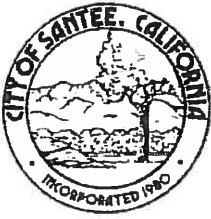


## **APPENDIX A: NOTICE OF PREPARATION, INITIAL STUDY**

**APPENDIX A-1: NOTICE OF PREPARATION OF A DRAFT PROGRAM ENVIRONMENTAL  
IMPACT REPORT**



# CITY OF SANTEE

**MAYOR**  
John W. Minto

**CITY COUNCIL**  
Ronn Hall  
Stephen Houlahan  
Brian W. Jones  
Rob McNelis

## **Notice of Preparation of a Draft Program Environmental Impact Report**

**TO:** Agencies, Organizations, and Interested Parties

**SUBJECT:** Notice of Preparation of a Draft Program Environmental Impact Report

The City of Santee (City) will be the lead agency, in accordance with the California Environmental Quality Act (CEQA), in the preparation of a Program Environmental Impact Report (PEIR) for the implementation of the proposed Sustainable Santee Plan (Sustainability Plan). The Sustainability Plan is considered a project under CEQA, and the City has discretionary authority over the project.

**Agencies:** The City requests the view of your agency as to the scope and content of the environmental analysis relevant to your agency's statutory responsibilities and interests in connection with the proposed project. Your agency may need to use the EIR prepared by the City when considering any required permits issued by your agency or when authorizing other approvals related to the project.

**Organizations and Interested Parties:** The City requests any comments related to environmental concerns associated with this project.

**Deadline:** CEQA requires a 30-day scoping period. The public review period on the NOP is scheduled to begin on **August 17, 2017** and close on **September 18, 2017**. Because of the time limits mandated by State law, your response must be received by this deadline. Please indicate a contact person and send your response to the following:

John O'Donnell, Principal Planner  
Development Services Department  
City Hall, Building Four  
10601 Magnolia Avenue  
Santee, CA 92071  
jodonnell@CityofSanteeCa.gov  
(619) 258-4100, Ext. 182

A public scoping meeting will be held **4:00 pm - 6:00pm** on **August 31, 2017** at the City Council Chambers, located at Santee City Hall, 10601 Magnolia Avenue, Santee, CA 92071. All parties are welcome to attend and are encouraged to recommend environmental issues, mitigation measures, and alternatives to the project that they believe should be addressed in the PEIR.

**Project Title:** Sustainable Santee Plan (Sustainability Plan)

**Project Location:** The proposed project is located within the City of Santee (City), which is located within eastern San Diego County, approximately 18 miles east of downtown San Diego. The City of Santee is bordered on the west and southwest by the City of San Diego and Marine Corps Air Station Miramar; on the south by the City of El Cajon; on the north by San Diego County; and on the east by unincorporated communities of Lakeside and Eucalyptus Hills. The City is approximately 16.5 square miles and supports a population of approximately 56,000 residents. The project area includes the City of Santee. Figure 1 shows the regional location of the City of Santee.

**Project Description:** The proposed project is intended to provide policy direction and identify actions the City and community will take to significantly reduce the generation of greenhouse gas emissions (GHGs) consistent with California AB 32 and EO S-3-05. The purpose of the Sustainability Plan is to guide the development, enhancement, and ultimately the implementation of actions and strategies that reduce the City's GHG emissions. Overall, the goal of the Sustainability Plan is to reduce the City's community-wide GHG emissions by 15 percent below 2005 emissions by 2020 and 49 percent below 2005 emissions by 2035 in conformance with Assembly Bill 32 Scoping Plan and post-2020 reductions in conformance with the goals set in Executive Order S-3-05. In addition, the City is aiming to reduce community-wide emissions below six metric tons CO<sub>2</sub>e per capita by 2030 in conformance with Senate Bill 32 and California Air Resources Board Draft 2017 Scoping Plan. The Sustainability Plan would describe the existing regulations pertaining to climate change, calculate baseline GHG emissions produced in the City, project GHG emissions that could be expected if the Sustainability Plan is not implemented, identify reduction strategies to meet reduction targets and calculate GHG emissions reductions with implementation of reduction measures.

**Preliminary Environmental Review:** The City prepared an Initial Study for the project, which is a preliminary analysis used to focus the forthcoming PEIR analysis on potentially significant impacts. After conducting the preliminary review of the project and preparing the Initial Study, the City determined that the proposed project would result in potentially significant impacts to the following resources, and these resources will be analyzed in detail in the PEIR:

- Aesthetics
- Air Quality
- Biological Resources
- Mandatory Findings of Significance
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Energy Conservation
- Transportation/Traffic
- Land Use/Planning

The Initial Study determined that the proposed project would have no environmental impacts or less-than-significant environmental impacts with respect to Agricultural Resources, Cultural Resources, Geology/Soils, Hydrology/Water Quality, Mineral Resources, Noise, Population/Housing, Public Services, Recreation, Tribal Cultural Resources, and Utilities/Service Systems. As such, the analysis of these resource topics will be included in the Effects Found Not to Be Significant chapter of the PEIR.


A **copy of the Initial Study** is available for review at the following locations:

- Development Services Department, 10601 Magnolia Avenue, Building #4, Santee, CA 92071
- Santee Public Library, 9225 Carlton Hills Boulevard #17, Santee CA 92071
- The City of Santee website:

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

Please select the "News" Section at the bottom of the home page.

For questions regarding this Notice of Preparation, please contact John O'Donnell at (619) 258-4100, Ext. 182.

  
\_\_\_\_\_  
John O'Donnell  
Principal Planner  
City of Santee

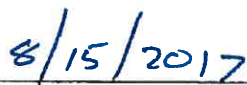
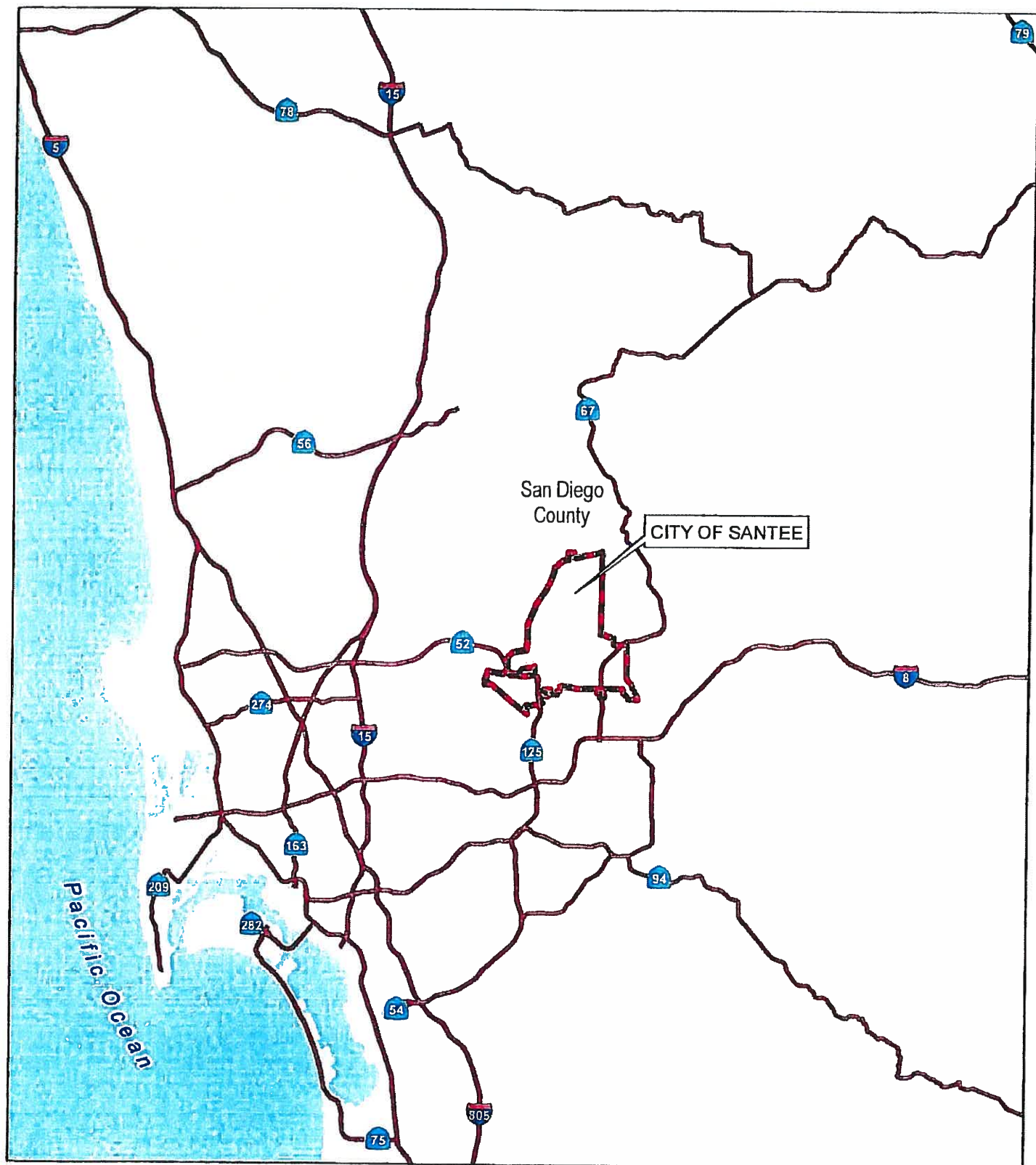
  
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Date

Figure 1      Regional Location



LSA

LEGEND

- City Boundary
- Sphere of Influence
- Freeways and Highways
- Roads



SOURCE: Esri (2015)

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FIGURE 1

*Sustainable Santee Plan*  
Regional Location



# CITY OF SANTEE

**MAYOR**  
John W. Minto

**CITY COUNCIL**  
Ronn Hall  
Stephen Houlahan  
Brian W. Jones  
Rob McNelis

## **Notice of Preparation of a Draft Program Environmental Impact Report**

**TO:** Agencies, Organizations, and Interested Parties

**SUBJECT:** Notice of Preparation of a Draft Program Environmental Impact Report  
**Extended Review Period – Ends October 2, 2017**

The City of Santee (City) will be the lead agency, in accordance with the California Environmental Quality Act (CEQA), in the preparation of a Program Environmental Impact Report (PEIR) for the implementation of the proposed Sustainable Santee Plan (Sustainability Plan). The Sustainability Plan is considered a project under CEQA, and the City has discretionary authority over the project.

**Agencies:** The City requests the view of your agency as to the scope and content of the environmental analysis relevant to your agency's statutory responsibilities and interests in connection with the proposed project. Your agency may need to use the EIR prepared by the City when considering any required permits issued by your agency or when authorizing other approvals related to the project.

**Organizations and Interested Parties:** The City requests any comments related to environmental concerns associated with this project.

**Deadline:** CEQA requires a 30-day scoping period. The public review period on the NOP was originally scheduled from August 17, 2017 to September 18, 2017. At the Scoping Meeting held on August 31, 2017 it was discovered that the Page 7 of the Initial Study was omitted from the version posted to the website. This omission was corrected on September 1, 2017 and therefore, the review period has been extended until **October 2, 2017**. As mandated by State law, your response must be received by this deadline. Please indicate a contact person and send your response to the following:

John O'Donnell, Principal Planner  
Development Services Department  
City Hall, Building Four  
10601 Magnolia Avenue  
Santee, CA 92071  
jodonnell@CityofSanteeCa.gov  
(619) 258-4100, Ext. 182

**Project Title:** Sustainable Santee Plan (Sustainability Plan)

**Project Location:** The proposed project is located within the City of Santee (City), which is located within eastern San Diego County, approximately 18 miles east of downtown San Diego. The City of Santee is bordered on the west and southwest by the City of San Diego and Marine Corps Air Station Miramar; on the south by the City of El Cajon; on the north by San Diego County; and on the east by unincorporated communities of Lakeside and Eucalyptus Hills. The City is approximately 16.5 square miles and supports a population of approximately 56,000 residents. The project area includes the City of Santee. Figure 1 shows the regional location of the City of Santee.

**Project Description:** The proposed project is intended to provide policy direction and identify actions the City and community will take to significantly reduce the generation of greenhouse gas emissions (GHGs) consistent with California AB 32 and EO S-3-05. The purpose of the Sustainability Plan is to guide the development, enhancement, and ultimately the implementation of actions and strategies that reduce the City's GHG emissions. Overall, the goal of the Sustainability Plan is to reduce the City's community-wide GHG emissions by 15 percent below 2005 emissions by 2020 and 49 percent below 2005 emissions by 2035 in conformance with Assembly Bill 32 Scoping Plan and post-2020 reductions in conformance with the goals set in Executive Order S-3-05. In addition, the City is aiming to reduce community-wide emissions below six metric tons CO<sub>2</sub>e per capita by 2030 in conformance with Senate Bill 32 and California Air Resources Board Draft 2017 Scoping Plan. The Sustainability Plan would describe the existing regulations pertaining to climate change, calculate baseline GHG emissions produced in the City, project GHG emissions that could be expected if the Sustainability Plan is not implemented, identify reduction strategies to meet reduction targets and calculate GHG emissions reductions with implementation of reduction measures.

**Preliminary Environmental Review:** The City prepared an Initial Study for the project, which is a preliminary analysis used to focus the forthcoming PEIR analysis on potentially significant impacts. After conducting the preliminary review of the project and preparing the Initial Study, the City determined that the proposed project would result in potentially significant impacts to the following resources, and these resources will be analyzed in detail in the PEIR:

- Aesthetics
- Air Quality
- Biological Resources
- Mandatory Findings of Significance
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Energy Conservation
- Transportation/Traffic
- Land Use/Planning

The Initial Study determined that the proposed project would have no environmental impacts or less-than-significant environmental impacts with respect to Agricultural



Resources, Cultural Resources, Geology/Soils, Hydrology/Water Quality, Mineral Resources, Noise, Population/Housing, Public Services, Recreation, Tribal Cultural Resources, and Utilities/Service Systems. As such, the analysis of these resource topics will be included in the Effects Found Not to Be Significant chapter of the PEIR.

A copy of the Initial Study is available for review at the following locations:

- Development Services Department, 10601 Magnolia Avenue, Building #4, Santee, CA 92071
- Santee Public Library, 9225 Carlton Hills Boulevard #17, Santee CA 92071
- The City of Santee website:

[www.cityofsantee.ca.gov](http://www.cityofsantee.ca.gov)

Please select the "News" Section at the bottom of the home page.

For questions regarding this Notice of Preparation, please contact John O'Donnell at (619) 258-4100, Ext. 182.

  
\_\_\_\_\_  
John O'Donnell  
Principal Planner  
City of Santee

  
\_\_\_\_\_  
Date

Figure 1      Regional Location

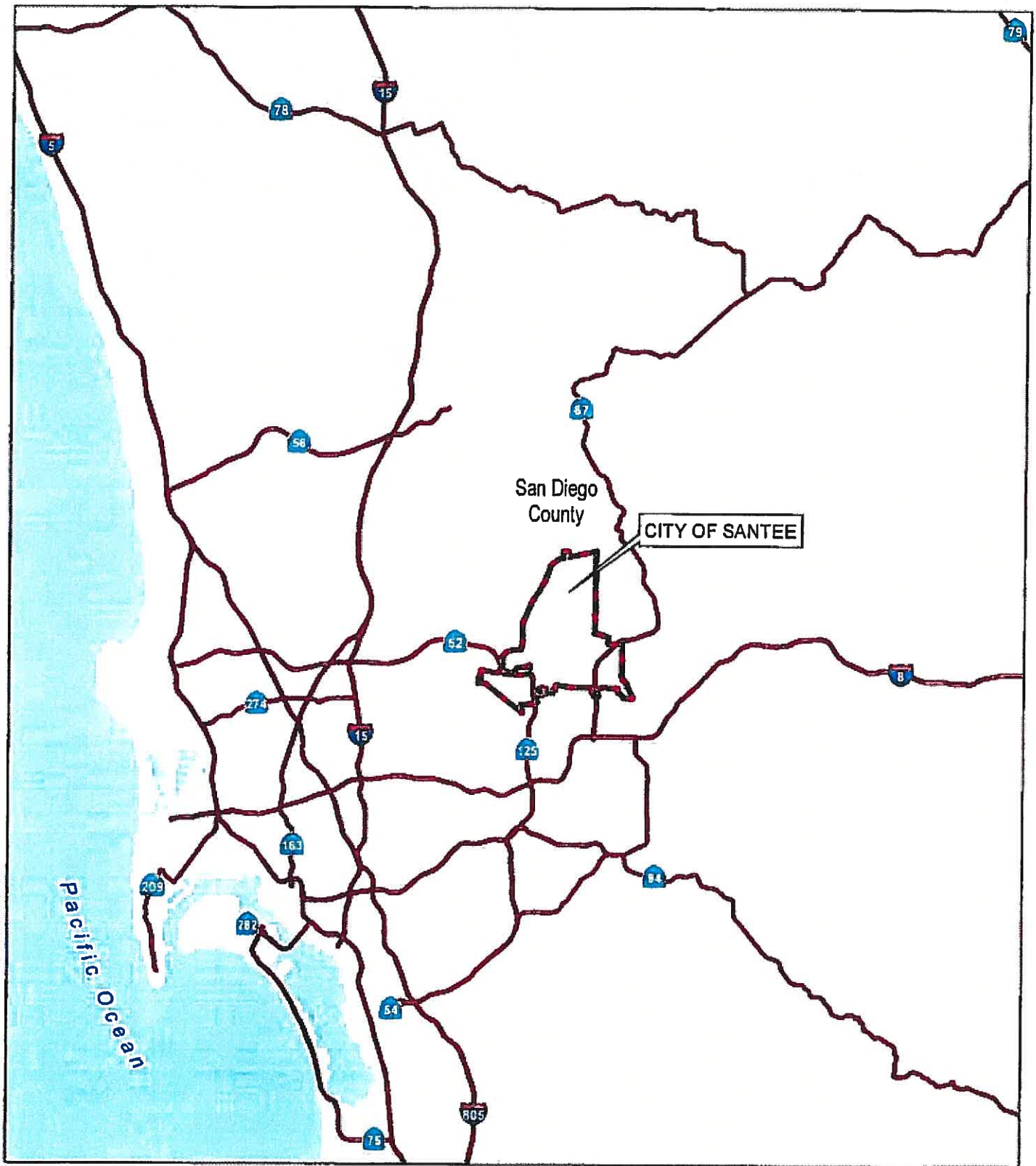


FIGURE 1

LSA

LEGEND

- City Boundary
- Sphere of Influence
- Freeways and Highways
- Roads



SOURCE: Esri (2015)

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*Sustainable Santee Plan*  
Regional Location

## APPENDIX A-2: INITIAL STUDY

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# **INITIAL STUDY**

## **SUSTAINABLE SANTEE PLAN CITY OF SANTEE SAN DIEGO COUNTY, CALIFORNIA**

Prepared for:



City of Santee  
10601 Magnolia Avenue  
Santee, California 92071

Prepared by:

LSA  
703 Palomar Airport Road, Suite 260  
Carlsbad, California 92011

Project No. SNT1701

# **LSA**

August 2017

## TABLE OF CONTENTS

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>3</b>
1.1	PURPOSE AND CEQA PROCESS .....	3
1.2	APPROVALS REQUIRED .....	3
1.3	INTENDED USES OF THIS DOCUMENT .....	4
<b>2.0</b>	<b>PROJECT DESCRIPTION .....</b>	<b>4</b>
2.1	PROJECT LOCATION .....	4
2.2	PROJECT BACKGROUND .....	4
	Executive Order S-3-05 .....	5
	Executive Order B-30-15 .....	7
	AB 32 and Scoping Plan .....	7
	SB 32 .....	7
2.3	PROJECT COMPONENTS AND OBJECTIVES .....	7
2.4	EMISSION INVENTORIES, BASELINE, AND PROJECTIONS .....	8
	Community Emissions Forecasts and Targets .....	9
	Municipal Emissions Forecasts and Targets .....	9
2.5	GREENHOUSE GAS EMISSIONS REDUCTION STRATEGIES .....	10
<b>3.0</b>	<b>ENVIRONMENTAL CHECKLIST AND IMPACT EVALUATION .....</b>	<b>11</b>
3.1	ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED .....	11
3.2	ENVIRONMENTAL FACTORS TO BE ANALYZED FURTHER .....	11
	Aesthetics (Visual Character, and Light and Glare) .....	11
	Air Quality (Applicable Air Quality Plan) .....	11
	Biological Resources (Habitat Conservation Plan) .....	11
	Energy Conservation .....	12
	Greenhouse Gas Emissions (Applicable Plan, Policy, or Regulation) .....	12
	Hazards and Hazardous Materials (Glare) .....	12
	Land Use and Planning (Applicable Land Use Plan, Policy, or Regulation) .....	12
	Utilities and Service Systems (Landfill Capacity, and Statutes and Regulations) .....	Error! Bookmark not
3.3	ENVIRONMENTAL FACTORS NOT FOUND TO BE SIGNIFICANT .....	12
3.4	DETERMINATION .....	13
3.5	CHECKLIST AND EVALUATION OF POTENTIAL ENVIRONMENTAL IMPACTS .....	14
	Aesthetics .....	14
	Agriculture and Forestry Resources .....	16
	Air Quality .....	18
	Biological Resources .....	20
	Cultural Resources .....	23
	Geology and Soils .....	25

Greenhouse Gas Emissions.....	28
Hazards and Hazardous Materials.....	30
Hydrology and Water Quality.....	34
Land Use and Planning .....	38
Mineral Resources .....	39
Noise.....	40
Population and Housing .....	43
Public Services .....	44
Recreation .....	45
Transportation/Traffic.....	46
Tribal Cultural Resources.....	48
Utilities and Service Systems.....	49
Mandatory Findings of Significance .....	52
<b>4.0 REFERENCES .....</b>	<b>54</b>
<b>5.0 REPORT PREPARERS.....</b>	<b>56</b>

## FIGURE

Figure 1: Regional Location .....	6
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## 1.0 INTRODUCTION

### 1.1 PURPOSE AND CEQA PROCESS

This Initial Study (IS) has been prepared to identify potential environmental impacts in the City of Santee, California (City), from implementation of the proposed Sustainable Santee Plan (Sustainability Plan). The Sustainability Plan is considered a project under the California Environmental Quality Act (CEQA), and the City has discretionary authority over the project. Prior to preparation of this IS, the City determined that a program-level Environmental Impact Report (PEIR) will be prepared for the proposed project. This determination is based on the citywide scope of the project and the horizon year (2035) requiring an extended implementation monitoring period of the Sustainability Plan. Pursuant to *CEQA Guidelines* Section 15367, the City is the Lead Agency in the preparation of this IS and the PEIR for the Sustainability Plan.

This IS has been prepared in conformance with *CEQA Guidelines* Section 15063. The purpose of the IS is to determine the potential significant impacts associated with the implementation of the Sustainability Plan and focus the forthcoming PEIR on potentially significant environmental effects of the Sustainability Plan. In addition, this document is intended to provide the basis for input from public agencies, organizations, and interested members of the public in scoping the forthcoming PEIR and follows the criteria for early public consultation provided in *CEQA Guidelines* Section 15083.

The remainder of this section provides a brief description of approvals required for implementation of the Sustainability Plan and includes details on how to provide input or comment on this IS. Section 2 of this document provides an overview of the Sustainability Plan and Section 3 includes the environmental checklist and evaluation of potential environmental impacts that may reasonably or foreseeably result from implementation of the Sustainability Plan.

### 1.2 APPROVALS REQUIRED

The City of Santee is designated as the Lead Agency for this project. According to Sections 15050, 15367 and 15381 of the *CEQA Guidelines*, responsible agencies are those public agencies other than the lead agency which have discretionary approval power over the project. The proposed Sustainability Plan is a program-level planning document for the City to use moving forward. As such, the Sustainability Plan does not address or contain a specific or proposed land use development plan, so no responsible agencies are identified at this time. The approval and implementation of the Sustainability Plan would not precipitate any subsequent land use development or redevelopment projects. Specific development projects within the City's jurisdiction would be subject to discretionary approval by the City and, depending on the development proposal, other public agencies. Approval of the Sustainability Plan would require a resolution by the City Council to certify the Final PEIR and adopt the Sustainability Plan.



### **1.3 INTENDED USES OF THIS DOCUMENT**

In accordance with CEQA Guidelines Section 15063, this IS shall be used to: a) focus the PEIR on the effects determined to be significant, and b) identify the effects determined not to be significant and substantiate this conclusion. Effects analyzed under CEQA must be related to a physical change. CEQA Guidelines Section 15358 defines an effect or impact as:

1. Direct or primary effects which are caused by the project and occur at the same time and place.
2. Indirect or secondary effects which are caused by the project and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect or secondary effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems

Interested agencies, organizations and persons shall use the project information and the potential environmental effects analysis in this IS as the basis for comments on the scope of the PEIR.

## **2.0 PROJECT DESCRIPTION**

### **2.1 PROJECT LOCATION**

The City of Santee is a suburb of San Diego in San Diego County, California, as shown in Figure 1.

### **2.2 PROJECT BACKGROUND**

The State of California has adopted a wide variety of regulations aimed at reducing its greenhouse gas (GHG) emissions. While State actions alone cannot stop global warming, the adoption and implementation of legislation demonstrates California's leadership in addressing this critical challenge. State laws, regulations, Executive Orders (EO), and adopted GHG reduction plans have set the framework for cities and counties to prepare and implement their own community and municipal plans for the purposes of reducing GHGs. Specifically, EO S-3-05 and EO B-30-15 have provided GHG emission reduction goals for the State. Assembly Bill 32 (AB 32) and Senate Bill 32 (SB 32) further emplace requirements for reducing GHGs in California. A brief overview of relevant State actions is provided below.

The Draft Sustainability Plan would articulate the City's intentions with respect to reducing communitywide GHG emissions in a manner consistent with AB 32 and SB 32. In addition, the Sustainability Plan is designed to address multiple sectors and resources for increased sustainability within the City. Throughout the Sustainability Plan, the City outlines strategies, objectives, measures, and actions to create an interconnected transportation system and land use pattern; minimize energy consumption; promote water conservation; and conserve, create, and enhance natural assets that improve the community's quality of life.



### **Executive Order S-3-05**

On June 1, 2005, California Governor Arnold Schwarzenegger announced EO S-3-05, which contains the following GHG emissions targets:

- By 2010, California shall reduce GHG emissions to 2000 levels.
- By 2020, California shall reduce GHG emissions to 1990 levels.
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

Executive Order S-3-05 complements the international efforts in reducing GHG emissions. The Kyoto Protocol, the first International effort to mitigate GHG emissions, set goals in a stair step format toward the 2050 goal and EO S-3-05 matches exactly with the Kyoto Protocol goals. The reason that international agreements and State goals do not simply go directly to the 2050 goal is because technology and the engineering capabilities related to GHG reductions still need to be developed in order to meet that goal. This idea of significant progress in post-2020 allows science, engineering, and society to develop to the point that the 2050 goal can be a reality.

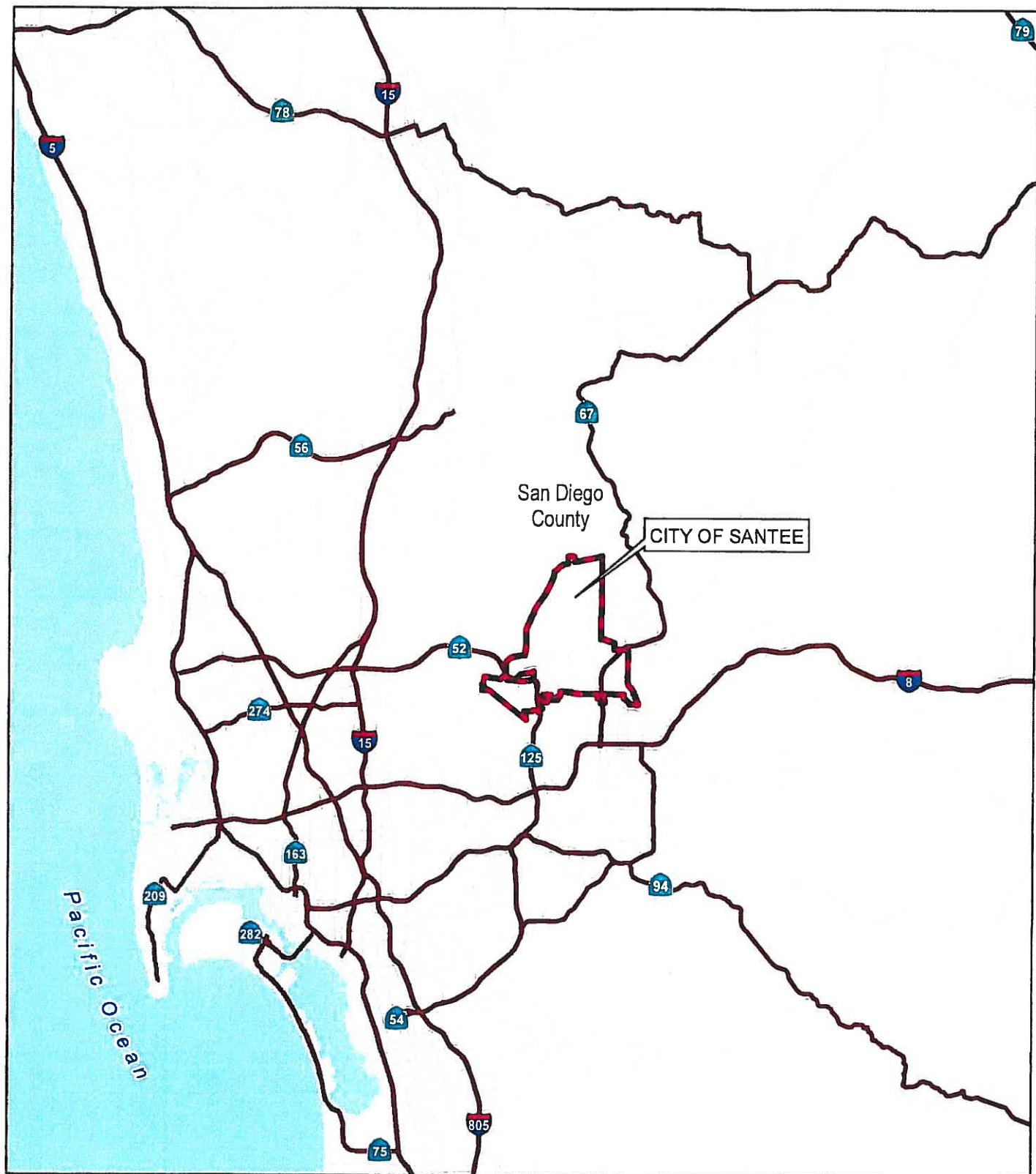


FIGURE 1

LSA

LEGEND

- City Boundary
- Sphere of Influence
- Freeways and Highways
- Roads



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SOURCE: Esri (2015)

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*Sustainable Santee Plan*  
Regional Location

the Sustainability Plan is to reduce the City's communitywide GHG emissions by 15 percent below 2005 emissions by 2020 in accordance with recommendations within the AB 32 Scoping Plan and following continued reductions in accordance with EO S-3-05, 49 percent below 2005 emissions by 2035. In addition, the City is aiming to reduce communitywide emissions below six metric tons CO<sub>2</sub>e per capita by 2030 in accordance with the Proposed 2017 Scoping Plan Update to implement SB 32. The Sustainability Plan would provide general information about climate change and how GHG emissions within the City contribute to it, as well as analyze the potential effects of climate change on the City. In addition, the Sustainability Plan would describe the baseline GHG emissions produced in the City and would project GHG emissions that could be expected if the Sustainability Plan is not implemented. The strategies, measures, and actions that would be proposed in the Sustainability Plan are described in greater detail under "Greenhouse Gas Emissions Reduction Strategies," below.

This Initial Study provides programmatic-level analysis of the proposed plan. The Sustainability Plan would not include any development proposals that would directly result in physical environmental effects due to the construction and operation of facilities. Future projects subject to CEQA review would be required to demonstrate consistency with the goals and actions of the Sustainability Plan for project-level GHG impacts to be deemed less than significant. The purpose of the forthcoming Sustainability Plan would include the following:

- *Present a plan for achieving sustainability within the City by utilizing resources effectively, reducing greenhouse gas emissions (GHG), and improving the public health, safety, and welfare within the community.*
- *Provide a summary of the City's historic and estimated future GHG emissions in order to understand the local context of GHG emissions, and determine the reduction targets appropriate for the City.*
- *Provide GHG Reduction Measures that promote economic competitiveness, are appropriate within the context of the community character, and include local control over emission source.*
- *Develop an implementation strategy that tracks and monitoring progress of the Plan over time to ensure that the plan meets the reduction targets.*

## **2.4 EMISSION INVENTORIES, BASELINE, AND PROJECTIONS**

The Sustainability Plan will present an updated GHG emissions inventory, establish an emissions baseline, provide projections of emissions in 2020, 2030, and 2035, and describe the City's emissions reduction targets. The emissions inventory will identify the sources, distribution, and amount of GHG emissions by emission sector, including energy consumption, transportation, off-road sources, water, wastewater, and solid waste.

The City prepared community inventories for the years 2005, 2008, 2012, and 2013 and municipal inventories for the years 2005 and 2013. The 2005 inventory (for both community and municipal operations) is considered the baseline year. The community inventory includes the GHG emissions that result from activities within the community the City serves. The municipal GHG emissions inventory is largely a subset of the community inventory. The municipal inventory includes emissions from activities conducted as part of government operations in the City.

In 2005, the City's total communitywide emissions were 243,505 MT CO<sub>2</sub>e. The on-road transportation sector accounted for the greatest percentage of emissions (35 percent), followed by the residential energy sector (26 percent), commercial energy sector (15 percent), off-road sources (12 percent), solid waste (7 percent), and water (5 percent). Emissions from wastewater accounted for less than 1 percent of total communitywide emissions.

The City's municipal emissions were 1,657 MT CO<sub>2</sub>e in the baseline year (2005), which is approximately 1 percent of the total community emissions. The City's streetlights (SDG&E-owned) accounted for the greatest percentage of emissions (26 percent), followed by fleet & equipment (22 percent), buildings & facilities (17 percent), solid waste (13 percent), employee commute (13 percent), City-owned outdoor lighting (9 percent), and water pumping (1 percent).

The City established State-aligned reduction targets of 15 percent below 2005 emissions by 2020 and 49 percent below 2005 emissions by 2035. In addition, the City is aiming to reduce communitywide emissions below six metric tons CO<sub>2</sub>e per capita by 2030. To determine the emission reductions needed to achieve the City's goals, GHG emissions levels were projected for the years 2020, 2030, and 2035 using two scenarios: a Business-as-Usual (BAU) and an Adjusted BAU scenario. The BAU scenario describes emissions based on projected growth in population and employment and does not consider State policies or regulations that will reduce emissions in the future (that is, California's policies and related efficiency levels in place in 2005 are assumed to remain constant through 2035). The Adjusted BAU scenario describes emissions based on projected growth and considers State policies and regulations adopted or enacted after 2005 that will achieve GHG reductions in the future.

### **Community Emissions Forecasts and Targets**

The City's community BAU emissions in 2020 are estimated to be 251,897 MT CO<sub>2</sub>e, or a 3.4 percent increase from baseline emissions. In 2030, the City's community emissions are estimated to be 281,843 MT CO<sub>2</sub>e, or a 15.7 percent increase from baseline emissions. By 2035, emissions are estimated to increase 22.5 percent from the baseline level to 298,257 MT CO<sub>2</sub>e. The City's communitywide Adjusted BAU emissions in 2020 are estimated to be 202,273 MT CO<sub>2</sub>e in 2020, 207,482 MT CO<sub>2</sub>e in 2030, and 211,460 MT CO<sub>2</sub>e in 2035. This change represents a 16.9 percent reduction from 2005 by 2020, 14.8 percent reduction by 2030, and 13.1 percent reduction by 2035.

Based on the Adjusted BAU scenario, the City will meet the 2020 and 2030 reduction targets. However, the City would need to reduce 87,272 MT CO<sub>2</sub>e emissions below the Adjusted BAU scenario to meet the 2035 reduction target.

### **Municipal Emissions Forecasts and Targets**

The City expects its municipal services to increase slightly over time. By 2020, emissions are estimated to increase 18 percent from the baseline level to 1,948 MT CO<sub>2</sub>e. By 2035, emissions are estimated to increase 23 percent from the baseline level to 2,031 MT CO<sub>2</sub>e. The City's Municipal Adjusted BAU emissions in 2020 are estimated to be 1,611 MT CO<sub>2</sub>e, which is 3 percent lower than the 2005 baseline level. In 2035, emissions are expected to be 1 percent higher than in 2005 (1,681 MT CO<sub>2</sub>e).

To be aligned with the community goals,<sup>1</sup> the City would need to reduce its emissions by 203 MT CO<sub>2</sub>e from the 2020 Adjusted BAU forecast. By 2035, the City will need to reduce municipal operation emissions by 836 MT CO<sub>2</sub>e from the Adjusted BAU forecast to meet a 49 percent reduction goal below 2005 levels.

## 2.5 GREENHOUSE GAS EMISSIONS REDUCTION STRATEGIES

The preliminary analysis of the Sustainability Plan identifies eight community and five municipal GHG emission reduction strategies that are appropriate for the local community and include local control (either directly or indirectly) over the emission sources. By 2020, these strategies are estimated to decrease community emissions by 26,708 MTCO<sub>2</sub>e and municipal emissions by 260 MTCO<sub>2</sub>e. By 2035, strategies are estimated to decrease community emissions by 102,169 MTCO<sub>2</sub>e and municipal emissions by 1,050 MTCO<sub>2</sub>e.

Each proposed strategy would be made up of goals, measures, and actions. Within each goal, one or more measures would be presented indicating the City's commitment toward meeting the goal. Within each measure, one or more actions would be presented that indicate the steps the City may take in achieving the measure.

Measures that have quantifiable emissions reductions include the GHG reduction potential in 2020 and 2035. Measures that would aid in reducing GHG emissions, but which cannot be quantified, would be identified as supporting measures. In addition to reducing GHG emissions, these measures would result in local benefits, called co-benefits. Co-benefits would be identified with each measure and would range from providing improved air quality and mobility to increased awareness about sustainability.

---

<sup>1</sup> The community goal of 6 metric tons CO<sub>2</sub>e per capita by 2030 is not applicable to municipal emissions.



### 3.0 ENVIRONMENTAL CHECKLIST AND IMPACT EVALUATION

#### 3.1 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 in Section 3.5.

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

#### 3.2 ENVIRONMENTAL FACTORS TO BE ANALYZED FURTHER

##### Aesthetics (Visual Character, and Light and Glare)

Installation of solar arrays could occur on the rooftops of new or existing structures with implementation of the Sustainability Plan. Depending on the visual characteristics, size, and mass of these structures, introduction of these features could have an adverse impact on the visual character or quality of these features. Additionally, large solar arrays outside of the airport influence areas may result in substantial daytime glare that would affect neighboring land uses and/or motorists. These issues will be analyzed further in the PEIR.

##### Air Quality (Applicable Air Quality Plan)

The purpose of the Sustainability Plan is to reduce GHG emissions within the City to help contribute to global efforts to reduce the effects of climate change. Requirements/recommendations within the Sustainability Plan include reducing on-road vehicle use, expanding bicycle infrastructure, enhancing public transit, using renewable energy, improving energy efficiency in buildings, improving energy management, increasing water conservation, and reducing the urban heat island effect. In addition to reducing GHGs, implementation of the Sustainability Plan would also help to reduce criteria air pollutants. The Sustainability Plan's consistency with applicable air quality plans will be analyzed in the PEIR.

##### Biological Resources (Habitat Conservation Plan)

Implementation of energy production facilities could result in conflicts with adopted plans. A more comprehensive discussion of the proposed project's consistency with adopted habitat conservation plans is required. These issues will be analyzed further in the PEIR.

## **Energy Conservation**

Appendix F of the *State CEQA Guidelines* requires PEIRs to include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. In addition, Appendix F seeks inclusion of the following:

- Measures to reduce wasteful, inefficient, and unnecessary consumption of energy during construction, operation, and maintenance of the project;
- Measures for reducing peak energy demand;
- Incorporation of alternative fuels (particularly renewable ones) or energy systems; and
- Incorporation of recycling for nonrenewable resources.

These topics will be analyzed in the PEIR.

## **Greenhouse Gas Emissions (Applicable Plan, Policy, or Regulation)**

The Sustainability Plan would include a baseline GHG emissions inventory, a methodology for tracking and reporting emissions in the future, and requirements/recommendations for GHG reduction strategies as a foundation for these efforts. An indicator of the success of these efforts will be a measured reduction in GHG emissions using the protocols in the Sustainability Plan. The Sustainability Plan is another tool that can be used to guide development in the City by focusing on attaining the various goals and policies of the General Plan as well as the GHG reduction goals. The proposed project's consistency with General Plan policies and statewide and regional goals will be analyzed in the PEIR.

## **Hazards and Hazardous Materials (Glare)**

The increased use of photovoltaic/solar arrays in the vicinity of the airport influence areas of Gillespie Field and Marine Corps Air Station (MCAS) Miramar could increase light and glare, which could represent an increased safety hazard. This issue will be analyzed in further detail in the PEIR.

## **Land Use and Planning (Applicable Land Use Plan, Policy, or Regulation)**

Policies and implementation programs in the Sustainability Plan would facilitate mixed-use development within the growth areas of the City. The PEIR will analyze consistency of the proposed project with the land use designations and policies of applicable plans.

## **Transportation / Traffic (Active Transportation Plans, Policies, or Programs)**

Policies and implementation programs in the Sustainability Plan would encourage alternative methods of transportation such as public transit, walking, or cycling. The PEIR will analyze consistency of the proposed project with adopted plans, policies and programs encouraging alternative modes of transportation.

## **3.3 ENVIRONMENTAL FACTORS NOT FOUND TO BE SIGNIFICANT**

The following issues require no further environmental analysis in the PEIR, as described in detail in the checklist discussions that follow.


- Agricultural Resources;

- Cultural Resources;
- Geology/Soils;
- Hydrology/Water Quality;
- Mineral Resources;
- Noise;
- Population/Housing;
- Public Services and Recreation;
- Tribal Cultural Resources; and
- Utilities and Services Systems.

### 3.4 DETERMINATION

On the basis of this initial evaluation:

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

  
John O'Donnell  
Principal Planner  
City of Santee

8/15/2017  
Date



### 3.5 CHECKLIST AND EVALUATION OF POTENTIAL ENVIRONMENTAL IMPACTS

#### Aesthetics

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:

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

#### *Less than Significant Impact*

The Sustainability Plan would be a policy-level document that does not include any site-specific designs or proposals and does not propose to grant any entitlements for development that would have the potential to degrade the aesthetic quality of the environment or adversely affect visual resources within the City. The Sustainability Plan would propose strategies and measures that would aid in reducing the City's GHG emissions and, thus, would not directly lead to development that would affect a scenic vista. While the Sustainability Plan would be a policy document that does not recommend specific densities, building heights, massing, or design of any projects, future activities implemented under the Sustainability Plan could result in changes to community aesthetics. For example, the Sustainability Plan promotes the installation of photovoltaic (PV) panels on homes and businesses to provide alternate sources of energy. PV panels could be placed on rooftops, which could potentially alter scenic views from homes or businesses located behind the rooftop panels. However, the placement of PV panels for residential use would likely not be large enough to significantly affect views from other residences located uphill or behind the rooftop panels. Installation of these panels would require standard building permits from the City, which would ensure the PV panels would not have a specific, adverse impact on visual resources.

Furthermore, any future development projects that would implement Sustainability Plan measures and actions would be subject to all applicable City regulations and requirements, as well as subject to further CEQA analysis of project-specific impacts, which would occur with or without implementation of the Sustainability Plan. The City's zoning regulations, standard development conditions, and design guidelines address site and building design. Therefore, the Sustainability Plan would not result in any substantial visual impacts on the physical environment and impacts would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

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

***Less than Significant Impact***

State scenic highways are those highways that are either officially designated as State Scenic Highways by the California Department of Transportation (Caltrans) or are eligible for such designation. According to the California Scenic Highway Mapping System, there are no officially designated highways within the project area. However, a segment of State Route 52, located west of Santee, was designated a state scenic highway in 2016(Caltrans 2017).

Any future development projects that would implement Sustainability Plan measures and actions would be subject to all applicable City regulations and requirements, as well as subject to further CEQA analysis of project-specific impacts, which would occur with or without implementation of the Sustainability Plan. Specifically, General Plan Policies 9.7 and 10.1 and Objective 12 will protect the scenic resources and historic buildings associated with State Route 52 (City of Santee 2003). Therefore, implementation of the Sustainability Plan would not result in any substantial damage to scenic resources within a State Scenic Highway. Impacts would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

***Potentially Significant Impact***

The Sustainability Plan promotes the renovation of existing buildings to improve energy efficiency, as well as the installation of PV systems on existing and new facilities. The installation of PV panels on rooftops could result in slight changes to existing visual character. **This topic will be analyzed in the PEIR, and mitigation will be developed and included in the PEIR, if necessary, to address potentially significant adverse project effects related to existing visual character.**

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

***Potentially Significant Impact***

Implementation of the Sustainability Plan would not result in the development of major light sources. Installation of cool roofs (light-reflecting surfaces) and PV panels on homes and businesses is encouraged to reduce the urban heat island effect and the City's dependence on energy sources that produce GHGs. Cool roofs are built from materials with high thermal emittance and high solar reflectance—or albedo—to help reflect sunlight (and the associated energy) away from a building. The cool roofing materials are lighter in color and more reflective than traditional roofing materials; however, their reflective properties do not produce substantial glare.

PV panels can reflect sunlight when the sun is at an angle to the PV panel in relationship to the viewer. However, the reflectance would be temporary and not occur at night. Small-scale PV installments would not result in substantial sources of daytime glare. Thus, their placement and orientation on individual properties would not result in a substantial adverse effect on daytime or nighttime views in the area.

Large solar arrays may result in noticeable glare during the day. Section 3.8, Impact (e), provides that PV projects within the airport influence areas could result in substantial glare that would affect daytime views. Additionally, large solar arrays outside of the airport influence areas may result in substantial

daytime glare that would affect neighboring land uses and/or motorists. This topic will be analyzed in the PEIR and, if necessary, mitigation will be developed and included in the PEIR to address potentially significant adverse project light and glare effects.

### Agriculture and Forestry Resources

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

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4256), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

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

***No Impact***

The City does not contain soils designated by the California Department of Conservation (CDC), Division of Land Resources (DLRP), as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (CDC DLRP 2015). No impact would occur. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

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

***No Impact***

Refer to Agriculture and Forestry Resources Impact (a) above, which discusses the Sustainability Plan's potential impact on agricultural land. The City does not contain any land that is subject to a Williamson Act contract, which is designed to retain prime agriculture and open space by providing tax incentives for property owners (CDC DLRP, 2013). Therefore, implementation of the Sustainability Plan would not conflict with a Williamson Act contract. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- 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 4256), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**

***No Impact***

The City's land cover is designated as Urban and Rangeland (predominantly Shrub and Herbaceous) on the Fire and Resource Assessment Program (FRAP) State of California Land Cover Map (California Department of Forestry and Fire Protection [Cal Fire] 2006), which identifies forest land coverage in California. This designation does not constitute forest land or timberland. There is no land with existing zoning of forest land or timberland within the City. Therefore, the implementation of the Sustainability Plan would not conflict with existing zoning, or cause rezoning of forest land or timberland. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

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

***No Impact***

As discussed in Agriculture and Forestry Resources Impact (c) above, there are no areas designated as forest land in the City. Therefore, implementation of the Sustainability Plan would not result in the loss of forest land or conversion of forest land to non-forest use. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

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

**No Impact**

Refer to Agriculture and Forestry Resources Impacts (a) and (b), above, which discuss the Sustainability Plan's potential to affect farmland or agriculturally zoned land. As identified in these sections, the implementation of the Sustainability Plan would not result in the loss of farmland. As discussed in Agriculture and Forestry Resources Impacts (c) and (d), above, the City does not have land cover designated as forest land. Therefore, the implementation of the Sustainability Plan would not convert forest land to non-forest use. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

**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. The San Diego Air Pollution Control District (SDAPCD) is the local agency charged with administering local, State, and Federal air quality management programs for San Diego County.

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

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

**Potentially Significant Impact**

The purpose of the Sustainability Plan is to reduce GHG emissions within the City to help contribute to global efforts to reduce the effects of climate change. Requirements and recommendations within the Sustainability Plan would include reducing on-road vehicle use, expanding bicycle infrastructure,



enhancing public transit, using renewable energy, improving energy efficiency in buildings, improving energy management, increasing water conservation, and reducing the urban heat island effect. In addition to reducing GHGs, each of these elements also would help to reduce criteria air pollutants. However, while it is expected that implementation of the Sustainability Plan would reduce air quality emissions, the emissions reduction has not been quantified, and an air quality plan consistency analysis is required. **The Sustainability Plan's consistency with applicable air quality plans will be further analyzed in the PEIR, and mitigation will be developed and included in the PEIR, if necessary, to address potentially significant adverse impacts related to implementation of the applicable air quality plan.**

- b) Violate any air quality standards or contribute substantially to an existing or projected air quality violation?**

***Less than Significant Impact***

Implementation of the Sustainability Plan would not add any new vehicle trips or otherwise increase vehicle miles traveled (VMT). Implementation of the Sustainability Plan would decrease VMT and the associated vehicle emissions, thereby improving air quality. The Sustainability Plan implementation would reduce reliance on traditional, more-polluting forms of energy by increasing use of cleaner, alternative energy sources. The change in energy sources would reduce emissions associated with energy production. The Sustainability Plan would promote the renovation of existing structures with energy-efficiency retrofits and renewable energy. The anticipated construction activities required for retrofits and renovations would not involve large internal-combustion equipment that would contribute substantial air emissions. Therefore, the impact would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

***Less than Significant Impact***

Implementation of the Sustainability Plan would not add any vehicle trips. It is anticipated that implementation of the Sustainability Plan would decrease VMT and vehicle emissions, thus improving air quality. The Sustainability Plan implementation would reduce reliance on traditional, more-polluting forms of energy by increasing use of cleaner, alternative energy sources. The change in energy sources would reduce emissions associated with energy production. The Sustainability Plan would promote the renovation of existing structures with energy-efficiency retrofits and renewable energy. The anticipated construction activities required for retrofits and renovations would not involve large internal-combustion equipment that would contribute substantial air emissions or contribute to a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment. Therefore, the impact would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

**d) Expose sensitive receptors to substantial pollutant concentrations?**

***Less than Significant Impact***

Implementation of the Sustainability Plan would not add any new vehicle trips or otherwise increase VMT. Implementation of the Sustainability Plan would decrease VMT and the associated vehicle emissions, thereby improving air quality. The Sustainability Plan implementation would reduce reliance on traditional, more-polluting forms of energy by increasing use of cleaner, alternative energy sources. The change in energy sources would reduce emissions associated with energy production. The Sustainability Plan would promote the renovation of existing structures with energy-efficiency retrofits and renewable energy. The anticipated construction activities required for retrofits and renovations would not involve large internal-combustion equipment that would contribute substantial air emissions that could affect sensitive receptors. The impact would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

**e) Create objectionable odors affecting a substantial number of people?**

***No Impact***

The Sustainability Plan would not propose strategies or measures that would directly or indirectly result in the creation of objectionable odors. Sustainability Plan strategies would include construction and installation of renewable energy structures (i.e., solar panels) and expansion of bicycle infrastructure; however, construction activities associated with those measures would not create objectionable odors. Therefore, no impact would occur. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

**Biological Resources**

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Biological Resources

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

According to the City's General Plan, the regionally important biological resources that occur within the City include the coastal sage scrub and chaparral-covered hills in the north and south of the City and the riparian corridor along the San Diego River (City of Santee, 2003).

Would the project:

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

### ***Less than Significant Impact***

Implementation of energy retrofits or energy production facilities could result in removal of habitat or street trees, which can provide nesting opportunities, or otherwise affect protected candidate, sensitive, or special-status species. Chapter 12.24 of the City's Municipal Code promotes urban forestry and protects trees on public property (City of Santee 2016). Furthermore, an objective of the City's General Plan Conservation Element is to preserve significant biological resources. This objective lists four policies (7.1-7.4) that help achieve this goal by encouraging and requiring the preservation, conservation, and/or enhancement of biological resources in the City. All new development that would implement goals and strategies in the Sustainability Plan must be in compliance with the City's Municipal Code and General Plan policies. Therefore, the impact from implementation of the Sustainability Plan would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

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

### ***Less than Significant Impact***

The natural waterways within the City provide unique riparian habitat for various species. Riparian/wetland habitat is considered to be significant wildlife habitat, particularly for bird species. As such, the City's General Plan encourages the maintenance of appropriate open space uses adjacent to these



waterways. Therefore, any future development projects that would implement Sustainability Plan measures and actions near waterways and open spaces would be subject to all applicable City regulations and requirements, as well as subject to further CEQA analysis of project-specific impacts, which would occur with or without implementation of the Sustainability Plan. Impacts would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- c) **Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

***Less than Significant Impact***

There are over 300 acres of wetland vegetation communities in the City, concentrated primarily along the San Diego River and Sycamore Creek (City of Santee 2003). Implementation of the General Plan's Conservation Element requires the enforcement of appropriate Federal, State, and local water quality regulations. Implementation of the Sustainability Plan would not result in development in any wetland areas. It is possible that retrofit or construction activities could occur adjacent to wetlands. However, compliance with the General Plan would ensure no net loss of wetlands. There would be no significant impact on wetlands. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- 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?**

***Less than Significant Impact***

General Plan Conservation Element policies and implementation programs promote the recovery and protection of corridors linking separate habitat areas to prevent fragmentation of sensitive natural communities. In addition, all projects are subject to the Migratory Bird Treaty Act (MBTA), which prohibits taking, killing, possessing, transporting, and importing of migratory birds, parts of migratory birds, and their eggs and nests, except when specifically authorized by the Department of the Interior. Therefore, any development pursuant to the Sustainability Plan would be evaluated for conformance to these policies and regulations to ensure that riparian habitat or sensitive natural communities are not adversely affected. The impact would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

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

***Less than Significant Impact***

An objective of the City's General Plan Conservation Element is to preserve significant biological resources. This objective lists four policies (7.1 through 7.4) to help achieve this goal by encouraging and requiring the preservation, conservation, and/or enhancement of biological resources in the City. Furthermore, projects that implement strategies from the Sustainability Plan would be subject to the City's Water Efficient Landscape Ordinance, Tree Ordinance, all applicable Federal, State, and regional policies and regulations related to the protection of important biological resources. Specifically,

development would be required to comply with the Federal Endangered Species Act, MBTA, Federal Clean Water Act, California Endangered Species Act, California Fish and Wildlife Code, California Wetlands Conservation Policy, and California Department of Fish and Wildlife Lake or Streambed Alteration Program. Therefore, impacts would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

**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?**

***Potentially Significant Impact***

The San Diego Multiple Species Conservation Program (MSCP) is the Natural Community Conservation Plan (NCCP) for San Diego County (City of San Diego 1998). The MSCP allows local jurisdictions to maintain land use control and implement their respective portions of the MSCP through Subarea Plans. The City is drafting its Subarea Plan, which will act as a Habitat Conservation Plan (HCP) in combination with the MSCP. The City's MSCP Subarea Plan aims to balance development needs with habitat conservation and ultimately protects one-fourth of the City as permanent open space (City of Santee 2003). The Plan will also specify where future development and habitat preservation are expected to occur and what mitigation will be required of future development. **This topic will be analyzed in the PEIR, which will provide a comprehensive discussion of the proposed project's consistency with the adopted plans. Mitigation will be developed and included in the PEIR, if necessary, to address potentially significant adverse impacts related to provisions of an adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or State habitat conservation plan.**

**Cultural Resources**

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in <i>CEQA Guidelines</i> Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to <i>CEQA Guidelines</i> Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

- a) **Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?**

***Less than Significant Impact***

Implementation of the Sustainability Plan would include energy-efficiency retrofit activities, which could be proposed at the site of a historical resource or at the site of a resource considered to be a potential historical resource. Future energy-efficiency retrofit activities have the potential to result in impacts on individual historical resources within the City, including resources listed in or eligible for listing in the National Register of Historic Places, California Register of Historic Places, and the City's inventory of historic resources. Five historic sites have been recorded within the City, representing less than 10 percent of the total cultural resource inventory (City of Santee 2003). In addition, the City has one structure (Edgemoor Farm Dairy Barn) listed in the National Register of Historical Places and one registered Local Historic Landmark (James Love House). General Plan Conservation Element Policies 8.1 and 8.2 incorporate specific measures to identify, register, protect, and preserve historic and archaeological resources into the City planning and environmental review processes. As such, these policies ensure that energy efficiency retrofits to historic buildings would be done without degrading the features of the building that make it a historic resource. Therefore, potential impacts to historic resources as a result of implementation of the Sustainability Plan would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- b) **Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?**

***Less than Significant Impact***

According to the General Plan, 65 cultural resource sites are known to occur within the City, based on a review of official records. The majority of cultural resources in the City are prehistoric sites with one that has both a prehistoric and a historic component.

Any future development projects that would implement Sustainability Plan measures and actions would be subject to all applicable City regulations and requirements, as well as subject to further CEQA analysis of project-specific impacts, which would occur with or without implementation of the Sustainability Plan. According to the General Plan Conservation Element, the City shall also use the environmental review process to preserve archaeological resources. Additionally, General Plan Conservation Element Policies 8.1 and 8.2 incorporate specific measures to preserve historic and prehistoric sites, and cultural and archaeological resources. Preservation could include the professional retrieval of artifacts prior to the development of a site or curation of any recovered artifacts as a condition of any cultural resources mitigation program. Therefore, potential impacts to archaeological resources as a result of implementation of the Sustainability Plan would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

**c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**No Impact**

There are no known unique paleontological resources or geologic features in the City. The Sustainability Plan would result in resource efficiencies and emission reductions and does not propose land uses that would result in ground disturbance. Any future development projects that would implement Sustainability Plan measures and actions would be subject to all applicable City regulations and requirements, as well as subject to further CEQA analysis of project-specific impacts related to ground disturbance and potential paleontological resources. Therefore, the implementation of the Sustainability Plan would result in less than significant impact. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

**d) Disturb any human remains, including those interred outside of formal cemeteries?**

**Less than Significant Impact**

Human remains are known to occur at one of the prehistoric sites in the City. Human burials have specific provisions for treatment in Section 5097 of the California Public Resources Code. Disturbing human remains could also violate the California Health and Safety Code, Section 7050.5. The General Plan Conservation Element Policy 8.1 also incorporates specific measures to preserve historic and prehistoric sites.

Therefore, through compliance with the California Public Resources Code, the California Health and Safety Code, and General Plan policy, potential impacts to historic and prehistoric sites, and human remains, as a result of implementation of the Sustainability Plan would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

**Geology and Soils**

Would the project:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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**a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii) Strong seismic ground shaking?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv) Landslides?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

## Geology and Soils

Would the project:

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

Would the project:

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

### **Less than Significant Impact**

According to the City's General Plan, no active or potentially active faults are known to occur within or adjacent to the City. The Rose Canyon Fault Zone, located approximately 10 miles west of the City, is the closest known active fault. Earthquakes that might occur on the Rose Canyon Fault Zone or other faults within the southern California and northern Baja California area are potential generators of significant ground motion in the City. However, the seismic risk within the City is not considered significantly greater than that of the surrounding municipalities and the San Diego County area in general. Since no Alquist-Priolo Earthquake Fault Zones exist within the City, there are no restrictions on development related to the Alquist-Priolo requirements.

In addition, implementation of the Sustainability Plan would not result in an increased demand for housing and contains no housing component. Therefore, implementation of the Sustainability Plan would not result in an increase in population that could be exposed to rupture of a known earthquake fault. Implementation of the Sustainability Plan would include construction of energy-efficient retrofits or clean energy facilities. These structures could be affected by effects of fault rupture; however, impacts associated with rupture of a known fault would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**



ii) Strong seismic ground shaking?

***Less than Significant Impact***

Any future development projects that would implement Sustainability Plan measures would be subject to the Uniform Building Code (UBC) and the California Building Code (CBC); therefore, the design and construction of the structures would be engineered to withstand the expected ground acceleration that may occur in the City from regional active faults. Proper engineering and adherence to the UBC and CBC guidelines would minimize the risk to life and property from potential ground motion. Therefore, impacts associated with strong seismic ground shaking would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

iii) Seismic-related ground failure, including liquefaction?

***Less than Significant Impact***

Liquefaction is a phenomenon where loose, saturated, and relatively uncohesive soil deposits lose strength during strong ground motions. Primary factors controlling the development of liquefaction include intensity and duration of ground accelerations, characteristics of the subsurface soil, *in situ* stress conditions, and depth to groundwater. According to the City's General Plan, no active or potentially active faults are known to occur within or adjacent to the City. Therefore, impacts associated with seismic-related ground failure, including liquefaction, would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

iv) Landslides?

***Less than Significant Impact***

According to the City's General Plan, no active or potentially active faults are known to occur within or adjacent to the City. In addition, General Plan Policies 1.2 and 1.3 provide hillside development guidelines and encourage the preservation of hillsides with steep slopes to minimize danger from landslides. Due to hillside management and low potential for ground shaking, it is unlikely that landslides would occur in the City. Therefore, impacts associated with landslides would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

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

***Less than Significant Impact***

According to the City's General Plan, the geologic stratigraphy of the City consists of several surficial soil types including fill, topsoil, colluvium, and alluvium. Soils located within valley and drainage bottoms are susceptible to erosion. One of the General Plan Conservation Element objectives is to reduce the amount of erosion of soil in the City. General Plan Policies 4.1 and 4.2 require that appropriate soils and geologic surveys be completed for all proposed development and require appropriate grading, erosion control measures, and replanting to minimize erosion and prevent slippage of man-made slopes (City of Santee 2003). In addition, the Regional Water Quality Control Board (RWQCB) requires Storm Water Pollution Prevention Plans (SWPPPs) prior to construction. SWPPPs have extensive erosion control

measures to ensure that erosion is limited to the fullest extent feasible. Compliance with the General Plan and construction period SWPPP would ensure a less than significant impact. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- 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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?**

***Less than Significant Impact***

As discussed in Geology and Soils Impacts (a and b), impacts associated with landslides and liquefaction would be less than significant. General Plan Policy 4.1 requires that appropriate soils and geologic surveys be completed for all proposed development. Therefore, unstable soil would be identified prior to construction, and impacts associated with geology unit or soil instability would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?**

***Less than Significant Impact***

Expansive soils have the potential to significantly shrink or swell with changes in moisture content. General Plan Policy 4.1 requires that appropriate soils and geologic surveys be completed for all proposed development. Any future development projects that would implement Sustainability Plan measures would be subject to these surveys and the UBC, which would ensure that they are developed in a way that minimizes the possible effects of expansive soils. Compliance with existing code regulations would ensure a less than significant impact. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

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

***No Impact***

The Sustainability Plan would not include strategies that would lead to development projects with septic tanks or alternative wastewater systems. Therefore, no impact would occur. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

**Greenhouse Gas Emissions**

Would the project:

- 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**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Greenhouse Gas Emissions

Would the project:

greenhouse gases?

Would the project:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

### *Less than Significant Impact*

California Health and Safety Code Section 38505(g) defines GHGs to include the following compounds: carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). As individual GHGs have varying heat-trapping properties and atmospheric lifetimes, GHG emissions are converted to carbon dioxide equivalent (CO<sub>2</sub>e) units for comparison. Using CO<sub>2</sub>e units is a consistent methodology for comparing GHG emissions because it normalizes various GHG emissions to a directly comparable measure. The most common GHGs related to human activity are CO<sub>2</sub> (CO<sub>2</sub>e = 1), CH<sub>4</sub> (CO<sub>2</sub>e = 21), and N<sub>2</sub>O (CO<sub>2</sub>e = 310).

**Community:** Based on preliminary calculations, unmitigated GHG emissions in the City would total 251,897 metric tons of carbon dioxide equivalents (MT CO<sub>2</sub>e) in 2020, a 3 percent increase over baseline (2005) emissions. By 2035, communitywide emissions are expected to increase to 23 percent over 2005 levels to 298,257 MT CO<sub>2</sub>e. Consistent with AB 32, the City has identified a 15 percent community reduction target below baseline (2005) emissions by 2020.

Implementation of existing State reduction programs adopted after 2005 (i.e., Renewable Portfolio Standard [RPS], updates to Title 24 Energy Efficiency Standards, and the implementation of the Clean Car Fuel Standard, commonly referred to as the Pavley Standard) is projected to reduce emissions to 202,273 MT CO<sub>2</sub>e by 2020, which makes emissions in 2020 approximately 17 percent lower than baseline (2005) levels, and to 211,460 MT CO<sub>2</sub>e in 2035, which is 13 percent lower than baseline levels.

Implementation of the measures and actions that would be contained in the Sustainability Plan is projected to result in a further emissions reduction of 26,708 MT CO<sub>2</sub>e by 2020 and 102,169 MT CO<sub>2</sub>e by 2035. Total adjusted community emissions, which include reductions from both the Sustainability Plan measures and the State and local reduction programs, would be 175,565 MT CO<sub>2</sub>e by 2020 and 109,291 MT CO<sub>2</sub>e by 2035. Therefore, GHG emissions would be reduced by approximately 28 percent by 2020 and by 55 percent by 2035 from baseline (2005) levels, respectively, which would meet the applicable AB 32 targets and be aligned with the targets from EO S-3-05 and EO B-30-15.

Proposed Sustainability Plan measures and actions would achieve these reductions by reducing emissions. This reduction would be achieved by decreasing energy consumption in existing and new residential and commercial buildings, increasing water efficiency, increasing awareness of sustainability issues, reducing landfilled waste, promoting clean energy use, expanding sustainable transportation options, optimizing vehicular travel, and applying CEQA screening tables on new developments.

**Municipal:** Based on preliminary calculations, unmitigated municipal GHG emissions in the City would total 1,948 MT CO<sub>2</sub>e in 2020, an 18 percent increase over baseline (2005) emissions. By 2035,



communitywide emissions are expected to increase to 23 percent over 2005 levels to 2,031 MT CO<sub>2</sub>e. Consistent with AB 32 and communitywide goals, the City has identified a 15 percent municipal reduction target below baseline (2005) emissions by 2020.

Implementation of existing State reduction programs adopted after 2005 (i.e., RPS, updates to Title 24 Energy Efficiency Standards, and the implementation of the Clean Car Fuel Standard, commonly referred to as the Pavley Standard) is projected to reduce municipal emissions to 1,611 MT CO<sub>2</sub>e by 2020, which makes emissions in 2020 approximately 3 percent lower than baseline (2005) levels, and to 1,681 MT CO<sub>2</sub>e in 2035, which is 1 percent higher than baseline levels.

Implementation of the measures and actions that would be contained in the Sustainability Plan is projected to result in a further emissions reduction of 260 MT CO<sub>2</sub>e by 2020 and 1,050 MT CO<sub>2</sub>e by 2035. Total adjusted municipal emissions, which include reductions from both the Sustainability Plan measures and the State and local reduction programs, would be 1,351 MT CO<sub>2</sub>e by 2020 and 631 MT CO<sub>2</sub>e by 2035. Therefore, GHG emissions would be reduced by 18 percent by 2020 and by 62 percent by 2035 from baseline (2005) levels, respectively, which would meet the applicable AB 32 targets and be aligned with the targets from EO S-3-05 and EO B-30-15.

Proposed Sustainability Plan in and of its self would not generate greenhouse gas emissions. It would be a policy document that would include measures and actions to achieve applicable reductions by reducing emissions. The reductions would be achieved by decreasing energy consumption in municipal buildings, increasing water efficiency, promoting clean energy use, expanding sustainable transportation options, and optimizing vehicular travel. **This topic will be explained in detail but will not be analyzed in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

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

***Potentially Significant Impact***

The Sustainability Plan would include a baseline GHG emissions inventory, a methodology for tracking and reporting emissions in the future, and requirements and recommendations for GHG reduction strategies as a foundation for these efforts. An indicator of the success of these efforts will be a measured reduction in GHG emissions using the protocols in the Sustainability Plan. The Sustainability Plan is another tool that can be used to guide development to achieve the City's GHG reduction goals. The proposed project's consistency with General Plan policies and statewide and regional goals will be analyzed in the PEIR. **This topic will be analyzed in the PEIR, and mitigation will be developed and included in the PEIR, if necessary, to address potentially significant adverse impacts related to any conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.**

**Hazards and Hazardous Materials**

Would the project:

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Hazards and Hazardous Materials

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The City falls under the jurisdiction of the San Diego County Hazardous Waste Management Plan, which is the primary planning document providing overall policy on hazardous waste management in the County. In addition, the City's General Plan addresses hazardous materials in the Safety Element.

Would the project:

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

### ***Less than Significant Impact***

Implementation of the Sustainability Plan would not result in the routine transport, use, or disposal of hazardous materials. Construction activities associated with retrofit/renovation projects or new mixed-

use or transit-oriented development projects that would be recommended by the Sustainability Plan may require use of common but potentially hazardous construction materials, including vehicle fuels, paints, cleaning materials, and caustic construction compounds. If incorrectly transported, handled, or disposed of, these substances could pose a potential health risk to construction workers and to the general public. However, the transport and handling of these common, potentially hazardous materials at the project site would occur in accordance with California Occupational Safety and Health Administration (Cal OSHA) guidelines. Further, such materials would be disposed of in accordance with California Department of Toxic Substances Control (DTSC) and County regulations. Adherence to Federal, State, and local regulations regarding the use and disposal of hazardous materials and wastes would reduce to a Less than Significant level the potential for impacts to human health and safety and the environment in relation to the handling, disposal, and transport of hazardous construction materials. Therefore, implementation of the Sustainability Plan would have a less than significant impact related to this environmental issue. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

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

***Less than Significant Impact***

Implementation of the Sustainability Plan would likely result in the renovation of older residential and commercial structures within the City. Structures built prior to 1978 may include asbestos-containing materials (ACMs) and lead-based paint (LBP). If not properly handled and released into the environment in large enough quantities, these materials could pose a threat to construction workers and public safety. However, demolition and construction activities involving hazardous materials removal are heavily regulated and construction workers must comply with applicable Federal and State safety regulations. Compliance with such regulations would reduce the risk on the surrounding environment and worker health to a less than significant impact. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

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

***Less than Significant Impact***

As discussed in Hazards and Hazardous Materials Impacts (a and b), any future development projects that would implement Sustainability Plan measures would be subject to Federal, State, and local regulations regarding the use and disposal of hazardous materials and wastes. Therefore, indirect effects associated with future projects, including sites within one-quarter mile of an existing or proposed school would have a less than significant impact due to compliance with such regulations. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

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

***Less than Significant Impact***

According to the DTSC EnviroStor and California State Water Resources Control Board (SWRCB) GeoTracker databases, there are approximately 130 hazardous materials/waste cleanup and/or permitted sites in the City (DTSC 2016; SWRCB 2016). Any future development projects that would implement Sustainability Plan measures would be subject to environmental review, which would include a search of appropriate databases (i.e., EnviroStor, GeoTracker) to determine whether the proposed site is a listed hazardous materials site and the status of the site (i.e., whether further evaluation or cleanup action is required or if the case has received regulatory closure and no further action is required). If located on a listed hazardous materials site, the proposed project would be required to comply with applicable Federal, State, and local regulations related to hazardous materials, which would ensure there would be minimal risk of significant hazard to the public or the environment. Therefore, this impact would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- 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 use airport, would the project result in a safety hazard for people residing or working in the project area?**

***Potentially Significant Impact***

The southern and central portions of the City are located within the airport influence areas of Gillespie Field and Marine Corps Air Station (MCAS) Miramar (Ricondo & Associates, Inc. 2010; Mead & Hunt 2011). As described in Aesthetics impact (d), large solar arrays may result in noticeable glare during the day. Therefore, implementation of the Sustainability Plan could pose an aviation safety hazard from the glare that could result from the energy-generating rooftop structures, particularly if large solar arrays are installed. Implementation of the Sustainability Plan could result in a potentially significant impact. **This topic will be analyzed in the PEIR, and mitigation will be developed and included in the PEIR, if necessary, to address potentially significant adverse impacts related to any safety hazards for people residing or working in the project area.**

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

***No Impact***

There are no private airports or airfields located within the City limits. Therefore, implementation of the Sustainability Plan would not result in a safety hazard associated with a private airstrip. No impact would occur. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

**g) Impair implementation of or physically interfere with an adopted emergency plan or emergency evacuation plan?**

***Less than Significant Impact***

The Sustainability Plan would encourage more efficient land use and transit-oriented development, so it is possible that future projects that implement the strategies of the Sustainability Plan could require temporary road closures during their construction, which could adversely affect evacuation during an emergency event or emergency response. However, any closures would be short term and alternate routes would be provided as necessary. It is unlikely that these actions would significantly interfere with adopted emergency response or evacuation plans. Furthermore, all future proposed projects would be subject to further CEQA analysis of project-specific impacts. Therefore, this impact would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

**h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

***Less than Significant Impact***

According to Cal Fire, the northern and southwestern portions of the City are designated as Very High Fire Hazard Severity Zones located in local responsibility areas. The Santee Fire Department provides fire protection services and responds to urban and wildland fires in the City. In addition, the Fire Department administers a weed abatement ordinance to reduce the risk of structural damage from wildfires.

Any future development projects that would implement Sustainability Plan measures and actions would be subject to all applicable City regulations and requirements, as well as subject to further CEQA analysis of project-specific impacts, which would occur with or without implementation of the Sustainability Plan. To address fire and life safety issues on new development, the City's Fire Marshal reviews all proposed residential, commercial and industrial projects through the City's Development Review process. Therefore, implementation of the Sustainability Plan would not increase exposure of people or structures to wildland fires and impacts would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

**Hydrology and Water Quality**

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Hydrology and Water Quality

Would the project:

which permits have been granted)?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area, as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place structures that would impede or redirect flood flows within a 100-year flood hazard area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

a) Violate any water quality standards or waste discharge requirements?

### ***Less than Significant Impact***

The Sustainability Plan would be a policy document that would not propose any new development, but it does include goals and strategies that may result in future development projects that could potentially have environmental impacts. The possible violation of water quality standards or waste discharge requirements may result from runoff during future construction activities. As shown in Land Use and Planning Impact (b), the Sustainability Plan would be consistent with the City's General Plan. Development of projects in the City that implement the Sustainability Plan strategies would be subject



to General Plan Conservation Element Policies 9.1 through 9.5, which aim to identify and eliminate urban runoff problems before development is approved and require new construction to utilize best management practices (BMPs) to reduce pollutants in urban runoff and storm water discharge. Therefore, the impacts would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?**

***Less than Significant Impact***

Implementation of the Sustainability Plan would not result in a substantial (if any) increase in impervious surfaces in the City. The Sustainability Plan would promote development in transit-oriented areas, which are already developed with impervious surfaces. The Sustainability Plan would not increase the impermeable surface area such that groundwater recharge would be substantially affected. Energy-efficiency retrofits for existing residential and commercial buildings and installation of renewable energy-generating facilities (such as solar arrays) would not increase impermeable surface area in the City. Installation of renewable energy-generating facilities in open areas may result in a minor increase in impermeable surface area. However, the Sustainability Plan would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. The impact would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?**

***Less than Significant Impact***

Any future development projects that would implement Sustainability Plan measures and actions would be subject to all applicable City regulations and requirements, as well as subject to further CEQA analysis of project-specific impacts, which would occur with or without implementation of the Sustainability Plan. In addition, the City's General Plan Conservation Element encourages the protection of waterways and drainage courses. Therefore, the Sustainability Plan would not result in any substantial alteration of existing drainage patterns and impacts would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- d) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?**

***Less than Significant Impact***

Refer to discussion in Hydrology and Water Quality Impact (c) above. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**



- e) **Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?**

***Less than Significant Impact***

Refer to discussion in Hydrology and Water Quality Impacts (a and c) above. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- f) **Otherwise substantially degrade water quality?**

***Less than Significant Impact***

Refer to discussion in Hydrology and Water Quality Impact (a) above. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- g) **Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

***No Impact***

The Sustainability Plan would not include a housing component; therefore, there would be no impact. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- h) **Place structures that would impede or redirect flood flows within a 100-year flood hazard area?**

***Less than Significant Impact***

As discussed above, the Sustainability Plan would not propose any new development, but it does include goals and strategies that may result in future development projects that could potentially have environmental impacts. However, per the City's General Plan Conservation Element Policy 2.7, all development proposals must be located outside of designated floodways and all development in the 100-year floodplain must be consistent with the City's Flood Damage Protection Ordinance. Development of projects in the City that implement the Sustainability Plan strategies would be subject to General Plan policies and City ordinances. Additionally, it is unlikely that the types of new development that would be built to implement the goals and actions of the Sustainability Plan would include the type and size of structures that could impede or redirect flood flows. Therefore, the impacts would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- i) **Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?**

***Less than Significant Impact***

The central portion of the City is located in the San Diego River Valley downstream of three major dams in San Diego County: the San Vicente Dam, the El Capitan Dam, and the Chet Harritt Dam (Lake Jennings) (City of Santee 2003). Installation of renewable energy-generating facilities (such as solar arrays) may be installed on existing or new buildings downstream of these dams. However, the installation of solar arrays on existing or new buildings does not increase the exposure of people or structures to flood related injury or loss. In addition, the City's General Plan Safety Element outlines policies (1.1 through

1.9) to minimize injuries, loss of life and property damage resulting from flood hazards, including dam failure. Implementation of these policies includes an annual review of these dams by the California Department of Water Resources, Division of Dam Safety. No hazardous conditions have been identified. Therefore, the impact of implementing the Sustainability Plan would be less than significant. **This topic will not be analyzed further in the EIR unless new information identifying a potential impact is presented during the scoping process.**

**j) Expose people or structures to inundation by seiche, tsunami, or mudflow?**

**No Impact**

A seiche is the periodic oscillation of a body of water resulting from seismic shaking. The City is not close to any big lakes, so seiche is unlikely to occur. A tsunami is a very large ocean wave caused by an underwater earthquake or volcanic eruption. The City is located approximately 14 miles inland from the Pacific Ocean, so people or structures in the City would not be exposed to inundation by tsunami. Mudflows are shallow water-saturated landslides that travel rapidly down slopes carrying rocks, brush, and other debris. As discussed in Geology and Soils Impact (a, iv), landslides are unlikely to occur due to the low potential for ground shaking in the area. Thus, it is unlikely that the project site would be subject to inundation by a seiche, tsunami, or mudflow. Therefore, there is no impact. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

**Land Use and Planning**

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:

**a) Physically divide an established community?**

**No Impact**

The Sustainability Plan would not propose changes to existing land use designations. Instead, it would propose strategies that would improve pedestrian and bicycle mobility as well as promote the use of alternative transportation. The Sustainability Plan would encourage the creation and/or expansion of infrastructure that improves connectivity throughout the community. Therefore, no impact would occur as a result of the Sustainability Plan's implementation. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- b) **Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

***Potentially Significant Impact***

While a separate document, the Sustainability Plan would be utilized as a companion document to the City's General Plan to provide a more comprehensive and detailed framework for land-based policy decisions to reduce greenhouse gas emissions from existing and future development. All of the policies in the City's General Plan were written to maximize efficient use of resources, maintain a high quality of life, enhance job opportunities, promote sustainability, and facilitate access to transportation facilities. Any facilities developed pursuant to the Sustainability Plan would be required to be consistent with General Plan policies to obtain approval. Therefore, the Sustainability Plan would be consistent with the General Plan and the impact is considered less than significant. **However, this topic will be analyzed in the PEIR, which will provide a more comprehensive discussion of the proposed project's consistency with the adopted plans. Mitigation will be developed and included in the PEIR, if necessary, to address potentially significant adverse impacts related to potential conflict with applicable plans adopted for the purpose of avoiding or mitigation an environmental effect.**

- c) **Conflict with any applicable habitat conservation plan or natural community conservation plan?**

***Potentially Significant Impact***

As discussed in Biological Resources Impacts (f), the San Diego Multiple Species Conservation Program (MSCP) is the Natural Community Conservation Plan for San Diego County (City of San Diego 1998). The MSCP allows local jurisdictions to maintain land use control and implement their respective portions of the MSCP through Subarea Plans. The City is drafting its Subarea Plan which will act as a Habitat Conservation Plan in combination with the MSCP. The City's MSCP Subarea Plan aims to balance development needs with habitat conservation and ultimately protects one-fourth of the City as permanent open space (City of Santee 2003). The Plan will also specify where future development and habitat preservation are expected to occur and what mitigation will be required of future development.

Once the Subarea Plan is adopted, any future development projects that would implement Sustainability Plan measures and actions would be subject to all applicable City regulations and requirements, as well as subject to further CEQA analysis of project-specific impacts, which would occur with or without implementation of the Sustainability Plan. Therefore, implementation of the Sustainability Plan would not result in any conflict with approved conservation plans. Impacts would be less than significant. **This topic will be analyzed in the PEIR, which will provide a more comprehensive discussion of the proposed project's consistency with the adopted plans. Mitigation will be developed and included in the PEIR, if necessary, to address potentially significant adverse impacts related to applicable habitat conservation plans, natural community conservation plans.**

**Mineral Resources**

Would the project:

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Mineral Resources

Would the project:

- 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?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

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

### *Less than Significant Impact*

Valuable sand, gravel and crushed rock resources, extremely important to the construction industry, are found in the City of Santee. There are two designated mineral resources zones (MRZ) in the City: MRZ-2 (areas where adequate information exists to indicate that significant mineral deposits are present or where it was judged that a high likelihood for their presence exists) and MRZ-3 (areas containing mineral deposits whose significance cannot be evaluated from available data). The areas designated in the MRZ-2 zone are primarily along the floodplain of the San Diego River and on hills underlain by granitic rocks. The remainder of the City is designated as MRZ-3.

Apart from mining operations, loss of the availability of mineral resources generally is due to the placement of incompatible land uses, which either directly or indirectly make the resource inaccessible for future extraction. The Sustainability Plan would not propose improvements or changes to existing land use designations. Therefore, implementation of the Sustainability Plan would not result in the significant loss of availability of a known mineral resource. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- 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?

### *Less than Significant Impact*

As discussed in Mineral Resources Impact (a) above, the Sustainability Plan would not propose improvements or changes to existing land use designations. Therefore, implementation of the Sustainability Plan would not result in the significant loss of a locally important mineral resource recovery site. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

## Noise

Would the project:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Noise

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) **Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

### ***Less than Significant Impact***

Implementation of the Sustainability Plan would reduce VMT, thus reducing total vehicular noise in the City. The Sustainability Plan implementation would not add vehicle trips. Implementation of the policies and programs of the Sustainability Plan would augment existing City programs and policies with regard to transit-oriented development. Energy retrofits would likely reduce impacts from vehicular noise to occupants of the particular buildings, since increased insulation and double- or triple-paned windows also would act to buffer exterior noise levels. Installation activities for energy retrofits on existing residential and commercial buildings, or installation of renewable energy facilities such as photovoltaic arrays, may result in temporary increases in noise; however, it is anticipated that such activities would not require large construction equipment that would result in substantial noise. Additionally, each specific development project would undergo evaluation and noise study and mitigation measures if above normally acceptable levels defined in the General Plan prior to project approval for consistency with General Plan policies and standards. There would be less than significant noise impacts from implementation of the Sustainability Plan. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- b) **Expose persons to or generate excessive groundborne vibration or groundborne noise levels?**

### ***Less than Significant Impact***

Implementation of the Sustainability Plan would not result in vibration-generating facilities. Construction vibration that could occur during energy-efficiency retrofit or installation of photovoltaic arrays would not be substantial, and if these activities were to occur on or near fragile buildings, all



appropriate measures would be required pursuant to the General Plan Noise Element objectives and policies to 1) control noise from sources adjacent to residential, institutional and other noise-sensitive receptors and 2) ensure that future developments will be constructed to minimize interior and exterior noise levels. Renewable energy-generating structures such as solar arrays do not produce substantial vibration and would be located on rooftops of existing or new structures. If such facilities were to be proposed for fragile buildings or areas of sensitive receptors, appropriate mitigation or design revision would be required either through the City's design review or plan check process to ensure that the structures would not generate excessive ground borne vibration or noise during operation. Therefore, the impact would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- c) Cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

***No Impact***

Implementation of the Sustainability Plan would reduce VMT, thus reducing total vehicular noise in the City. The Sustainability Plan implementation would not add vehicle trips. Implementation of the policies and programs of the Sustainability Plan would augment existing City programs and policies with regard to transit-oriented development. Energy retrofits would likely reduce impacts from vehicular noise to occupants of the particular buildings, since increased insulation and double- or triple-paned windows also would act to buffer exterior noise levels. Any noise generated during construction activities would be temporary. Thus, there would be no substantial permanent noise impacts from implementation of the Sustainability Plan. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- d) Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

***Less than Significant Impact***

Potential construction activities from implementation of the Sustainability Plan would be energy retrofits on existing residential and commercial buildings, and installation of renewable energy facilities such as photovoltaic arrays. However, as discussed above, energy-efficiency retrofit or installation of photovoltaic arrays would not be substantial, and if these activities have the potential to exceed the City's noise thresholds, a noise study and all appropriate measures would be required pursuant to the General Plan Noise Element objectives and policies to 1) control noise from sources adjacent to residential, institutional and other noise-sensitive receptors and 2) ensure that future developments will be constructed to minimize interior and exterior noise levels. Therefore, the impact would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- 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 expose people residing or working in the project area to excessive noise levels?**

***No Impact***

The nearest airports to the City are Gillespie Field and MCAS Miramar, located to the south and west of the City. However, the Sustainability Plan would not include strategies associated with airports, and

would not result in a significant impact on future air traffic operations. Therefore, noise-sensitive land uses would not be exposed to excessive noise levels from aviation noise as a result of the Sustainability Plan. No impact would occur. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact**

There are no private airports or airfields located within the City limits. Therefore, the proposed project would not expose people to excessive noise levels associated with a private airstrip. No impact would occur. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

**Population and Housing**

Would the project:

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

Would the project:

- a) **Induce substantial 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 housing, necessitating the construction of replacement housing elsewhere?**
- c) **Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No Impact**

The Sustainability Plan would not include any site-specific designs or proposals, grant any entitlements for development, or propose to change existing land use designations or zoning; therefore, it would not change resident population or total jobs in the City.

Implementation of the Sustainability Plan would not induce substantial population growth that could exceed local and regional growth projections either directly or indirectly. The Sustainability Plan implementation would not result in an increased demand for housing and would not contain a housing component. Implementation of the Sustainability Plan also would not displace substantial numbers of



people or existing housing. Therefore, there would be no impact on population and housing. These topics will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.

### Public Services

Would the project:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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- a) Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) Result in substantial adverse physical impacts associated with the provision of or 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 public services:

- i) Fire protection?
- ii) Police protection?
- iii) Schools?
- iv) Parks?
- v) Other public facilities?

### No Impact

The Sustainability Plan would not include any site-specific designs or proposals, grant any entitlements for development, or propose to change existing land use designations or zoning, so it would not change resident population or total jobs in the City. Demand for public services, including all the services above, is based on service population, which is a total of resident population and jobs. Thus, the nature of the project would not affect the demand for public services. Therefore, there would be no impact. These

topics will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.

### Recreation

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

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

#### No Impact

The Sustainability Plan would not include any site-specific designs or proposals, grant any entitlements for development, or propose to change existing land use designations or zoning; therefore, it would not change resident population or total jobs in the City.

Implementation of the Sustainability Plan would not increase resident population in the City. Demand for parks and recreational facilities is based on population. As there would be no population increase as a result of implementation of the Sustainability Plan, there would be no need for the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. No impact would occur. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

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

#### No Impact

No new recreational facilities or expansion of existing facilities are proposed as part of the Sustainability Plan, nor would any be warranted or required for implementation of the Sustainability Plan. Therefore, no impact would occur. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

## Transportation/Traffic

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:

- a) **Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

### No Impact

Implementation of the Sustainability Plan measures and actions would encourage the use of transit service, add additional bicycle infrastructure (consistent with regional and local plans), and discourage single-occupancy vehicle use. Achieving each of these goals would result in a reduction in traffic loads, which would reduce the number of vehicle trips, volume to capacity ratio, and intersection congestion within the City. Furthermore, no proposed measure or action would directly increase traffic in relation to the existing traffic load and capacity of the system. Therefore, implementation of the Sustainability

Plan would have a beneficial impact on transportation in the City compared to current conditions. No impact would occur. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways?**

***No Impact***

Refer to Transportation/Traffic Impact (a). Implementation of the Sustainability Plan would have a beneficial effect in alleviating congestion by reducing VMT and facilitating alternative modes of transportation. No impact would occur. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?**

***No Impact***

Refer to Transportation/Traffic Impact (a). Implementation of the Sustainability Plan would not result in changes in air traffic. As such, no impact would occur. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

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

***No Impact***

The Sustainability Plan would not include facilities that would substantially increase hazards, nor would it construct incompatible uses. Furthermore, any future development projects that would implement Sustainability Plan measures and actions would be subject to all applicable City regulations and requirements, as well as subject to further CEQA analysis of project-specific impacts, which would occur with or without implementation of the Sustainability Plan. The City's zoning regulations, standard development conditions, and design guidelines address site and building design. Therefore, the Sustainability Plan would not result in any substantial increase in hazards due to design features or incompatible uses. No impact would occur. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- e) Result in inadequate emergency access?**

***Less than Significant Impact***

As discussed above in Hazards and Hazardous Materials Impact (g), the Sustainability Plan would encourage more efficient land use and transit-oriented development, so it is possible that future projects or actions could require temporary road closures during their construction, which could adversely affect evacuation during an emergency event or emergency response. However, any closures would be short term and alternate routes would be provided as necessary. It is unlikely that these actions would significantly interfere with adopted emergency response or evacuation plans. Furthermore, all future proposed projects would be subject to further CEQA analysis of project-specific impacts. Therefore, this impact would be less than significant. **This topic will not be analyzed further in**

the PEIR unless new information identifying a potential impact is presented during the scoping process.

- f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

**Potentially Significant Impact**

Existing and planned bicycle facilities are identified in the City of Santee Bicycle Master Plan (KTU+A, 2009) the draft City of Santee Mobility Element (2017), and the 2050 Regional Transportation Plan (SANDAG, 2011). The Sustainability Plan would be consistent with this Master Plan by encouraging the expansion of bicycle routes throughout the City and promoting the use and expansion of alternative transportation services. As the Sustainability Plan would encourage alternative methods of transportation, such as public transit and bicycle facilities, it would be consistent with the intent of regional plans that seek to improve subregional and regional transportation. Therefore, implementation of the Sustainability Plan would not decrease the performance or safety of any alternative transportation facility. This topic will be analyzed in the PEIR, which will provide a comprehensive discussion of the proposed project's consistency with the adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.

**Tribal Cultural Resources**

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

- a) 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)?

***Less than Significant Impact***

The Sustainability Plan would not include any site-specific designs or proposals, grant any entitlements for development, or propose to change existing land use designations or zoning. Any future development projects that would implement Sustainability Plan measures and actions would be subject to all applicable City regulations and requirements, as well as subject to further CEQA analysis of project-specific impacts, which would occur with or without implementation of the Sustainability Plan. Because implementation of the Sustainability Plan does not propose any site-specific designs or proposals, grant any entitlements for development, or propose to change existing land use designations or zoning and because future development projects would be subject to independent environmental review, impacts to Traditional Cultural Resources (TCRs) that are listed or eligible for listing in the California Register of Historical Resources and local register of historic resources, as a result of implementation of the Sustainability Plan would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- b) 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?

***Less than Significant Impact***

As identified in Cultural Resources, five historic sites have been recorded within the City, representing less than 10 percent of the total cultural resource inventory (City of Santee 2003). In addition, the City has one structure (Edgemoor Farm Dairy Barn) listed in the National Register of Historical Places and one registered Local Historic Landmark (James Love House). However, the Sustainability Plan would not include any site-specific designs or proposals, grant any entitlements for development, or propose to change existing land use designations or zoning. Any future development projects that would implement Sustainability Plan measures and actions would be subject to all applicable City regulations and requirements, as well as subject to further CEQA analysis of project-specific impacts, which would occur with or without implementation of the Sustainability Plan. Additionally, implementation of the Sustainability Plan would not propose any site-specific designs or proposals, grant any entitlements for development, or propose to change existing land use designations or zoning and future development projects would be subject to independent environmental review. Therefore, impacts to TCRs that are listed or eligible for listing in the California Register of Historical Resources or local register of historic resources would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

**Utilities and Service Systems**

Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



## Utilities and Service Systems

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with Federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

### ***Less than Significant Impact***

The Sustainability Plan would not include any site-specific designs or proposals, grant any entitlements for development, or propose to change existing land use designations or zoning, so it would not change resident population or total jobs in the City. Therefore, the Sustainability Plan would not result in additional sources of wastewater. In addition, one of the goals of the Sustainability Plan would be to decrease water consumption, which would result in a reduction in wastewater generation. Therefore, implementation of the Sustainability Plan would not exceed the wastewater treatment requirements of the San Diego Regional Water Quality Control Board. This impact would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

***Less than Significant Impact***

The Sustainability Plan would be a policy document that would not propose specific new development that would have the potential to increase population or result in the development of land uses that would increase demand for water supplies, water treatment, and wastewater treatment. In addition, one of the goals of the Sustainability Plan would be to decrease water consumption, thereby reducing the demand for potable water supplies, generation of wastewater, and the need for new or expanded treatment and distribution infrastructure. Therefore, implementation of the Sustainability Plan would not result in the construction or expansion of water or wastewater treatment facilities. This impact would be less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

***Less than Significant Impact***

The Sustainability Plan would be a policy document that does not propose specific new development that would have the potential to increase the amount of surface runoff. Therefore, there would be no need to provide new or expanded storm water drainage facilities. If it is determined later that projects that would require storm water drainage facilities are needed to implement the goals and actions of the Sustainability Plan, then additional CEQA analysis would be conducted to determine the extent of possible impacts based on project-specific information. Therefore, the implementation of the Sustainability Plan would have a less than significant impact. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

***Less than Significant Impact***

Implementation of the Sustainability Plan would not result in an increase in population. Thus, no new water supplies would be required. Furthermore, the Sustainability Plan would promote water conservation, which would actually reduce the City's water demand. Therefore, implementation of the Sustainability Plan would have a less than significant impact. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

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

***Less than Significant Impact***

Refer to discussion in Utilities and Service Systems Impact (b) above. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

**Less than Significant Impact**

Implementation of the Sustainability Plan would not result in an increase in population. Thus, a significant increase in solid waste generation is not expected. In addition, the Sustainability Plan would encourage recycling and promotes the reduction of solid waste generation. Therefore, implementation of the Sustainability Plan would have a less than significant impact. **However, this topic will be analyzed further in the PEIR to provide a comprehensive discussion of the project's influence on the solid waste capacities of local landfill facilities.**

- g) Comply with Federal, State, and local statutes and regulations related to solid waste?

**No Impact**

The Sustainability Plan would not recommend any strategy or measure that does not comply with applicable solid waste regulations. Therefore, no impact would occur. **This topic will not be analyzed further in the EIR unless new information identifying a potential impact is presented during the scoping process.**

**Mandatory Findings of Significance**

Does the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Does the project:

- a) Have the potential to 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, reduce the number or restrict the range of a

**rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

***Less than Significant Impact***

As discussed in Biological Resources, implementation of the Sustainability Plan would not result in development in areas of sensitive biological habitat, wetlands, or riparian areas, nor would it interfere with wildlife movement. Continued compliance with existing regulations would ensure that future projects would have a less than significant impact on plant and wildlife species and their habitat. Furthermore, future projects intended to implement the goals and actions of the Sustainability Plan would be subject to applicable Federal, State, and local regulations that protect such resources. This impact is less than significant.

As discussed in Cultural Resources, implementation of the Sustainability Plan would have no direct impact on prehistoric and historic resources. Continued compliance with existing regulations would ensure that the Sustainability Plan would have a less than significant impact on prehistoric and historic resources. Furthermore, future projects intended to implement the goals and actions of the Sustainability Plan would be subject to further CEQA analysis of project-specific impacts. This impact is less than significant. **This topic will not be analyzed further in the PEIR unless new information identifying a potential impact is presented during the scoping process.**

- 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 future projects.)**

***Potentially Significant Impact***

The Sustainability Plan could potentially result in adverse environmental impacts that are cumulatively considerable. The purpose of the Sustainability Plan would be to contribute to a cumulative reduction in GHG emissions, which would have beneficial cumulative environmental effects. However, as discussed in the sections on Hazards and Hazardous Materials and Aesthetics, strategies and measures that would be proposed in the Sustainability Plan may result in indirect adverse environmental impacts. Such impacts could include potential glare impacts and change in existing visual character from PV facilities. **These adverse impacts are considered potentially significant and will be analyzed further in the PEIR. Mitigation will be developed and included in the PEIR, if necessary, to address potentially significant adverse impacts related to historic resources.**

- c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

***Potentially Significant Impact***

Implementation of the Sustainability Plan could potentially result in substantial adverse effects on human beings, indirectly, such as potential glare impacts from PV facilities. As discussed in Hazards and Hazardous Materials, implementation of the Sustainability Plan could pose an aviation safety hazard from the glare that could result from the energy-efficient or energy-generating rooftop structures, particularly if large solar arrays are installed. **This impact is considered potentially significant and will be analyzed further in the PEIR. Mitigation will be developed and included in the PEIR, if necessary, to address potentially significant adverse impacts related to historic resources.**

## 4.0 REFERENCES

- California Air Resources Board (ARB). 2016. Discussion Draft 2030 Target Scoping Plan Update. January 20, 2017.
- California Department of Conservation, Division of Land Resource Protection. 2013. San Diego County Williamson Act 2013/2014.
- California Department of Conservation, Division of Land Resource Protection. 2015. Farmland Mapping and Monitoring Program – San Diego County Important Farmland 2012 (Sheet 1 of 2). June 2015.
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- San Diego, City of. 1998. Final Multiple Species Conservation Program Plan. August 1998.
- San Diego Association of Governments (SANDAG). 2011. 2050 Regional Transportation Plan. Adopted October 28, 2011.
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- Santee, City of. 2003. City of Santee General Plan 2020. Adopted August 27, 2003.
- Santee, City of. 2017. City of Santee General Plan-Mobility Element (Draft) 2017. Under review-August 2017.

Santee, City of. 2016. Santee Municipal Code. January 2016. Accessed February 17, 2016 at <http://qcode.us/codes/santee/>.



## **5.0 REPORT PREPARERS**

Michael Hendrix

Project Manager

Sarah Favrot

Senior Air Quality and Climate Change Specialist

Zhe Chen

Air Quality and Climate Change Specialist

Autumn Galambos

Environmental Planner

Sarah Halterman

Assistant Environmental Planner

## **APPENDIX A-3: SCOPING MEETING**

### **Appendix A-3.a: Scoping Meeting Agenda**

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***City of Santee***

**Scoping Meeting Agenda**

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DATE: August 31, 2017

Informal Open House—4:00 pm to 4:45 pm

- Handouts:
  - Notice of Preparation
  - Comment/Speaker Cards
- Documents Available for Review:
  - Initial Study
  - Notice of Preparation
- Project Team available for informal questions:

Presentation—4:45 pm to 5:00 pm

- Overview of the Sustainable Santee Plan
  - Background
  - Goals and Objectives
  - Components of the Plan
  - How the City will use the Plan
- Overview of the Environmental Impact Report (EIR) Process:
  - Purpose of the EIR
  - Approximate Schedule of the Process

Public Comments—5:00 pm to 6:00 pm

- Those wishing to make oral public comments during the meeting need to fill out speaker cards.

## **Appendix A-3.b: Scoping Meeting Comment Cards**



## Comment Card

Please provide your comments below. Use back of card if more space is needed.

Project: Draft Program Environmental Impact Report for the Sustainable Santee Plan

Community Chose Energy (CCA) should  
be an essential element of the  
Preferred Alternative.

Name Van Collinsworth

Telephone: \_\_\_\_\_

Address 9222 Lake Canyon Road

City Santee

Zip 92071

Signature Van Collinsworth

Date 8/31/2017





## Comment Card

Please provide your comments below. Use back of card if more space is needed.

Project: Draft Program Environmental Impact Report for the Sustainable Santee Plan

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Name Halley Johnson Telephone: \_\_\_\_\_  
Address Halley. Johnson@WeAreHarris.com City \_\_\_\_\_ Zip \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_



## Comment Card

Please provide your comments below. Use back of card if more space is needed.

Project: Draft Program Environmental Impact Report for the Sustainable Santee Plan

Thank you for offering the meeting  
I learned a lot & everyone was  
friendly.

Name Patti LaBouff

Address 8584 Fanita Drive

City Santee

Zip 92071

Telephone: 619-306-4987

Signature Patti LaBouff

Date 8-31-17



## Comment Card

Please provide your comments below. Use back of card if more space is needed.

Project: Draft Program Environmental Impact Report for the Sustainable Santee Plan

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sophie@climateactioncampaign.org

Name Sophie Wolfram

Telephone: (914) 715-2451

Address Climate Action Campaign

City San Diego Zip 92110

Signature S Wolfram

Date 08/31/17



## Comment Card

Please provide your comments below. Use back of card if more space is needed.

Project: Draft Program Environmental Impact Report for the Sustainable Santee Plan

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Name Tom Flessent

Address

1703 Wright Place #220 City Carlsbad, CA Zip 92008

Telephone: (619) 953 3861

Signature

Date

08/31/2017

## **APPENDIX A-4: COMMENT LETTERS**



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

## Memorandum

**Date:** September 12, 2017  
**To:** All Reviewing Agencies  
**From:** Scott Morgan, Director  
**Re:** SCH # 2017081030  
**Sustainable Santee Plan**

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Pursuant to the attached letter, the Lead Agency has *extended* the review period for the above referenced project to **October 2, 2017** to accommodate the review process. All other project information remains the same.

**RECEIVED**

SEP 18 2017

Dept. of Development Services  
City of Santee

cc: John O'Donnell  
City of Santee  
10601 Magnolia Avenue  
Santee, CA 92071





# CITY OF SANTEE

**MAYOR**  
John W. Minto

**CITY COUNCIL**  
Ronn Hall  
Stephen Houlihan  
Brian W. Jones  
Rob McNelis

September 11, 2017

Governor's Office of Planning & Research

SEP 11 2017

STATE CLEARINGHOUSE

State Clearinghouse  
P.O. Box 3044  
Sacramento, CA 95812-3044

**Subject: Sustainable Santee Plan –SCH Number 2017081030**

To provide additional time for public and agency review and comment of the Sustainable Santee Plan (State Clearinghouse Number 2017081030), we request that the review period for the Notice of Preparation (NOP) be extended until **October 2, 2017**.

Please contact me at (619) 258-4100 Ext. 182 or [jodonnell@cityofsantee.ca.us](mailto:jodonnell@cityofsantee.ca.us) if you have any questions.

Respectfully,

John O'Donnell, AICP  
Principal Planner

cc. File

# NOI Distribution List

CK

County:

San Diego

SCH#

2017081030

## Resources Agency

☒ Resources Agency  
Nadell Gayou

☐ Dept. of Boating & Waterways  
Denise Peterson

☐ California Coastal Commission  
Alyson Hitt

☐ Colorado River Board  
Lisa Johansen

☐ Dept. of Conservation  
Crina Chan

☐ Cal Fire  
Dan Foster

☐ Central Valley Flood Protection Board  
James Herota

☒ Office of Historic Preservation  
Ron Parsons

☒ Dept of Parks & Recreation  
Environmental Stewardship Section

☐ S.F. Bay Conservation & Dev't. Comm.  
Steve Goldbeck

☒ Dept. of Water Resources  
Resources Agency  
Nadell Gayou

## Fish and Game

☐ Depart. of Fish & Wildlife  
Scott Flint  
Environmental Services Division

☐ Fish & Wildlife Region 1  
Curt Babcock

☐ Fish & Wildlife Region 1E  
Laurie Harnsberger

☐ Fish & Wildlife Region 2  
Jeff Drongesen

☐ Fish & Wildlife Region 3  
Craig Weightman

☐ Fish & Wildlife Region 4  
Julie Vance

☒ Fish & Wildlife Region 5  
Leslie Newton-Reed  
Habitat Conservation Program

☐ Fish & Wildlife Region 6  
Tiffany Ellis  
Habitat Conservation Program

☐ Fish & Wildlife Region 6 I/M  
Heidi Calvert  
Inyo/Mono, Habitat Conservation Program

☐ Dept. of Fish & Wildlife M  
William Paznokas  
Marine Region

## Other Departments

☐ California Department of Education  
Lesley Taylor

☐ OES (Office of Emergency Services)  
Monique Wilber

☐ Food & Agriculture  
Sandra Schubert  
Dept. of Food and Agriculture

☐ Dept. of General Services  
Cathy Buck  
Environmental Services Section

☐ Housing & Comm. Dev.  
CEQA Coordinator  
Housing Policy Division

## Independent

### Commissions, Boards

☐ Delta Protection Commission  
Erik Vink

☐ Delta Stewardship Council  
Kevan Samsam

☒ California Energy Commission  
Eric Knight

☒ Native American Heritage Comm.  
Debbie Treadway

☒ Public Utilities Commission  
Supervisor

☐ Santa Monica Bay Restoration  
Guangyu Wang

☐ State Lands Commission  
Jennifer Deleong

☐ Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques

Cal State Transportation Agency CalSTA

☒ Caltrans - Division of Aeronautics  
Philip Crimmins

☐ Caltrans - Planning  
HQ LD-IGR  
Christian Bushong

☒ California Highway Patrol  
Suzann Ikeuchi  
Office of Special Projects

Dept. of Transportation

☐ Caltrans, District 1  
Rex Jackman

☐ Caltrans, District 2  
Marcelino Gonzalez

☐ Caltrans, District 3  
Eric Federicks - South  
Susan Zanchi - North

☐ Caltrans, District 4  
Patricia Maurice

☐ Caltrans, District 5  
Larry Newland

☐ Caltrans, District 6  
Michael Navarro

☐ Caltrans, District 7  
Dianna Watson

☐ Caltrans, District 8  
Mark Roberts

☐ Caltrans, District 9  
Gayle Rosander

☐ Caltrans, District 10  
Tom Dumas

☒ Caltrans, District 11  
Jacob Armstrong

☐ Caltrans, District 12  
Maureen El Harake

## Cal EPA

Air Resources Board  
☐ Airport & Freight  
Jack Wursten

☐ Transportation Projects  
Nesamani Kalandiyur

☒ Industrial/Energy Projects  
Mike Tollstrup

☐ California Department of Resources, Recycling & Recovery  
Sue O'Leary

☐ State Water Resources Control Board  
Regional Programs Unit  
Division of Financial Assistance

☐ State Water Resources Control Board  
Cindy Forbes - Asst Deputy  
Division of Drinking Water

☐ State Water Resources Control Board  
Div. Drinking Water # \_\_\_\_\_

☐ State Water Resources Control Board  
Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality

☐ State Water Resources Control Board  
Phil Crader  
Division of Water Rights

☐ Dept. of Toxic Substances Control  
CEQA Tracking Center

☐ Department of Pesticide Regulation  
CEQA Coordinator

☐ RWQCB 1  
Cathleen Hudson  
North Coast Region (1)

☐ RWQCB 2  
Environmental Document Coordinator  
San Francisco Bay Region (2)

☐ RWQCB 3  
Central Coast Region (3)

☐ RWQCB 4  
Teresa Rodgers  
Los Angeles Region (4)

☐ RWQCB 5S  
Central Valley Region (5)

☐ RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office

☐ RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office

☐ RWQCB 6  
Lahontan Region (6)

☐ RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office

☐ RWQCB 7  
Colorado River Basin Region (7)

☐ RWQCB 8  
Santa Ana Region (8)

☒ RWQCB 9  
San Diego Region (9)

☐ Other \_\_\_\_\_



State of California – Natural Resources Agency  
DEPARTMENT OF FISH AND WILDLIFE  
South Coast Region  
3883 Ruffin Road  
San Diego, CA 92123  
(858) 467-4201  
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor  
CHARLTON H. BONHAM, Director



September 13, 2017

Mr. John O'Donnell, Principal Planner  
City of Santee Development Services Department  
10601 Magnolia Avenue  
Santee, CA 92071  
jodonnell@cityofsantee.ca.gov

**Subject: Comments on the Notice of Preparation of a Programmatic Environmental Impact Report for the Sustainable Santee Plan, City of Santee, San Diego County, California (SCH No. 2017081030)**

Dear Mr. O'Donnell:

The Department of Fish and Wildlife (Department) has reviewed the City of Santee's Notice of Preparation (NOP) and Initial Study (IS) for the Sustainable Santee Project (proposed project). The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the proposed project (California Environmental Quality Act, [CEQA] Guidelines § 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq.* The Department also administers the Natural Community Conservation Planning (NCCP) program. The City of Santee (City) participates in the NCCP program in preparing its draft Multiple Species Conservation Plan Subarea Plan (SAP).

The proposed project is intended to provide policy direction and identify actions the City and community will take to reduce the generation of greenhouse gas emissions consistent with California Assembly Bill 32 and Executive Order S-3-05. The purpose of the City's sustainability plan is to guide the development, enhancement, and implementation of actions and strategies that reduce the City's greenhouse gas emissions. The goal of the proposed project is to reduce the City's community-wide greenhouse gas emissions 15 percent below 2005 emissions by 2020, and 49 percent below 2005 emissions by 2035 in conformance with the Assembly Bill 32 Scoping Plan and in conformance with the goals set by Executive Order S-3-05. The proposed project would describe the existing regulations pertaining to climate change, calculate baseline greenhouse gas emissions produced within the City, project greenhouse gas emissions that could be expected if the proposed project is not implemented, identify reduction strategies to meet reduction targets, and calculate greenhouse gas emission reductions with the implementation of reduction measures.

The proposed project is located within the City, within eastern San Diego County, approximately 18 miles east of downtown San Diego. The City is bordered on the west and southwest by the City of San Diego and Marine Corps Air Station Miramar, on the south by the City of El Cajon, on the north by San Diego County, and on the east by the unincorporated communities of Lakeside and Eucalyptus Hills. The City is approximately 16.5 square miles supporting a population of approximately 58,000 residents.

We offer our comments and recommendations to assist the City in avoiding, minimizing, and adequately mitigating impacts to biological resources, and to ensure that the proposed project is consistent with ongoing regional habitat conservation planning efforts.

The analysis supporting each of the IS's CEQA determinations of significance (and ultimately, the Programmatic Environmental Impact Report's [PEIR] CEQA findings of significance) should clearly define the impacts anticipated to fall within the scope of the PEIR (e.g., reducing greenhouse gas emissions) versus those impacts that would result from subsequent project-level impacts. For example, the IS's *Environmental Checklist and Impact Evaluation: Biological Resources (b)* is clear that subsequent projects may require site-specific CEQA analysis by concluding, "...any future development projects that would implement Sustainability Plan measures and actions near waterways and open spaces would be subject to further CEQA analysis of project-specific impacts...." In contrast, the *Environmental Checklist and Impact Evaluation: Biological Resources (a)* states that specific projects could result in habitat removal but does not specify how the significance of those impacts will be evaluated.

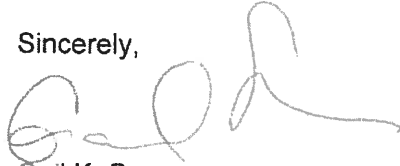
We recommend that the text of the IS be revised for consistency. For example, the text within the IS contradicts the analyses presented within the IS checklist, *Biological Resources (a)*. While the text of the IS states that "[t]he Sustainability Plan would not include any development proposals that would directly result in physical environmental effects due to the construction and operation of facilities" (p. 8), the IS checklist *Biological Resources (a)* states that projects adopted pursuant to the PEIR "...could result in removal of habitat or street trees..." (p. 21). Although it is reasonable for the PEIR to forecast potential impacts associated with future discretionary actions, the PEIR should not suggest that the IS's analysis is adequate for site-specific development or retrofits. Therefore, the Department recommends that all projects that tier from this PEIR and will impact natural resources require site-specific biological technical reporting, subsequent CEQA environmental documentation, and, when applicable, appropriate mitigation. The PEIR, the IS, and all other substantiating documentation should specify that impacts to wildlife species and their habitats will require subsequent, site-specific CEQA analysis.

The Department recommends the PEIR analyze the project, and reasonably foreseeable projects, for consistency with the City's draft SAP. Although draft, the City, Department, and U.S. Fish and Wildlife Service have collectively dedicated considerable time, resources, and funds in preparing the City's draft SAP. These efforts reflect conservation standards and conservation analysis critical to completing the City's SAP, and protecting sensitive plants, animals, and their habitats as memorialized in a July 29, 2014, letter to the Department. However, the IS does not acknowledge the considerable effort in developing the *draft* SAP, rather, it limits the analysis to *adopted plans*. "Implementation of energy production facilities could result in conflicts with *adopted plans* [emphasis added]" (p. 11). The Department continues to work with the City to advance the successful completion of the City's SAP. The Department believes that proactive planning efforts can successfully facilitate the Sustainable Santee Plan without adversely affecting the City's draft SAP.

Mr. John O'Donnell, Principal Planner  
City of Santee Development Services Department  
September 13, 2017  
Page 3 of 3

We appreciate the opportunity to comment on the referenced NOP and IS. The Department requests an opportunity to review and comment on any response that the City has to our comments and to receive notification of the forthcoming hearing date for the project (CEQA Guidelines; §15073(e)). Questions regarding this letter and further coordination on these issues should be directed to Eric Weiss at (858) 467-4289 or [eric.weiss@wildlife.ca.gov](mailto:eric.weiss@wildlife.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'Gail K. Sevens', with a stylized, flowing script.

Gail K. Sevens  
Environmental Program Manager  
South Coast Region

ec: Scott Morgan, State Clearinghouse, Sacramento  
Doreen Stadtlander, U.S. Fish and Wildlife Service, Carlsbad  
Eric Porter, U.S. Fish and Wildlife Service, Carlsbad

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 11  
4050 TAYLOR STREET, MS 240  
SAN DIEGO, CA 92110-2714  
PHONE (619) 688-6968  
FAX (619) 688-4299  
TTY 711  
www.dot.ca.gov



*Making Conservation  
a California Way of Life.*

September 14, 2017

**RECEIVED**

SEP 18 2017

Dept. of Development Services  
City of Santee

Mr. John O'Donnell  
Principal Planner  
City of Santee  
10601 Magnolia Avenue  
Santee, CA 92071

11-SD-VAR  
(52, 67, 125)  
Sustainable Santee Plan  
DEIR NOP SCH# 2017021030

Dear Mr. O'Donnell:

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the Notice of Preparation for the Sustainable Santee Plan (Plan) Draft Environmental Impact Report (DEIR), area served by State Route 52 (SR-52), State Route 67 (SR-67), and State Route 125 (SR-125). The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. To ensure a safe, efficient, and reliable transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multi-modal transportation network.

Caltrans supports the efforts of the City of Santee (City) to reduce greenhouse gas emissions. In June 2016, Caltrans approved the California Transportation Plan (CTP) 2040, the first California transportation plan published that provides a pathway for transportation to help meet the State's climate goals. The CTP 2040 is an expression of how the State will reinforce the region's efforts in Sustainable Communities Strategies and take conforming action for the interregional transportation system. Achieving the goal of the CTP 2040 through State-regional partnership efforts helps meet State-regional policy directives of livable communities, economic growth and emission reductions. It is also acknowledged that the CTP 2040 is aspirational in achieving greenhouse gas reductions, while the regional transportation plan must be revenue constrained, making it challenging to achieve desired outcomes.

The CTP 2040 is available here:

<http://www.dot.ca.gov/hq/tpp/californiatransportationplan2040/2040.html>



Mr. O'Donnell  
September 14, 2017  
Page 2

### **Land Use and Smart Growth**

Caltrans appreciates the City's plan to encourage more efficient land use. Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation system integrated through applicable "smart growth" type land use planning and policies.

To reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP). Early coordination with Caltrans is encouraged in locations that may affect both Caltrans and the City.

Caltrans appreciates the continued coordination with the City of Santee. If you have any questions, please contact Vanessa De La Rosa, Transportation Planner, at (619) 688-4289 or by e-mail sent to [vanessa.delarosa@dot.ca.gov](mailto:vanessa.delarosa@dot.ca.gov).

Sincerely,



ROY ABBOUD, Acting Branch Chief  
Local Development and Intergovernmental Review Branch

## NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department  
1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691  
Phone (916) 373-3710



August 25, 2017

John O'Donnell  
City of Santee  
10601 Magnolia Avenue  
Santee, CA 92071-1266

Sent via e-mail: jodonnell@cityofsantee.ca.gov

RE: SCH# 2017081030; Sustainable Santee Plan Project, City of Santee; San Diego County, California

Dear Mr. O'Donnell:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd. (a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

**CEQA was amended significantly in 2014.** Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," <http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf>. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

## AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
  - a. A brief description of the project.
  - b. The lead agency contact information.
  - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
  - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
  - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
  - a. Alternatives to the project.
  - b. Recommended mitigation measures.
  - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
  - a. Type of environmental review necessary.
  - b. Significance of the tribal cultural resources.
  - c. Significance of the project's impacts on tribal cultural resources.
  - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
  - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
  - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
  - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
  - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
  - a. Avoidance and preservation of the resources in place, including, but not limited to:
    - i. Planning and construction to avoid the resources and protect the cultural and natural context.
    - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
  - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    - i. Protecting the cultural character and integrity of the resource.
    - ii. Protecting the traditional use of the resource.
    - iii. Protecting the confidentiality of the resource.
  - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
  - d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
  - e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
  - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
  - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
  - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
  - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

*This process should be documented in the Cultural Resources section of your environmental document.*

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: [http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\\_CalEPAPDF.pdf](http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf)

## SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf)

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
  - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
  - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

## NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center ([http://ohp.parks.ca.gov/?page\\_id=1068](http://ohp.parks.ca.gov/?page_id=1068)) for an archaeological records search. The records search will determine:
  - a. If part or all of the APE has been previously surveyed for cultural resources.
  - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
  - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
  - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

- b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
- 3. Contact the NAHC for:
  - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
  - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
- 4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
  - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
  - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
  - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at [gayle.totton@nahc.ca.gov](mailto:gayle.totton@nahc.ca.gov).

Sincerely,



Gayle Totton, M.A., PhD.

Associate Governmental Program Analyst

cc: State Clearinghouse





# County of San Diego

**MARK WARDLAW**  
DIRECTOR

PLANNING & DEVELOPMENT SERVICES  
5510 OVERLAND AVENUE, SUITE 310, SAN DIEGO, CA 92123  
(858) 694-2962 • Fax (858) 694-2555  
[www.sdcountry.ca.gov/pds](http://www.sdcountry.ca.gov/pds)

**KATHLEEN A. FLANNERY**  
ASSISTANT DIRECTOR

September 19, 2017

John O'Donnell  
Principal Planner  
Development Services Department  
10601 Magnolia Avenue  
Santee, CA 92071

Via e-mail: [jodonnell@CityofSanteeCa.gov](mailto:jodonnell@CityofSanteeCa.gov)

## **RESPONSE TO COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE SUSTAINABLE SANTEE PLAN**

Dear Mr. O'Donnell,

The County of San Diego (County) reviewed the City of Santee's (City) Notice of Preparation of a Draft Program Environmental Impact Report (PEIR) for the Sustainable Santee Plan dated August 15, 2017 (Project).

The County appreciates the opportunity to review the Project, and offers the following comments for your consideration. Please note that none of these comments should be construed as County support for this Project.

### **BIOLOGICAL RESOURCES**

1. The draft Initial Study for the Project indicates that there could be potential significant impacts to biological resources as a result of implementation of energy production facilities. The Initial Study implies that an analysis will be conducted regarding potential impacts to Habitat Conservation Plans (HCPs) in accordance with CEQA Guidelines. The County agrees that an analysis should be completed to address these potential impacts.
2. The County has a Multiple Species Conservation Program (MSCP), which includes one adopted Plan covering the southern portion of the County (South County Plan). In addition, the County is currently working on preparing an MSCP Plan to cover the northern portion of the County (North County Plan), and will receive future direction on an MSCP Plan for the eastern portion of the County (East County Plan) once the North County Plan is significantly underway. The County requests that the City consider the existing South County Plan and preliminary draft North County Plan and preliminary draft map for the East County Study Area as part of the EIR analysis. Information regarding all three efforts is available on the County's website at the following address:  
<http://www.sandiegocounty.gov/pds/mscp/>.
3. As demonstrated in mapping for the South County Plan the eastern edge of the City is located adjacent to County lands that are included within the South County Plan. The County requests that potential impacts to adopted HCPs that could result from implementation of the proposed project specifically

wildlife corridors or other biological resources that may exist between County lands and lands within the City. Information regarding the South County Plan is available at the following address:  
[http://www.sandiegocounty.gov/content/dam/sdc/pds/mscp/docs/mscp\\_areas.pdf](http://www.sandiegocounty.gov/content/dam/sdc/pds/mscp/docs/mscp_areas.pdf).

## TRANSPORTATION/TRAFFIC

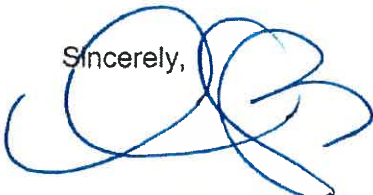
1. The Project is intended to "provide policy direction and identify actions the City and community will take to significantly reduce the generation of greenhouse gas emissions (GHGs) consistent with California AB 32 and EO S-3-05". The City should implement the Mobility Element Mast Boulevard connection to the County segment to provide a direct path of travel for travelers. The connection will fulfill the intent of the Sustainability Plan to reduce emissions by providing a connection for bicycle and walk travel and by eliminating out of direction automobile travel caused by the current gap in the network.

## WASTEWATER

1. Based on the information provided in the NOP, it appears there could potentially be an impact to District trunk sewer line. Because the Sustainability Plan includes the entire municipal boundary, the project scope traverses the District trunk sewer line (Attachment A). Once individual projects are proposed by the City, the District will need to conduct a site-specific and more thorough analysis to ensure the existing underground wastewater infrastructure is not impacted.

The County looks forward to receiving future documents and/or notices related to this Project and providing additional assistance at your request. If you have any questions regarding these comments, please contact Timothy Vertino at 858-495-5468 or by e-mail at [timothy.vertino@sdcounty.ca.gov](mailto:timothy.vertino@sdcounty.ca.gov).

Sincerely,



MARY KOPASKIE BROWN, AICP, MCIP  
Chief, Advance Planning Division  
Planning & Development Services

Attachments: Attachment A: Trunk Sewer Line Location Map

E-mail cc: Adam Wilson, Policy Advisor, Board of Supervisors, District 2  
Vincent Kattoula, CAO Staff Officer, LUEG  
Crystal Benham, Land Use / Environmental Planner, PDS  
Jeff Kashak, Environmental Planner, DPW  
Everett Hauser, Transportation Specialist, PDS



401 B Street, Suite 800  
San Diego, CA 92101-4231  
(619) 699-1900  
Fax (619) 699-1905  
sandag.org

September 14, 2017

File Number 3300300

Mr. John O'Donnell  
Development Services Department  
City of Santee  
10601 Magnolia Avenue  
Santee, CA 92071

Dear Mr. O'Donnell:

SUBJECT: Sustainable Santee Plan Notice of Preparation

Thank you for the opportunity to comment on the City of Santee's Sustainable Santee Plan Notice of Preparation (NOP). The San Diego Association of Governments (SANDAG) is submitting comments based on the policies included in San Diego Forward: The Regional Plan (Regional Plan). These policies will help provide people with more travel and housing choices, protect the environment, create healthy communities, and stimulate economic growth. SANDAG's comments are submitted from a regional perspective emphasizing the need for better land use and transportation coordination.

### Smart Growth

SANDAG appreciates that the City of Santee has prioritized multimodal transportation, transit-oriented development, and land use changes that support the goals of the Smart Growth Concept Map and Regional Plan. Implementation of the Sustainable Santee Plan's goals and objectives will help facilitate more transportation options for current and future residents.

A key goal of the Regional Plan is to focus growth in smart growth opportunity areas. The City of Santee has four smart growth opportunity areas: An Existing/Planned Town Center (ST-1), a Potential Mixed-Use Transit Corridor (ST-2), and two Potential Community Centers (ST-3 and ST-4). The City of Santee should continue facilitating access to existing and future transit services in these areas.

### Transportation Demand Management

Please consider incorporating transportation demand management (TDM) strategies into the City of Santee's Sustainable Santee Plan Program Environmental Impact Report (PEIR) to encourage the use of alternative travel modes that can assist with decreasing congestion and greenhouse gas emissions. Specific TDM strategies to consider include:

- Develop policies that encourage employers to offer TDM programs to their employees. The iCommute employer services program can work with local businesses to offer customized commuter benefit programs that promote transportation alternatives to employees.

#### MEMBER AGENCIES

Cities of  
Carlsbad  
Chula Vista  
Coronado  
Del Mar  
El Cajon  
Encinitas  
Escondido  
Imperial Beach  
La Mesa  
Lemon Grove  
National City  
Oceanside  
Poway  
San Diego  
San Marcos  
Santee  
Solana Beach  
Vista  
and  
County of San Diego

#### ADVISORY MEMBERS

Imperial County  
California Department  
of Transportation  
Metropolitan  
Transit System  
North County  
Transit District  
United States  
Department of Defense  
San Diego  
Unified Port District  
San Diego County  
Water Authority  
Southern California  
Tribal Chairmen's Association  
Mexico

- Encourage developers to incorporate TDM-supportive capital improvements into developments through the entitlement process.
- Consider implementing the mobility hub concept at high-frequency transit stations near major employer sites and commercial destinations to encourage commuters to use public transportation. Additional information on mobility hubs is available at [SDForward.com/mobilityhubs](http://SDForward.com/mobilityhubs).
- Promote the use of shared mobility services (e.g., vanpool, carpool, transit, and on-demand rideshare services) and incentivize rideshare options as an alternative to driving alone.
- Provide and promote the use of Park & Ride facilities.
- Develop a comprehensive parking management plan and consider parking management strategies that reduce parking demand and encourage the more efficient use of the existing parking supply. Parking management strategies could include shared parking, parking cash-out, and designated parking for high-occupancy vehicles and other shared mobility options at employment sites.
- Incorporate bike infrastructure and amenities into developments, including convenient and secure bike parking, as well as showers and lockers at employment sites and near transit.

Additionally, the City of Santee can partner with the SANDAG TDM program, iCommute, to take advantage of regional TDM programs and services. This includes the SANDAG Vanpool Program, online ridematching services, the Guaranteed Ride Home program, and bike encouragement programs (e.g., the GO by BIKE Mini-Grant program, the Walk, Ride, and Roll to School Mini-Grant and education program). Information on the SANDAG TDM program can be accessed through [iCommuteSD.com](http://iCommuteSD.com).

### **Other Considerations**

SANDAG has a number of additional resources that can be used for additional information or clarification on smart growth and TDM. These can be found on the SANDAG website at [sandag.org/igr](http://sandag.org/igr):

- SANDAG Regional Parking Management Toolbox
- Riding to 2050, the San Diego Regional Bike Plan
- Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in Environmental Impact Reports
- Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region
- Integrating Transportation Demand Management into the Planning and Development Process – A Reference for Cities
- Trip Generation for Smart Growth
- Parking Strategies for Smart Growth
- Designing for Smart Growth, Creating Great Places in the San Diego Region

When available, please send any additional environmental documents related to this project to:

SANDAG  
Attention: Intergovernmental Review  
401 B Street, Suite 800  
San Diego, CA 92101

We appreciate the opportunity to comment on the City of Santee's Sustainable Santee Plan NOP.  
If you have any questions, please contact me at (619) 699-1943 or at [seth.litchney@sandag.org](mailto:seth.litchney@sandag.org).

Sincerely,



SETH LITCHNEY  
Senior Regional Planner

SLI/KHE/abar

October 2, 2017

John O'Donnell, Principal Planner  
Development Services Department  
City Hall, Building Four  
10601 Magnolia Avenue  
Santee, CA 92071

**Subject: Comments on the Notice of Preparation of a Draft Program Environmental Impact Report (PEIR) for the proposed Sustainable Santee Plan**

Dear Mr. O'Donnell:

Padre Dam Municipal Water District (District) has received your notice of preparation of a draft PEIR for the proposed Sustainable Santee Plan and appreciates an opportunity to provide comments. The District fully supports the goals and objectives of the Sustainable Santee Plan developed by the City to improve sustainability and reduce greenhouse gas emissions regionwide.

As the City is aware, the District is planning to implement the East County Advanced Water Program (ECAWP) to increase regional water supply reliability. It is the District's goal that the ECAWP Project ultimately produces up to 30 percent of East San Diego County's potable water supply by 2040. By providing a local source for potable water, the ECAWP Project would reduce reliance on imported water, thereby reducing GHG emissions associated with having to pump water from the Sacramento-San Joaquin Bay Delta in northern California or from the Colorado River for consumption.

Because of the potential for the ECAWP to reduce imported water use for the community and provide a local, sustainable, and drought-resilient source of potable water, it would be valuable to discuss the ECAWP in the Sustainable Santee Plan.

We look forward the opportunity to work collaboratively with the City of Santee to develop the Sustainable Santee Plan. Questions regarding this letter and further coordination on these issues should be directed to Albert C. Lau, P.E. Director of Engineering and Planning or Mark Niemiec, P.E., Engineering Manager.

PADRE DAM MUNICIPAL WATER DISTRICT

Albert C. Lau, P.E.  
Director of Engineering and Planning





September 11, 2017

John O'Donnell, Principal Planner  
Santee City Council  
10601 Magnolia Avenue  
Santee, CA 92071  
jodonnell@cityofsanteeca.gov

**RE: Scope of the EIR for the Santee Climate Action Plan – “Sustainability Plan”**

Dear Mr. O'Donnell and Santee City Councilmembers,

The term “climate change” does not sufficiently describe the trending instability and breakdown of the earth’s climatic life support systems caused primarily by fossil fuel consumption. The climate breakdown is resulting in extreme weather disasters for all species.

The environmental analysis should begin by discussing the current status of Greenhouse Gases (GHGs) in the atmosphere (including local, regional and global baseline emissions). This baseline analysis should be used to explain the significance of GHG growth projections and the ability to control feedback loops that exacerbate the pace of and ability to control climate breakdown that trends toward greater catastrophic weather extremes.

The relationship of Santee’s Climate Action Plan (CAP) to the goal of achieving climate stability or deteriorating into a state of permanent climate breakdown (including the ramifications thereof) should be addressed to set the full context for the plan. The analysis should include a discussion of how in quantifiable terms, California mandated targets, if achieved, relate to the global actions required to reach climate stability.

Aggressive emergency actions are required now due to decades of failure to acknowledge and act upon the impacts of fossil fuel reliance and other human caused emissions that are now manifesting into extreme weather events and firestorms. GHG emissions trap greater solar energy that adds significant fuel into the weather systems that distribute the energy worldwide. Destructive events with vast human and economic costs are rapidly increasing in frequency and magnitude.

Current international agreements are insufficient to keep global warming under the 1.5° to 2°C target required to avoid severe impacts that include an unalterable reinforcing breakdown cycle. “2030 emissions will be 12 to 14 gigatonnes above levels needed to limit global warming to 2°C...The world must urgently and dramatically increase its ambition to cut roughly a further quarter off predicted 2030 global greenhouse emissions...”<sup>1</sup> Current policy results trend toward a catastrophic 3.5°C global temperature increase.

We must take more aggressive action locally and globally to eliminate the emissions reduction gap required to limit global warming to 1.5°C to 2°C.<sup>2</sup>

“If we don’t, we will mourn the loss of biodiversity and natural resources. We will regret the economic fallout. Most of all, we will grieve over the avoidable human tragedy; the growing numbers of climate refugees hit by hunger, poverty, illness and conflict will be a constant reminder of our failure to deliver.”<sup>3</sup>

We would consider the Environmental Impact Report (EIR) to be inadequate without a thorough disclosure of this global and statewide context, including avoidance measures, which is the motivating factor for requiring effective climate stabilizing actions.

### **Alternative: Zero Net Emissions - Maximum Carbon Negative Plan**

The GHG emission targets set by Executive Orders and Legislation in California (although important leadership measures) are themselves not enough to prevent catastrophic global climate change / climate instability. To generate the opportunity to meet warming targets in the Paris global climate agreement and to avoid even greater catastrophic impacts, a carbon negative plan will need to be implemented globally. Hence, local climate action plans must be aggressive innovative leaders in not only eliminating and avoiding GHG emissions, but in maximizing ways to store carbon. Leading by example is essential.

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<sup>1</sup> UNEP Release. *World must urgently up action to cut a further 25% from predicted 2030 emissions*, November 3, 2016

<sup>2</sup> Vidal, John. *UN on wrong track with plans to limit global warming to 2°C, says top scientist...James Hansen says current ‘half arsed’ plans to reduce emissions will lead to dangerous climate change...* December 3, 2015.

<sup>3</sup> UNEP Synthesis Report Forward by Erik Solheim, Head of UN Environment and Jacqueline McGlade, UN Environment Chief Scientist. *The Emissions Gap Report 2016*, November 2016.



Therefore, a **“Zero Net Emissions - Maximum Carbon Negative Plan Alternative”** should be prepared and adopted.<sup>4</sup>

On-site measures that avoid and reduce a project’s GHG emissions to the extent feasible must be the priority prior to shifting to off-site mitigation measures. Closest proximity to the project site should be the priority for any off-site measures adopted.

**Methods for carbon capture and long-term storage should be analyzed.**

Potential measures include:

1. Restoration of native plant communities in city parks, preserves and private open spaces.
2. Urban tree programs that select species for longevity, drought resistance, mass and ability to diffuse heat islands (i.e., *Quercus agrifolia*).
3. Soil amendment and conservation for carbon storage.
4. Conversion of Sycamore Landfill waste capacity into permanent carbon storage as zero waste goals are achieved.
5. Conversion of undeveloped area parcel zoning into "Carbon Sequestration Open Space Zones", thereby avoiding GHG emissions while simultaneously providing potential carbon storage.
6. Providing civic space and support for local farmers markets within walking distance of most city neighborhoods, including access to reclaimed water and development of greywater systems to support yard scale agriculture and urban forests that store carbon.
7. Carbon storage of vegetation on undeveloped parcels should be calculated, including carbon stored below ground in root systems. Removal of the carbon stored and the long-term storage capacity should be considered in any new development project as a significant impact.
8. Completion of Santee’s Multiple Species Conservation Program Subarea Plan with enhanced carbon storage components, such as the conservation of Fanita Ranch.
9. Favorable processing of redevelopment that replaces portions of parking lots with parking structures and reclaims the remaining paved area for civic functions on park like carbon storage landscapes.
10. Resurfacing of public transportation surfaces with solar energy generation mediums and earmarking the value of the energy produced to support carbon storage projects.
11. Replacement of artificial turf fields with well-maintained natural grass irrigated with reclaimed water.
12. Incentives to convert plastic grass into drought-tolerant or native species and limiting new artificial turf surfaces to 100 square feet per parcel.

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<sup>4</sup> Roberts, David, *It’s time to start talking about ‘negative’ carbon dioxide emissions*, Vox, August 18, 2017.



## Project Description

After undertaking the contextual analysis described in this letter's opening paragraph and after review of the CAPs within our region, the project goals should be reevaluated and adjusted to exceed the political targets established by the state to be more consistent with the real world situation of climate breakdown as documented by science.

What equivalence/relationship does the target of reducing city "community-wide GHG emissions to "15% below 2005 levels by 2020" have to the statewide mandate to reduce GHG emissions to 1990 levels by 2020? Similarly, what equivalence/relationship is "49% below 2005 levels by 2035" to 80% below 1990 levels by 2050? What equivalence/relationship do the statewide targets have to the reductions required to reach climate stabilization?

Substantial evidence needs to be included that explains the data set for the emission baseline year chosen and the corresponding percent of reduction target. The interim target deadline of 2035 should be modified to 2030 (with percentage of reductions adjusted according to evidence) to remain consistent with the state target year of 2030. Margins of error should be revealed for the years that emission data has been calculated in Santee. What evidence suggests that 2005 is the most accurate data set or otherwise most appropriate for use as the baseline? The most accurate data set year should be selected for the baseline, which is likely a more recent set.

Measures adopted to meet emission reduction targets must be quantifiable, enforceable and demonstrate substantial evidence they will be implemented effectively. Funding mechanisms, responsible parties, anticipated levels of emission reductions and clear timelines should be identified. Progress should be monitored constantly and annual reports should be prepared and presented to the public. GHG inventories should be updated at a minimum, every 3 years. The CAP should be updated periodically with the first update set for 2025 and at a minimum a new update every 5 years thereafter.

As a result of fossil fuel emissions, we are on the cusp of perpetual catastrophic climatic breakdown regionally and worldwide. Recognizing this inescapable reality, Governor Brown's Executive Order B-30-15 requires greenhouse gas emissions to be 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050. Governor Brown also signed into law SB 350 that requires by 2030, widespread electrification of the transportation sector, half of all power generated to be from renewable sources, and a doubling of energy efficiency in buildings.



To reach these targets, local jurisdictions must act aggressively with their land use decisions. Within this context, we request that Santee prepare a Climate Action Plan (CAP) with aggressive quantifiable and enforceable measures to exceed state mandated emission targets.

**Suggested Climate Goals for Santee:**

- 100% Clean Renewable Power Consumption by 2030
- 75% Electrification of the entire local Transportation sector by 2030
- 50% Less Power Consumed in Public and Government Structures by 2030
- 35% Urban Forest Canopy by 2030 to reduce heat islands and store carbon
- Zero Waste by 2030 and increased Water Conservation Targets.
- Reduced Vehicle Miles Traveled (increased use of alternatives by adopting policy that favors transit, walking and biking with specified share targets)
- No discretionary approvals of residential developments that are more than ½ mile from an existing mode of public transit.
- Zero Net Emissions / Carbon Negative by 2050
- Social justice implemented as a component of climate investments
- Update of the General Plan with supporting ordinances to incorporate these adopted climate goals

**Implementation**

Santee must develop an efficient means to implement, monitor (with specific timelines and requirements to remedy insufficient progress) and enforce actions intended to meet the GHG reduction levels established by climate goals.

Therefore, GHG reduction measures considered for inclusion should be quantified with specific expected reduction levels and estimated cost ranges. These estimates should be verified following implementation through monitoring and reporting made available to the public. Only then can informed comparisons and decisions be made about adoption of specific actions. It is important to know Santee's 1990 level of emissions, subsequent emissions data and what current emissions levels are so that a realistic strategy can be designed to meet and exceed mandated levels.

Santee's ordinances should also be revised to effectively implement planned GHG reductions. All of the above may be important toward receiving competitive grants that may become available to support implementation of Climate Action Plans.

**Driving Innovation and Efficiency with Community Choice Energy**

**An essential element of Santee's CAP should be formation of Santee's own Community Choice Aggregation (CCA) or joining in a regional CCA as an effective means to reach the 100% clean power target.**



CCA's are proven to provide cleaner power at lower rates than Investor Owned Utilities (IOUs). CCA is the single most effective tool available to reduce GHG emissions due to the ability to utilize competitive market forces. **CCA can be the revenue source to seed the CAP.**

The Lean Energy GHG Reduction chart below demonstrates how the GHG reductions from Marin Energy Authority CCA dwarf any other single reduction measure. CCA provides 30% of San Anselmo CAP's total GHG reductions (6,053 of 20,414 Metric Tons CO2e reduced).

To recognize the dramatic potential of CCA, a dual point total structure for CEQA streamlining of projects should be prepared. An initial high point total should be required for initial streamlining, which could be gradually reduced as CCA actions resulting in GHG reductions are realized and tabulated.

## WHY DO IT?

### #2 GHG EMISSIONS REDUCTION



#### Our Plan to Reduce Greenhouse Gas Emissions

Local Actions	Metric Tons of CO <sub>2</sub> e Reduced
Encourage Transit-Oriented Housing	23
Increase Walking and Biking for Local Trips	524
Increase Public Transit Use	535
Increase Ridesharing	311
Accelerate Adoption of Electric Vehicles	731
Improve Energy Efficiency in Residential Buildings	954
Improve Energy Efficiency in Commercial Buildings	296
Reduce Energy Use in New Residential Buildings	116
Reduce Energy Use in New Commercial Buildings	13
Install Solar Energy Systems in Residential Buildings	1,294
Install Solar Energy Systems in Commercial Buildings	550
Marin Energy Authority	6,053
Divert All Food Waste from Landfills	395
Reduce Solid Waste Disposal to Landfills	443
Reduce Hot Water Use in Community	922
Community Participation in Carbon Offset Programs	812
Increase Tree Stock	3
Improve Government Operations (see below)	254
<b>SUBTOTAL</b>	<b>14,238</b>
<b>State Actions</b>	<b>6,176</b>
<b>TOTAL</b>	<b>20,414</b>

Excerpt from Town of San Anselmo, CA -- Climate Action Plan



## **GHG Reduction Measure Recommendations**

- Form a CCA
- Require PV solar on all new commercial and residential structures
- Require new residential buildings to be net-zero energy buildings
- Require new commercial buildings to be energy positive buildings
- Require new parking lots to be covered with PV solar
- Require Electrical Vehicle Chargers in new commercial centers
- Promote Neighborhood and other Electric Vehicles considered to be 70% more energy efficient than vehicles with combustion engines
- Expand Bike Routes
- Remove barriers to alternative transportation
- Develop and Implement an Urban Forest Management Plan
- Conserve additional Natural Open Space within the City

The above and the other options provided by staff should be quantified for comparison and prioritization purposes.

## **Climate Disaster Resilience, Adaptation and Contingency Measures**

A geographic analysis of current city land uses with projections for vulnerability to extreme weather events should be developed that includes potential measures to resist or rebound from such events.

For instance, areas of the city vary by dates and standards of construction and are sited in locations that may be more vulnerable to extreme flood and fire events. Analysis should discuss strategies to bolster vulnerable buildings/locations and determine options for higher standards of reconstruction or abandonment of higher risk locations.

It may be prudent for the City to build up a disaster relief fund that could be used to initiate rebuilding of vital infrastructure damaged by severe events. Options for funding disaster relief and other climate stabilization initiatives should be considered.

## **Conclusion**

Effective measures that will transition us away from fossil fuel emissions and remove carbon from the atmosphere are critical steps toward achieving climate stability and are long overdue. Adoption of an effective CAP is crucial to our collective well-being.





Thank you for considering these comments.  
/s/

Van K. Collinsworth  
Director, Preserve Wild Santee  
Conservation Coordinator, California Chaparral Institute

John Buse, Senior Counsel  
Center for Biological Diversity

Duncan McFetridge  
Save Our Forests & Ranchlands  
Cleveland National Forest Foundation

Sophie Wolfram  
Climate Action Campaign

Frank Landis  
California Native Plant Society San Diego

Dan Silver  
Endangered Habitats League

Laura Hunter  
Escondido Neighbors United

Pamela Heatherington  
Environmental Center of San Diego

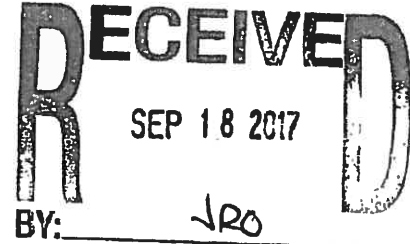
April Rose Maurath Sommer  
Protect Our Communities Foundation



**John O'Donnell**

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**From:** Jim Clark <ipodjlc@gmail.com>  
**Sent:** Monday, September 18, 2017 5:17 PM  
**To:** John O'Donnell  
**Subject:** Climate action plan



Mr. O'Donnell:

I recently reviewed the article in the UT regarding the proposals to bring Santee into compliance with State ordered climate regulations. Although in general the proposals seem reasonable, I disagree with the proposal to reduce travel by car and to increase bike paths. Much of, if not the greater proportion of, car travel through Santee, is pass through traffic by people headed to Lakeside and beyond and El Cajon. Many people come from outside Santee to shop, eat and enjoy the park and sports facilities. These people will not be coming in with bicycles no matter how many bike lanes are added. As an example of the ineffective addition of bike lanes is the stretch between Carlton Hills and West on Carlton Oaks. I traveled that route for many years going to highway 52 and after the bike lane was expanded traffic became more congested and over the course of several years never saw more than a paltry few cyclists.

It is unreasonable to attempt to social engineer the behavior of drivers who need to travel great distances by adding bike lanes that will further congest traffic in the interest of a very limited number of bike riders. The idea may academically soothing but in a common sense reality, is an unrealistic approach to met the States unrealistic goals.

Thank you for your consideration.

Jim Clark