety Element determined that the project site is not located within the 100-year floodplain. Therefore, the project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, and impacts would be less than significant.

c(iii). Less than Significant Impact. As described in Section 15.10.a, post-project storm water runoff would be managed via underground storage vaults and proprietary compact biofiltration BMPs that would reduce peak flows during a 100-year, six-hour storm event to less than or equal to pre-project flows. Therefore, project runoff would not exceed the capacity of storm water drainage systems and would not provide substantial sources of polluted runoff, and impacts would be less than significant.

c(iv). Less than Significant Impact. Review of Figure 8-1 of the General Plan Safety Element determined that the project site is not located within the 100-year floodplain. As described in Section 15.10.a, post-project storm water runoff would be managed via underground storage vaults and proprietary compact biofiltration BMPs that would reduce peak flows during a 100-year, six-hour storm event to less than or equal to pre-project flows. Therefore, the project would not impede or redirect flood flows, and impacts would be less than significant.

d. Less than Significant Impact. The project site, along with the rest of the city, is located in the San Diego River valley. Review of Figure 8-1 of the General Plan Safety Element determined that the project site is not located within the 100-year floodplain. The project site is relatively flat and would not be subject to inundation by mudflow. Review of Figure 8-2 of the General Plan Safety Element determined that the project site is located within the El Capitan Reservoir and San Vicente Reservoir Inundation Areas. However, the project does not possess any features that would exacerbate risk associated with flood inundation beyond what exists for surrounding land uses in the existing condition. The nearest enclosed body of water is Santee Lakes, located approximately 2.2 miles northwest of the project site, is not located in an area where seismically induced seiches are considered a potential hazard. Additionally, the project site is located approximately 20 miles inland from the Pacific Ocean, and therefore is not subject to risk associated with tsunami. Therefore, project impacts regarding risk of release of pollutants due to project inundation associated with flood hazards, tsunami, or seiche zones would be less than significant.

e. Less than Significant Impact. The project would not require the use of, or otherwise substantially interfere with, groundwater supplies or recharge compared to existing conditions. The project would not involve any use of groundwater and would obtain its water supply from the PDMWD, which obtains its water from surface reservoirs and imported sources. Padre Dam's Urban Water Management Plan addresses the PDMWD water system. Potable demands under normal conditions are anticipated to increase to 15,944 acre-feet per year by the year 2045. The project uses are permitted within the existing general plan and zoning designations for the property, and therefore were accounted for in Padre Dam's Urban Water Management Plan. Due to the increase in on-site impervious surfaces, the area available for groundwater recharge would decrease. Water would continue to infiltrate through 3.5 acres of the post-construction development footprint that would remain pervious. In addition, the project would comply with applicable groundwater regulations and BMPs. As a result, the project would not conflict with a water quality control plan or sustainable groundwater management plan and impacts would be less than significant.

15.11 Land Use and Planning

Would the project:

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

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

a. No Impact. The project proposes the construction of two auto dealerships with sales and service buildings, a detail bay, a self-service car wash, and a body shop. Land uses surrounding the project site include commercial uses to the north, multi-family residential uses to the east, single-family residences to the south, and multi-family residential uses to the west. The project would be constructed entirely within the boundaries of the project site and would not affect any of the surrounding properties or land use pattern. The project would also be consistent with the existing General Commercial (GC) zone that exists on the property and would not create any significant impacts relative to the surrounding residentially zoned lands. Implementation of the project would not create any new land use barriers or otherwise divide or disrupt the physical arrangement of the surrounding established community. Therefore, the project would not physically divide an established community. No impact would occur.

b. Less than Significant Impact with Mitigation. The project site is zoned General Commercial (GC) and is designated General Commercial (GC) within the City's General Plan. The project proposes the construction of two auto dealerships with sales and service building, a detail bay, a self-service car wash, and a body shop. The proposed uses are permitted within the existing general plan and zoning designations for the property. Further, the project is consistent with the General Plan policies found in Table 5.

Table 5 Project Consistency with General Plan	
Policies	Project Consistency
Policy 1.2 The City shall utilize noise studies and noise contour maps when evaluating development proposals during the discretionary review process.	A Noise Analysis was prepared by RECON Environmental, Inc. for the project (Appendix J). The Noise Analysis includes noise contour maps.
Policy 1.6 The City shall continue to monitor noise throughout Santee and enforce the standards and regulations of the City's Noise Ordinance.	As stated in Section 15.13 of this MND, project construction and operational noise would be in compliance with the Santee Municipal Code. Mitigation measures NOISE-1 and NOISE-2 would enforce project compliance with the standards and regulations of the City's Noise Ordinance.
Policy 4.1 The City should ensure that all residential areas are adequately provided for in terms of day-to-day shopping needs which include convenience goods, food and personal services.	The project would construct two auto dealerships with sales and service buildings, a detail bay, a self-service car wash, and a body shop. The project would provide convenient day-to-day services for the local residential areas.
Policy 6.2 The City should promote the use of innovative site planning to avoid on-site hazards and minimize risk levels.	The City has worked with the project applicant to design a project that avoids on-site hazards.
Policy 7.1 The City should review all development proposed within the Gillespie Field Airport Influence Area to ensure that design features are incorporated into the site plan to address identified aircraft safety and noise hazards.	As stated in Section 15.9 and 15.13 of this MND, the project has been reviewed for aircraft safety and noise hazards. As a whole, the project would be compatible with the ALUCP. As an entitlement condition of approval, the project is also required to obtain an ALUCP consistency determination from the San Diego County Airport Land Use Commission. The noise analysis concluded that with mitigation, noise impacts from construction and operation of the project would be less than significant.
Policy 7.2 The City shall require that all development proposals provide appropriate mitigation for identified significant biological resources including selective preservation, sensitive site planning techniques and in-kind mitigation for identified impacts.	As stated in Section 15.4 of this MND, if vegetation clearing activities are proposed during or continue into the general bird breeding season (February 15–August 30), mitigation measure BIO-1 would require a pre-construction clearance survey for nesting birds and raptors.

A portion of the project site is located within the Transit Priority Area. SB 743 (Steinberg 2013) provides for streamlined environmental review for projects within Transit Priority Areas, which is an area within a half mile of a "major transit stop." A major transit stop, as defined in Public Resources Code 21064.3, is a site that contains any of the following:

- An existing rail or bus rapid transit station.
- A ferry terminal served by either a bus or rail transit service.
- The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

Bus routes serving the immediate project area include MTS Routes 832, 833, and 834. The bus stop closest to the project site is less than 300 feet on Mission Gorge Road along the project frontage.

As described in Section 15.8.a above, the project would be consistent with the Sustainable Santee Plan (see Appendix G). As described in Section 15.9.e above, the project would be compatible with the ALUCP. As an entitlement condition of approval, the project is also required to obtain an ALUCP consistency determination from the San Diego County Airport Land Use Commission. Therefore, the project would not result in a significant environmental impact due to a conflict with any land use plan, policy, or regulation and impacts would be less than significant.

15.12 Mineral Resources

Would the project:

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

Source: City of Santee General Plan–Conservation Element.

a. No Impact. The Conservation Element of the General Plan documents that known mineral resources within Santee include sand, gravel, and crushed rock, which are collectively referred to as aggregate. These resources have been identified within the floodplain of the San Diego River. As identified in the California Department of Conservation Mineral Lands Classification Map (1996), the project site is classified as MRZ-3, which is defined as areas that contain known mineral deposits that could qualify as mineral resources. The project site is surrounded by commercial, residential, and roadway uses that would preclude the type of extraction operations typically associated with aggregate minerals (i.e., large-scale pits or quarries). Therefore, extraction of mineral resources is not a viable use of the site. No impact would occur.

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

15.13 Noise

Would the project:

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

Sources: City of Santee General Plan–Noise Element; Santee Municipal Code; Technical Noise Supplement (Caltrans 2013a); Transportation and Construction Vibration Guidance Manual (Caltrans 2013b); Roadway Construction Noise Model (Federal Highway Administration 2006); Transit Noise and Vibration Impact Assessment Manual (Federal Transit Administration 2018); Gillespie Field Airport Land Use Compatibility Plan (ALUC 2010); and Noise Analysis prepared by RECON Environmental, Inc. (see Appendix J).

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

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

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

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

Existing Noise Measurements

Existing noise levels at the project site were measured on July 21, 2022, using one Larson-Davis LxT Sound Expert Sound Level Meters, serial number 3897. The following parameters were used:

Filter:	A-weighted
Response:	Slow
Time History Period:	5 seconds

The meter was calibrated before and after the measurements. The meter was set 5 feet above the ground level for each measurement, which is the average height of the human ear.

Noise measurements were taken to obtain typical ambient noise levels at the project site and in the vicinity. The weather was warm and sunny with a slight breeze. Four 15-minute measurements were taken, as described below. The measurement locations are shown on Figure 5, and detailed data is contained in Appendix J.

Measurement 1 was located at the northern project boundary, approximately 50 feet south of Mission Gorge Road. The main source of noise at this location was vehicle traffic on Mission Gorge Road. Secondary sources of noise included aircraft flyovers from Gillespie Field. During the 15-minute measurement period, vehicle traffic on Mission Gorge Road was counted. The average measured noise level was 60.3 dB(A) L_{eq}.

Image Source: NearMap (flown April 2022)

0 Feet 300

Project Boundary

Noise Measurement Location

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FIGURE 5
Noise Measurement Locations

Measurement 2 was located at the western project boundary, approximately 50 feet east of Cottonwood Avenue. The main source of noise at this location was vehicle traffic on Mission Gorge Road and Cottonwood Avenue. During the 15-minute measurement period, vehicle traffic on Cottonwood Avenue was counted. The average measured noise level was 58.8 dB(A) L_{eq}.

Measurement 3 was located at the southern portion of the project site, approximately 10 feet from the southern project boundary. The main source of noise at this location was vehicle traffic on Mission Gorge Road. Secondary sources of noise included barking dogs. The average measured noise level was 48.1 dB(A) L_{eq}.

Measurement 4 was located at the eastern portion of the project site, approximately 10 feet from the eastern project boundary. The main source of noise at this location was vehicle traffic on Mission Gorge Road. Secondary sources of noise included aircraft flyovers and barking dogs. The average measured noise level was 56.6 dB(A) L_{eq}.

Construction Noise

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

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

Project construction noise would be generated by diesel engine-driven construction equipment used for site preparation and grading, rock processing, building construction, loading, unloading, and placing materials and paving. Diesel engine-driven trucks also would bring materials to the site and remove the soil from excavation.

There are large boulders and bedrock located in the southeast portion of the project site. At the beginning of project construction, prior to site grading, rock breaking and crushing activities would also be required. It is anticipated that these activities would last approximately two months. First, the larger boulders would be drilled with a rock drill and chemicals would be used to break them down to manageable sizes. A rock drill would generate an average hourly noise level of 78 dB(A) L_{eq} at 50 feet. Then, an excavator with a mounted 10,000-pound hydraulic hammer/breaker would break those rock pieces down to two-foot diameter or less fragments. An excavator with a mounted impact hammer would generate a combined noise level of 85 dB(A) L_{eq} at 50 feet. These smaller rocks would then be hauled off-site or crushed on-site. As a worst-case noise analysis, a rock crusher was modeled on the project site. Based on noise measurements taken at a temporary rock crushing operation, the rock crusher would generate a noise level of 88 dB(A) L_{eq} at 50 feet. This noise level would attenuate to 75 dB(A) L_{eq} at a distance of 165 feet. Therefore, as a noise reduction feature, the rock crusher was modeled at a distance of more than 165 from all adjacent residential property lines (refer to mitigation measure NOISE-1). A loader may also be required to transfer rock to the crusher. A loader generates a noise level of 76 dB(A) L_{eq} at 50 feet.

During the remaining excavation, grading, and paving operations, equipment moves to different locations and goes through varying load cycles (i.e., amount of time that equipment operates at full power), and there are breaks for the operators and for non-equipment tasks, such as measurement. Although maximum noise levels may be 70 to 95 dB(A) at a distance of 50 feet during most construction activities, hourly average noise levels from the grading phase of construction would be 85 dB(A) L_{eq} at 50 feet from the center of construction activity when assessing the loudest pieces of equipment–dozer, excavator, and loader–working simultaneously.

Table 6 summarizes the modeled construction equipment for the rock drilling, rock breaking, rock crushing, and grading phases of construction. Once grading is complete, all other on-site construction activities, such as building construction and paving, would be quieter than these modeled phases.

Table 6
Modeled Construction Equipment

Phase	Equipment	Average Noise Level at 50 Feet [dB(A) L_{eq}]	Sound Power Level [dB(A) L_{PW}]
Rock Drilling	Rock Drill	78	109.7
Rock Breaking	Excavator	81	112.7
	Mounted Impact Hammer	83	114.7
	Combined Noise Level	85	116.8
Rock Crushing	Rock Crusher	88	119.9
	Jaw Crusher	*81*	*112.7*
	Cone Crusher	*81*	*113.1*
	Screens	*86*	*117.4*
	Conveyor	*73*	*104.4*
	Loader	76	107.7
	Combined Noise Level	88	120.1
Grading	Dozer	81	112.7
	Excavator	81	112.7
	Loader	76	107.7
	Combined Noise Level	85	116.3

Residential uses are located south, east, and west of the project site and commercial uses are located north of the project site. The Noise Element defines noise sensitive areas as rear yard areas on single-family residences and ground floor common areas and private patio areas for multi-family residences. Noise levels were modeled at a series of 25 receivers located at the adjacent uses. The results are summarized in Table 7. Modeled receiver locations and construction noise contours are shown in Figures 6a through 6d.

Image Source: NearMap (flown April 2022)

Project Boundary

Receivers

Rock Drilling Noise

60 dB(A) L_{eq}

65 dB(A) L_{eq}

70 dB(A) L_{eq}

75 dB(A) L_{eq}

0 Feet 250

FIGURE 6a
Construction Noise Contours - Rock Drilling

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Image Source: NearMap (flown April 2022)

Project Boundary

Receivers

Rock Breaking Noise

60 dB(A) L_{eq}

65 dB(A) L_{eq}

70 dB(A) L_{eq}

75 dB(A) L_{eq}

0 Feet 250

FIGURE 6b
Construction Noise Contours - Rock Breaking

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Image Source: NearMap (flown April 2022)

Project Boundary

Receivers

Rock Crushing Noise

- 60 dB(A) L_{eq}
- 65 dB(A) L_{eq}
- 70 dB(A) L_{eq}
- 75 dB(A) L_{eq}

0 Feet 250

FIGURE 6c
Construction Noise Contours - Rock Crushing

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Image Source: NearMap (flown April 2022)

Project Boundary

Receivers

Grading Noise

- 60 dB(A) L_{eq}
- 65 dB(A) L_{eq}
- 70 dB(A) L_{eq}
- 75 dB(A) L_{eq}

0 Feet 250

FIGURE 6d
Construction Noise Contours - Grading

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Table 7 Construction Noise Levels at Off-site Receivers					
		Construction Noise Level [dB(A) L_{eq}]			
Receiver	Land Use	Rock Drilling	Rock Breaking	Rock Crushing	Grading
1	Residential	62	45	52	61
2	Residential	63	45	52	61
3	Residential	63	45	52	60
4	Residential	66	47	54	62
5	Residential	67	48	55	64
6	Residential	67	50	57	65
7	Residential	67	51	58	67
8	Residential	67	54	61	67
9	Residential	62	60	68	63
10	Residential	62	63	70	61
11	Residential	65	67	74	64
12	Residential	65	67	74	65
13	Residential	64	66	73	64
14	Residential	64	64	72	64
15	Residential	67	60	67	65
16	Residential	63	58	65	63
17	Commercial	60	55	62	61
18	Commercial	61	54	61	63
19	Commercial	62	54	61	67
20	Commercial	63	53	60	69
21	Commercial	63	51	58	72
22	Commercial	63	50	57	71
23	Commercial	63	48	55	68
24	Commercial	62	47	54	65
25	Commercial	62	47	54	64

As shown in Table 7, construction noise levels are not anticipated to exceed 75 dB(A) L_{eq} at the property lines of the adjacent residential uses and would therefore would not exceed 75 dB(A) L_{eq} at the noise sensitive areas. In accordance with Santee Municipal Code Section 5.04.090, construction activities would not occur before 7:00 a.m. or after 7:00 p.m. on Mondays through Saturdays and would not occur at any time on Sundays and holidays. Although the adjacent residences would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. Additionally, as required by the Municipal Code, a notice would be provided to all owners and occupants within 300 feet of the project site if the construction equipment has a manufacturer's noise rating of 85 dB and operates at a specific location for 10 consecutive workdays. The noise levels summarized in Table 7 are based on the assumption that the stationary rock crusher would be located 165 feet distance away from the adjacent residential property lines. If rock crushing were to occur closer to the property lines, a significant noise impact would occur. Therefore, the following mitigation measure would be required.

NOISE-1: Construction Noise

Prior to issuance of any grading permit(s) for the project, the project applicant or its contractor(s) shall ensure that:

- On-site rocks and boulders shall be relocated off-site to the maximum extent feasible.
- All on-site rock crushing shall occur at a distance of 165 feet or more from the southern, eastern, and western property lines.
- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.
- Construction noise reduction methods such as shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive noise receivers.
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors.
- The project shall be in compliance with the City's Noise Abatement and Control Ordinance such that construction shall occur on the weekdays (Monday through Friday) and Saturday between the hours of 7:00 a.m. to 7:00 p.m. and a notice of construction shall be mailed to all owners and occupants within 300 feet of the project site no more than 10 days before the start of construction. Construction hours, allowable workdays and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners and residents to contact the job superintendent. In the event that the City receives a complaint regarding construction noise, appropriate corrective actions shall be implemented and a report of the action provided to the reporting party.

With implementation of mitigation measure NOISE-1, impacts associated with temporary increases in noise during construction would be less than significant.

Operational Noise

In accordance with the Noise Element of the General Plan, the noise level threshold is 65 dB(A) L_{eq} at the property line. On-site generated noise is also regulated by the Santee Municipal Code, Title 5 Health and Safety, Chapter 5.04 Noise Abatement and Control. The sections applicable to the project are as follows:

Section 5.04.040 General Noise Regulations

A. General Prohibitions. It is unlawful for any person to make, continue, or cause to be made or continued, within the limits of the City, any disturbing, excessive or offensive noise which

causes discomfort or annoyance to reasonable persons of normal sensitivity residing in the area. The characteristics and conditions which should be considered in determining whether a violation of the provisions of this section exists, include, but are not limited to, the following:

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

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

1. Horns, Signaling Devices or Similar Devices. Violations for disturbing, excessive or offensive noises associated with the use or operation of horns, signaling device or similar devices, on automobiles, motorcycles, or any other vehicle, except as provided elsewhere in this code, will be prosecuted under applicable provisions of the California Vehicle Code.

2. Radio, Television, Music, Sound Amplifiers, and Similar Devices.

    a. Uses Restricted. No person is permitted to play, use, operate, or allow to be played, used or operated, any radio, musical instrument, television, loudspeaker, bullhorn, amplifier, public address system, musical instrument, or other machine or device that produces sound in such manner that disturbs the peace, quiet and comfort of persons of normal sensitivity in the area.

    b. Prima Facie Violations. The operation of any device in subsection (B)(2)(a) between the hours of 10:00 p.m. and 7:00 a.m., in such a manner as to be louder than the average conversational level at a distance of 50 feet from the building, structure or vehicle in which it is located, measured vertically or horizontally, is prima facie evidence of a violation of this section.

    c. The limitations imposed in this section do not apply between the hours of 7:00 a.m. and 10:00 p.m. to a person participating in: (i) a public assembly; or (ii) a parade, athletic event, or outdoor special event; provided that a permit has been issued for the parade, athletic event or outdoor special event, if required, and the person is in compliance with the permit.

d. The limitations imposed in this section do not apply to emergency signal devices as described in Section 5.04.100 of this code.

3. Disturbing or raucous yelling, shouting, hooting, whistling or singing on the public streets, between the hours of 10:00 p.m. and 7:00 a.m. or at any time or place so as to annoy or disturb the quiet, comfort or repose of neighboring residents or persons of normal sensitivity within the area for whatever reason, is prohibited. This provision may not be construed to prohibit the selling by outcry of merchandise, food and beverages at sporting events, parades, fairs, celebrations, festivals, circuses, carnivals and other similar special events for public entertainment.

4. Heating and Air Conditioning Equipment and Generators.

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

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

Section 5.04.070 Motorized Equipment

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

Section 5.04.130 Loading and Unloading Operations

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

Section 5.04.160 Limitations on sources of noise not otherwise addressed:

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

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

The post-project noise sources would include rooftop mechanical ventilation equipment on the auto dealership and body shop buildings, car wash blowers, car wash vacuums, and the auto service departments and body shop. Noise levels associated with these on-site noise sources were modeled using the SoundPLAN program. Modeled noise levels take into account the six-foot masonry screening walls that would be constructed along the western, southern, and eastern property lines. The masonry wall would be stepped up to eight feet along the eastern project boundary 50 feet south of Mission Gorge Road and 50 feet north of Railroad Avenue.

The rooftop mechanical ventilation systems would include rooftop units (RTUs) and condensing units (CUs). RTU and CU locations were obtained from the project roof plans. The 5-ton RTUs would be similar to Trane packaged rooftop air conditioners Model YSC, the 6- through 15-ton RTUs would be similar to Trane packaged rooftop air conditioners Model YSJ, and the CUs would be similar to Trane Mitsubishi heat pump Model TRUZ. The sound power levels for this equipment is provided in Appendix J. All units were modeled at 100 percent capacity during the daytime hours and the nighttime hours.

The car wash tunnel would include a blower system located within the tunnel approximately 15 feet from the exit. The dryers would be similar to Proto-Vest Dryer systems. Each of the dryers would be equipped with the manufacturer's silencer packages. Noise specifications for the dryers were obtained from the manufacturer and are included in Appendix I. Based on the traffic impact analysis prepared for the project, the car wash would generate up to 39 peak hour trips. A 1-minute drying cycle time was modeled for each wash, for a total blower operating time of 39 minutes per hour. The car wash exit would also include a door that would be closed during a majority of the washing and drying process and would open to allow vehicles to exit. This door would reduce property line noise levels due to operation of the car wash. However, as a conservative analysis, noise reduction due to this door was not included in the model.

The car wash would also include a vacuum system consisting of two central enclosed vacuum motors and 22 vacuum hoses. Vacuums hoses were modeled at each of the proposed vacuum parking spaces located on the west side of the car wash tunnel. A sound power level of 77.3 dB(A) L_{pw} was modeled at each vacuum location (AcoustiControl 2017a). The car wash would operate during the daytime hours only from 7 a.m. to 7 p.m.

The automobile dealerships on Parcels A and B would include service departments and an auto body shop is proposed on Parcel C. Noise-generating equipment at the service stations and auto body shop would include tools such as air compressors, pneumatic tools, and tire machines. All auto body repair services and activities would occur within the proposed buildings with doors closed. However, as a conservative analysis, noise levels were modeled with the doors open. The enclosed buildings would act as noise reducing barriers to minimize exposure of adjacent receivers to excess noise levels. Modern construction materials, consistent with the Universal Building Code, typically provide an exterior-to-interior noise level reduction of 25 to 30 dB with all exterior openings sealed and provide an exterior-to-interior noise level reduction of 10 dB with windows and doors open (Caltrans 2013a). Noise levels due to the operation of an air compressor and pneumatic tools within the proposed buildings were modeled using the maximum noise levels summarized in Table 4 and a usage factor of 20 percent. To account for an enclosed building with doors open, equipment noise levels were reduced by 10 dB. The service departments would operate during the hours of 7 a.m. to

9 p.m. Monday through Sunday. The auto body shop would operate during the hours of 8 a.m. to 5:30 p.m. Monday through Friday.

Parcel A would also include detail bays for up to six vehicles. Noise generated at the detail bays would be generated by Rigid WD1450 shop vacuums that generate a sound power level of 87 dB(A) L_{pw}. Noise levels were modeled with the vacuums operating simultaneously at full power at each of the six open detail bays.

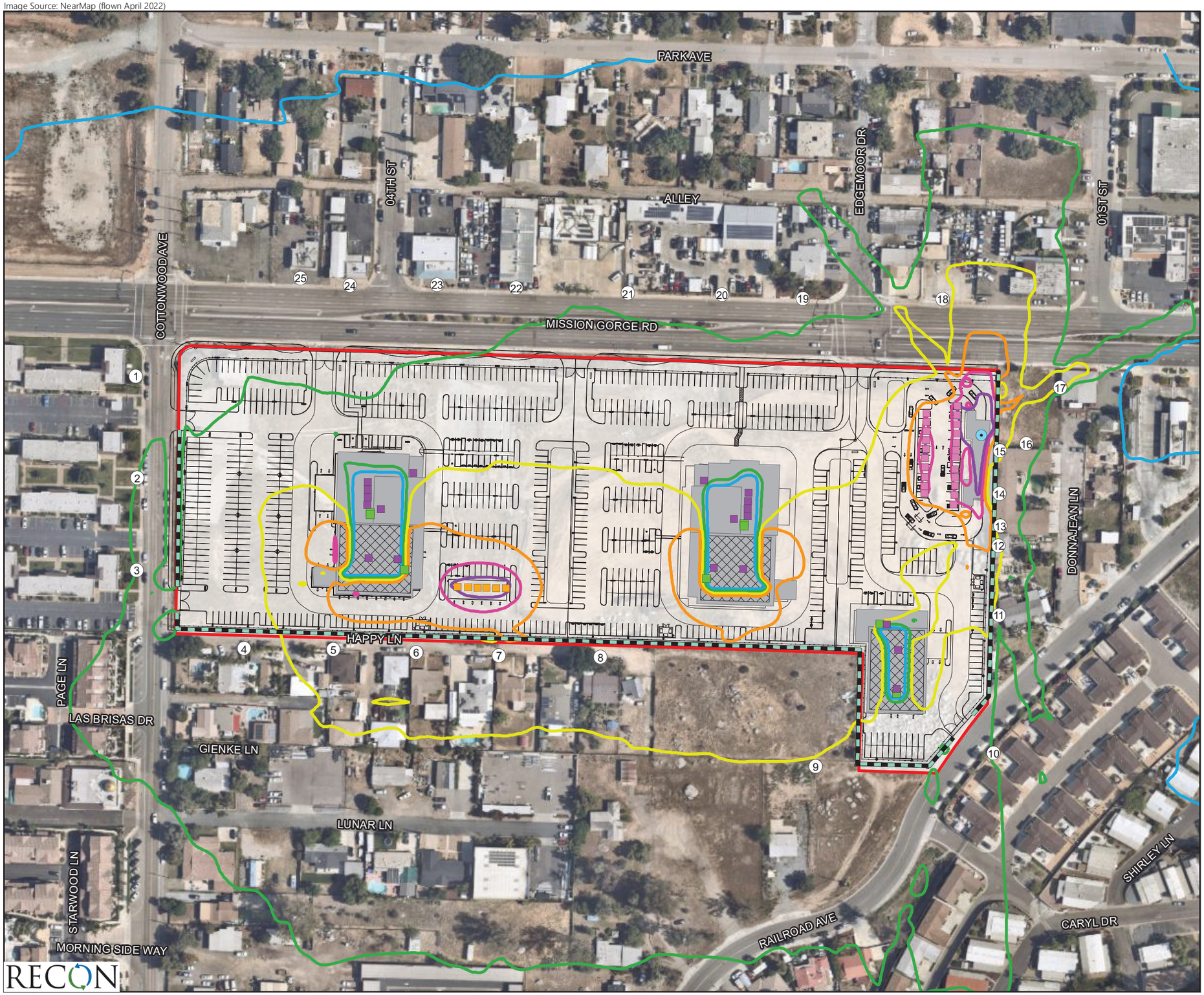
Noise levels due to on-site operations were modeled at a series of 25 receivers located at the adjacent uses. The results are summarized in Table 8. Modeled receiver locations and daytime and nighttime operational noise contours are shown in Figures 7a and 7b, respectively. Calculations are provided in Appendix J.

Table 8
On-Site Generated Noise Levels at Adjacent Property Lines

Receiver	Land Use	Daytime Noise Level [dB(A) L_{eq}]		Nighttime Noise Level [dB(A) L_{eq}]	
		First-Floor	Second-Floor	First-Floor	Second-Floor
1	Residential	48	49	40	41
2	Residential	50	51	41	42
3	Residential	50	51	40	41
4	Residential	54	--	42	--
5	Residential	57	--	42	--
6	Residential	57	--	42	--
7	Residential	58	--	44	--
8	Residential	57	--	44	--
9	Residential	55	--	45	--
10	Residential	51	52	39	42
11	Residential	52	--	44	--
12	Residential	56	--	41	--
13	Residential	50	55	40	44
14	Residential	50	51	39	43
15	Residential	56	55	38	43
16	Residential	52	52	41	42
17	Commercial	57	--	40	--
18	Commercial	53	--	41	--
19	Commercial	49	--	41	--
20	Commercial	49	--	41	--
21	Commercial	50	--	42	--
22	Commercial	49	--	42	--
23	Commercial	49	--	42	--
24	Commercial	48	--	41	--
25	Commercial	47	--	39	--

As shown in Table 8, peak hour daytime operational noise levels at the adjacent residential uses would be 58 dB(A) L_{eq} or less and nighttime operational noise levels would be 45 dB(A) L_{eq} or less. At the adjacent commercial uses, peak hour daytime operational noise levels would be 57 dB(A) L_{eq} or less and nighttime operational noise levels would be 42 dB(A) L_{eq} or less. Noise levels are not anticipated to exceed 65 dB(A) L_{eq} during the operational hours.

Image Source: NearMap (flown April 2022)



- Project Boundary
- Site Plan
- Receivers
- Blowers
- Vacuums
- Shop Vacs
- RTUs
- CUs
- Wall
- Body Shop
- Buildings

Daytime Operational Noise

- 40 dB(A) L_{eq}
- 45 dB(A) L_{eq}
- 50 dB(A) L_{eq}
- 55 dB(A) L_{eq}
- 60 dB(A) L_{eq}
- 65 dB(A) L_{eq}
- 70 dB(A) L_{eq}

0 Feet 150

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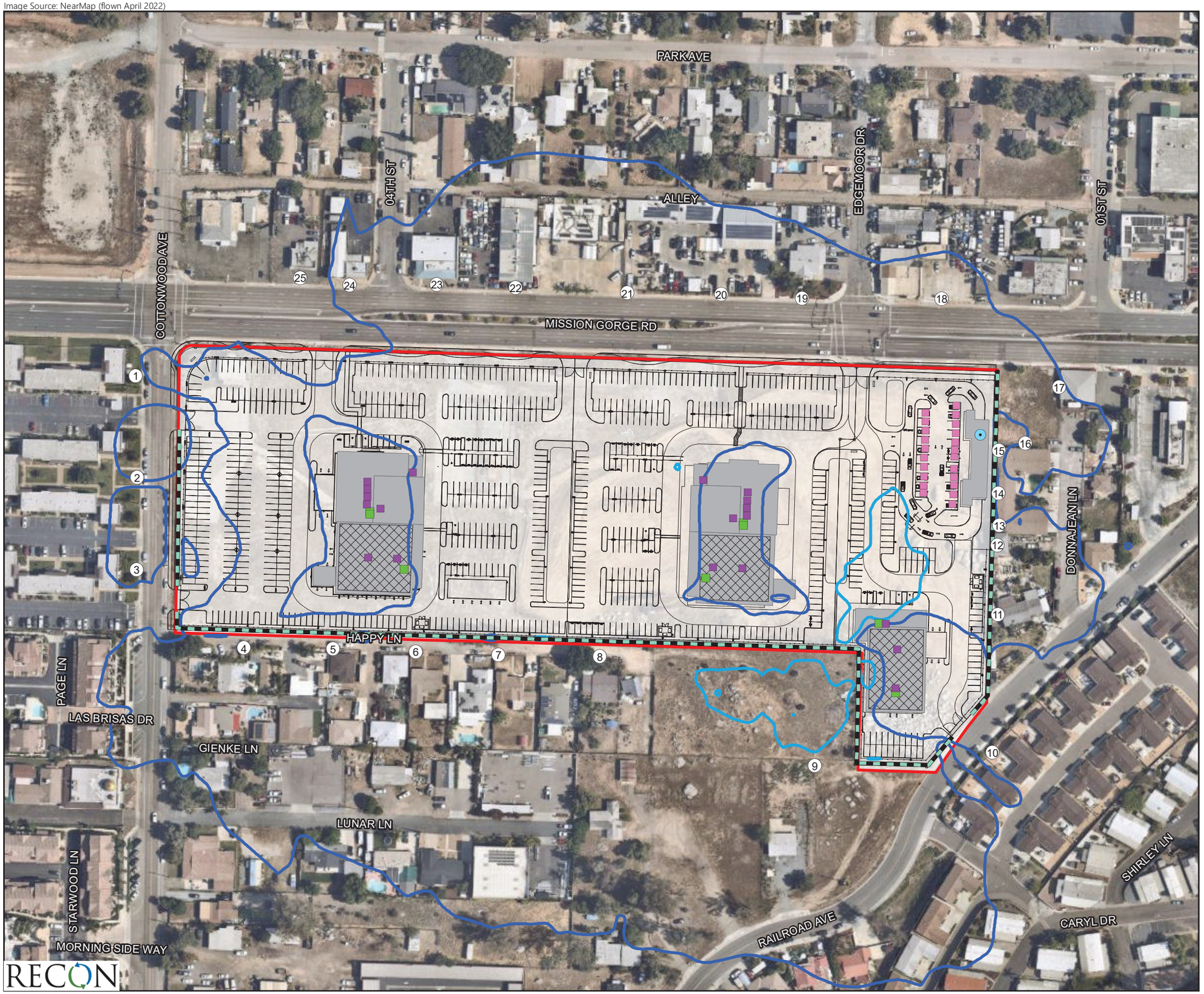
FIGURE 7a
Operational Noise Contours - Daytime

Image Source: NearMap (flown April 2022)



Project Boundary
Site Plan
Receivers
Blowers
Vacuums
RTUs
CUs
Wall
Body Shop
Buildings

Nighttime Operational Noise

40 dB(A) L_{eq}
45 dB(A) L_{eq}

0 Feet 150

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FIGURE 7b
Operational Noise Contours - Nighttime

As discussed, the car wash exit would include a door that would be closed during a majority of the washing and drying process and would open to allow vehicles to exit. This door would reduce property line noise levels due to operation of the car wash beyond the levels summarized in Table 8. However, as a conservative analysis, noise reduction due to this door was not included in the model.

Section 5.04.160 of the Santee Municipal Code places limitations on noise sources that occur during the nighttime hours between 10:00 p.m. and 7:00 a.m. During the nighttime hours, "no person is permitted to generate any noise on any private open space that is louder than average conversational level at a distance of 50 feet or more, measured from the property line of the property from which the noise is being generated." The car wash dryers, vacuums, service department, and auto body shop would not be operational during the nighttime hours. Nighttime noise levels due to rooftop mechanical equipment would range from 38 to 45 dB(A) L_{eq}, which is not considered louder than the average conversational noise level.

To ensure that noise levels do not exceed those summarized in Table 8, the following mitigation measure would be required:

NOISE-2: Operational Noise

The project shall incorporate the following measures:

- Prior to precise grading, a six-foot masonry wall noise barrier shall be constructed along the western, southern, and eastern project boundaries as depicted in Figure 6a. The masonry wall shall be stepped up to eight feet along the eastern project boundary 50 feet south of Mission Gorge Road and 50 feet north of Railroad Avenue. The sound attenuation walls must be solid and free of cracks, gaps, or holes through or below the wall. Any seams or cracks must be filled or caulked.

- The manufacturer noise specifications for the car wash blower system selected for the project shall include a silencer package and shall not exceed a sound power level of 106 dB(A) L_{pw}.

- The manufacturer noise specifications for the car wash vacuum hoses selected for the project shall not exceed a sound power level of 77.3 dB(A) L_{pw}.

- Operation of the car wash shall be prohibited during the hours of 7 p.m. and 7 a.m.

With implementation of mitigation measure NOISE-2, operational noise levels are not anticipated to violate the Santee Municipal Code, and impacts would be less than significant.

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

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

Construction equipment could include a rock drill, rock crushing/processing equipment, loaded trucks, an excavator, as well as a dozer or loader. This equipment would generate maximum vibration levels up to 0.089 in/sec PPV at 25 feet. This range of construction vibration levels would be below the distinctly perceptible threshold of 0.24 in/sec PPV and below the cosmetic and structural damage of buildings threshold of 0.1 in/sec PPV. Therefore, project construction would not generate excessive groundborne vibration or groundborne noise levels, and impacts would be less than significant. Once operational, the project would not be a source of groundborne vibration.

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

15.14 Population and Housing

Would the project:

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

Sources: Project Description; City of Santee General Plan–Land Use Element; San Diego Association of Governments (SANDAG) Data Surfer (SANDAG 2021).

a. Less than Significant Impact. Per the SANDAG Series 14 growth forecast, the population within the city was estimated to be 58,358 in 2025 and is estimated to increase by 3,539 people to 61,897 in 2035. The project does not include the construction of residential uses and would not extend any existing roads or expand existing infrastructure facilities that could induce growth. The project would result in 227 new jobs in the city. These jobs are expected to be accommodated by the existing

workforce. Therefore, implementation of the project would not directly or indirectly induce substantial population growth in the area. No impact would occur.

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

15.15 Public Services

Would the project:

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

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

a(i). Less than Significant Impact. The City operates two fire stations: one located at 8950 Cottonwood Avenue and the other at 9130 Carlton Oaks Drive. The project would be consistent with the existing land use and zoning designations for the project site, and therefore would be consistent with the growth assumptions utilized in the City's fire protection planning. Furthermore, the project is located approximately 0.1 mile south of Fire Station 4, located on Cottonwood Avenue, which would be able to respond to an emergency at the project site within the City's goal of six minutes. Therefore, the project would not result in the need for new or altered fire protection facilities, and impacts would be less than significant.

a(ii). Less than Significant Impact. Police protection is provided by the San Diego County Sheriff's Department under contractual agreement with the City and operating out of the Santee Substation at 8811 Cuyamaca Street. The average priority call response time for general law enforcement within

the city is 8.2 minutes and the average for traffic law enforcement is 7.5 minutes. Appropriate staffing levels for law enforcement personnel are evaluated at every contract renewal. The project would be consistent with the existing land use and zoning designations for the project site. Consequently, the project would be consistent with growth projections that were utilized to forecast future police protection within the city. Therefore, the project would not result in the need for new or altered police facilities, and impacts would be less than significant.

a(iii). No Impact. The project would be consistent with the existing General Commercial (GC) district. The project does not include the construction of residential uses that would require school services and would be consistent with growth projections that were utilized to forecast future demand for school services. Pursuant to Government Code Section 65995 et seq., the project proponent would be required to pay applicable school fees before a construction permit is issued. No impact would occur. Therefore, the project would not result in the need for new or altered school facilities, and no impact would occur.

a(iv). No Impact. The project would be consistent with the existing General Commercial (GC) district. The project does not include the construction of residential uses and would be consistent with growth projections that were utilized to forecast future park demand within the city. Therefore, the project would not result in the need for new or altered park facilities, and no impact would occur.

a(v). No Impact. The County of San Diego Library operates a Santee Branch at 9225 Carlton Hills Boulevard, Suite 17. The project would be consistent with the existing General Commercial (GC) district. The project does not include the construction of residential uses and would be consistent with growth projections that were utilized to forecast future library demand within the city. Therefore, the project would not result in the need for new or altered library facilities, and no impact would occur.

15.16 Recreation

Would the project:

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

Source: Project Description.

a. No Impact. The project would be consistent with the existing General Commercial (GC) district. The project does not include the construction of residential uses and would not result in a substantial increase in the use of parks that would accelerate their physical deterioration. Thus, no impact would occur.

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

15.17 Transportation/Traffic

Would the project:

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

Sources: Traffic Impact Analysis prepared by Linscott, Law, and Greenspan, 2023 (see Appendix C).

a. Less than Significant Impact.

The City uses the regionally adopted San Diego Traffic Engineers' Council/ITE guidelines for the purposes of traffic impact analysis. The project trip generation was calculated using the trip rates based on the ITE 11th Edition of the Trip Generation Manual and SANDAG *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (2002). For the auto dealership, detail bays, and body shop, the trip rates for Land Use 840, Automobile Sales (New) from the ITE Trip Generation Manual were used. For the car wash, the trip rates for Land Use 948 Automated Car Wash from the ITE Trip Generation Manual were used to estimate the trip generation for this project. However, the ITE Trip Generation Manual only provides the PM peak hour rates. Therefore, the rate per car wash from the SANDAG *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (2002) was used to estimate the trip generation.

Construction of the project would result in impacts to the following intersections:

- Mission Gorge Road/Cuyamaca Street
- Mission Gorge Road/Cottonwood Avenue

In order to reduce potential impacts to the above intersections, the project would incorporate the following improvements:

- The project would align the project driveway opposite Edgemoor Drive, modify the existing traffic signal and provide a 40-foot-wide driveway with one left-turn lane and one shared through/right lane in the northbound direction (project driveway) at this intersection.
- At the northerly driveway on Cottonwood Avenue, the southbound left-turn movement would be prohibited and only right-in/right-out and outbound left-turn movements would be permitted. Stop signs would be installed at all unsignalized driveways for traffic exiting the driveways.

Therefore, operation of the project would not conflict with a program plan, ordinance or policy addressing the performance of the roadway circulation system, and impacts would be less than significant.

Bus service is provided by the MTS. The bus routes serving the immediate area surrounding the project site include MTS Routes 832, 833, and 834. The bus stop closest to the project site is less than 300 feet away on Mission Gorge Road along the project frontage. A bicycle network inventory was conducted for the study area. Class II bike lanes are provided along Mission Gorge Road, Magnolia Avenue, Riverview Parkway, Town Center Parkway, Cuyamaca Street, Carlton Hills Boulevard, Carlton Oaks Drive, and Mast Boulevard. There are no bike lanes or bike routes provided on the segments of Cottonwood Avenue and Edgemoor Drive adjacent to the project site. Continuous sidewalks are provided along both sides of Mast Boulevard, Carlton Oaks Drive, Mission Gorge Road, and Town Center Parkway within the study area. Sidewalks are missing on Cuyamaca Street south of Prospect Avenue, Cottonwood Avenue, and the west side of Magnolia Avenue between Chubb Lane and Park Avenue. Implementation of the project would not include any off-site improvements that would impact any of these facilities. The project would improve pedestrian access by constructing a meandering, non-contiguous sidewalk along Mission Gorge Road. Therefore, the project would not conflict with a program plan, ordinance or policy addressing transit, bicycle and pedestrian facilities and impacts would be less than significant.

b. Less than Significant Impact. In December 2018, the Natural Resources Agency adopted amendments to the CEQA Guidelines, including the incorporation of Senate Bill 743 (SB 743) modifications. The Office of Planning and Research also published an update to its Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) to assist professional planners, land use officials, and CEQA practitioners. The Technical Advisory provides recommendations on how to evaluate transportation impacts under SB 743 that agencies and other entities may use at their discretion. The Technical Advisory recommends the use of VMT as the preferred CEQA transportation metric. To comply with the new legislation, the City has identified VMT analysis

methodology, established VMT thresholds for CEQA transportation impacts, and identified possible mitigation strategies.

VMT is a metric that accounts for the number of vehicle trips generated and the length or distance of those trips. VMT does not directly measure traffic operations but instead is a measure of network use or efficiency, especially if expressed as a function of population or employment (e.g., VMT/capita). VMT tends to increase as land use density decreases and travel becomes more reliant on the use of the automobile due to the long distances between origins and destinations.

The requirements to prepare a detailed transportation VMT analysis apply to all discretionary land development projects that are not exempt from CEQA, except those that meet at least one of the City's transportation screening criteria. A project that meets at least one of the City's screening criteria would be presumed to have a less than significant VMT impact due to project characteristics and/or location. Senate Bill 743 (Steinberg, 2013) provides for streamlined environmental review for projects within Transit Priority Areas, which is an area within a half mile of a "major transit stop." A major transit stop, as defined in Public Resources Code 21064.3, is a site that contains any of the following:

- An existing rail or bus rapid transit station.
- A ferry terminal served by either a bus or rail transit service.
- The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (high-quality transit corridor).

Projects located within a half-mile radius of an existing major transit stop or an existing stop along a high-quality transit corridor may be presumed to have a less-than-significant impact per the City's VMT screening criteria. As described in 15.17.a, bus routes serving the immediate project area include MTS Routes 832, 833, and 834. The bus stop closest to the project site is less than 300 feet on Mission Gorge Road along the project frontage. In addition, as shown in Figure 8, a portion of the project is located within the Transit Priority Area. Therefore, the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and impacts would be less than significant.

c. Less than Significant Impact. As described in 15.17.a above, the project would incorporate roadway and site access improvements that would improve safety. Therefore, the project would not increase potential hazards associated with any new design feature or create an incompatible use, and impacts would be less than significant.

d. Less than Significant Impact. Access to the project site would be provided via Cottonwood Avenue, Mission Gorge Road, and Railroad Avenue. As described in 15.17.a, the project would incorporate roadway and site access improvements that would improve operations at the intersections of Mission Gorge Road/Cuyamaca Street and the Mission Gorge Road/Cottonwood Avenue. Therefore, the project would not impact surrounding roadways which would result in impediments to emergency access, and impacts would be less than significant.

Source: Linscott, Law, and Greenspan Engineers

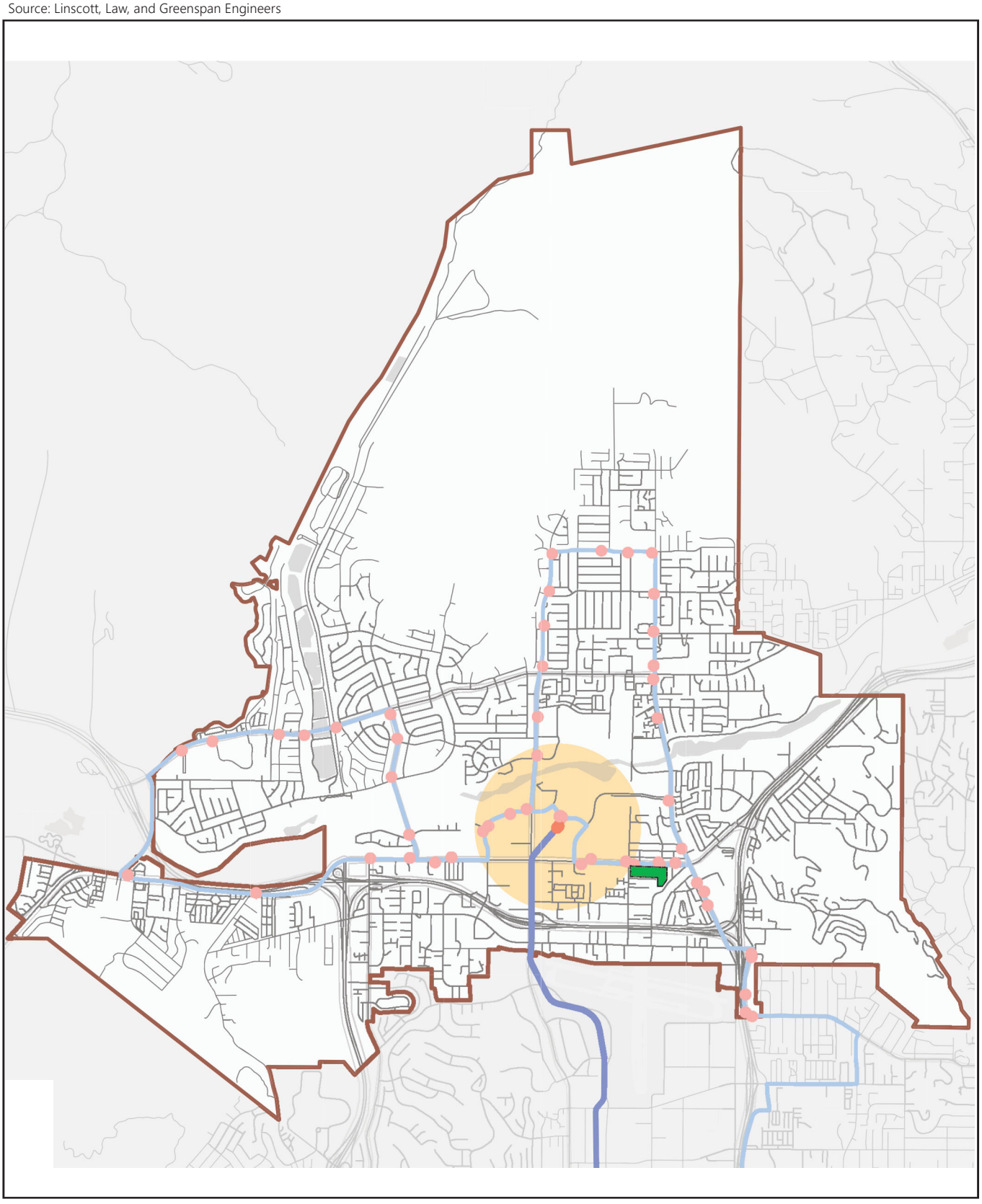

FIGURE 8
High-Quality Transit Corridors and Transit Stops

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15.18 Tribal Cultural Resources

Would the project:

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

Sources: City of Santee General Plan-Conservation Element; Cultural Resources Due Diligence Study prepared by Rincon Consultants, Inc. (2019, Appendix C); Phase II Cultural Resources Testing and Evaluation Report prepared by Rincon Consultants, Inc. (2019, Appendix D).

a.i. and a.ii. Less than Significant with Mitigation.

As discussed in Section 15.5, the prehistoric or historic components of the site were recommended as ineligible for listing under NRHP Criterion D/CRHR Criterion 4. The project is not subject to Senate Bill (SB) 18 as the project is not a General Plan, Specific Plan or an amendment to these plans. However, the project is subject to Assembly Bill (AB) 52 as it is subject to CEQA.

On July 3, 2023, the City prepared and sent AB 52 notification letters to the four tribal contacts that formally requested notification of projects in the City via certified mail. The City received evidence that three of the four tribes received the notification. No evidence was provided to the City that the fourth tribal organization received the notice. Of the three tribal organizations that received the notice, one was returned to the City with a "return to sender" notification.

Under California Public Resources Code, Section 21080.3.1(b), the tribes had 30 days from the receipt of the notification letters to request consultation under AB 52. Within the 30-day response period, the City received one response to the AB 52 consultation letters from the Barona Band of Mission Indians (Barona).

In an email dated July 7, 2023, Barona requested AB 52 consultation for the project, copies of prior cultural resource surveys or reports and more information on the proposed monitoring program. City staff coordinated with Barona as to the preferred format of the reports (i.e., hard copy, electronic, thumb drive). Three reports were sent to Barona electronically in three separate emails on July 12, 2023. On July 13, 2023, Barona confirmed receipt of all the reports and concluded that the mitigation recommended (starting on page 6 of the Rincon report) "seems adequate for the resources that have been identified." Barona further stated: "However, if anything significant is encountered before or during construction, I definitely want to hear about it." On July 14, 2023, Barona confirmed that the AB 52 consultation was concluded "as long as the mitigation measures are included as conditions of approval and are implemented as the project goes forward." As of the publication of this MND, the AB 52 consultation has concluded.

As addressed above, implementation of mitigation measures CUL-1 through CUL-4 would require a Worker's Environmental Awareness Program prior to the start of ground disturbance for the project and that archaeological and Native American monitoring take place during initial project related ground disturbance to assure that any resources found during project grading be protected. Therefore, impacts to tribal cultural resources would be less than significant with the incorporation of mitigation.

15.19 Utilities and Service Systems

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

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

a. Less than Significant Impact. The project would be consistent with the existing land use and zoning designations. Consequently, the project would not require water and wastewater service beyond

what has been anticipated by regional growth projections. Existing water and sewer facilities are available adjacent to the site, and improvements would be limited to the extension of pipelines onto the project site. Consequently, potential impacts associated with these water and wastewater connections have been evaluated throughout this Draft IS/MND. Therefore, the project would not require relocation or construction of new or expanded water or wastewater treatment facilities that would cause significant environmental effects, and impacts would be less than significant.

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

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

b. Less than Significant Impact. The project would be consistent with the existing land use and zoning designations. Consequently, the project would not require water service beyond what has been anticipated by regional growth projections. Therefore, the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, and impacts would be less than significant.

c. Less than Significant Impact. The project would be consistent with the existing land use and zoning designations. Consequently, the project would not require wastewater treatment service beyond what has been anticipated by regional growth projections. Therefore, adequate wastewater treatment capacity exists to serve the project, and impacts would be less than significant.

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

Solid waste generated during operation of the project that cannot be recycled would be sent to area landfills. Based on the Five-Year Review Report of the County of San Diego Integrated Waste Management Plan for the County, remaining capacity at area landfills would be adequate to handle the project's solid waste disposal needs. Most solid waste collected in the city is disposed of at the Sycamore Sanitary Landfill, which has remaining capacity through the year 2054. Other landfills that handle waste from Santee include the Miramar Landfill and the Otay Landfill, which have remaining

capacity. Therefore, the project would be served by landfill(s) with sufficient permitted capacity, and impacts would be less than significant.

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

15.20 Wildfire

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

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

Sources: California Department of Forestry and Fire Protection (https://egis.fire.ca.gov/FHSZ/); General Plan Safety Element.

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

b. Less than Significant Impact. As shown on the California Department of Forestry and Fire Protection Hazard Severity Zones Map, the project site is not located within land mapped as a fire hazard severity zone. The project is located in a generally flat area and is surrounded by existing development on all sides. In addition, Fire Station 4 is located approximately 0.1 mile north of the project site at 8950 Cottonwood Avenue. Therefore, there are no characteristics of the surrounding environment that would exacerbate wildfire risks, and impacts would be less than significant.

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

d. No Impact. As described in Section 15.9.g, the project site is not within the 100-year floodplain. Although the project is located within the potential inundation areas delineated on Figure 8-2 of the General Plan Safety Element, the project does not possess any features that would exacerbate risk associated with flood inundation beyond what exists for surrounding land uses in the existing condition. Furthermore, the project site is located in a generally flat area and surrounded by existing development on all sides. Therefore, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No impacts would occur.

15.21 Mandatory Findings of Significance

Does the project:

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

Sources: Santee Active Projects, https://www.cityofsanteeca.gov/home/showpublisheddocument/22956/638066340519230000

a. Less than Significant with Mitigation. As described in Section 15.4, if vegetation clearing activities are proposed during or continue into the general bird breeding season (February 15–August 30), mitigation measure BIO-1 would require a pre-construction clearance survey for nesting birds and raptors. Implementation of mitigation measure BIO-1 would reduce potential impacts to nesting birds and raptors to a level less than significant.

As described in Section 15.5, there is potential for buried archaeological deposits that could be encountered during project related ground disturbance. Due to the overall sensitivity of the project area, the project would require completion of a Worker's Environmental Awareness Program prior to the start of ground disturbance for the project and that archaeological and Native American monitoring take place during initial project related ground disturbance. Implementation of mitigation measures CUL-1 through CUL-4 would reduce impacts to historic and unique archaeological resources to a level less than significant.

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

As discussed in this Initial Study, project impacts and future development impacts would be reduced with mitigation measures and adherence with all regulatory compliance. Air quality is a regional issue and the cumulative study area for air quality impacts encompasses the SDAB as a whole. Therefore, the cumulative analysis addresses regional air quality plans and policies, such as the RAQS, as well as the project's contribution to a net increase of any criteria pollutant for which the SDAB is listed as a non-attainment area. As described in Section 15.3.a, the project would be consistent with the growth projections of the General Plan and would not result in an increase in emissions that are already accounted for in the RAQS. Climate change is, by its nature, a cumulative issue. As described in Section 15.8.b, the project would not conflict with the applicable plans developed to reduce GHG emissions at the regional level. As described in Section 5.13 all project-level noise impacts would be mitigated to a level less than significant. Due to the varied schedules and for construction of cumulative projects listed in the City's Active Projects Map, it is unlikely construction activities would overlap, thereby avoiding significant cumulative noise impacts on sensitive receptors. In the event of other future developments in the surrounding area, adherence to all applicable local, state, and federal regulations would be required to reduce potential impacts to a less than significant level. Therefore, the project is not anticipated to contribute to considerable environmental impacts, and impacts would be less than significant.

c. Less than Significant Impact. As discussed throughout this document, no hazardous conditions on the project site or in the surrounding area were identified that could adversely affect human beings. It is not anticipated that demolition or construction activities would create conditions that would significantly directly or indirectly impact human beings. Development of the project site would comply with all state and City regulations that would ensure the building is safe and designed to protect future occupants. The project would not result in any substantial adverse effects on human beings directly or indirectly.

16. Checklist References

Project documents–including all plans, documents, departmental comments and information contained in the files for the Schoolyard Project.

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APPENDICES

(Under Separate Cover)