

4.6 LAND USE AND PLANNING

This section evaluates the potential land use and planning impacts associated with implementation of the proposed Sustainable Santee Plan: The City's Roadmap to Greenhouse Gas Reductions ("Sustainable Santee Plan" or "proposed project"). This analysis evaluates the proposed project's consistency with applicable land use plans, policies, and regulations, and applicable habitat conservation plans or natural community conservation plans.

4.6.1 Scoping Process

The Initial Study (IS) prepared for the proposed project indicated that implementation of the proposed project could conflict with applicable land use plan, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the General Plan, Specific Plans, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect as well as conflict with the provisions of an adopted HCP or NCCP. Therefore, this topic is analyzed further in this PEIR.

The IS determined that implementation of the proposed project would not change any existing land use designations nor create any physical development and therefore would not affect the two issues listed in the Appendix G Checklist:

- 1) would not physically divide an established community; and
- 2) would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environment effect.

Therefore, this topic is not analyzed further in this PEIR. Please refer to Appendix A, IS/NOP, for additional discussion.

The City distributed the NOP for the PEIR from August 17 to October 2, 2017. Fifteen comment letters were received in response to the NOP. No issues related to land use and planning were raised in those comment letters.

4.6.2 Methodology

The programs and measures contained in the Sustainable Santee Plan were compared to applicable land use plan policies to determine if any inconsistencies exist. These land use plans include the SDAPCD's RAQS and the SIP, the MSCP, SANDAG's RCP, SANDAG's RTP/SCS, City of Santee General Plan, City of Santee Zoning Code, specific plans adopted by the City, and the Gillespie Field and MCAS Miramar ALUCPs.

4.6.3 Existing Environmental Setting

The City of Santee is located along the San Diego River in the eastern portion of San Diego County. The City encompasses approximately 16.5 square miles and is approximately 18 miles east of downtown San Diego, as shown in Figure 3.1 (Project Location).

The City is bounded on the north by the Sycamore Canyon Open Space Preserve and vacant, privately owned land in the County of San Diego. To the northeast of the City are vacant land and

Slaughterhouse Canyon active mining operations. To the east are the San Diego County communities of Eucalyptus Hills and Lakeside, and to the southeast are the communities of Riverview Farms and Winter Gardens. To the south, Santee is bounded by the City of El Cajon and the Gillespie Field Airport, and to the southwest is Mission Trails Regional Park in the City of San Diego. To the west of Santee are the Sycamore Canyon Landfill and the City of San Diego community of East Elliott. To the northwest is the Marine Corps Air Station at Miramar.

The City of Santee was originally a rural development with dairies, ranches, and vineyards. The area experienced steady population growth from the 1950s into the 1970s, and increased industrial and commercial expansion throughout the 1980s after the City's official incorporation in December 1980. As of 2016, the City had a population of approximately 57,834.¹

Developed land currently accounts for approximately 58 percent of the total area within the City, with an opportunity for growth on the remaining 42 percent of vacant lands. Most developed land in the City is occupied with residential uses (49%), including both single-family and multiple-family residences. Single-family residences are over one-third of the total developed acreage in the City, and are particularly dominant north of the San Diego River. Public/Semi-Public land uses comprise 21 percent of developed area in the City and include schools, public and private parks, and churches. Commercial uses account for approximately 6 percent of developed area and are concentrated at the intersection of Mission Gorge Road and Cuyamaca Street, in the southern limits of the City, as well as along major City arterials. Industrial uses are approximately 5 percent of developed area and are found north of SR-67 in the east and along SR-52 in the south.

East-west travel within the City is accommodated by Prospect Avenue, Mast Boulevard, Mission Gorge Road, and SR-52, while north-south travel is primarily accommodated by SR-67, SR-125, Magnolia Avenue, and Cuyamaca Street. Mass transit for the City includes Metropolitan Transit System bus service and the San Diego Trolley, which connects Santee to downtown San Diego and the international border. As discussed in the Sustainable Santee Plan, the majority of Santee's GHG emissions (from past inventories and future projections) are attributed to transportation.

4.6.4 Regulatory Setting

4.6.4.1 Federal Policies and Regulations

There are no federal land use policies or regulations that are applicable to the proposed project with respect to land use regulation.

4.6.4.2 State Policies and Regulations

CEQA Guidelines Section 15183.5. Tiering and Streamlining the Analysis of GHG Emissions, was added as part of the *CEQA Guidelines* amendments and describes the criteria needed in a Climate Action Plan (CAP) that would allow for the tiering and streamlining of CEQA analysis for subsequent development projects. The following quote is from the *CEQA Guidelines* amendments:

¹ United States Census Bureau. 2017. *Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2016*. Website: <https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk> (accessed September 21, 2017).

Section 15183.5. Tiering and Streamlining the Analysis of Greenhouse Gas Emissions.

- (a) *Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an EIR containing a programmatic analysis of greenhouse gas emissions as provided in section 15152 (tiering), 15167 (staged EIRs) 15168 (program EIRs), 15175–15179.5 (Master EIRs), 15182 (EIRs Prepared for Specific Plans), and 15183 (EIRs Prepared for General Plans, Community Plans, or Zoning).*
- (b) *Plans for the Reduction of Greenhouse Gas Emissions. Public agencies may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions or similar document. A plan to reduce greenhouse gas emissions may be used in a cumulative impacts analysis as set forth below. Pursuant to sections 15064(h)(3) and 15130(d), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.*
- (1) *Plan Elements. A plan for the reduction of greenhouse gas emissions should:*
- (A) *Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;*
 - (B) *Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;*
 - (C) *Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;*
 - (D) *Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;*
 - (E) *Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;*
 - (F) *Be adopted in a public process following environmental review.*
- (2) *Use with Later Activities. A plan for the reduction of greenhouse gas emissions, once adopted following certification of an EIR or adoption of an environmental document, may be used in the cumulative impacts analysis of later projects. An environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the effects of a particular project may be cumulatively considerable notwithstanding the project's compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project.*

One of the goals of the Sustainable Santee Plan is to allow programmatic level review and mitigation of GHG emissions that allows streamlining of CEQA review for subsequent development projects. To accomplish this, the Sustainable Santee Plan framework is designed to fulfill the requirements identified in *CEQA Guidelines* Section 15183.5, above.

Executive Order S-13-08, The Climate Adaptation and Sea Level Rise Planning Directive. EO S-13-08 provides clear direction for how the State should plan for future climate impacts. EO S-13-08 calls for the implementation of four key actions to reduce the vulnerability of California to climate change:

- Initiate California's first statewide Climate Adaptation Strategy (CAS) that will assess the State's expected climate change impacts, identify where California is most vulnerable, and recommend climate adaptation policies.
- Request that the National Academy of Sciences establish an expert panel to report on sea level rise impacts in California in order to inform State planning and development efforts.
- Issue interim guidance to State agencies for how to plan for sea level rise in designated coastal and floodplain areas for new and existing projects.
- Initiate studies on critical infrastructure and land use policies vulnerable to sea level rise.

California Code of Regulations Title 24, Part 6. CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy-efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008, and the Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. The Energy Commission adopted the 2008 changes to the Building Energy Efficiency Standards for several reasons:

- To provide California with an adequate, reasonably priced, and environmentally sound supply of energy.
- To respond to AB 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its GHG emissions to 1990 levels by 2020.
- To pursue California energy policy, which states that energy efficiency is the resource of first choice for meeting California's energy needs.
- To act on the findings of California's Integrated Energy Policy Report (IEPR) that concludes that the Standards are the most cost effective means to achieve energy efficiency, expects the Building Energy Efficiency Standards to continue to be upgraded over time to reduce electricity and peak demand, and recognizes the role of the Standards in reducing energy related to meeting California's water needs and in reducing GHG emissions.

- To meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of State building codes.
- To meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards.

Senate Bill 375, Sustainable Communities Strategy. SB 375 provides for a new planning process that coordinates land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32. SB 375 requires regional transportation plans, developed by Metropolitan Planning Organizations to incorporate an SCS in their Regional Transportation Plans. The goal of the SCS is to reduce regional VMT through land use planning and consequent transportation patterns. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development.

4.6.4.3 Regional Policies and Regulations

San Diego Association of Governments. SANDAG is the Regional Transportation Commission and federally designated MPO for the San Diego region. SANDAG builds consensus, develops strategic plans, obtains and allocates resources, and provides information on a broad range of topics pertinent to the region's quality of life. As a regional Council of Governments, voting members of the association consist of the County of San Diego and the 18 cities in the region. SANDAG oversees the implementation of regional planning efforts that have included the Regional Comprehensive Plan, the Regional Transportation Plan, the Sustainable Communities Strategies, and San Diego Forward which are discussed below:

Regional Comprehensive Plan. The RCP was adopted by the SANDAG Board of Directors in 2004 and serves as the long-regional planning framework for the San Diego region. It provides a broad context in which local and regional decisions can be made that move the region toward a sustainable future with more choices and opportunities for all residents of the region. It sets forth a regional strategy to promote smarter growth, focusing on locating higher-density and mixed-use development close to existing and planned transportation infrastructure. This strategy focuses particularly on elevating the role of public transit in people's daily lives. The RCP is based upon three themes:

- Improving the connections between land use and transportation plans by using smart growth principles;
- Using land use and transportation plans to guide decisions about environmental and public facility investments; and
- Focusing on collaboration and incentives to achieve regional goals and objectives.

The RCP better integrates local land use and transportation decisions, and focuses attention on where and how to grow. The RCP contains an incentive-based approach to encourage and channel growth into existing and future urban areas and smart growth communities. The RCP identifies certain areas in the region as Smart Growth Opportunity Areas. Designation of these opportunity areas is intended to provide guidance to local governments, property owners, and service providers as to where smart growth development should occur from a regional perspective, and focuses attention on these areas as local jurisdictions update their general plans and redevelopment plans.

Once these areas are designated by local jurisdictions for development types, densities, and intensities consistent with the goals of the RCP, transportation facility improvements and other infrastructure will be targeted to these areas.

Regional Transportation Plan and Sustainable Communities Strategy. The SANDAG Board of Directors adopted the 2050 RTP and SCS on October 28, 2011. The 2050 RTP maps out a system designed to maximize transit enhancements, integrate biking and walking elements, and promote programs to reduce demand and increase efficiency. The RTP includes the SCS, which integrates land use, development of housing, and transportation planning. Pursuant to SB 375, each MPO is required to adopt an SCS as part of its RTP and, using the most recent planning assumptions, demonstrate achievement of the targets for reduction of GHGs. The 2050 RTP/SCS outlines projects for rail and bus services, highways, local streets, bicycling, and walking, as well as systems and demand management. The 2050 RTP/SCS shows how the region will meet the GHG targets for passenger cars and light-duty trucks established by the ARB for 2020 and 2035 by using land in a way that makes development more compact, conserves open space, and invests in a transportation network that reduces VMT and gives residents alternative transportation options.

San Diego Forward: The Regional Plan. The SANDAG Board of Directors adopted the San Diego Forward plan on October 9, 2015. This plan updates of the Regional Comprehensive Plan for the San Diego Region (RCP), updates the Regional Transportation Plan and updates the Sustainable Communities Strategy and combines these documents into one plan. The plan identifies the general location of uses, residential densities, and building densities within the region. It sets forth a forecasted transportation network and development pattern. Goals for this plan include reduced GHG emissions and improved air quality by creating transportation alternatives to the car.

4.6.4.4 Local Policies and Regulations

San Diego Multiple Species Conservation Program. The MSCP for San Diego County was adopted in 1997. The City of Santee, unincorporated portions of the County, and ten additional city jurisdictions make up the San Diego MSCP Plan area. The MSCP is a comprehensive conservation program that works to create a balance between preservation of natural resources and biodiversity, and future economic growth. The MSCP covers 900 square miles and focuses on conservation of 85 species. 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 would preserve more than 2,600 acres in permanent open space and would aim to balance development needs with habitat conservation.¹

City of Santee General Plan. The Santee General Plan provides long-term policy guidance for the physical, economic, and environmental growth in the City. California law requires that other local government programs be consistent with the General Plan. All City actions, such as zoning, subdivision and design review, redevelopment and capital improvements, and land use allocations must be consistent with the General Plan. The General Plan also designates land use categories within the City and includes information on the general uses, intensity, siting, development, and

¹ City of Santee. 2003. City of Santee General Plan Land Use Element. Adopted August 27, 2003. Website: <http://cityofsanteeca.gov/home/showdocument?id=7199> (accessed September 25, 2017).

compatibility uses. General Plan elements for the City include Land Use, Housing, Circulation, Recreation, Trails, Conservation, Noise, Safety, and Community Enhancement. The General Plan elements provide guidance on how other City programs and activities should be changed or strengthened to best implement its policies. The Sustainable Santee Plan does not provide for specific development and simply establishes programs and measures to reduce GHGs. Specific development projects would be required to be consistent with all applicable policies and implementation programs of the General Plan on a project level.

Below are selected policies of the General Plan that relate to the proposed project. Below each policy is the Measure from The Sustainable Santee Plan that is consistent with the General Plan policy.

Land Use Element (LU)

LU Objective 3.0 Provide and maintain the highest level of service possible for all community public services and facilities.

LU Policy 3.1 The City should ensure that land divisions and developments are approved within the City only when a project's improvements, dedications, fees and other revenues to the City and other agencies fully cover the project's incremental costs to the City and other agencies. These costs are for providing new or upgraded capital improvements and other public facilities and equipment resulting from, and attributable to the project, which are necessary to protect and promote the public's health, safety and welfare and to implement feasible mitigation measures. Such facilities include, but are not limited to, parks, bridges, major roads, traffic signals, streetlights, drainage systems, sewers, water, flood control, fire, police, schools, hiking/bicycle trails and other related facilities. In calculating benefits of land divisions and developments, the City may consider other public objectives and goals including social, economic (job creation, secondary economic benefits, etc.) and environmental factors.

Sustainable Santee Plan – Measures 2.1, 4.1, 7.1, 9.1, 9.2 and 10.1

LU Policy 3.2 The City should encourage the development and use of recycled water for appropriate land uses to encourage the conservation of, and reduce demand for, potable water.

Sustainable Santee Plan – Measures 5.1 and 5.2

LU Policy 3.6 Development projects shall be reviewed to ensure that all necessary utilities are available to serve the project and that any land use incompatibilities or impacts resulting from public utilities shall be mitigated to the maximum extent possible.

Sustainable Santee Plan – Measures 1.1, 1.2, 1.3, 1.4, 5.1, 8.1 and 10.1

LU Objective 4.0 **Provide for the development of conveniently located neighborhood shopping centers.**

LU Policy 4.3 The City should locate new neighborhood commercial uses along major roadways in consolidated centers that utilize common access and parking for commercial uses, discourage the introduction of strip commercial uses and require adequate pedestrian links to residential areas.

Sustainable Santee Plan – Measures 7.1, 7.2 and 7.5

LU Objective 11.0 **Ensure that development in the City is consistent with the overall community character and contributes positively toward the City's image.**

LU Policy 11.1 The City shall ensure that all requirements set forth within the Community Enhancement Element are implemented during the development review process.

Sustainable Santee Plan – Goals 1, 2, 3, 4 and Measures 6.2, 9.1, 9.2, and 10.1

Mobility Element (MB)

MB Objective 1.0 **Ensure that the existing and future transportation system is accessible, safe, reliable, efficient, integrated, convenient, well-connected and multi-modal. The system will accommodate active transportation, and accommodate people of all ages, including pedestrians, disabled bicyclists, users of mass transit, motorists, emergency responders, freight providers and adjacent land uses.**

MB Policy 1.1 The City shall provide integrated transportation and land use decisions that enhance smart growth development served by complete streets which facilitate multimodal transportation opportunities.

Sustainable Santee Plan – Measures 7.1, 7.2, 7.5, and 10.1

MB Policy 1.3 The City shall ensure that the entire right of way is designed to accommodate appropriate modes of transportation.

Sustainable Santee Plan – Measures 7.1, 7.2, and 7.5

MB Policy 1.4 The City should create a vibrant town center by developing a connected system of multi-modal corridors that encourage walking, biking, and riding transit. A mobility hub should be considered at the existing Santee Trolley Square providing features such as bike share, bike parking, car share, neighborhood electric vehicles real-time traveler information, demand-based shuttle service, wayfinding signage, bicycle and pedestrian improvements, urban design enhancements, etc.

Sustainable Santee Plan – Measures 7.1, 7.2 7.5, 10.1, M-4.1, and M-4.4

MB Objective 2.0 **Develop an efficient, safe and multimodal transportation network, consisting of local roads, collectors, arterials, freeways and transit services, in a manner that promotes the health and mobility of Santee residents and that meets future circulation needs, provides access to all sectors of the City and supports established and planned land uses.**

MB Policy 2.1 The City shall encourage an automobile Level of Service "D" on street segments and at intersections throughout the circulation network while also maintaining or improving the effectiveness of the non-automotive components of the circulation system (i.e. pedestrians, bicyclists, and public transit), especially in the Town Center area. The City may approve a lower automobile Level of Service if it finds that the effectiveness of non-automotive components of the circulation system would be maintained or improved as a result. In other cases, the City shall not approve any development that causes a drop in the level of service at a street segment or an intersection to LOS "E" or "F", after feasible mitigation, without overriding social, economic, or other benefits.

Sustainable Santee Plan – Measures 7.1, 7.2, 7.5 and 7.6

MB Policy 2.9 The City should work with the region to develop traffic and congestion management programs to improve commute times and improve air quality.
Sustainable Santee Plan – Measures 7.1, 7.2, 7.5 and 7.6

MB Objective 3.0 **Upgrade and maintain Santee transportation corridors to meet the safety needs of all roadway users – including youth and elderly and travelers of varying physical abilities – and to provide a well-connected system throughout the City.**

MB Policy 3.5 The City shall encourage the use of innovative methods for traffic control (such as roundabouts, curb extensions, and traffic circles) where appropriate that add character, slow vehicle speeds, and create opportunity for improved aesthetics while effectively managing traffic
Sustainable Santee Plan – Measures 7.1, 7.2 and 7.5

MB Objective 5.0 **Allow parking reductions around transit and affordable housing**

MB Policy 5.1 The City should consider reducing parking requirements in the town center area and at transit stations as transit ridership increases over time due to increased development intensities and a broader mix of land uses.
Sustainable Santee Plan – Measures 7.1 and 10.1

MB Policy 5.2 The City should maximize shared parking opportunities for uses with varied peak parking periods.

Sustainable Santee Plan – Measures 7.1 and 10.1

MB Policy 5.3 The City should exercise flexibility in the application of parking standards to support transit-oriented development.

Sustainable Santee Plan – Measures 7.1 and 10.1

MB Objective 6.0 Increase the use of public transit systems

MB Policy 6.1: The City should coordinate with SANDAG and MTS to maintain and enhance transit services in the City so that they are efficient, cost-effective, and responsive to growth and redevelopment.

Sustainable Santee Plan – Measures 7.1, 7.2, and 10.1

MB Policy 6.2 The City should coordinate with SANDAG and MTS to improve bus stop and shelter facilities to increase the comfort of users.

Sustainable Santee Plan – Measure 10.1

MB Policy 6.3 The City should coordinate with SANDAG and MTS to provide multi-modal support facilities and adequate access near and to/from transit stops for bicyclists and pedestrians, including children and youth, seniors, and persons with disabilities.

Sustainable Santee Plan – Measures 7.1 and 7.2

MB Policy 6.4 The City should coordinate with SANDAG and MTS to post route maps and pick-up/drop-off times at each stop.

Sustainable Santee Plan – Measures 7.1 and 7.2

MB Policy 6.5 The City should coordinate with MTS to encourage establishing transit stops in areas of concentrated activity such as near senior housing projects, medical facilities, major employment centers, and mixed use areas.

Sustainable Santee Plan – Measures 7.1, 7.2, and 7.5

MB Policy 6.6 The City should coordinate with MTS to accommodate transit centers and major stops with adequate bicycle and pedestrian access and secure bicycle storage where appropriate. Include facilities that are well designed, provide appropriate lighting and are safe, comfortable, and attractive.

Sustainable Santee Plan – Measure 10.1

MB Policy 6.7: The City should provide incentives for transit-oriented development, such as a parking reduction consistent with regional standards, for more intense development and higher density reside.
[Sustainable Santee Plan – Measure 10.1](#)

MB Objective 7.0 **Develop, maintain, and support a safe, comprehensive and integrated bikeway system that encourages bicycling, as documented in the City's Bicycle Master Plan (BMP).**

MB Policy 7.1 The City shall continue to implement and maintain a comprehensive bicycle route system, and to designate appropriate bikeways through the regular update of the City's Bicycle Master Plan.
[Sustainable Santee Plan – Measure 7.2](#)

MB Policy 7.2 The City should strive to achieve objectives and policies identified in the Bicycle Master Plan including those related to bicycle safety awareness, bicycle promotion, maintenance and monitoring. Educational awareness programs shall include an environmental component that teaches bicycle users the importance of staying on designated trails to minimize impacts to wildlife resources.
[Sustainable Santee Plan – Measures 7.1 and 7.2](#)

MB Policy 7.3 The City should promote the development of hiking and bicycle trails along the San Diego River in conjunction with the San Diego River Plan. Any plans for trails along the San Diego River shall be accompanied by a site-specific analysis, as required under CEQA, to confirm that such trails are consistent with the Subarea Plan (SAP) and located in the least environmentally sensitive areas.
[Sustainable Santee Plan – Measures 7.1 and 7.2](#)

MB Policy 7.4 The City should require new development and redevelopment to provide connections to existing and proposed bicycle routes, where appropriate.
[Sustainable Santee Plan – Measures 7.1 and 7.2](#)

MB Objective 8.0 **Develop and maintain an accessible, safe, complete and convenient pedestrian system that encourages walking.**

MB Policy 8.1 The City should require the incorporation of pedestrian-friendly design concepts where feasible including separated sidewalks and bikeways, landscaped parkways, traffic calming measures, safe intersection designs and access to transit facilities and services into both public and private developments.
[Sustainable Santee Plan – Measure 7.5](#)

- MB Policy 8.2 The City should provide for the connectivity of wide, well-lit sidewalks and environments with safety buffers between pedestrians and vehicular traffic, where feasible.
Sustainable Santee Plan – Measure 7.5
- MB Policy 8.3 The City should pursue the elimination of physical barriers around public facilities and commercial centers to improve access and mobility of the elderly and disabled in a manner consistent with the Title 24 of the California Code of Regulations and the federal Americans with Disabilities Act (ADA).
Sustainable Santee Plan – Measure 7.5
- MB Policy 8.4 The City shall require non-contiguous sidewalks on all streets with a residential collector classification or higher, as appropriate.
Sustainable Santee Plan – Measure 7.5
- MB Policy 8.5 The City should identify and implement pedestrian improvements with special emphasis on providing safe access to schools, parks, community and recreation centers, and shopping districts.
Sustainable Santee Plan – Measure 7.5
- MB Policy 8.6 The City should promote walking and improve the pedestrian experience by requiring pedestrian facilities along all classified streets designated on the Circulation Plan; by implementing streetscape improvements along pedestrian routes that incorporate such elements as shade trees, street furniture, and lighting; by orienting development toward the street; by employing traffic calming measures; and by enforcing vehicle speeds on both residential and arterial streets.
Sustainable Santee Plan – Measure 7.5
- MB Objective 9.0 Increased use of alternative modes of travel to reduce peak hour vehicular trips, save energy, and improve air quality.**
- MB Policy 9.1 The City shall encourage and provide for Ride Sharing, Park ‘n Ride, and other similar commuter programs that eliminate vehicles from freeways and arterials..
Sustainable Santee Plan – Measures 7.1 , 7.2, 7.5, and 7.6

- MB Policy 9.3 The City should encourage employers to offer shared commute programs and/or incentives for employees to use transit.
Sustainable Santee Plan – Measures 7.1, 7.3 and M-4.1
- MB Policy 9.4 The City should encourage the use of alternative transportation modes, such as walking, cycling and public transit. The City should maintain and implement the policies and recommendations of the Bicycle Master Plan and Safe Routes to School Plan to improve safe bicycle and pedestrian access to major destinations.
Sustainable Santee Plan – Measures 7.1, 7.2, 7.3, 7.5 7.6, and M-4.1
- MB Policy 9.5 The City should improve safety of walking and biking environment around schools to reduce school-related vehicle trips.
Sustainable Santee Plan – Measures 7.2, 7.5, and 7.6

MB Objective 10.0 The City shall remain actively involved in regional issues.

- MB Policy 10.1 The City should promote and support the continued expansion of the San Diego Trolley system which benefits residents of Santee, especially in higher density areas.
Sustainable Santee Plan – Measures 7.1 and 7.2

Recreation Element (RC)

- RC Policy 2.2 The City shall encourage the inclusion of recreational facilities in all mixed land use developments, especially within the Town Center and the Fanita Ranch.
Sustainable Santee Plan – Measures 7.1 and 7.2

Trails Element (TR)

- TR Objective 1.0** **Provide safe and viable regional and community trails within the City.**
- TR Policy 1.1 Priority should be placed on establishing multiple-use trails (pedestrians, bicyclists, equestrians) wherever feasible.
Sustainable Santee Plan – Measures 7.1 and 7.2
- TR Policy 1.2 All new subdivisions or planned developments whether residential, commercial, or industrial which include proposed trail locations shall dedicate easements which will provide safe and direct access to community or regional trails, and provide for trail maintenance.
Sustainable Santee Plan – Measures 7.1 and 7.2
- TR Policy 1.3 Regional and/or community routes within the City should link up with existing or proposed routes within neighboring jurisdictions.

Sustainable Santee Plan – Measures 7.1 and 7.2

- TR Policy 1.4 There should be at least one east-west regional corridor extending from San Diego through Town Center to Lakeside and one north-south corridor extending from El Cajon through Town Center north to Fanita Ranch. The corridors should provide for, pedestrian, bicycle, and where feasible, equestrian use.

Sustainable Santee Plan – Measures 7.1 and 7.2

- TR Policy 1.5 The City's trail network should link focal points of the City such as Town Center, Fanita Ranch, employment centers, schools, residential neighborhoods, parks and open space, and the San Diego River.

Sustainable Santee Plan – Measures 7.1 and 7.2

- TR Policy 1.6 The City should continue to coordinate regional trail planning, acquisition and development efforts with adjacent jurisdictions.

Sustainable Santee Plan – Measures 7.1 and 7.2

- TR Policy 1.7 The City should work with utility companies, special districts, school districts and others to provide trails through easements, dedications, joint use agreements or other means.

Sustainable Santee Plan – Measures 7.1 and 7.2

TR Objective 2.0 **Provide trails which are designed to impact the environment as little as possible and which blend in with the character of the community.**

- TR Policy 3.1 Large non-residential developments should be encouraged to provide showers and lockers, flexible work schedules and other means to encourage and facilitate use of alternative modes of transportation by employees.

Sustainable Santee Plan – Measures 7.1 and 7.2

- TR Policy 3.2 Bicycle racks should be made available at all new or rehabilitated nonresidential developments.

Sustainable Santee Plan – Measures 7.1 and 7.2

TR Objective 4.0 **Provide promotional material which indicates the type and location of trails in Santee.**

- TR Policy 4.3 As routes are implemented, their availability and use should be encouraged through the City's website, newsletters or the media.

Sustainable Santee Plan – Measures 7.1 and 7.2

- TR Policy 6.7 Encourage trail connections with planned trails on the Santee Lakes property and future development of Fanita Ranch.

Sustainable Santee Plan – Measures 7.1 and 7.2

TR Objective 8.0 Provide community trails that link with regional trail systems and facilities.

- TR Policy 8.1 Encourage the establishment of trail systems in the East Elliot area and on the Fanita Ranch that link the Fanita Ranch and Mission Trails Regional Park with Santee Lakes and Goodan Ranch Regional Parks, Sycamore Canyon Open Space Preserve, and any future northern expansion of Mission Trails Regional Park.
Sustainable Santee Plan – Measures 7.1, and 7.2
- TR Policy 8.2 Encourage trail connections to the Trans-County trail system, the Upper San Diego River Improvement Plan, the Mission Trails Regional Park trail system and trails leading to Goodan Ranch and Sycamore Canyon Open Space Preserve.
Sustainable Santee Plan – Measures 7.1 and 7.2

Conservation Element (CS)

- CS Policy 3.1 The City should encourage the use of drought-resistant vegetation and encourage the use of recycled water for irrigation for both private development as well as public projects and facilities.
Sustainable Santee Plan – Measures 5.1, 5.2 and 6.1
- CS Policy 3.2 The City shall encourage the development and utilization of innovative water conservation measures in all proposed developments.
Sustainable Santee Plan – Measures 5.1 and 5.2
- CS Policy 7.1 The City shall encourage the preservation and enhancement of significant biological resources in areas designated as permanent open space.
Sustainable Santee Plan – Measure 6.3
- CS Policy 7.2 The City shall require that all development proposals provide appropriate mitigation for identified significant biological resources including selective preservation, sensitive site planning techniques and in-kind mitigation for identified impacts.
Sustainable Santee Plan – Measure 6.3
- CS Policy 7.3 The City shall require that, for all development proposals involving the setting aside of land for permanent open space either on-site or off-site, provisions are in place to ensure the long-term management of the open space and biological resources.
Sustainable Santee Plan – Measure 6.3

- CS Policy 7.4 The City shall complete a Multiple Species Conservation Program Subarea plan that conserves a minimum of 2,600 acres in the City as permanent open space for preservation of habitats and species.

Sustainable Santee Plan – Measure 6.3

Community Enhancement Element (CE)

- CE Objective 4.0 Promote the integration of new residential development with the existing community.**

- CE Policy 4.2 The City shall ensure that new residential development is adequately linked to the existing community by streets, sidewalks, trails and bikeways.

Sustainable Santee Plan – Measures 7.1, 7.5

- CE Objective 9.0 Provide a unifying and distinctive streetscape system throughout the City.**

- CE Policy 9.10 The City should promote a community tree forestry program, using the resources of the Tree USA program or other similar programs that encourage citywide tree plantings

Sustainable Santee Plan – Measures 5.1, 6.1

- CE Objective 17.0 Balance development with natural resource protection needs.**

- CE Policy 17.1 The City should provide for the preservation of significant habitat and vegetation in strategic locations along watercourses and in undeveloped hillside areas.

Sustainable Santee Plan – Measure 6.3

- CE Policy 17.2 The City should promote the incorporation of unique and significant natural resource features (vegetation, habitat, rock outcrops) into development plans.

Sustainable Santee Plan – Measure 6.3

Town Center Specific Plan. In October 1986, the City of Santee completed a focused effort to plan for the development of property in its geographic core. The Town Center Specific Plan establishes guidelines for creating a people- and transit-oriented hub for commercial, civic, and residential uses along the San Diego River. The Santee Town Center Specific Plan is designed to protect and enhance the natural features of the Town Center site, especially the San Diego River. The Specific Plan is oriented toward establishing a land use and design framework, which can cohesively tie the new downtown together. The plan establishes a river and water-oriented theme with landscaped boulevards, biological preserves, and defined scale and bulk of buildings.¹

¹ City of Santee. 1986. *Town Center Specific Plan*. October. <http://cityofsanteeca.gov/services/development-services/planning-and-zoning-services/town-center-specific-plan>.

San Diego River Park Master Plan. The San Diego River Park Master Plan provides a vision and guidance for development within a half-mile for a 17.5-mile section of the San Diego River starting within the boundaries of the City of San Diego extending from the Pacific Ocean and extending into the City of Santee. The plan provides guidance on how to restore the relationship between the river and surrounding communities making it an asset through the added environmental, social and cultural, and economic value added to a community. The San Diego River Park Master Plan is a policy document and includes visions, principles, recommendations and implementation strategies.¹

Gillespie Field Airport Land Use Compatibility Plan. The Gillespie Field ALUCP, adopted in 2010 by the San Diego County Regional Airport Authority, is intended to promote airport land use compatibility. Specifically, the ALUCP (1) provides for the orderly growth of the airport and the area surrounding the airport; and (2) safeguards the general welfare of the inhabitants within the vicinity of the airport and the public in general (Pub. Util. Code §21675(a)). The ALUCP serves as a tool for the San Diego County Regional Airport Authority to use in to review land use plans and development proposals within the AIA at the airport. In addition, this ALUCP provides compatibility policies and criteria applicable to local agencies in their preparation or amendment of general plans² and to landowners in their design of new development. The ALUCP sets guidelines related to land use compatibility, aircraft noise impacts, height protection, and airport safety to ensure land use compatibility.

MCAS Miramar Airport Land Use Compatibility Plan. The MCAS Miramar ALUCP, adopted in 2008 (and as amended in 2011) by the San Diego County Regional Airport Authority, is the fundamental tool used by the San Diego County Regional Airport Authority to promote airport land use compatibility. Specifically, this ALUCP (1) provides for the orderly growth of the airport and the area surrounding the airport; and (2) safeguards the general welfare of the inhabitants within the vicinity of the airport and the public in general. The ALUCP serves as a tool to review land use development proposals within the AIA at MCAS Miramar. In addition, the ALUCP provides compatibility policies and criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners in their design of new development. The ALUCP sets guidelines related to land use compatibility, aircraft noise impacts, height protection, and airport safety to ensure land use compatibility.

City of Santee Municipal Code. Title 17, Zoning, of the SMC includes site development criteria, as well as design guidelines, for development projects within the City. Among the aspects of development regulated by the SMC are types of allowable land uses, setback and height requirements, solar, landscaping, walls, fencing, signage, access, parking requirements, storage areas, and trash enclosures. The SMC also provides development review criteria and procedures to determine the development projects' consistency with the Zoning Code, Municipal Code, and the General Plan.

¹ City of San Diego. 2013. San Diego River Park Master Plan. Website: https://www.sandiego.gov/sites/default/files/sdrp_master_plan_full.pdf (accessed September 26, 2017).

² Policy 2.2.21 of the ALUCP defines general plans to include any general plan, community plan, specific plan, zoning ordinance, building regulation, land use policy document, or implementing ordinance.

4.6.5 Proposed Sustainable Santee Plan - Goals and Measures

The above discussion on the General Plan delineates how the Goals and Measures of Sustainable Santee Plan are consistent with the General Plan.

4.6.6 Impact Significance Criteria

The thresholds for land use and planning impacts used in this analysis are consistent with Appendix G of the *CEQA Guidelines*. The effects of the proposed project on aesthetics are considered to be significant if the proposed project would:

Threshold 4.6.1: Physically divide an established community;

Threshold 4.6.2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect; or

The IS, provided in Appendix A, determined that the proposed project would not result in impacts associated with Threshold 4.6.1. As a result, this threshold is not considered any further in the analyses of the potential impacts of the proposed project related to land use and planning.

4.6.7 Project Impacts

Threshold 4.6.2: *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Several regionally and locally adopted land use plans, policies, and regulations would be applicable to development under the proposed Sustainable Santee Plan. These include SANDAG's Regional Comprehensive Plan, the San Diego County's Regional Air Quality Strategy and the State Implementation Plan, the City of Santee Zoning Code, the Town Center Specific Plan, the MCAS Miramar Airport Land Use Compatibility Plan, the Gillespie Field Airport Land Use Compatibility Plan, and the San Diego River Park Master Plan.

To fulfill the purposes of the Sustainable Santee Plan, the City identified the following goals:

- Goal 1: Increase Energy Efficiency in Existing Residential Units.
- Goal 2: Increase Energy Efficiency in Existing Commercial Units.
- Goal 3: Increase Energy Efficiency through Water Efficiency.
- Goal 4: Decrease Energy Demand through Reducing Urban Heat Island Effect.
- Goal 5: Decrease GHG Emissions through Reducing Vehicle Miles Traveled.
- Goal 6: Decrease GHG Emissions through Reducing Solid Waste Generation.
- Goal 7: Decrease GHG Emissions through Increasing Clean Energy Use.
- Goal 8: Decrease GHG Emissions from New Development through Performance Standards.
- Goal M-1: Participate in Education, Outreach, and Planning Efforts for Energy Efficiency.

- Goal M-2: Increase Energy Efficiency in Municipal Buildings.
- Goal M-3: Increase Energy Efficiency in Community Buildings and Infrastructure.
- Goal M-4: On-Road Energy Efficiency Enhancements; Employee Commute and Vehicle Fleet.
- Goal M-5: Reduce Energy Consumption in the Long Term.

Policies in the applicable land use plans identified above are designed to promote sustainability in land use planning. For example, SANDAG's RCP sets forth a regional strategy to promote smarter growth, focusing on locating higher-density and mixed-use development close to existing and planned transportation infrastructure. Additionally, the RTP provides the framework for how the region will meet the GHG targets for passenger cars and light-duty trucks established by the ARB for 2020 and 2035 by using land in a way that makes development more compact, conserves open space, and invests in a transportation network that reduces VMT and gives residents alternative transportation options. The San Diego Air Pollution Control District's RAQS and the SIP establishes a comprehensive regional air pollution control program leading to the attainment of State and federal air quality standards in the SDAB. The RAQS relies on information from the ARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County, to project future emissions and then establish the strategies necessary for the reduction of emissions through regulatory controls. The ARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and by the County as part of the development of their general plans. The SIP relies on the same information from SANDAG to develop emissions inventories and emissions reduction strategies that are included in the attainment demonstration for the SDAB. As such, projects that propose development consistent with the growth anticipated by the general plans would be consistent with both San Diego Air Pollution Control District's RAQS and the SIP. The Sustainable Santee Plan establishes goals and policies that incorporate environmental responsibility into its daily management of its community and municipal operations. The Sustainable Santee Plan will further the goals and standards of the regional plans with regard to air quality, investing in a transportation network that reduces VMT and giving residents alternative transportation options by implementing measures and programs to reduce energy use, water use, and GHG emissions, and that support alternative modes of transportation and ride sharing.

The goals of the General Plan promote sustainability. The SMC also provides development review criteria and procedures to determine the development projects' consistency with the Zoning Code, Municipal Code, and the General Plan. The Sustainable Santee Plan is a separate document from the General Plan and establishes goals and policies that incorporate environmental responsibility into its daily management of its community and municipal operations. The Sustainable Santee Plan will further the goals and policies of the General Plan with regard to energy and water conservation, efficient multi-modal transportation network, and encouraging commuter programs by implementing measures and programs to reduce energy use, water use, and GHG emissions, and that support alternative modes of transportation and ride sharing.

The goals of the MSCP are to conserve biological resources in land use planning, which can be achieved, in part, by locating development outside of sensitive biological areas. The Town Center Specific Plan establishes guidelines for creating a people- and transit-oriented hub for commercial,

civic and residential uses along the San Diego River. The San Diego River Park Master Plan provides guidance on how to restore the relationship between the river and surrounding communities making it an asset through environmental, social and cultural, and economic value added to a community. Both the Gillespie Field and MCAS Miramar ALUCPs set guidelines related to land use compatibility, aircraft noise impacts, height protection, and airport safety to ensure land use compatibility.

The Sustainable Santee Plan does not propose any specific development. Any future development projects that would implement Sustainable Santee Plan measures and actions would be subject to all applicable City regulations and requirements, including the General Plan and Specific Plans, as well as HCPs and ALUCPs, and additional CEQA analysis of project-specific impacts, which would occur with or without implementation of the Sustainable Santee Plan. Therefore, implementation of the Sustainable Santee Plan would not result in any conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. Impacts would be less than significant.

As discussed under **Threshold 4.3.6**, once the Sustainable Santee Plan is adopted, any future development projects that would implement Sustainable Santee 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 Sustainable Santee Plan. Therefore, implementation of the Sustainable Santee Plan would not result in any conflict with approved conservation plans. Impacts would be less than significant.

4.6.8 Level of Significance Prior to Mitigation

All potential impacts related to land use and planning would be less than significant.

4.6.9 Mitigation Measures

The proposed project would not result in any significant adverse impacts related to land use and planning. No mitigation is required.

4.6.10 Level of Significance after Mitigation

There would be no significant unavoidable adverse impacts of the proposed project related to land use and planning.

4.6.11 Cumulative Impacts

The geographic context for land use impacts with respect to consistency with applicable land use plans is the City of Santee, which assumes full buildout of the City's General Plan, potential amendments to the General Plan, in the amount of 2,000 dwelling units, and implementation of the HCPs and ALUCPs located within in the City's limits.

While the City of Santee is part of the larger SANDAG region, compliance with SANDAG policies is voluntary, and individual municipalities are not required, although they aim to, conform to SANDAG policies. In addition, land use decisions are subject to the jurisdiction of the San Diego Air Pollution Control District, which implements the air quality regulations for the region. All development in this geographic context is required to be consistent with the applicable General Plan, and any

inconsistencies with the HCPs, ALUCPs and air quality regulations must be identified as impacts in the environmental analysis.

It is anticipated that development in general will be reviewed for consistency with adopted land use plans and policies by the City of Santee, in accordance with the requirements of CEQA, the State Zoning and Planning Law, and the State Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. This Sustainable Santee Plan relates to GHG emission reductions and comprehensively evaluates GHG emissions stemming from land use decision and would track development to ensure consistency with the plan. The cumulative impacts of the Sustainability Plan on future development and land uses would not be significant.

Because the Sustainable Santee Plan is consistent with the policies of the City of Santee General Plan, the cumulative impact of the Sustainable Santee Plan with respect to consistency with land use plans would be less than significant.