

## **INITIAL STUDY**

**Project Number and Name:** Graves Commercial Center (Conditional Use Permit P2017-1)

**Land Use Designation:** GC – General Commercial

**Zoning:** GC – General Commercial

All report and document references in this Initial Study are now on file with the City of Santee, Department of Development Services, 10601 Magnolia Avenue, Santee, CA 92071 and a digital copy is available from the City Website at <http://www.cityofsantee.ca.gov>.

## **PROJECT DESCRIPTION**

### **Introduction**

The purpose of this Initial Study/Mitigated Negative Declaration is to analyze the proposed Graves Commercial Center project (project), located in the City of Santee, San Diego County, California. In accordance with CEQA Guidelines Section 15070, a Mitigated Negative Declaration has been prepared for the project because the Initial Study identified potentially significant effects, but revisions agreed to by the Applicant would avoid and mitigate these effects to a point where no significant effects would occur. As documented in the Initial Study checklist, all potentially significant environmental effects of the proposed project would be less than significant with implementation of the identified mitigation measures.

### **Proposed Project**

**Project Overview:** The proposed project would construct a 6,267 square foot one-story building, divided into two retail facilities and located at the northwest corner of Prospect Avenue and Graves Avenue in a General Commercial (GC) zone. The 1.02-acre project site is located at 8606 Graves Avenue in the City of Santee, San Diego County California. The site is bounded by State Route 67 (SR-67) to the west, Prospect Avenue to the south, and Graves Avenue to the north and east (See Figures 1 through 3). The commercial development is intended to serve the existing community and commuters along SR-67. The larger portion of the retail facility would provide 4,467 sf of space for a 24-hour 7-Eleven convenience store while the smaller portion of the retail facility would provide 1,800 sf for a 24-hour Starbucks coffee shop. Thirty (30) standard parking spaces would be provided, including two handicap spaces and one space for a clean air vehicle. A drive-thru would serve the Starbucks coffee shop, located adjacent to the southwestern wall of the building and flowing east along the southern wall of the building. The proposed project would improve the project frontage along Graves Avenue in accordance with the City of Santee requirements and the previously approved improvements for the Prospect Avenue/Graves Avenue intersection, including a stop sign for traffic control at the project's driveway entering Graves Avenue. These improvements are discussed in more detail below in the paragraph titled Roadway Improvements. As discussed further below in the paragraph titled Drainage, two infiltration basins would be constructed along the northern property line.

**Building Design:** The one-story building would be a maximum of 24 feet high and finished with neutral colored stucco on all sides and a fascia trim along the perimeter of the roof, a design compatible with the surrounding development. The 7-Eleven commercial space would include the following components: sales counter, backroom, two restrooms, storage area, fire riser room, walk-in freezer, walk-in cooler and retail space. The entrance and exit for the 7-Eleven would be located on the eastern facing store front. The Starbucks commercial space would be comprised of the following components: sales counter, backroom, two restrooms, storage area, drive-thru window, retail and seating space. Four vertical vine planters would be installed along the western facing wall while three vertical vine planters would be installed along the southern facing wall. A covered trash enclosure would be located at the northwestern corner of the building. A metal canopy and menu sign would be constructed as part of the drive-thru. Street lights would be installed along the border of the parking and building areas.

**Parking:** The proposed project would provide a total of 30 parking spaces, including two handicap accessible parking spaces (including one van space) and one clean air vehicle parking space. Required parking for the proposed project is 25 spaces as outlined in the City of Santee Municipal Code Section 13.24.040 Parking Requirements. An unloading area would be located in the northeastern corner of the project site (Figure 5).

**Site Access:** The proposed project site is located at the northwest corner of the Graves Avenue and Prospect Avenue intersection in the City of Santee. Traffic would enter the project site from a single access point near the north end of the project site from Graves Avenue and this entrance would provide direct access to the drive-thru. Onsite circulation was designed to provide good circulation for customers parking and entering the two retail facilities to reduce conflict between the drive-thru uses and the customer parking. The drive-thru has been designed to accommodate a minimum of nine vehicles from the drive-thru window with stacking for an additional three vehicles before they reach the parking aisle at the project driveway. The Traffic Impact Study prepared for the project reviewed other projects with drive-thru facilities and analyzed this project's proposed drive thru stacking. The City Traffic Engineer determined that based on the Traffic Impact Study, the proposed drive-thru stacking was found satisfactory.

**Trip Generation:** The proposed project is estimated to generate 4,519 average weekday daily driveway trips with 453 trips being generated during the morning peak hour and 302 trips being generated during the afternoon peak hour. Trip generation for retail uses is typically adjusted to account for pass-by trips. Pass-by trips are those vehicles or trips that are already on the adjacent roadways (and therefore are already counted in the traffic volumes) but would turn into the site while passing by. Total cumulative trips are the number of trips which are adjusted to account for pass-by trips. Total cumulative trips, with pass-by reductions, would result in 3,615 daily (453 AM peak hour trips and 150 PM peak hour trips) added to the surrounding roadways in the study area.

**Roadway Improvements:** As part of the proposed project, the project frontage along Graves Avenue would be improved, in accordance with the City of Santee requirements and would include the addition of the continuous two-way left turn lane on Graves Avenue to increase the daily capacity. Other roadway improvements including traffic signal modification include: 1) Replacing two southbound traffic signal loops located on Graves Avenue and relocating the associated conduit/pull boxes; 2) Relocating the pull box for the traffic signal at the intersection of Prospect Avenue and Graves Avenue; 3) Relocating the pull box for the signal at the Prospect Avenue and SR-67 off-ramp; 4) Installing a street light on the west side of Graves Avenue; 5) Replacing inadequate pavement to the centerline; and 6) Replacing inadequate sidewalk adjacent to site on Prospect Avenue and Graves Avenue. As part of mitigation for the project the following improvements would be required: a stop sign for traffic control at the project driveway entering Graves Avenue, the addition of the continuous two-way left turn lane on Graves Avenue, widening of Graves Avenue adjacent to the project site, restriping Graves Avenue from the project's northerly 840 feet south of Prospect Avenue to add two left turn lanes north of Prospect Avenue and modification of Graves Avenue to accommodate the Graves and Prospect Avenue striping. Project construction including roadway improvements is anticipated to occur over six months to one year.

**Landscaping:** Landscaping for the proposed project would employ a drought tolerant planting strategy, which would create a beautiful, environmentally friendly landscape that provides a year-round aesthetic appeal. Landscaping around the building and perimeter of the property would serve as an aesthetic buffer between Graves Avenue and Prospect Avenue. The project would plant approximately 26 trees and 468 shrubs, with an irrigation system, in accordance with the City of Santee Landscape Standards, including drip irrigation and a rain sensing shut off device.

**Drainage:** The proposed project would construct two infiltration basins in the northern portion of the site for the treatment of storm water in addition to storm drain pipes, catch basins, inlets, outlets, riprap, curb and gutter.

**Signage and Lighting:** Internally illuminated mounted store front signs containing the 7-Eleven and Starbucks

logos and address signs would be located on the eastern side of the buildings. A mounted store front sign would be located on the southern side of the building. A monument sign would be located at the intersection of Prospect Avenue and Graves Avenue. Approximately five light posts would be installed to illuminate the parking area with an additional three light posts installed along the drive-thru lane.

**Grading and Construction:** Grading for the proposed project would include 130 cubic yards (cy) of cut and 6,420 cy of fill, with 6,190 cy of soil being imported. Construction of the new building and paving would begin after grading and would be completed within approximately 12 months. Waste material generated by construction of the onsite facilities would be recycled to the extent practical, with the balance transported to a receiving landfill. City Municipal Code Section 13.38.060 requires that a minimum of 50 percent by weight of construction and demolition debris be diverted from landfills by using recycling, reuse, and diversion programs. A construction and demolition debris management plan that demonstrates how the project would comply with diversion requirements is required pursuant to the Municipal Code prior to issuance of a building or demolition permit.

**PROJECT ANALYSIS**

**Site Conditions and Location:** The proposed project site is located in the southeastern portion of the City of Santee, west of Graves Avenue, north of Prospect Avenue and immediately east of the SR-67 Prospect Avenue exit. The 1.02-acre project site lies within a portion of Township 15 South, Range 1 West, Section 26 on the USGS 7.5' El Cajon, California quadrangle, within the Rancho El Cajon Mexican land grant. The site is located on Assessor's Parcel Number 384-142-21-00. Elevations on the property range from approximately 440 to 450 feet above mean sea level (asml). The project site is undeveloped and contains disturbed habitat dominated by non-native plant species. The site has a land use designation of General Commercial and a zoning designation of General Commercial.

**Surrounding Properties Description:** Sunset Trails Apartments (a large, multi-building apartment complex addressed 8655 Graves Avenue) adjoins the project site to the north and northeast, across Graves Avenue. Undeveloped parcels of land and the terminus to an off-ramp from SR-67 adjoin the Property to the south, across Prospect Avenue. East of the approximate northern half of the project site, across Graves Avenue, are several single-family residences and the entry (i.e., paved driveway) to the residential complex known as Lantern Crest Senior Living. Adjoining the site to the west is a sloped easement leading to SR-67. The immediate surrounding area of the site is dominated by multi- and single-family residential use. Surrounding General Plan land use and zoning designations include Medium-High Density Residential, General Industrial and Commercial.

**Environmental Factors Potentially Affected:** The environmental factors checked below would be potentially affected by the project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following page.

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

**ATTACHED FIGURES**

Graves Commercial Center (P2017-1)  
Initial Study

1. Regional Location
2. Vicinity Map
3. Aerial Photography
4. Biological Habitat Map
5. Site Plan
6. Preliminary Grading Plan
7. Architectural Plan
8. Elevations
9. Landscape Plan
10. Drive-Thru Speaker Noise Contours
11. Proposed Roadway and Intersection Improvement Plan
12. Project Traffic Distribution

**LIST OF APPENDICES**

- A. Air Quality and Greenhouse Gas Models
- B. Traffic Impact Study
- C. Biological Survey Report
- D. Phase I Environmental Site Assessment
- E. Geotechnical Investigation Report and Infiltration Testing Results
- F. Amendment to Storm Water Quality Management Plan & Storm Water Quality Management Plan
- G. Drainage Study
- H. Cortese List Verification
- I. FAA Determination of No Hazard
- J. Noise Impact Analysis
- K. Padre Dam Municipal Water District Project Availability Forms

**INITIAL STUDY REFERENCES**

1. Brown and Caldwell. June 2016. *Draft 2015 Urban Water Management Plan*.
2. California Department of Conservation Farmland Mapping and Monitoring Program. 2017.
3. *California Government Code Section 51100-51104 (California Timberland Productivity Act of 1982)*.
4. Ceres, Corp. May 2017. *Phase I Environmental Site Assessment*.
5. City of Santee. *City of Santee General Plan 2000-2020*. August 27, 2003.
6. City of Santee. *Santee Municipal Code, Santee, California*.
7. County of San Diego. *San Diego County General Plan*. August 2011.
8. Darnell & Associates, Inc. March 2017. Updated September 2019. *Traffic Impact Study for Convenience Market and Coffee Shop with Drive-Thru Project*.
9. Federal Aviation Administration. March 2018. *Aeronautical Study No. 2016-AWP-12463-OE*.
10. Gary F. Hoyt Landscape Architecture, Inc. August 2017. *Landscape Concept Plan*.
11. Geotechnical Exploration, Inc. October 2015. *Report of Preliminary Geotechnical Investigation Proposed Lantern Crest Commercial Building*.
12. Group Delta. August 2016 (Revised September 2017). *Infiltration Testing Results*.
13. HDR. April 2017. *Padre Dam Municipal Water District Water and Sewer Capacity Fees Final Report*.
14. Helix Environmental Planning, Inc. March 2018. *CalEEMod Inputs and Outputs*.
15. Helix Environmental Planning, Inc. March 2018. *Graves Avenue 7-Eleven and Starbucks Project Noise Impact Analysis*.
16. LSA. February 2019. *Sustainable Santee Plan: The City's Roadmap to Greenhouse Gas Reductions*.
17. REC Consultants, Inc. December 2017. *Amendment to Storm Water Quality Management Plan for 7/11 and Starbucks Drive-Thru*.
18. REC Consultants, Inc. March 2018. *Cortese List Verification*.

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19. REC Consultants, Inc. February 2019. *Drainage Study for Graves Commercial Center.*
20. REC Consultants, Inc. January 2019. *Rough Grading Plan for 7/11 and Starbucks Drive-Thru.*
21. RECON. February 2017. *8606 Graves Avenue Biology Survey Report.*
22. Roy Johnson Architect Architecture & Planning. October 2016. Preliminary Architectural Plans.
23. SANDAG GIS. 2017.
24. San Diego Air Pollution Control District. *Rules and Regulations.*
25. San Diego County Airport Land Use Commission. *Gillepsie Field Airport Land Use Compatibility Plan.* 2010.
26. Santee MSCP Subarea Plan Conservation Analysis Public Review Draft (Technology Associates International Corporation, 2006)
27. State of California Department of Conservation, Farmland Mapping and Monitoring Program. 2016.
28. State of California Office of Planning and Research. Discussion Draft Technical Advisory: *AB 52 and Tribal Cultural Resources in CEQA.* May 2015.
29. United States Department of Agriculture. December 1973. *Soil Survey San Diego, California.*
30. Walsh Engineering & Surveying, Inc. August 2017. *Priority Development Project (PDP) Storm Water Quality Management Plan (SWQMP) for 7/11 and Starbucks Drive-Thru.*
31. Walsh Engineering & Surveying, Inc. August 2017. Site Plan for 7/11 and Starbucks Drive-Thru.

**CITY OF SANTEE**  
**ENVIRONMENTAL INFORMATION FORM**

**Permit Application:** P2017-1  
**Date Submitted:** July 12, 2019

1. **Project Title:** Graves Commercial Center
2. **Proposed Use of the Site:** Commercial Facilities
3. **Project Location:** The proposed project site is located west of Graves Avenue, north of Prospect Avenue and immediately east of SR-67.
4. **Project APN(s):** 384-142-2100
5. **Lead Agency Name and Address:** City of Santee Development Services Department, 10601 Magnolia Avenue, Santee, CA 92071
6. **Contact Person and Phone Number:** Michael Coyne Associate Planner, 619-258-4100 ext. 160
7. 

<b>Applicant</b>	<b>Property Owner</b>
<b>Name:</b> <u>Michael Grant</u> <u>Advantaged Asset Acquisitions I, LLC</u> <u>LLC</u>	<b>Name:</b> <u>Advantaged Asset Acquisitions I,</u> <u>LLC</u>
<b>Address:</b> <u>8510 Railroad Avenue, Unit A</u>	<b>Address:</b> <u>8510 Railroad Avenue, Unit A</u>
<b>City, State, ZIP:</b> <u>Santee, CA 92071</u>	<b>City, State, ZIP:</b> <u>Santee, CA 92071</u>
<b>Telephone:</b> <u>619-449-0249</u>	<b>Telephone:</b> <u>619-449-0249</u>
8. **Description of Project:** Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheet(s) if necessary. **Attach a site plan and vicinity map in 8 1/2" X 11" format.**

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the paragraph titled Roadway Improvements. As discussed further below in the paragraph titled Drainage, two infiltration basins would be constructed along the northern property line.

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Avenue to add two left turn lanes north of Prospect Avenue and modification of Graves Avenue to accommodate the Graves and Prospect Avenue striping. Project construction including roadway improvements is anticipated to occur over six months to one year.

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**Signage and Lighting:** Internally illuminated mounted store front signs containing the 7-Eleven and Starbucks logos and address signs would be located on the eastern side of the buildings. A mounted store front sign would be located on the southern side of the building. A monument sign would be located at the intersection of Prospect Avenue and Graves Avenue. Approximately five light posts would be installed to illuminate the parking area with an additional three light posts installed along the drive-thru lane.

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9. **Existing General Plan Designation:**

GC – General Commercial

10. **Existing Zoning:**

GC – General Commercial

11. **Existing Conditions:** (Is the site currently served by the following?)

Paved Road	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Water Services	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Sewer Services	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Septic System	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Electric Service	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

12. **Surrounding Land Uses and Setting:** Briefly describe the project's surroundings, including plants, animals, any cultural, historic, or scenic aspects, type of land use, intensity of land use, and scale of development.

Sunset Trails Apartments (a large, multi-building apartment complex addressed 8655 Graves Avenue) adjoins the project site to the north and northeast, across Graves Avenue. Undeveloped parcels of land and the terminus to an off-ramp from SR-67 adjoin the site to the south, across Prospect Avenue. East of the approximate northern half of the project site, across Graves Avenue, are several single-family



residences and the entry (i.e., paved driveway) to the residential complex known as Lantern Crest Senior Living. Adjoining the site to the west is a sloped easement leading to SR-67. The immediate surrounding area of the site is dominated by multi-and single-family residential use. Surrounding General Plan land use and zoning designations include Medium-High Density Residential, General Industrial and Commercial.

13. **Gillespie Field Airport Land Use Compatibility Plan (ALUCP):** Use the SD Airport Authority online tool <http://www.san.org/Airport-Projects/Land-Use-Compatibility#118025-gis-data> to answer the following:

**Airport Influence Area (AIA)** (Exhibit III-5):

- 1  
 2  
 Not Applicable

**Overflight Zone** (Exhibit III-4):

- Yes  
 No

**Safety Zone** (Exhibit III-2):

- 1  
 2  
 3  
 4  
 5  
 6  
 None

**Noise Contour** (Exhibit III-1):

- < 60dB CNEL  
 60-65dB CNEL  
 65-70dB CNEL  
 70-75 dB CNEL  
 75+dB CNEL

**Avigation Easement Area** (Exhibit III-6):

- Yes  
 No

**FAA Height Notification Boundary** (Exhibit III-3):

- Yes  
 No

The entire Gillespie Field plan can be download from:

<http://www.san.org/Airport-Projects/Land-Use-Compatibility#118076-alucps>

14. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement, including those required by local regional, state, and federal agencies):**
- Federal Aviation Administration: Determination of No Hazard to Air Navigation
  - Padre Dam Municipal Water District: Water and Sewer Availability
  - Caltrans: Encroachment Permit
  - San Diego Regional Water Quality Control Board: General Construction Permit

15. **TOPOGRAPHY:** *Describe the existing topography of the site.*

The project site is relatively flat with elevations ranging from approximately 440 to 450 feet amsl.

16. **WILL GRADING BE REQUIRED?**  Yes  No

CUT (CU/YDS): 130 CY FILL(CU/YDS): 6,420 CY PERCENT OF LOT GRADED: 87%

17. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code 21080.3.1? If so, has consultation begun?**

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2) Information may also be available from the California Native American Heritage Commission’s Sacred Land File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Yes  No

In accordance with Public Resources Code Section 21080.3.1(b), the Mesa Grande Band of Mission Indians, Jamul Indian Village and Barona Band of Mission Indians tribes, which are traditionally and culturally affiliated with the geographic area within the City of Santee’s jurisdiction, requested formal notice of and information on proposed projects within the City of Santee. On May 2, 2019 in compliance with California Public Resources Code Section 21080.3.1, the City of Santee, as Lead Agency, sent a letter to the Tribal Representative for those tribes notifying the tribes of the proposed project. Responses to the AB 52 consultation notices were not received.

**SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION (To be completed by the Lead Agency):**

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" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: 

Date: 12/5/2019

Printed Name: Michael Coyne, Associate Planner

For: City of Santee

Graves Commercial Center (P2017-1)  
Initial Study

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>1. AESTHETICS -- Would the project:</b>				
<b>a) Have a substantial adverse effect on a scenic vista?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The proposed project site is situated in a low lying area and is not located within or adjacent to a scenic vista. The City of Santee General Plan Conservation Element describes several areas within and adjacent to the City that provide scenic relief, vistas and backdrops. The project site is not located in close proximity or adjacent to these areas. Surrounding land uses include single- and multi-family residential, SR-67, commercial, and general industrial. Historically, the property was in agricultural use from as early as 1928 to 1958. By 1964, a small structure had been built near the southeastern most corner of the property. From about 1966 to the 1980s, the southern half of the property was developed with three small structures, which appeared to be used as a plant nursery. By 1989, the property was once again undeveloped without a discernible use. The proposed project would construct a commercial building, divided into two retail facilities on a site that is considered entirely disturbed habitat. Construction of the project would not result in development that would obstruct, interrupt or detract from a scenic vista because no scenic vista is located near the project site. Although the site is currently vacant, the development of the project would be compatible with the surrounding community and land uses. The project would not substantially change the existing visual character within the area. Additionally, the proposed project would comply with all the design recommendations set forth by the City through the Development Review Ordinance which ensures development projects adhere to the City's design principles. Therefore, the proposed project would have a less than significant impact to scenic vistas.</p> <p>Source: City of Santee General Plan Community Enhancement and Conservation Elements</p>				
<b>b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The City's General Plan identifies existing visual resources throughout the City including the San Diego River and other waterway corridors, undeveloped hillsides and ridgelines, the Santee Town Center, Santee Lakes, Mission Trails Regional Parks, and the San Diego Trolley. There are no designated state scenic highways within the City. The closest State Scenic Highway to the project site is SR-52 (designated scenic from post mile 9.5 near Santo Road to post mile 13.0 near Mast Boulevard), which is located approximately 4 miles west of the project site. The proposed project would not be visible from this State Scenic Highway segment due to the project's low lying elevation, distance from the segment, and the intervening topography.</p> <p>The proposed project site is elevated in relation to SR-67, but below the SR-67 and SR-52 overpasses. As identified in the San Diego County General Plan Conservation and Open Space Element, SR-67 is part of the County's Scenic Highway System from the Santee city limits to State Route 78. However, the project site is not located on any undeveloped hillside, ridgeline or any other existing visual resource designated by the City that contributes to the view shed of this scenic highway segment. Rather, the proposed project would construct a commercial development in an already developed area, consistent with the surrounding land uses and zoning for the site. The project site does not contain any trees or rock outcroppings or historic buildings of significance. Additionally, the project site is elevated in relation to SR-67, but below the overpasses between SR-67 and SR-52, reducing the project site's visibility from the County Scenic Highway System segment. Therefore, the proposed project would not substantially damage any resources within a state scenic highway and impacts would be less than significant.</p> <p>Source: City of Santee General Plan Community Enhancement Element and Circulation Elements; County of San Diego General Plan Scenic Highway Element; County of San Diego General Plan Conservation and Open Space Element</p>				

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<p><b>c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The project site is located in an urbanized area and is surrounded by developed land in all directions. The existing visual character of the project area is characterized by single- and multi-family residential land uses, general industrial, commercial, senior care facilities, vacant land, and major roadways including Prospect Avenue, as well as SR-52 and SR-67 highways and interchange. The proposed project would construct a 6,267 sf one-story building, divided into two retail facilities and located at the northwest corner of Prospect Avenue and Graves Avenue in a General Commercial (GC) zone. The larger portion of the retail facility would provide 4,467 sf of space for a 24-hour 7-Eleven convenience store while the smaller portion of the retail facility would provide 1,800 sf for a 24-hour Starbucks coffee shop. These uses are consistent with the City of Santee Zoning Ordinance and as such, the project would not conflict with any applicable zoning code. Landscaping for the proposed project would employ a drought tolerant planting strategy, creating an environmentally friendly landscape that provides a year-round aesthetic appeal. Landscaping around the building and perimeter of the property would serve as an aesthetic buffer between Graves Avenue and Prospect Avenue. The project would plant approximately 26 trees and 468 shrubs, with an irrigation system, in accordance with the City of Santee Landscape Standards, including drip irrigation and a rain sensing shut off device. The City of Santee Municipal Code Section 13.36.100 Landscape Development Standards requires that a minimum of ten percent of the total off-street parking area shall be landscaped with at least one 15-gallon minimum tree size with root barrier per each three parking stalls and appropriate ground cover. The project would include 26 24" and 36" box trees, along the parking areas and project boundary, which exceeds the minimum 15-gallon size requirement.</p> <p>The proposed project would construct a commercial development, consistent and compatible with the existing visual character of the site and surrounding areas. Although the site would be converted from undeveloped disturbed habitat to a retail operation with lighting, the project would not transform the existing community or contribute to an overall change of the community's visual character because it would not introduce an incompatible use or new development pattern on the project site. Further, the project intends to accommodate the existing commercial needs of the community, and would serve commuters along SR-67 rather than increase capacity to support substantial growth. Implementation of the proposed project would not substantially degrade the existing visual character of the project site or surrounding area nor would the project conflict with applicable zoning or other regulations governing scenic quality. Impacts would be considered less than significant.</p> <p>Source: City of Santee General Plan; Santee Municipal Code</p>				
<p><b>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The proposed project would incrementally increase the amount of light and glare in the area due to the increase in outdoor lighting from the parking lot lighting and mounted store front signs. The new outdoor lights would include internally illuminated mounted store front signs containing the 7-Eleven and Starbucks logos and address signs, located on the eastern side of the buildings. Approximately five light posts would be installed to illuminate the parking area with an additional three light posts installed along the drive-thru lane.</p> <p>Light spillover and glare is regulated by Section 13.30.030(B) of the Santee Municipal Code, which states that all lighting shall be designed and adjusted to reflect light away from any road or street, and away from any adjoining premises. The proposed project would comply with the City of Santee's Municipal Code and is located in a developed area with existing nighttime lighting from SR-67 and surrounding commercial and residential development. Therefore impacts related to light, glare, day and nighttime views would be less than significant.</p> <p>Source: Santee Municipal Code; City of Santee General Plan</p>				
<p><b>2. AGRICULTURE AND FOREST 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 Dept. 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:</b></p>				
<p>a) <b>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The project site is designated as Urban and Built Up Land according to the Farmland Mapping and Monitoring Program of the California Resources Agency and no prime farmland or unique farmland exist onsite. Historically, the property was in agricultural use from as early as 1928 to 1958. By 1964, a small structure had been built near the southeastern most corner of the property. From about 1966 to the 1980s, the southern half of the property was developed with three small structures, which appeared to be used as a plant nursery. By 1989, the property was once again undeveloped without a discernible use. Currently, no active agricultural operations exist onsite or in the immediate vicinity of the project site. The site is not considered a valuable agricultural resource, due to its proximity to SR-67, small acreage and urban location. Therefore, the project would not convert prime farmland, unique farmland or farmland of statewide importance to a non-agricultural use. No impact would occur.</p> <p>Sources: California Department of Conservation Farmland Mapping and Monitoring Program</p>				
<p>b) <b>Conflict with existing zoning for agricultural use, or a Williamson Act contract?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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<p>The project site is not located within a Williamson Act Agricultural Preserve, nor is it zoned for agricultural use. Therefore, no impact would occur.</p> <p>Sources: SANDAG GIS</p>				
<p><b>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The project site has a land use and zoning designation of General Commercial and does not contain any forest or timberland as defined by Public Resource Code Section 4526 or Government Code Section 51104(g). No impact would occur.</p> <p>Source: California Public Resource Code and California Timberland Productivity Act of 1982</p>				
<p><b>d) Result in the loss of forest land or conversion of forest land to non-forest use?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The project site has a land use and zoning designation of General Commercial and does not contain any forest or timberland as defined by Public Resource Code Section 4526 or Government Code Section 51104(g). Therefore, the project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.</p> <p>Source: California Public Resource Code and California Timberland Productivity Act of 1982</p>				
<p><b>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?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The project site does not contain any forest or timberland as defined by Public Resources Code Section 4526 or Government Code Section 51104(g). No impact would occur.</p> <p>Source: California Public Resource Code and California Timberland Productivity Act of 1982</p>				
<p><b>3. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</b></p>				
<p><b>a) Conflict with or obstruct implementation of the applicable air quality plan?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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<p>The project site is located in the City of Santee, which is part of the San Diego Air Basin (Basin). The California Air Resources Board (ARB) coordinates and oversees both State and Federal air pollution control programs in California. The California State Implementation Plan (SIP) is the document that sets forth the State's strategies for attaining the National Ambient Air Quality Standards (NAAQS). The San Diego Air Pollution Control District (SDAPCD) is the agency responsible for preparing and implementing the portion of the California SIP applicable to the Basin. The SDAPCD has adopted air quality plans to improve air quality, protect public health, and protect the climate. The San Diego Regional Air Quality Strategy (RAQS) outlines SDAPCD's plans and control measures designed to attain and maintain the State standards, while San Diego's portions of the SIP are designed to attain and maintain Federal standards.</p> <p>The Basin is designated as in basic nonattainment of the NAAQS and in serious nonattainment of the more stringent California ambient air quality standards (CAAQS) for Ozone (O<sub>3</sub>). SDAPCD's RAQS outlines the plans and control measures designed to attain the AAQS for O<sub>3</sub>. The California SIP and the SDAPCD's RAQS were developed in conjunction with each other to reduce regional O<sub>3</sub> emissions. The 2016 RAQS revision is the most recent RAQS prepared by the SDAPCD that fulfills all statutory requirements. The SDAPCD relies on information from the ARB and San Diego Association of Governments (SANDAG), including projected growth and mobile, area, and all other source emissions, in order to predict future emissions and develop appropriate strategies for the reduction of source 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 incorporated cities and the County of San Diego. As such, projects that propose development that is consistent with the growth anticipated by SANDAG would be consistent with the RAQS and the SIP.</p> <p>The City of Santee General Plan was adopted by the Santee City Council on August 27, 2003. Development consistent with the City's General Plan would be consistent with the RAQS and SIP. The proposed project would construct and operate a commercial development on a project site designated as a General Commercial land use in the General Plan. Therefore, the proposed project is consistent with the General Plan designation of the site and the project would not exceed the General Plan growth assumptions assumed in the RAQS and SIP. The project would not conflict with or obstruct implementation of the applicable air quality plan. Impacts would be less than significant.</p> <p>Source: City of Santee General Plan; San Diego Air Pollution Control District Regulations</p>				
<p><b>b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>State and Federal government have established health-based ambient air quality standards for seven air pollutants, including: ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), particulate matter small than or equal to 10 microns in diameter (PM<sub>10</sub>), particulate matter smaller than or equal to 2.5 microns in diameter (PM<sub>2.5</sub>), and lead. In addition, California maintains ambient air quality standards for sulfates, hydrogen sulfide (H<sub>2</sub>S), vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Projects in the Basin that exceed any of the emission thresholds established for the Basin are considered to be significant under the County's Air Quality Guidelines.</p>				



Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Cumulative air quality impacts could occur from a combination of the project’s emissions with the emissions of other reasonably foreseeable projects and/or regional emissions. The project site is located in the San Diego Air Quality Basin and is regulated by the San Diego Air Pollution Control District. San Diego County is designated as in basic nonattainment of the NAAQS and in serious nonattainment of the more stringent California Ambient Air Quality Standards (CAAQS) for O<sub>3</sub>.

O<sub>3</sub> is formed when VOCs and NO<sub>x</sub> react in the presence of sunlight. VOC sources include solvents, petroleum processing and storage, pesticides, and any source that burns fuels, such as gasoline, natural gas, wood and oil. Sources of PM<sub>10</sub> in both urban and rural areas include motor vehicles, wood burning stoves and fireplaces, dust from construction, landfills, agriculture, wildfires, brush/waste burning, industrial sources and windblown dust from open lands.

Air pollutant emissions associated with the project would occur over the short-term construction activities (e.g., fugitive dust from site preparation and grading) and emissions from equipment exhaust. Long-term emissions would be associated with project-related vehicular trips and energy consumption (e.g., electricity usage) by the proposed project. As part of the project, maximum daily construction emissions and operational daily maximum emissions were modeled using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 (Appendix A).

Construction Emissions

Construction is anticipated to occur over six months to one year. Construction activities produce combustion emissions from various sources (e.g., grading, site preparation, utility engines, tenant improvements, and motor vehicles transporting the construction crew, delivery trucks, and materials-hauling trucks). Equipment exhaust emissions from construction activities anticipated onsite would vary daily as construction activity levels change. The use of construction equipment onsite would result in localized exhaust emissions. Table 1 identifies the estimated maximum daily construction emissions for the project.

**Table 1  
Maximum Daily Construction Emissions**

Phase	Pollutant Emissions (pounds per day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation	1	10	4	<0.5	1	<0.5
Grading	4	102	28	<0.5	7	3
Trenching	1	5	5	<0.5	<0.5	<0.5
Building Construction	1	11	8	<0.5	1	1
Paving	1	9	8	<0.5	1	1
Architectural Coating	6	2	2	<0.5	<0.5	<0.5
<b>TOTAL<sup>1</sup></b>	<b>6</b>	<b>102</b>	<b>28</b>	<b>&lt;0.5</b>	<b>7</b>	<b>3</b>
<i>Thresholds</i>	75	250	550	250	100	55
<i>Significant Impact?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: Appendix A  
Notes: Includes standard fugitive dust reduction measures. Maximum daily ROG emissions occur during the Architectural Coatings phase. All other maximums occur during the Grading phase.

<sup>1</sup>The total presented is the sum of the unrounded values.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>As shown in Table 1, the project’s emissions would not exceed the established thresholds. No exceedances of any criteria pollutants would occur during project construction and therefore, impacts from project construction would be less than significant.</p> <p>Further, the project would comply with the City of Santee grading permit requirements, which requires construction operations to include standard measures and Best Management Practices related to construction emissions. City grading permit requirements include the following, which are conditions of the project approval and placed on all grading plans:</p> <ol style="list-style-type: none"> <li>1. All unpaved construction areas shall be sprinkled with water or other acceptable San Diego APCD dust control agents during dust-generating activities to reduce dust emissions. Additional watering or acceptable APCD dust control agents shall be applied during dry weather or windy days until dust emissions are not visible.</li> <li>2. Trucks hauling dirt and debris shall be covered to reduce windblown dust and spills. Dirt shall not be over the height of the truck bed.</li> <li>3. On dry days, dirt or debris spilled onto paved surfaces shall be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather.</li> <li>4. Onsite stockpiles of excavated material shall be covered or watered.</li> <li>5. Water rock materials undergoing rock-crushing processing at sufficient frequency. Automatic water or mist or sprinkler system should be installed in areas of rock crushing and conveyor belt systems.</li> <li>6. Abide by all conditions of approval for dust control required by San Diego APCD.</li> <li>7. Use low pollutant-emitting construction equipment.</li> <li>8. Equip construction equipment with prechamber diesel engines (or equivalent) together with proper maintenance and operation to reduce emissions of nitrogen oxide to the extent available and feasible.</li> <li>9. Use electrical construction equipment, to the extent feasible.</li> </ol> <p><u>Operational Emissions</u></p> <p>As with construction emissions, operational emissions for the proposed project were calculated using the CalEEMod version 2013.2.2 emissions inventory model, with detailed operational assumptions and CalEEMod inputs and outputs found in Appendix A. Long-term, operational air pollutant emission impacts are those associated with stationary sources, energy sources and mobile sources involving any project-related changes. As described in the Traffic Impact Study (Appendix B), the proposed project is estimated to generate 4,519 average weekday daily trips and 3,615 total daily cumulative trips. Table 2 identifies the operation daily maximum emissions for area, energy and mobile sources associated with the proposed project.</p>				

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 2  
Operation Daily Maximum Emissions**

Phase	Pollutant Emissions (pounds per day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
Energy	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
Vehicular (Mobile)	5	17	40	<0.5	6	2
<b>TOTAL<sup>1</sup></b>	5	17	40	<0.5	6	2
<i>Thresholds</i>	75	250	550	250	100	55
<b>Significant Impact?</b>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
Source: CalEEMod (output data is provided in Appendix A)						
<sup>1</sup> The total presented is the sum of the unrounded values.						

As shown in Table 2, maximum daily operational emissions from the proposed project would be below the screening level thresholds for criteria pollutants.

APCD has established air contaminant “trigger levels”, which indicate scenarios that require additional review. These “trigger levels” include 15 tons/year for PM<sub>10</sub>, 40 tons/year for NO<sub>x</sub> and 100 tons/year for CO. As shown in Table 1 and 2 above, construction and operation of the project would result in an increase in PM<sub>10</sub>, NO<sub>x</sub> and CO but not to a level above the APCD’s “trigger levels”. Also described above, the proposed project is consistent with the growth assumptions in the City’s General Plan and the RAQS. Further, the project does not increase the frequency or severity of an air quality standards violation or cause a new violation. The cumulative impacts analysis is based on projections in the RAQS. Because there is no cumulative significant impact and the proposed project is consistent with the growth assumptions in the RAQS, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under applicable federal or state ambient air quality standards. Impacts would be less than significant.

Source: Air Quality and Greenhouse Gas Modeling (Appendix A)

c) <b>Expose sensitive receptors to substantial pollutant concentrations?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples of sensitive receptor locations in the community include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities. Residential, senior care facilities, churches and schools in the vicinity of the project are considered to be sensitive receptors. The existing Lantern Crest Senior Living facility is located less than 0.2 mile northeast of the site, the Sunset Trails Apartments are located directly across Graves Avenue to the east and northeast of the site, several single-family residences are located northeast and the Highline Apartments located further northeast of the project site. To the southeast are the Mountain View Villas and single-family residences further southeast. Pepper Drive Elementary School is located 0.5 mile southeast and El Cajon Valley Christian School is 0.6 mile southeast of the project site. Riverview Community Church, Santee Church of Christ, Sunrise Community Church, Santee United Methodist Church, St. Paul Syriac Orthodox Church, Summit UU Fellowship and Grace Church are located northwest of the site with the nearest church located within 0.5 mile of the site. Additionally, El Cajon Church of Christ is located 0.5 mile southeast and First Assembly of God is located 0.6 mile southeast of the site.</p> <p><u>Diesel Particulate Matter–Construction</u></p> <p>As discussed in the section above, the project would not expose sensitive receptors to substantial concentrations of criteria pollutants. Construction of the project would result in short-term diesel exhaust emissions from onsite heavy-duty equipment. Construction of the project would result in the generation of diesel exhaust diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities and on-road diesel equipment used to bring materials to and from the project site. Considering the project is located on a 1.02-acre site, limited grading would take place including 130 cy of cut and 6,420 cy of fill. Generation of DPM from construction projects typically occurs in a single area for a short period of time. Based on the size of the project and the short duration of construction (i.e., approximately six months to one year), DPM generated by project construction is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer for the maximally exposed individual or to generate ground-level concentrations of non-carcinogenic toxic air contaminants that exceed a hazard index greater than 1 for the maximally exposed individual. Additionally, with the ongoing implementation of U.S. Environmental Protection Agency (EPA) and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types, the DPM emissions of individual equipment would be substantially reduced over the years as the project construction continues. Further, the project would implement standard construction measures in order to comply with mandatory SDAPCD rules and regulations and CARB’s In-Use Off-Road Diesel-Fueled Fleets Regulations. Additionally, the following standard Best Management Practices (BMPs) would be implemented in accordance with state rules and regulations:</p> <ul style="list-style-type: none"> <li>• The construction fleet shall use any combination of diesel catalytic converters, diesel oxidation catalysts, diesel particulate filters and/or utilize California Air Resources Board/U.S. Environmental Protection Agency Engine Certification Tier 3 or better, or other equivalent methods approved by the CARB.</li> <li>• The engine size of construction equipment shall be the minimum size suitable for the required job.</li> <li>• Construction equipment shall be properly tuned and maintained in accordance with the manufacturer’s specifications.</li> <li>• Per ARB’s Airborne Toxic Control Measure (ACTM) to Limit Diesel-Fueled Commercial Motor Vehicle Idling (California Code of Regulations Chapter 10 Section 2485), the applicant shall not allow idling time to exceed 5 minutes unless more time is required per engine manufacturer’s specifications or for safety reasons.</li> </ul> <p>Because construction would be short-term, construction emissions would be well below applicable thresholds, as displayed in Table 1, and BMPs would be implemented, project construction would not expose sensitive receptors to substantial pollutant concentration. Therefore, impacts would be less than significant.</p>				

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><u>Operational Emissions</u></p> <p>Long-term, operational air pollutant emission impacts are those associated with stationary sources, energy sources and mobile sources involving any project-related changes. As described in the Traffic Impact Study (Appendix B), the proposed project is estimated to generate 4,519 average weekday daily trips and 3,615 total daily cumulative trips. Table 2 identifies the operation daily maximum emissions for area, energy and mobile sources associated with the proposed project. In addition, project-generated operational emissions would be less than the significance thresholds for all criteria pollutants as shown in Table 2. Operational impacts to sensitive receptors adjacent to the site such as residential, senior care facilities, churches and schools would be less than significant.</p> <p><u>Off-Site Emissions</u></p> <p>A CO hot spot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. Appropriate procedures and guidelines to determine whether a project poses the potential for a CO hot spot are contained in the Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) prepared by the U.C. Davis Institute of Transportation Studies. As discussed in the CO Protocol, CO hot spots occur almost exclusively as signalized intersections operating at level of service (LOS) E or F. As stated in the Traffic Impact Study prepared by Darnell and Associates (Appendix B), analysis of the intersections within the project study area found each intersection to operate at LOS D or better. Therefore, the project is not anticipated to result in a CO hot spot and project impacts related to CO hot spots and off-site emissions would be less than significant.</p> <p>Source: Air Quality and Greenhouse Gas Modeling (Appendix A); Traffic Impact Study (Appendix B)</p>				
<p><b>d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Heavy-duty equipment in the project area during construction would emit odors primarily from equipment exhaust. However, all construction activity would be temporary in nature (i.e., approximately six months to one year) and would cease to occur after site construction is completed. No other sources of objectionable odors would occur from construction or operation of the project. Further, the project would comply with SDAPCD Rule 51 regarding public nuisance and California Health and Safety Code Division 26, Part 4, Chapter 4, Section 41700, which prohibits the emission of any material that causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of the public. Therefore, objectionable odors affecting a substantial number of people would not occur as a result of the project. Impacts would be less than significant.</p>				
<p><b>4. BIOLOGICAL RESOURCES -- Would the project:</b></p>				
<p><b>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 Game or U.S. Fish and Wildlife Service?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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<p>As part of the proposed project, a Biology Survey Report was prepared and is included as Appendix C to this document. The site vegetation is entirely classified as disturbed habitat dominated by non-native plant species, including cheeseweed (<i>Malva parviflora</i>), redstem filaree (<i>Erodium cicutarium</i>), short-pod mustard (<i>Hirschfeldia incana</i>) and some scattered native species that are too few and widespread to form a distinct native habitat. In total, 17 plant species and 10 wildlife species were identified within the project boundary. The presence of sensitive biological resources and their potential for occurrence were evaluated within the project boundary. No sensitive biological resources, including sensitive plants or wildlife, were identified at the time of the survey. Additionally, no sensitive plants or wildlife species are anticipated to occur due to the high levels of disturbance (e.g., existing development, visible soil disturbance, and prevalence of non-native species) and lack of native habitat within the project boundary. One sensitive bird species, coastal California gnatcatcher (<i>Polioptila californica californica</i>), has been known to occur within 0.25 mile of the project boundary. However, this species is not anticipated to occur within the project boundary due to lack of suitable coastal sage scrub habitat for nesting. No Narrow Endemic species were identified during the survey, and none are expected to occur on the project site due to high levels of disturbance (e.g., existing development and visible soil disturbance) and lack of suitable habitat.</p> <p>The project would impact one acre of disturbed habitat (see Figure 4). Impacts to disturbed habitat are not considered significant, as this land cover type is not considered a sensitive biological resource. No impacts to sensitive plant or wildlife species are anticipated, as no sensitive species were identified within the project boundary and none are expected to occur. However, there is a potential for the project to have direct impacts on nesting and migratory bird species from the removal of trees within the project boundary. However, the Migratory Bird Treaty Act of 1918 (MBTA) and California Department of Fish and Game Code 3503 (SDFG code) require that no direct impacts shall occur to any nesting birds or their eggs, chicks or nests during the breeding season (February 15-September 15). Thus, project compliance with existing regulations would ensure that impacts to nesting and migratory birds would be less than significant. If project grading and/or brush management is proposed during the bird breeding season or an active nest is noted, nest avoidance measures would be required in accordance with the MBTA and CDFG code. Direct impacts to nesting and migratory birds would be less than significant and no mitigation is required.</p> <p>Source: Biological Survey Report (Appendix C)</p>				
<p><b>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 Game or U.S. Fish and Wildlife Service?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>As discussed above, all vegetation onsite is classified as disturbed habitat. There is no riparian habitat and the site does not contain any sensitive vegetation communities, plants, or wildlife. The project would impact one acre of disturbed habitat, which is not a sensitive biological resource. No impacts would occur.</p> <p>Source: Biological Survey Report (Appendix C)</p>				
<p><b>c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>As discussed above, all vegetation onsite is classified as disturbed habitat. There are no wetlands present on the project site and implementation of the project would not affect any state or federally protected wetlands. No impact would occur.</p> <p>Source: Biological Survey Report (Appendix C)</p>				
<p><b>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?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The proposed project is considered an infill project and is surrounded by developed lands on all sides. The proposed project site is not identified as a wildlife corridor within the City's General Plan and does not function as a wildlife corridor or native wildlife nursery. Therefore, the proposed project would have no impact.</p> <p>Source: City of Santee General Plan Conservation Element</p>				
<p><b>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The City does not have an adopted Habitat Conservation Plan; therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. As discussed above, all vegetation onsite is classified as disturbed habitat. No oak trees were identified onsite and therefore the project would not conflict with the City's Oak Tree Preservation Ordinance. There are no local policies or ordinances protecting biological resources that would be applicable to the project site. As such, the proposed project would not conflict with any local policies or ordinances protecting biological resources, resulting in no impact.</p>				
<p><b>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?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>As described above, the City does not have an adopted Habitat Conservation Plan; therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. As depicted in the City's 2006 Draft Subarea Plan, the proposed project site is located within an area designated as "Developed." Therefore, the proposed project would not conflict with the goals and objectives of the City's 2006 Draft Subarea Plan and no impact would occur.</p> <p>Source: Santee MSCP Subarea Plan Conservation Analysis Public Review Draft</p>				
<p><b>5. CULTURAL RESOURCES -- Would the project:</b></p>				

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Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The term "historic resources" applies to any such resource that is at least 50 years old and is listed or determined eligible for listing in the California Register of Historical Resources. A small structure existed near the southeastern most corner of the property in 1964. From 1966 to the 1980s, three small structures existed on the southern half of the property and were likely used in conjunction with the plant nursery located on the southern portion of the site. However, these structures no longer existed after 1989 and the project site is currently undeveloped. Therefore, no historic structural resources are currently located on the project site. Implementation of the proposed project would not affect a known historical resource. Impacts would be less than significant.</p> <p>Source: Phase I Environmental Site Assessment (Appendix D)</p>				
<b>b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>According to the City of Santee General Plan Conservation Element, the project site is not located in an area with a moderate potential for eligible archaeological sites. Additionally, the potential for intact subsurface cultural deposits to occur onsite is low due to the fact that the entire project site is considered disturbed and minimal cut and fill would take place as part of the project. The potential for the discovery of previously unidentified resources is also low based on the fact that the project site is considered disturbed. Impacts would be less than significant.</p> <p>Source: City of Santee General Plan Conservation Element</p>				
<b>c) Disturb any human remains, including those interred outside of dedicated cemeteries?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Due to the fact that the project involves ground disturbance, construction activities may have the potential to disturb human remains, including those located outside of formal cemeteries. However, it is not expected that human remains would be encountered during ground disturbing activities due to the fact that there are no formal cemeteries or recorded burials in the vicinity of the project area. If human remains are encountered during grading or excavation, the project is required to comply with existing laws related to human remains, including California Health and Safety Code (CHSC) Section 7050.5 and CEQA Guidelines Section 15064.5(e). Section 7050.5 of the CHSC outlines protocol for the inadvertent discovery of human remains, while Sections 7051 and 7052 identify the legal repercussions of removing remains from internment and their improper treatment. Section 7054 of the CHSC exempts the reburial of Native American remains pursuant to Section 5097.94 from the definition of a misdemeanor. Section 7050.5(b) of the CHSC specifies protocol when human remains are discovered. CEQA Guidelines Section 15064.5(e) requires that excavation activities be stopped whenever human remains are uncovered and that a coroner be called in to assess the remains. Compliance with these existing regulations would ensure no impact to human remains would occur as a result of the project.</p>				
<b>6. ENERGY -- Would the project:</b>				
<b>a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>During construction, energy use would occur in two general categories: fuel use from vehicles used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to conduct construction activities. The construction equipment and worker trips required for the project were determined as a part of the air quality and greenhouse gas (GHG) modeling prepared for the project (see Appendix A). Heavy-duty construction equipment is usually diesel powered. There are no known conditions in the project area that would require nonstandard equipment or construction practices that would increase fuel-energy consumption above typical rates. Therefore, the project would not result in the use of excessive amounts of fuel or other forms of energy during construction, and impacts would be less than significant. The proposed project would construct a 6,267 sf retail facility on a vacant lot designated as General Commercial in the City of Santee General Plan, and would be compatible with the commercial uses located southwest of the site. The project would be required to meet the mandatory energy requirements of CALGreen and the California Energy Code (Title 24, Part 6 of the California Code of Regulations) and would benefit from the efficiencies associated with these regulations as they relate to building heating, ventilating, and air conditioning mechanical systems, water-heating systems, and lighting. There are no project features that would support the use of excessive amounts of energy or would create unnecessary energy waste, or conflict with any adopted plan for renewable energy efficiency. Impacts would be less than significant.</p>				
<p><b>b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The proposed project would construct a 6,267 sf retail facility on a vacant lot designated as General Commercial in the City of Santee General Plan. Buildout of the project would result in an increase of electricity and natural gas usage when compared to the existing condition. The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and Renewables Portfolio Standard. The project would be required to meet the mandatory energy requirements of CALGreen and the California Energy Code (Title 24, Part 6 of the California Code of Regulations) and would benefit from the efficiencies associated with these regulations as they relate to building heating, ventilating, and air conditioning mechanical systems, water-heating systems, and lighting. Further, electricity would be provided to the project by SDG&amp;E, which currently has an energy mix that includes 32 percent renewables and is on track to achieve 50 percent by 2030 as required by Renewables Portfolio Standard. Therefore, there are no project features that would support the use of excessive amounts of energy or would create unnecessary energy waste, or conflict with any adopted plan for renewable energy efficiency, and impacts would be less than significant.</p>				
<p><b>7. GEOLOGY AND SOILS -- Would the project:</b></p>				
<p><b>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:</b></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>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.</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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<p>As part of the proposed project, a Geotechnical Investigation was prepared and is included as Appendix E to this document. As stated in this report, there are no active or potentially active faults on or in the immediate vicinity of the project site. The proposed project is not located in an Alquist-Priolo Earthquake Fault Zoning Map area. No impact would occur.</p> <p>Source: Geotechnical Investigation Report (Appendix E)</p>				
<p><b>ii) Strong seismic ground shaking?</b></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>As part of the proposed project, a Geotechnical Investigation was prepared and is included as Appendix E to this document. As stated in this report, the San Diego area is located in a seismically active region. The prominent fault zones with the most potential for earthquake damage in the vicinity of the site are the active Rose Canyon, Coronado Bank, Elsinore and San Jacinto fault zones, all located over 10 miles from the project site. During a moderate earthquake, the proposed project may be subjected to strong seismic ground shaking (<b>IMPACT GEO-1</b>), which would be considered a potentially significant impact, requiring the following mitigation:</p> <p><b>GEO-MM-1</b> The Construction Contractor shall ensure that construction of the project complies with the recommendations identified in the project specific Geotechnical Investigation prepared by Geotechnical Exploration Inc. (October 2015). Specifically, the recommendations identified in VIII. Conclusions and Recommendations, related to general construction, seismic considerations, earthwork, foundations, building floor slabs, lateral earth pressures, corrosivity, drainage, storm infiltrations, exterior concrete and masonry flatwork and paved areas shall be adhered to during all project construction.</p> <p>Compliance with mitigation measure GEO-MM-1 would reduce impacts related to strong seismic ground shaking to a level below significance.</p> <p>Source: City of Santee General Plan Conservation Element; Geotechnical Investigation Report (Appendix E)</p>				
<p><b>iii) Seismic-related ground failure, including liquefaction?</b></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Liquefaction is a phenomenon whereby a saturated or partially saturated soil substantially loses strength and stiffness in response to an applied stress, usually earthquake shaking, causing it to behave like a liquid. As part of the proposed project, a Geotechnical Investigation was prepared and is included as Appendix E to this document. Free groundwater was not encountered in any exploratory trenching on the project site however, fluctuations in the level of groundwater may occur due to variations in ground surface topography, subsurface stratification, rainfall, or other possible factors. This would result in a potentially significant impact (<b>IMPACT GEO-2</b>). However, implementation of GEO-MM-1, which requires that water conditions, where suspected or encountered during construction, should be evaluated and remedied by the project civil and geotechnical consultants, would reduce any potential impacts from liquefaction to a level below significant.</p> <p>Source: City of Santee General Plan Geotechnical/Seismic Hazard Map Figure 8-3; Geotechnical Investigation Report (Appendix E)</p>				

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Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>iv) Landslides?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The proposed project site has a relative slope of 0.8% and does not contain any slopes subject to landslides. Additionally, based on the City of Santee General Plan Geotechnical/Seismic Hazard Map, the proposed project site and surrounding areas are underlain with granitic rock, which is the least susceptible to landslides. Therefore impacts from landslides would be less than significant.</p> <p>Source: City of Santee General Plan Geotechnical/Seismic Hazard Map Figure 8-3; Geotechnical Investigation Report (Appendix E)</p>				
<b>b) Result in substantial soil erosion or the loss of topsoil?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The proposed project is required to comply with the requirements of the City of Santee BMP Design Manual, which is a design manual for compliance with local City of Santee Watershed Protection Ordinance and regional MS4 Permit (California Regional Water Quality Control Board San Diego Region Order No. R9-2015-0100) requirements for stormwater management. To ensure the proposed project would not result in substantial soil erosion, a Storm Water Quality Management Plan (Appendix F) and a Drainage Study (Appendix G) were prepared. As detailed in these reports, the proposed project would construct two infiltration basins in the northern portion of the site for the treatment of storm water in addition to storm drain pipes, catch basins, inlets, outlets, riprap, curb and gutter onsite, which would reduce the potential for the proposed project to result in any substantial erosion or loss of topsoil. Additionally, the proposed project is required to prepare a Stormwater Pollution Prevention Plan (SWPPP), which requires the implementation of Best Management Practices that minimize disturbance, protect slopes, reduce erosion and limit or prevent various pollutants from entering surface water runoff. Prior to issuance of a grading permit, the project is required to prepare a SWPPP for review and approval by the City of Santee. The SWPPP shall be prepared by a Qualified SWPPP Developer (QSD). A Qualified SWPPP Practitioner (QSP) shall be hired to monitor and manage the SWPPP construction BMPs onsite during construction.</p> <p>Compliance with the project specific SWQMP, SWPPP, and Drainage Study would ensure the proposed project does not result in substantial soil erosion or topsoil loss. Therefore, impacts would be less than significant.</p> <p>Source: Storm Water Quality Management Plan Amendment &amp; Storm Water Quality Management Plan (Appendix F); Hydrology Report (Appendix G)</p>				
<b>c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>As part of the project, a Preliminary Geotechnical Investigation was performed for the site (Appendix E). The report identified no hazards onsite related to landslides, lateral spreading, subsidence, liquefaction or collapse. Settlement under the proposed buildings is expected to be within the tolerable limits for the proposed structures. Therefore, impacts related to potentially unstable geologic units are expected to be less than significant.</p> <p>Source: Geotechnical Investigation Report (Appendix E)</p>				

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>d) Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>As part of the project, a Preliminary Geotechnical Investigation was performed for the site (Appendix E). The report identified no hazards onsite related to expansive soils. Based on this, settlement under the proposed buildings is expected to be within the tolerable limits for the proposed structures. Therefore, impacts related to expansive soils are expected to be less than significant.</p> <p>Source: Geotechnical Investigation Report (Appendix E)</p>				
<b>e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The proposed project site would be served by Padre Dam Municipal Water District (PDMWD) and would not require the use of septic tanks or alternative waste water disposal systems. No impact would occur.</p>				
<b>f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The potential for intact or unidentified paleontological deposits or resources to occur onsite is low due to the fact that the entire project site is considered disturbed. Additionally, only minimal cut would take place as part of the proposed project and no deep trenching or cuts beyond three feet are proposed. Impacts would be less than significant.</p>				
<b>8. GREENHOUSE GAS EMISSIONS -- Would the project:</b>				
<b>a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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<p>As part of the project, construction greenhouse gas (GHG) emissions and operational GHG emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 (Appendix A). The City of Santee is in the process of developing a qualified GHG reduction plan under CEQA called the Sustainable Santee Plan: The City’s Roadmap to Greenhouse Gas Reductions, a draft of which was presented to City Council on August 28, 2019 but continued in order to allow further revisions in response to community input. and neither the City nor the County have established a CEQA threshold of significance for GHG emissions. The State CEQA Guidelines Section 15064.4 does not establish a threshold of significance but states that Lead Agencies may appropriately look to thresholds developed by other public agencies or suggested by other experts, as long as any threshold chosen is supported by substantial evidence (State CEQA Guidelines Section 16064.7(c)). Various threshold approaches have been recommended, drafted, or adopted by other public agencies. South Coast Management District (SCAQMD) is the nearest air district to the proposed project. To provide guidance to local Lead Agencies on determining significance for GHG emissions in their CEQA documents, SCAQMD convened a GHG CEQA Significance Threshold Working Group (Working Group) (SCAQMD 2008). Based on the September 2010 Working Group meeting (Meeting No. 15), SCAQMD suggested a “bright-line” screening level threshold of 3,000 metric tons of carbon dioxide (CO<sub>2</sub>) equivalent (MT CO<sub>2</sub>e) annually for commercial land use type.</p>				

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Therefore, in the absence of an adopted CAP for the City, the SCAQMD threshold of 3,000 MT CO<sub>2</sub>e/yr has been used as a measure of significance to assess GHG emissions from the proposed project. Achieving net zero increases in GHG emissions, resulting in no contribution to GHG impacts, may not be feasible or appropriate for every project and the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA. Due to the unique nature and operations associated with the commercial building, a goal of net zero emissions for the proposed building is considered infeasible. Lead agencies have the discretion to develop evidence-based numeric thresholds (mass emissions, per capita, or per service population) consistent with this Scoping Plan, the State’s long-term GHG goals, and climate change science.

Construction and operation of the proposed project would generate GHG emissions, as discussed below.

Construction

GHG emissions generated by construction activities would be temporary in nature and would cease upon completion of project construction. GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs (e.g., CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O). Furthermore, CH<sub>4</sub> is emitted during the fueling of heavy equipment. GHG emissions for construction of the proposed project are shown in Table 3 below.

**Table 3**  
**Estimated Construction Greenhouse Gas Emissions**

Year	Emissions (MT CO <sub>2</sub> e)
Site Preparation	<0.5
Grading	24
Trenching	1
Building Construction	60
Paving	3
Architectural Coating	1
<b>TOTAL<sup>1</sup></b>	<b>88</b>
Amortized Construction Emissions <sup>2</sup>	4

Source: Appendix A  
<sup>1</sup> The total presented is the sum of the unrounded values.  
<sup>2</sup> Construction emissions are amortized over 20 years in accordance with City of San Diego guidance.

As shown in Table 3, GHG emissions associated with the proposed project construction would be 88 MT CO<sub>2</sub>e. Construction GHG emissions are amortized over a period of 20 years and are added to the operation GHG emissions shown in Table 4.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Operation

Long-term operation of the proposed project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources with energy consumption. Mobile source emissions of GHGs would include project-generated vehicle trips associated with onsite energy use and residential vehicle trips. Area-source emissions would be associated with activities such as landscaping and maintenance of the proposed project site, natural gas or other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed project. Table 4 presents the operation GHG emissions associated with operating the project from area sources, energy sources, mobile sources, waste sources and water usage.

**Table 4**  
**Project Operational Greenhouse Gas Emissions**

Emission Sources	CO <sub>2</sub> e (MT/year)
Area	<0.5
Energy	60
Vehicular (Mobile)	1,431
Solid Waste	13
Water	5
<b>Operational Subtotal<sup>1</sup></b>	<b>1,509</b>
Amortized Construction Emissions	4
<b>TOTAL OPERATIONAL EMISSIONS</b>	<b>1,513</b>
<i>Screening Threshold</i>	<i>3,000</i>
<b>Significant Impact?</b>	<b>No</b>
Source: CalEEMod output data is provided in Appendix A	
<sup>1</sup> The total presented is the sum of the unrounded values.	

As shown in Table 4, GHG emissions associated with the operation of the project (which includes amortized construction emissions) are estimated to be 1,513 CO<sub>2</sub>e (MT/year), which is under the 3,000 CO<sub>2</sub>e (MT/year) screening threshold. Therefore, impacts would be less than significant.

Source: Air Quality and Greenhouse Gas Models (Appendix A)

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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As discussed above, operation of the proposed project would result in an estimated total of 1,513 CO<sub>2</sub>e (MT/year). The GHG emissions from the proposed project would not exceed the SCAQMD GHG threshold. SCAQMD regulations ensure that federal and state air quality standards are met. Further, the project would be consistent with the following goals of the draft Sustainable Santee Plan presented to City Council on August 28, 2019

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Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> <li>• Goal 4: Increase energy efficiency in new commercial units;</li> <li>• Goal 5: Increase energy efficiency through water efficiency;</li> <li>• Goal 7: Decrease GHG emissions through reducing vehicle miles traveled;</li> <li>• Goal 8: Decrease GHG emissions through reducing solid waste generation; and</li> <li>• Goal 10: Decrease GHG emissions from new development through performance standards.</li> </ul> <p>The project would comply with current Energy Code (California Code of Regulations, Title 24, Part 6) and the 2016 CALGreen standards, which require energy-efficient measures including increased lighting efficiency and the installation of Energy Star® appliances. As required by the 2016 CALGreen standards, the project would reduce indoor water consumption by 20 percent and would implement outdoor water use reduction measures outlined in the Model Water Efficient Landscape Ordinance. The project would also comply with the Santee Water Efficient Landscape Ordinance which promotes water conservation and efficiency by imposing various requirements related to evapotranspiration rates, irrigation efficiency and plant factors. The project site is also located near the San Diego Metropolitan Transit System bus route 833 with a stop located at Graves Avenue and Prospect Avenue south of the site. This bus runs along Graves Avenue, Magnolia Avenue and Mission Gorge Road to the Santee Town Center, which is served by the Sycuan Green Line Trolley. The project would comply with the City’s construction and demolition recycling ordinance (Santee Municipal Code Section 13.38.060) and Solid Waste Ordinance, which follow state regulations for solid waste and recycling. Lastly, the project would comply with Goal 10 of the Sustainable Santee Plan which has designed CEQA screening tables for developers to use during the development permitting process to select reduction measures to be included as a project’s condition of approval. Developers that choose options from the screening tables totaling 100 points or more will be determined to have provided a fair-share contribution of GHG reductions, and therefore are considered consistent with the Sustainable Santee Plan. Therefore, the project would not conflict with the goals and objectives of the draft Sustainable Santee Plan presented to City Council on August 28, 2019. Likewise, the proposed project would not conflict with the provisions of AB 32, or any other State or regional plan, policy, or regulation of an agency adopted for the purpose of reducing greenhouse gas emissions. Impacts would be less than significant.</p> <p>Source: Air Quality and Greenhouse Gas Models (Appendix A); draft Sustainable Santee Plan</p>				
<p><b>9. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:</b></p>				
<p>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>No special status hazardous materials are proposed for use as part of the project. Any potentially hazardous materials used on the site would be those restricted to standard commercial cleaning and landscape care products, other commercially available products, building materials such as paint, concrete, and asphalt, and similar substances. When used and disposed of in accordance with the manufacturer’s instructions including product labeling for appropriate handling and use of materials, these materials do not present a hazard to the environment. Therefore, the project would not create a significant hazard to the public or environment through the routine transport, use or disposal of hazardous materials. Impacts would be less than significant.</p> <p>Source: Santee Municipal Code</p>				



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Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>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?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>As part of the proposed project, a Phase 1 Environmental Site Assessment was conducted and is included as Appendix D. The ESA evaluated the potential for the proposed project site to contain any hazardous materials or features that might affect the environmental quality of the project, such as sumps, pits, ponds, lagoons, ASTs, landfills, outside storage of hazardous materials, and general land use.</p> <p>Based on reviews of available historical records, the property was undeveloped and in agricultural use from as early as 1928 to 1958. By 1964 a small structure had been built near the southeastern most corner of the site, and the existing Graves Avenue and Prospect Avenue intersection had been constructed. A small cultivated area was also noted on the property in this year. From about 1966 to sometime in the 1980s, the approximate southern half of the property was developed with three small structures, and this area appeared to be used as a plant nursery. By 1989, this use had ceased and the site was undeveloped without a discernible use. The Phase 1 Environmental Site Assessment found no evidence of hazardous substances that may affect the environmental quality of the project site, including: aboveground and underground storage tanks, surface staining, hazardous materials, suspected polychlorinated biphenyls containing devices, asbestos-containing building materials, unusual odors, pools of liquid, drums and other indications of environmental concern.</p> <p>Additionally, no special status hazardous materials are proposed for use as part of the project. Any potentially hazardous materials used on the site would be restricted to standard commercial cleaning and landscape care products, other commercially available products, building materials such as paint, concrete, and asphalt, and similar substances. When used and disposed of in accordance with the manufacturer's instructions and applicable laws and regulations, these materials do not present a hazard to the environment. Therefore, the project would not result in 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. Impacts would be less than significant.</p> <p>Source: Phase 1 Environmental Site Assessment (Appendix D); Santee Municipal Code</p>				
<b>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>No schools exist within one-quarter mile from the project site. The closest school to the project site is Pepper Drive Elementary, located approximately 0.5 mile southeast from the project site and El Cajon Valley Christian School is 0.6 mile southeast of the project site. The project would not emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, no impact would occur.</p>				
<b>d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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<p>As part of the environmental review for this project, a review of hazardous materials databases, compiled pursuant to Government Code Section 65962.5 (also known as the Cortese List), was conducted (Appendix H). The following sources were reviewed to determine if the project site was listed on any of these databases:</p> <ul style="list-style-type: none"> <li>• List of Hazardous Waste and Substances sites from the Department of Toxic Substances Control (DTSC) EnviroStor database;</li> <li>• List of Leaking Underground Storage Tank Sites by County and Fiscal Year from Water Board GeoTracker database;</li> <li>• List of Solid Waste Disposal Sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit;</li> <li>• List of “active” CDO and CAO from Water Board;</li> <li>• List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC;</li> <li>• List of monitoring stations identified by the California Department of Water Resources Water Data Library database; and</li> <li>• List of Groundwater Ambient Monitoring and Assessment (GAMA) sites listed by the State Water Resources Control Board GAMA GeoTrackerGAMA database.</li> </ul> <p>The results of the database review determined that the proposed project site is not included on any of the lists of hazardous materials sites compiled pursuant to Government Code section 65962.5. The proposed project’s Phase 1 Environmental Site Assessment (Appendix D) determined the nearest leaking UST to the project site is located 0.129 miles southwest, at Prospect Plaza Enterprises. Based on case status and distance, this site does not represent a significant risk to the environmental integrity of the proposed project. There are numerous sites listed on various agency lists within one half mile of the project site, which is reflective of the light industrial nature of the immediate surrounding area of the Property. Based on distance and/or case status, no sites listed in the database reports are considered to represent a significant environmental concern to the proposed project. Impacts would be less than significant.</p> <p>Source: Cortese List Verification (Appendix H)</p>				
<p>e) <b>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The proposed project site is located approximately 0.5 mile from Gillespie Field. The ALUCP for Gillespie Field Airport was adopted in January 2010 and Amended in December 2010. The proposed project site is located within the Airport Influence Area, Review Area 1 of the Gillespie Field Airport (ALUCP Exhibit III-5) and within Safety Zone 4 (Outer Approach/Departure Zone), as identified in the Gillespie Field ALUCP Safety Compatibility Policy Map (ALUCP Exhibit III-2). As part of the proposed project, the Federal Aviation Administration conducted an aeronautical study for the project (Appendix I), which resulted in a determination that the project would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. The project applicant would be required to file an FAA Form 7460-2 Notice of Actual Construction or Alteration within 5 days after the construction reaches its greatest height. As a part of the proposed project, a Noise Impact Analysis was prepared to analyze construction and operational noise impacts and is included as Appendix J to this document. The analysis concluded that construction, operation of the project and additional project-related traffic would not generate noise levels above City standards. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. Therefore, impacts would be less than significant.</p> <p>Source: FAA Determination of No Hazard (Appendix I); Noise Impact Analysis (Appendix J)</p>				
<p><b>f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The proposed project would provide emergency response access in compliance with the City of Santee standards and is located in an existing developed area with access to major roadways that would allow for emergency evacuations. Additionally, as part of the City's Development Review process, the project has been reviewed by the City's Fire Marshal, Bruce Kerl, to ensure it does not impair any emergency response or evacuation plans. All conditions set forth by the Fire Department through the Fire Marshal have been incorporated into the project design such as requirements for adequate emergency access and fire lanes, address numbers, automatic fire sprinkler system, fire sprinkler riser rooms, double detector check valve assembly/fire department connection (RPDA/FDC), fire hydrants, knox boxes, knox fire department connection plugs and fire extinguishers. Impacts would be less than significant.</p> <p>Source: City of Santee General Plan Safety Element</p>				
<p><b>g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The proposed project would construct a retail facility on a currently vacant lot located within a developed area of the City and is classified as a "non-very high fire hazard severity zone". Therefore, impacts from wildland fires would be less than significant.</p> <p>Source: SAN GIS</p>				
<p><b>10. HYDROLOGY AND WATER QUALITY -- Would the project:</b></p>				
<p><b>a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. ?</b></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Construction activities associated with the proposed project such as clearing and grading, trenching, excavation, stockpiling of soils and materials, concrete pouring, painting and asphalt surfacing would introduce sources of pollutants that could be captured in site runoff and thus result in the degradation of downstream surface and groundwater quality. Upon completion of construction, the project would include the following uses that could potentially contribute water quality pollutants to the environment: onsite storm drain inlets, landscape/outdoor pesticide use, food service, refuse areas, fire sprinkler tester water, plazas, sidewalks and parking lots. Anticipated pollutant sources generated from the project include sediment, nutrients, heavy metals, trash and debris, oxygen demanding substances, oil and grease, bacteria and viruses and pesticides (**Impact HYDRO-1**).

To ensure the project would not violate any water quality standards, a Storm Water Quality Management Plan (Appendix F) and Drainage Study (Appendix G) were completed for the project. As determined in these reports, implementation of the following mitigation measures during construction and operation would ensure water quality standards are not violated. Additionally, the project is required to prepare a Stormwater Pollution Prevention Plan (SWPPP), which requires the implementation of Best Management Practices (BMPs) that minimize disturbance, protect slopes, reduce erosion and limit or prevent various pollutants from entering surface water runoff.

**HYDRO-MM-1:** Prior to and during project grading and construction, the construction contractor shall incorporate the construction BMPs identified in the Project Specific SWQMP and Drainage Study, to prevent water quality contamination in compliance with the City's Storm Water Management and Discharge Control Ordinance (Chapter 13.42). BMPs employed during the construction phase would include: vegetation stabilization planting; hydraulic stabilization hydroseeding; bonded fiber matrix or stabilized fiber matrix; physical stabilization erosion control blanket; standard lot perimeter protection, silt fencing, gravel and sand bags; storm drain inlet protection; stabilized construction entrances, street sweeping and vacuuming; material delivery and storage; spill prevention and control; concrete waste management; solid waste management; sanitary waste management and hazardous waste management. During project construction, the construction contractor shall be responsible to implement and maintain the construction BMPs that are required in the Project Specific SWQMP and Drainage Study.

**HYDRO-MM-2:** During project construction, the construction contractor shall ensure the source control and site design BMPs are implemented, as identified in the Project Specific SWQMP and Drainage Study. These measures include: storm drain stenciling or signage; protecting trash storage areas from rainfall, run-on, runoff and wind dispersal; impervious area dispersion; and landscaping with native or drought tolerant species. During project operation, the owner shall be responsible to ensure that the onsite source control and site design BMPs are maintained.

**HYDRO-MM-3:** Prior to discharging the project site, all runoff from the developed portions of the project site shall be intercepted by the onsite receiving biofiltration basins to be constructed as part of the project, as identified in the Project Specific SWQMP and Drainage Study. The construction contractor shall be responsible for the installation of the biofiltration basins. Construction of the biofiltration basins will take place during grading of the site, before installation of onsite improvements. The construction of the basins shall be inspected and certified by a registered professional engineer and approved by the City of Santee Development Services Department.

**HYDRO-MM-4:** Prior to issuance of a grading permit, the applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) for review and approval by the City of Santee. The SWPPP shall be prepared by a Qualified SWPPP Developer (QSD). A Qualified SWPPP Practitioner (QSP) shall be hired to monitor and manage the SWPPP construction BMPs onsite during construction.

All storm water quality requirements for the project would be met by implementation of mitigation measures HYDRO-MM-1 through HYDRO-MM-4 as identified in the Project Specific SWQMP and Drainage Study prepared by REC Consultants, Inc. Therefore, with required mitigation the project would result in less than significant impacts related to water quality violations.

Source: Amendment to Storm Water Quality Management Plan & Storm Water Quality Management Plan (Appendix F); Drainage Study (Appendix G)

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<b>b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project might impede sustainable groundwater management of the basin?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The project does not propose the use of local groundwater supplies or the construction of groundwater wells. All water would be provided by Padre Dam Municipal Water District (PDMWD), which imports 100 percent of its potable water supply from the Metropolitan Water District of Southern California and the San Diego County Water Authority. Therefore, the project would not substantially deplete groundwater supplies, interfere substantially with groundwater recharge or impede sustainable groundwater management of the basin. A less than significant impact would occur.</p>				
<b>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would;</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>i) Result in substantial erosion or siltation on- or off-site;</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Existing runoff from the proposed project site sheet flows across natural vegetation to the west into two concrete ditches immediately past the property line. The City of Santee has requested that the improvements to the adjacent Graves Avenue to the east of the project site, include grading in such a way that a larger portion of the roadway will drain onto the project area.</p> <p>During construction, the project would involve ground disturbance activities that may alter existing runoff patterns within the project area and thus result in exposed soils being susceptible to erosion by wind. These activities would have the potential to alter runoff drainage patterns during project construction which could result in onsite erosion and off-site downstream siltation (<b>Impact HYDRO-2</b>). However, as discussed above in Issue a, the project would comply with the project specific Drainage Study, SWQMP, SWPPP and would implement measures HYDRO-MM-1 through HYDRO-MM-4 to ensure erosion or siltation does not occur on or offsite.</p> <p>Compliance with the mitigation measures identified above would require the construction of two onsite infiltration basins to meet water quality and flood control requirements. Basin 1 would receive runoff from the southern section of the project site while basin 2 would receive runoff from the northern section of the project site. Runoff from roadway would be conveyed via storm water drains onto the infiltration basins. The proposed infiltration basins would reduce the proposed project flows to a level below pre-existing conditions. Additionally, the proposed project would not divert any existing flows and all runoff from the site would follow existing drainage patterns.</p> <p>As discussed above in Issue a, the proposed project would comply with the project specific Drainage Study, SWQMP, SWPPP and implementation of mitigation measures HYDRO-MM-1 through HYDRO-MM-4 would ensure the proposed project would not significantly alter drainage patterns in a manner that would result in increased erosion or siltation on or offsite.</p> <p>Sources: Drainage Study (Appendix G); Amendment to Storm Water Quality Management Plan &amp; Storm Water Quality Management Plan (Appendix F)</p>				

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<p><b>ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flood on- or off-site;</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>There are no streams, rivers or jurisdictional drainages on the project site and therefore the project would not alter the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner that would result in flooding. Additionally, the project design would result in a net decrease of peak flow discharged from the project site when compared to existing conditions. Therefore, the project would result in less than significant impacts related to onsite or off-site flooding.</p> <p>Sources: Drainage Study (Appendix G); Amendment to Storm Water Quality Management Plan &amp; Storm Water Quality Management Plan (Appendix F)</p>				
<p><b>iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The proposed project design would result in a net decrease of peak flow discharged from the project site than when compared to existing conditions. Prior to discharging the project site, all runoff from the developed portions of the project site would be intercepted by onsite receiving biofiltration basins. All storm water quality requirements for the project would be met by the biofiltration basin treatment, in accordance with standards set forth by the Regional Water Quality Control Board and the County of San Diego's BMP Design Manual. Therefore, the project would not contribute runoff water which would exceed the capacity of existing and planned storm water drainage systems or providing additional sources of polluted runoff. Impacts would be less than significant.</p> <p>Sources: Drainage Study (Appendix G); Amendment to Storm Water Quality Management Plan &amp; Storm Water Quality Management Plan (Appendix F)</p>				
<p><b>iv) Impede or redirect flood flows?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>As stated in the Drainage Study (Appendix G), the proposed project site is located within Zone X on FEMA Flood Insurance Map 06065C2720G, which indicates that the site is in an area determined to be outside the one percent annual chance floodplain. Therefore, the proposed project would not impede or redirect flood flow as a result. No impact would occur.</p> <p>Source: Drainage Study (Appendix G); FEMA National Flood Hazard Map</p>				
<p><b>d) In flood hazard tsunamis, or seiche zones, risk release of pollutants due to project inundation?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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<p>The project site is located approximately 18.5 miles east of the Pacific Ocean and located at between 440 and 450 feet amsl. Therefore, the risk of tsunami is negligible due to the distance from the ocean and high elevation. There would be no risk from a seiche, as the site is not located near a large body of water, such a lake. The proposed project site is located within Zone X on FEMA Flood Insurance Map 06065C2720G, which indicates that the site is in an area determined to be outside the one percent annual chance floodplain. The project site, along with the rest of the City of Santee, is located in the San Diego river valley. Reservoirs upstream of the project site include the San Vicente, El Capitan and Lake Jennings reservoirs. The City of Santee General Plan Dam Break Inundation Areas map indicates that the proposed project site is not within the inundation area of any of dam. No impact would occur as a result.</p> <p>Sources: Drainage Study (Appendix G); Amendment to Storm Water Quality Management Plan &amp; Storm Water Quality Management Plan (Appendix F)</p>				
<p>e) <b>Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</b></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>The proposed project design would result in a net decrease of peak flow discharged from the project site than when compared to existing conditions. Prior to discharging the project site, all runoff from the developed portions of the project site would be intercepted by onsite receiving biofiltration basins. The project would not be subject to substantial erosion or siltation because the project would incorporate construction and post-construction BMPs in compliance with the City's Storm Water Management and Discharge Control Ordinance (Chapter 13.42). BMPs employed during construction include vegetation stabilization planting; hydraulic stabilization hydroseeding; bonded fiber matrix or stabilized fiber matrix; physical stabilization erosion control blanket; standard lot perimeter protection, silt fencing, gravel and sand bags; storm drain inlet protection; stabilized construction entrances, street sweeping and vacuuming; material delivery and storage; spill prevention and control; concrete waste management; solid waste management; sanitary waste management and hazardous waste management to ensure erosion or siltation does not occur on or off-site. Therefore, the project would not generate substantial amounts of runoff that would conflict with or obstruct implementation of a water quality control plan.</p> <p>Although the project would increase impervious areas, surface water would infiltrate onsite through two infiltration basins. Thus, the project would not substantially interfere with groundwater recharge and therefore, would not conflict with or obstruct a sustainable groundwater management plan. As discussed above, the proposed project would comply with the project specific Drainage Study, SWQMP, SWPPP and implementation of mitigation measures HYDRO-MM-1 through HYDRO-MM-4 to ensure compliance with applicable water quality control and sustainable groundwater management plans.</p> <p>Source: Drainage Study (Appendix G); Amendment to Storm Water Quality Management Plan &amp; Storm Water Quality Management Plan (Appendix F)</p>				
<p><b>11. LAND USE AND PLANNING -- Would the project:</b></p>				
<p>a) <b>Physically divide an established community?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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<p>The proposed project would construct a commercial building in an infill area within the City of Santee, consistent with the General Plan land use designation and zoning designation for the site. The proposed project would not result in the physical division of an established community. Impacts would be less than significant.</p>				
<p><b>b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental affect.</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The project site has a General Plan land use designation of General Commercial and a zoning designation of General Commercial. The proposed project would construct a commercial building, consistent with the current land use designation and the zoning designation for the site. The City of Santee General Plan and Municipal Code (Section 13.12.030) permit convenience markets and coffee shop uses within General Commercial land uses and zones. Therefore, the proposed Starbucks and 7-Eleven convenience store would be allowable uses under these land use designations. The project would also comply with the site development criteria such as site dimensions, height limitations and setbacks for General Commercial uses as designated in Section 13.12.040 of the Santee Municipal Code. The project requires a Conditional Use Permit (CUP) to allow for the operation of the proposed 24-hour 7-Eleven and Starbucks drive-thru operations and the project would comply with all conditions set forth in the CUP.</p> <p>The City is a participant in the San Diego Multiple Species Conservation Program (MSCP) under the Natural Communities Conservation Planning (NCCP) program and is in the process of preparing a MSCP Subarea Plan. As depicted in the 2006 Draft Subarea Plan, the project site is located within an area designated as "Developed." Therefore, the proposed project would not conflict with any applicable land use plans, policy or regulation adopted for the purpose of avoiding or mitigating an environmental affect. Impacts would be less than significant.</p> <p>Source: City of Santee General Plan Land Use Element; City of Santee Land Use Map; City of Santee Zoning District Map; Santee Municipal Code Biological Survey Report (Appendix C)</p>				
<p><b>12. MINERAL RESOURCES -- Would the project:</b></p>				
<p><b>a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>According to the City of Santee General Plan, areas within the City that contain valuable mineral resources are located along the floodplain of the San Diego River and on the hills, underlain by granite and located north of the existing development in Carlton Hills, south of Prospect Avenue between Mesa Road and Fanita Drive and the north end of Magnolia Avenue. The proposed project site is not located in any area that potentially contains valuable mineral resources and it is not anticipated that any minerals would be considered available for use. No impact would occur.</p> <p>Source: City of Santee General Plan Conservation Element</p>				
<p><b>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?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The project site is not located in or adjacent to a locally-important mineral resource recovery site delineated on the City's general plan, specific plan or other land use plan. No impact would occur.</p> <p>Source: City of Santee General Plan Conservation Element</p>				
<p><b>13. NOISE -- Would the project result in:</b></p>				
<p><b>a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>As a part of the proposed project, a Noise Impact Analysis was prepared to analyze construction and operational noise impacts and is included as Appendix J to this document. Project construction noise was analyzed using the Roadway Construction Noise Model, which utilizes estimates of sound levels from standard construction equipment to determine the noise level at a given distance. Modeling of the drive-thru speaker system and rooftop HVAC units was accomplished using a model-based computer program for predicting noise impacts in a wide variety of conditions. Project traffic-related noise was analyzed using daytime average hourly LEQ from various model inputs and traffic data. Noise receptors are individual locations that may be affected by noise. Noise-sensitive land uses (NSLUs) in the project vicinity include single- and multi-family residences to the east and south across Graves Avenue, with the nearest residences approximately 100 feet east of the project boundary. The existing Lantern Crest Senior Living facility is located less than 0.2 mile northeast of the site, several single-family residences are located northeast and the Highline Apartments located further northeast of the project site.</p> <p><u>Construction</u></p> <p>Construction of the proposed project would involve site grading and preparation, underground utilities installation, building construction, and paving. Construction equipment is mobile and would be moving across the site throughout the construction period. For modeling purposes, equipment was assumed to operate at an average distance of approximately 120 feet from the nearest residence. The loudest construction noise levels would occur during grading, which would involve the simultaneous use of a tractor, backhoe, and front end loader. A tractor, backhoe, and front end loader is assumed to be operating simultaneously for 40 percent during a given hour. If used each hour over an eight-hour work day, this construction equipment would generate a noise level of 74.3 dBA LEQ at 120 feet. Noise levels would not exceed the City's 75 dBA construction noise level limit and impacts from construction would be less than significant.</p>				

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<p><u>Operation</u></p> <p>Operational sources of noise associated with the proposed project include the 24-hour drive-thru speaker system and HVAC units located on the roof of the proposed building. For the purposes of this analysis, it was assumed that the drive-thru speaker would be in use for approximately 30 minutes (assuming one-minute per customer order) in each hour and site features that would affect the emission, obstruction, and reflection of noise from the loud speaker include the proposed building, parapet and automobiles. Noises associated with typical rooftop commercial HVAC units were analyzed, assuming two units would be required (Figure 10). As determined in the Noise Impact Analysis for the proposed project (Appendix J), operation of the proposed project, including a 24-hour drive-thru speaker and two HVAC units, would emit noise levels that would not exceed the City’s 40 dBA LEQ nighttime limit. Impacts would be less than significant.</p> <p>As determined in the proposed project’s Noise Impact Analysis, construction and operation of the proposed project would not 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. Construction and operational impacts would be less than significant.</p> <p>Source: City of Santee General Plan Noise Element; Noise Impact Analysis (Appendix J); Traffic Impact Study (Appendix B)</p>				
<p><b>b) Generation of excessive groundborne vibration or groundborne noise levels?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Proposed project construction activities, such as the use of high power or vibratory tools, compactors and tracked equipment, have the potential to generate substantial vibration in the immediate vicinity of the site. However, in general, these construction tools only generate substantial vibration in the immediate vicinity of 25 feet of the equipment. As the distance from the center of construction activities to adjacent receivers would be greater than 25 feet, these construction activities would not generate substantial vibration or groundborne noise that would be perceptible to receivers. The closest sensitive receptor to the project site boundary, a residence, is located approximately 100 feet to the east. Therefore, any groundborne vibration or groundborne noise potentially generated by construction activities is not anticipated to be perceptible to nearby receivers. Impacts would be less than significant.</p>				
<p><b>c) For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The proposed project site is located approximately 0.5 mile from Gillespie Field. The ALUCP for Gillespie Field Airport was adopted in January 2010 and Amended in December 2010. The proposed project site is located within the Airport Influence Area, Review Area 1 of the Gillespie Field Airport (ALUCP Exhibit III-5) and located outside of the noise exposure range (ALUCP Exhibit III-1). As described in the ALCUP, noise contours were established for the purpose of evaluating the noise compatibility of land use actions. Therefore, the proposed project would not expose people working in the project area to excessive noise levels. Additionally, there are no private airstrips in the project area. Impacts would be less than significant.</p> <p>Source: San Diego County Airport Land Use Commission (2010); City of Santee General Plan Noise Element</p>				
<p><b>14. POPULATION AND HOUSING -- Would the project:</b></p>				
<p>a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The proposed project does not include the construction of any new homes and would construct a commercial retail facility in an area already served by established roads and other infrastructures. The commercial development is intended to serve the existing community and commuters along SR-67 and is unlikely to cause significant growth as no new homes or other businesses are proposed. Therefore, implementation of the project would not directly or indirectly induce substantial population growth in the area. No impact would occur.</p>				
<p>b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The proposed project would construct a commercial building on vacant land and would not displace any people or housing or require the construction of replacement housing elsewhere. No impact would occur.</p>				
<p><b>15. PUBLIC SERVICES -- Would the project:</b></p>				
<p>a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Fire protection?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Graves Commercial Center (P2017-1)  
Initial Study

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The proposed project site is provided fire protection services by the Santee Fire Department. City of Santee Fire Station 4 is located nearest to the project site, at 8950 Cottonwood Avenue, approximately 0.9 mile to the northwest. The proposed project plans have been reviewed by Santee Fire Marshal Bruce Kerl as part of the Development Permit Review process for the project, and conditions were set forth by the Fire Department for project approval. All conditions would be incorporated into the project design, thereby reducing any potential impacts to a less than significant level. The Fire Marshal requirements are related to fire lanes, address numbers, sprinkler systems, fire alarm systems, fire extinguishers, exit pathways, lighting and occupant load signage.</p> <p>The Fire Department’s response times vary within the City, with the current goal being to provide an average maximum initial response time of no more than six minutes, with an average maximum response time of no more than ten minutes for supporting paramedic transport units 90 percent of the time. The City of Santee General Plan anticipates that no new fire stations would be required to be provided to maintain adequate response times, unless the currently vacant Fanita Ranch area develops. Additionally, the project is located within a developed area, is considered an infill site and is consistent with the General Plan land use and zoning designations for the site. The proposed 24-hour commercial operation is not anticipated to substantially alter fire response times or the ability to provide fire protection services. Therefore, service levels and response times for the project are anticipated to be adequate and no additional facilities would be required. Compliance with the Fire Department review would result in less than significant impacts related to the provision of fire protection services. Impacts would be less than significant.</p> <p>Source: City of Santee General Plan Safety Element</p>				
<b>Police protection?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Police protection for the proposed project site would be provided by the San Diego County Sheriff’s Department, under a contractual agreement with the City, which operates primarily out of the Santee Substation located at 8811 Cuyamaca Street, approximately 1.3 miles northwest of the project site. The need to construct new police facilities are evaluated as part of yearly contractual agreements between the City of Santee and the San Diego County Sheriff’s Department. The average priority call response time for general law enforcement within the City is 8.2 minutes and the average traffic law enforcement is 7.5 minutes. The project is located in a developed area and is proposed for what is considered an infill site. The project is also consistent with the City of Santee General Plan land use designation and the City’s zoning designation, and therefore the need for additional services would have already been accounted for when the land use designation and zoning designations were made. The proposed 24-hour commercial operation is not anticipated to substantially alter police response times or the ability to provide police services. The need for additional police protection is not anticipated and considering the proposed use, the construction of a 6,267 sf commercial building containing a 7-Eleven and Starbucks drive-thru would not necessitate the need for new police facilities. Existing police protection is adequate to serve the proposed commercial center and the need for new or altered police protection facilities is not expected and impacts would be less than significant.</p> <p>Source: City of Santee General Plan Safety Element</p>				
<b>Schools?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The project would construct a commercial development and would not result in the generation of school-aged children that would require school facilities. Therefore, the project is not expected to generate a new student population that the Santee School District or Grossmont Union High School District would be required to accommodate. No impact would occur.</p>				
<b>Parks?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The project includes the construction of a commercial facility and would not result in the addition of any residents that require the use of park facilities. Therefore, the project would not necessitate the construction of new or physically altered off-site park facilities. No impact would occur.</p>				
<b>Other public facilities?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>There are no other public services, facilities, or infrastructure anticipated to be required or impacted due to the construction and operation of the project. All public facilities, as discussed above, are available to serve the project. No other required public facilities have been identified. As a result, a less than significant impact would occur.</p>				
<b>16. RECREATION -- Would the project:</b>				
<p><b>a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The project would construct a commercial facility and does not include any residential components that would increase the use of existing parks or recreational facilities in a manner that would cause the substantial physical deterioration of any facilities. No impact would occur.</p>				
<p><b>b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The project would construct a single building that would be occupied by two commercial businesses, a 7-Eleven and a Starbucks. The project does not include recreational facilities nor would it require the construction or expansion of any off-site recreational facilities. No impact would occur.</p>				
<b>17. TRANSPORTATION -- Would the project:</b>				
<p><b>a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?</b></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact		
<p>As part of the proposed project, a Traffic Impact Study was prepared and is included as Appendix B to this document. To determine if the proposed project would conflict with an applicable plan related to transportation, various intersections and roadway segments within the study area were analyzed for Level of Service (LOS) under the following scenarios: 1) Existing Conditions; 2) Existing Plus Project Conditions; 3) 2018 Opening Day Conditions; 4) 2018 Opening Day Plus Project Conditions and 5) Horizon Year 2035. Key intersections and roadway segments analyzed in the Transportation Impact Analysis include:</p> <table border="0" data-bbox="186 625 1429 877"> <tr> <td style="vertical-align: top;"> <p><u>Intersections</u></p> <ol style="list-style-type: none"> <li>1. Prospect Avenue at Graves Avenue</li> <li>2. Prospect Avenue at SR-67 Northbound Off Ramp</li> <li>3. Prospect Avenue at Magnolia Avenue</li> <li>4. Graves Avenue at the Project Access</li> </ol> </td> <td style="vertical-align: top;"> <p><u>Roadway Segments</u></p> <ol style="list-style-type: none"> <li>1. Prospect Avenue - West of Magnolia Avenue</li> <li>2. Prospect Avenue - East of Magnolia Avenue</li> <li>3. Graves Avenue - North of the Project</li> <li>4. Graves Avenue - North of Prospect Avenue</li> <li>5. Graves Avenue - South of Prospect Avenue</li> <li>6. Magnolia Avenue - North of Prospect Avenue</li> <li>7. Magnolia Avenue - South of Prospect Avenue</li> </ol> </td> </tr> </table> <p>The proposed project is estimated to generate 4,519 average weekday daily trips with 453 trips being generated during the morning peak hour and 302 trips being generated during the afternoon peak hour (Figure 12). Total cumulative trips with pass-by reductions results in 3,615 daily trips with 453 trips being generated during the morning peak hour and 150 trips being generated during the afternoon peak hour. Trip distribution percentages for the proposed project were estimated based on likely travel routes and distributions, as well as circulation to local state routes and major arterials. The construction of the proposed project would improve the Graves Avenue frontage, to be consistent with the City of Santee requirements and provide the Graves Avenue/Prospect Avenue intersection improvements shown on the site plan and Figure 11 of the Traffic Impact Study. The project would also include the addition of the continuous two-way left turn lane on Graves Avenue to increase the daily capacity of the Graves Avenue to 15,000 vehicles.</p> <p>As part of the proposed project, the project frontage along Graves Avenue would be improved, in accordance with the City of Santee requirements and the previously approved improvements for the Prospect Avenue/Graves Avenue intersection, including a stop sign for traffic control at the projects driveway entering Graves Avenue. Specific improvements including traffic signal modification include: 1) Replacing two southbound traffic signal loops located on Graves Avenue and relocating the associated conduit/pull boxes; 2) Relocating the pull box for the traffic signal at the intersection of Prospect Avenue and Graves Avenue; 3) Relocating the pull box for the signal at the Prospect Avenue and SR-67 off-ramp; 4) Installing a street light on the west side of Graves Avenue; 5) Replacing inadequate pavement to the centerline; and 6) Replacing inadequate sidewalk adjacent to site on Prospect Avenue and Graves Avenue.</p> <p><u>Existing Plus Project Conditions</u></p> <p>Under the existing conditions scenario, all roadway segments within the Traffic Impact Study would operate at LOS “C” or better except for Graves Avenue north of Project and north of Prospect Avenue which would operate at LOS “E” and south of Prospect Avenue which operates at LOS “F”. The addition of project traffic to Graves Avenue is considered to create a significant impact for existing plus project conditions on Graves Avenue north of Project, and north and south of Prospect Avenue (<b>Impact-TRA-1</b>). Intersection operation level of service for the Existing Plus Project scenarios shows each of the four (4) intersections analyzed operate at LOS “C” or better in the AM peak hours and LOS “D” or better in the PM peak Hour. Operating condition for intersections under the Existing Plus Project Conditions scenario would be less than significant.</p>					<p><u>Intersections</u></p> <ol style="list-style-type: none"> <li>1. Prospect Avenue at Graves Avenue</li> <li>2. Prospect Avenue at SR-67 Northbound Off Ramp</li> <li>3. Prospect Avenue at Magnolia Avenue</li> <li>4. Graves Avenue at the Project Access</li> </ol>	<p><u>Roadway Segments</u></p> <ol style="list-style-type: none"> <li>1. Prospect Avenue - West of Magnolia Avenue</li> <li>2. 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<p>In order to adequately ensure that the roadways would operate at an acceptable condition, the project will include the following mitigation measures:</p> <p><b>TRA-MM-1</b> The project applicant shall incorporate the recommended striping and channelization on Graves Avenue from north of the project’s northern Graves Avenue boundary to 840 feet south of Prospect Avenue to add two left turn lanes north of Prospect Avenue and the additional travel lanes south of Prospect Avenue and modify Graves Avenue to accommodate the Graves Avenue and Prospect Avenue striping. The applicant is to widen Graves Avenue adjacent to the project site. In addition, the applicant shall install a stop sign at the project driveway entering Graves Avenue and install a continuous two-way left turn lane on Graves in order to increase the daily capacity of Graves Avenue.</p> <p>Implementation of TRA-MM-1 to widen the Grave’s Avenue frontage and restriping of Graves Avenue will add a two-way left turn lane at the project access and there would not be any left turning movements that would impede traffic flow on Graves Avenue north of Prospect Avenue, further increasing the daily capacity of Graves Avenue to 15,000 vehicles.</p> <p><u>2018 Opening Day Conditions</u></p> <p>The construction of the proposed project would improve the Graves Avenue frontage, to be consistent with the City of Santee requirements and provide the Graves Avenue/Prospect Avenue intersection improvements shown on the site plan and Figure 11 of the Traffic Impact Study. The project would also include the addition of the continuous two-way left turn lane on Graves Avenue to increase the daily capacity of the Graves Avenue to 15,000 vehicles. Under the 2018 Opening Day Scenario (Table 11), each roadway analyzed would operate at LOS “D” or better for 2018 Opening Day Conditions except Graves Avenue north of Project and north of Prospect Avenue which would operate at LOS “E” and south of Prospect Avenue would operate at LOS “F” for Opening Day 2018 conditions. (<b>Impact-TRA-2</b>). Mitigation measure TRA-MM-1 would be required to reduce impacts to a level below significant.</p> <p>As discussed above, the recommended striping and channelization that is to be provided on Graves Avenue from north of the project to 840 feet south of Prospect Avenue and the addition of the two-way left turn lane allows left turning vehicles to move out of the through lanes of traffic to make left turns and increase traffic flow and capacity of Graves Avenue to 15,000 vehicles.</p> <p>In addition, each of the five intersections analyzed would operate at LOS “C” or better in the AM peak hour and LOS “D” in the PM peak hour. The increase in delay is less than 0.02 second/vehicle and therefore the project does not create a significant impact to intersections under the 2018 Opening Day Conditions scenario.</p> <p><u>2018 Opening Day Plus Project Conditions</u></p> <p>Under the Opening Day 2018 + Project Conditions (Table 12), all roadway segments would operate at LOS C or better except for Graves Avenue north of Project which would operate at LOS “E” and both north and south of Prospect Avenue which would operate at LOS “F” (<b>Impact-TRA-3</b>). Mitigation measure TRA-MM-1 would be required to reduce impacts to a level below significant. The required striping, channelization and addition of the two-way left turn lane on Graves Avenue would increase traffic flow and further increase capacity of the roadway. Under the 2018 Opening Day Plus Project Conditions scenario, each intersection would continue to operate at LOS “D” or better with the addition of project traffic.</p>				

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><u>Horizon Year 2035</u></p> <p>To address the proposed project impacts on Graves Avenue south of Prospect Avenue, a Year 2035 Analysis for Graves Avenue south of Prospect Avenue was completed to determine if the proposed project percentage increase in daily traffic volumes would be significant. Year 2035 turning movements were estimated at Graves Avenue and Prospect Avenue and a Daily and AM/PM peak hour analysis of the 2035 Future Traffic Volumes was performed. Review of the SANDAG 2035 Mobility Element Model identified 2.3 acres of Neighborhood Commercial Land Use. The proposed project site represents 0.97 acres of Neighborhood Commercial Zoning. Therefore it can be concluded the 2035 Forecasts include the proposed project.</p> <p>To estimate the Buildout scenario turning movement volumes at the study intersection, the existing turning movements at the intersection were factored up based on the projected ADT volumes along each segment. Each respective movement was derived using an iterative approach that balances the inflows and outflows for each approach. The input values include the existing turning movement volumes and future year peak hour approach and departure volumes along each leg of the intersection. The future peak hour approach volumes were estimated by applying the existing peak hour factor and directional distributional percentage to the future ADT volumes along each approach.</p> <p>The 2035 Horizon Year Analysis shows that the addition of project traffic to the Prospect Avenue and Graves Avenue roadways would generate traffic greater than the 2035 forecasts. Each of the two roadway segments on Graves Avenue north and south of Prospect Avenue would operate at LOS “F”, based on the City of Santee Roadway Classifications (<b>Impact-TRA-4</b>). Mitigation measure TRA-MM-1 would be required to reduce impacts to a level below significant. Based on the proposed mitigation for the recommended channelization to provide a continuous two-way left turn lane from north of the project driveway to approximately 840 feet south of Prospect Avenue, roadway capacity would be increased. The proposed mitigation would increase the LOS “E” capacity to 15,000 ADT for both roadway segments of Graves Avenue north and south of Prospect Avenue (Table 17). Impacts to Graves Avenue would therefore be mitigated to a level below significant. The 2035 Horizon Year Analysis shows that the addition of project traffic to the Prospect Avenue and Graves Avenue intersection would operate at LOS C in the AM and PM peak hour conditions for Year 2035 Conditions including project traffic (Table 18). Therefore, the project is not considered to have a significant direct impact on Graves Avenue/Prospect Avenue intersection.</p> <p><u>Queuing Analysis</u></p> <p>Caltrans has requested the vehicle queues on the SR-67 Northbound Off Ramp at Prospect Avenue be analyzed to confirm that proposed project traffic does not back upon the off ramp and conflict with the northbound thru lanes on SR-67 (Table 14). In addition, they have requested the analysis to include the eastbound Prospect Avenue traffic lanes at Graves Avenue to show eastbound traffic queues stopped at Graves Avenue do not block the SR-67 northbound off-ramp. The results of the queuing analysis shows there is adequate vehicle stacking on the SR-67 Northbound off-ramp with existing intersection geometrics and with the project intersection geometrics. The 95<sup>th</sup> percentile queues for the eastbound left and thru movements on Prospect Avenue at Graves Avenue would not exceed available storage for all the conditions analyzed. The eastbound right turn movement at Graves Avenue would exceed available storage for 2018 Opening Day plus Project with existing geometrics. However, no vehicle queue would occur with the proposed project’s required mitigation and any vehicle queues on eastbound Prospect Avenue at Graves Avenue would be mitigated by construction of the proposed intersection geometrics and the traffic signal modifications described above.</p>				



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<p>As part of the proposed project, inadequate sidewalk would be replaced adjacent to site on Prospect Avenue and Graves Avenue. Onsite circulation and vehicle stacking for the drive-thru window was reviewed and found to be satisfactory and the improvements to the projects frontage and intersections would be consistent with the City of Santee requirements. Additionally, review of the SANDAG 2035 Mobility Element Model concluded the 2035 Forecasts include the proposed project. Therefore, the proposed project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts would be less than significant.</p> <p>Source: Traffic Impact Study (Appendix B); City of Santee General Plan Mobility Element</p>				
<p><b>b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>CEQA Guidelines Section 15064.3 describes specific considerations for evaluating a project’s transportation impacts measured by vehicle miles traveled (VMT). Subdivision (b)(1) of CEQA Section 15064.3 further describes that for land use projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. The project site is located near the San Diego Metropolitan Transit System bus route 833 with a stop located at Graves Avenue and Prospect Avenue immediately south of the site. This bus runs along Graves Avenue, Magnolia Avenue and Mission Gorge Road to the Santee Town Center, which is served by the Sycuan Green Line Trolley. The project would not conflict with CEQA Guidelines Section 15064.3 and impacts would be less than significant.</p> <p>Source: Traffic Impact Study (Appendix B)</p>				
<p><b>c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Development of the proposed project would include the improvement of the project frontage along Graves Avenue in accordance with the City of Santee requirements and improvements for the Prospect Avenue/Graves Avenue intersection as shown on the site plan and Figure 11 of the Traffic Impact Study including the addition of the continuous two-way left turn lane on Graves Avenue to increase the daily capacity to 15,000 vehicles. As required by TRA-MM-1, these improvements would include the installation of a stop sign for traffic control at the projects driveway entering Graves Avenue, widening of Graves Avenue adjacent to the project site, restriping of Graves Avenue from the project's northerly boundary to 840 feet south of Prospect Avenue to add two left turn lanes north of Prospect Avenue and the additional travel lanes south of Prospect Avenue, and modification of Graves Avenue to accommodate Graves Avenue striping and Prospect Avenue striping. Under implementation of the proposed project, traffic would enter the project site from a single access point near the north end of the project site. This access would provide direct access to the drive-thru around the buildings and enters the parking lot adjacent to Graves Avenue. The proposed circulation plan would provide good circulation for customers parking and entering the commercial facilities. It also reduces conflict between the drive-thru uses and the customers parking. The proposed project site is designed to accommodate a minimum of nine vehicles from the drive-thru order pick up window with stacking for an additional three vehicles before they reach the parking aisle at the projects driveway. This was studied in the Traffic Impact Study prepared by Darnell and Associate (see Appendix B) and the City Traffic Engineer found this satisfactory. Therefore, the project would not include any design features that would substantially increase traffic hazards. Impacts would be less than significant.</p> <p>Source: Traffic Impact Study (Appendix B)</p>				
<b>d) Result in inadequate emergency access?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The project would provide adequate access for emergency vehicles and service personnel. Access to the project site would be provided from a single access point via a driveway located on Graves Avenue. A stop sign would also be provided for traffic control at the project driveway entering Graves Avenue. Additionally, development of the project would include improvement of the project's frontage along Graves Avenue in accordance with the City of Santee requirements and improvements for the Prospect Avenue/Graves Avenue intersection as shown on the site plan and Figure 11 of the Traffic Impact Study including the addition of the continuous two-way left turn lane on Graves Avenue to increase the daily capacity. As part of the project process, the Santee Fire Department has reviewed and approved the project plans to ensure adequate emergency access is provided. Compliance with the Fire Department review will result in less than significant impacts related to adequate emergency access.</p>				
<b>18. TRIBAL CULTURAL RESOURCES -- Would the project:</b>				
<p><b>a) 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:</b></p>				
<p><b>i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) or;</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>According to the City of Santee General Plan Conservation Element, the project site is not located in an area with a moderate potential for eligible archaeological sites. Additionally, the potential for intact subsurface cultural deposits to occur onsite is low because the entire project site is considered disturbed and because minimal cut and fill would take place as part of the project. The potential for the discovery of previously unidentified historical resources is also low based on the fact that the project site is considered disturbed.</p> <p>Although three small structures existed on the southern half of the property from 1966 to the 1980s, no structures are currently located onsite. Implementation of the proposed project would not affect a known historical resource. Impacts would be less than significant.</p>				
<p><b>ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Public Resources Code 21074 defines tribal cultural resources as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Public Resources Code Section 5020.1. As discussed in the Cultural Resources Section above, the project site is considered disturbed and does not support any historic or cultural resources.</p> <p>In accordance with Public Resources Code Section 21080.3.1(b), the Mesa Grande Band of Mission Indians, Jamul Indian Village and Barona Band of Mission Indians tribes, which are traditionally and culturally affiliated with the geographic area within the City of Santee’s jurisdiction, requested formal notice of and information on proposed projects within the City of Santee. On May 2, 2019 in compliance with California Public Resources Code Section 21080.3.1, the City of Santee, as Lead Agency, sent a letter to the Tribal Representative for the subject tribes notifying the tribes of the proposed project. Responses to the AB 52 consultation notices were not received. Impacts to tribal cultural resources would be less than significant.</p> <p>Source: Office of Planning and Research, Discussion Draft Technical Advisory: AB 52 and Tribal Cultural Resources in CEQA, 2015</p>				
<p><b>19. UTILITIES AND SERVICE SYSTEMS -- Would the project:</b></p>				
<p><b>a) Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, , the construction of which could cause significant environmental effects?</b></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>As part of the proposed project, Padre Dam Municipal Water District (PDMWD) reviewed the project and has indicated that sufficient water and wastewater facilities exist to serve the commercial facility (Appendix K). The Project Facility Availability Form and Conditions of Approval indicate that a private sewer system is required and the developer is responsible for extending the private lateral to the project site. Additionally, the nearest sewer connection to serve the site is an 8" VCP main in Graves Avenue at Sunset Trails Road. PDMWD will install the public lateral portion in Graves Avenue at the developer's expense. The environmental effects of installing the onsite infrastructure required to connect to these facilities have been evaluated within this Initial Study checklist and are included within the project development footprint. As discussed above, the proposed project's potential impacts related to Geology and Soils as discussed in section 7a, Hydrology and Water Quality as discussed in section 10a and Transportation as discussed in section 17a would be reduced to a level below significance through the implementation of mitigation measures GEO-MM-1, HYDRO-MM-1 through HYDRO-MM-4 and TRA-MM-1.</p> <p>The proposed project would require the construction of new onsite storm water drainage facilities, specifically two infiltration basins, storm drain pipes, catch basins, inlets, outlets, riprap, curb and gutter. The environmental effects of constructing this storm water drainage facility have been evaluated within this Initial Study checklist and are included within the project development footprint. All onsite facility construction would be consistent with the City's Storm Water Management and Discharge Control Ordinance (Municipal Code Chapter 13.42) and engineering standards. The project is consistent with the City of Santee General Plan land use designation and zoning designation for the site and would not generate new demand for electrical power, natural gas, or telecommunications that are projected by utility providers .</p> <p>As discussed in this checklist, all environmental impacts are anticipated to be less than significant upon implementation of mitigation. Additionally, no off-site water or wastewater drainage facilities would be constructed or expanded. Therefore, the project would result in a less than significant impact.</p> <p>Source: Padre Dam Municipal Water District Project Availability Forms (Appendix K)</p>				
<p><b>b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The PDMWD has provided a Public Facility Availability Form that indicates adequate water supplies are available to serve the project. Therefore, no new entitlements or resources are needed and impacts would be less than significant.</p> <p>Source: Padre Dam Municipal Water District Project Availability Forms (Appendix K)</p>				
<p><b>c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The PDMWD has provided a Public Facility Availability Form indicating that wastewater facilities are adequate to serve the project. Therefore, no additional capacity would be needed and impacts would be less than significant.</p> <p>Source: Padre Dam Municipal Water District Project Availability Forms (Appendix K)</p>				

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Solid waste generated by the proposed project that cannot be recycled would be sent to area landfills. Based on the Five-Year Review Report of the County Integrated Waste Management Plan for the County of San Diego, remaining capacity at area landfills would be adequate to handle the project's solid waste disposal needs. Most of the solid waste collected in the City is disposed of at the Sycamore Sanitary Landfill, which has remaining capacity through the year 2042. Other landfills that handle waste from San Diego and Santee include the Miramar Landfill and the Otay Landfill, which have remaining capacity.</p> <p>The project would also generate construction waste during the construction phase of the project. City Municipal Code Section 13.38.060 requires that a minimum of 50 percent by weight of construction and demolition debris be diverted from landfills by using recycling, reuse, and diversion programs. A construction and demolition debris management plan that demonstrates how the project would comply with diversion requirements is required pursuant to the Municipal Code prior to issuance of a building or demolition permit. As a result, the project would be served by landfill(s) with sufficient permitted capacity and impacts would be less than significant.</p> <p>Source: Santee Municipal Code; County of San Diego Countywide Five-Year Review Report of the Countywide Integrated Waste Management Plan, September 2012</p>				
<p><b>e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The project would comply with the City's construction and demolition recycling ordinance (Santee Municipal Code Section 13.38.060) and Solid Waste Ordinance, which follow state regulations for solid waste and recycling. As a result, the project would comply with all federal, state and local statutes related to solid waste. Impacts would be less than significant.</p> <p>Source: Santee Municipal Code</p>				
<p><b>20. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</b></p>				
<p><b>a) Substantially impair an adopted emergency response plan or emergency evacuation plan?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The proposed project would provide emergency response access in compliance with the City of Santee standards and is located in an existing developed area with access to major roadways that would allow for emergency evacuations. Additionally, as part of the City's Development Review process, the project has been reviewed by the City's Fire Marshal, Bruce Kerl, to ensure it does not impair any emergency response or evacuation plans. All conditions set forth by the Fire Department through the Fire Marshal have been incorporated into the project design. Impacts would be less than significant.</p> <p>Source: City of Santee General Plan Safety Element</p>				

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The proposed project would construct a 6,267 sf retail facility on a currently vacant lot located within a developed area of the City and the site is classified as a “non-very high fire hazard severity zone”. The construction and operation of the proposed project would not alter the slope, prevailing winds, or other factors that would exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. Impacts would be less than significant.</p> <p>Source: SAN GIS</p>				
<b>c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The proposed project would construct a 6,267 sf retail facility on a currently vacant lot. The proposed project would comply with City standards for the installation and maintenance of associated infrastructure and the proposed project does not propose infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Impacts would be less than significant.</p> <p>Source: City of Santee General Plan Safety Element</p>				
<b>d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The proposed project site has a relative slope of 0.8% and does not contain any slopes subject to landslides. Additionally, based on the City of Santee General Plan Geotechnical/Seismic Hazard Map, the proposed project site and surrounding areas are underlain with granitic rock, which is the least susceptible to landslides. Therefore impacts from landslides as a result of post-fire slope instability would be less than significant.</p> <p>As stated in the Drainage Study (Appendix G), the proposed project site is located within Zone X on FEMA Flood Insurance Map 06065C2720G, which indicates that the site is in an area determined to be outside the one percent annual chance floodplain. Therefore, the proposed project would not expose people or structures to significant wildfire risk by placing structures in a flood hazard area as a result of runoff or drainage changes. Impacts would be less than significant.</p> <p>Source: City of Santee General Plan Geotechnical/Seismic Hazard Map Figure 8-3; Geotechnical Investigation Report (Appendix E); Drainage Study (Appendix G)</p>				
<b>21. MANDATORY FINDINGS OF SIGNIFICANCE --</b>				

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>a) <b>Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The project would not result in any impacts to or eliminate important examples of major periods of California history or prehistory. Implementation of the project would not cause any fish or wildlife species to drop below self-sustaining levels and would not impact any sensitive habitats, plants or animals. The project does not have the potential to significantly impact species covered under the Migratory Bird Treaty Act. As discussed earlier under Biological Resources, no potentially significant impacts would occur from project implementation. Therefore, impacts would be less than significant.</p> <p>The proposed project would not achieve short-term environmental goals to the disadvantage of long-term environmental goals because no significant and unavoidable environmental impacts would occur from implementation of the project. As discussed above, the proposed project's potential impacts related to Geology and Soils, Hydrology and Water Quality and Transportation and Traffic would be reduced to a level below significance through the implementation of mitigation measures GEO-MM-1, HYDRO-MM-1 through HYDRO-MM-4 and TRA-MM-1. Additionally, the proposed project was determined to result in less than significant impacts related to Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation and Tribal Cultural Resources, Wildfire and Utilities and Service Systems. All potentially significant impacts related to the proposed project would be mitigated with the identified measures and would not occur at the expense of long-term environmental goals. Therefore, impacts would be less than significant with the incorporation of mitigation.</p>				
<p>b) <b>Does the project 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 project, and the effects of probable future projects.)</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The City of Santee maintains a list of past, present and probable future development projects to be considered in a cumulative analysis. The City's list identifies 47 cumulative projects, including residential, commercial and industrial developments. Cumulative projects closest to the project site include the Lantern Crest Project and Lantern Crest Ridge Addition Project. Per the instructions for evaluating environmental impacts in this Initial Study, the potential for adverse cumulative effects were considered in response to each question in Issue Areas 1 through 20 of this form. In addition to evaluation of potential project-specific effects, this evaluation considered the project's potential for incremental effects that may be cumulatively considerable when viewed in connection with the effects of past, current, or probable future projects in the area. As discussed in this Initial Study, all impacts would be mitigated to less than significant and no cumulative impacts would occur.</p>				
<p>c) <b>Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Graves Commercial Center (P2017-1)  
Initial Study

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