



**Initial Study/Environmental
Checklist Form for the
Lantern Crest Ridge II Project
Santee, California**

GPA 2018-1, R2018-1, P2017-04, AEIS 2018-2

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

Prepared by
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RECON Number 9103
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- B: Revised Lantern Crest Ridge II Senior Care Project Traffic Impact Study, Darnell and Associates, Inc., April 30, 2018
- C: A Biological Resources Survey Report for the Lantern Crest Ridge II Property, Vince Scheidt, June 2018
- D: Lantern Crest/Santee Seniors Annual Management Report, J. Whalen Associates, Inc.
- E: 2017 Annual Report and 2018 Work Plan for the Lantern Crest Open Space Preserve Memorandum, Cummings Environmental, Inc., January 3, 2018
- F: Results of the Archaeological Survey for the Lantern Crest Ridge II Project, RECON Environmental Inc., September 17, 2018
- G: Energy Use Calculations, RECON Environmental, Inc., November 4, 2019
- H-1: Report of Geotechnical Investigation, Group Delta Consultants, Inc., June 19, 2017
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- I: Phase I Environmental Site Assessment, CERES, Corp. (Parcel #383-142-04-00), May 3, 2017
- J: Determination of No Hazard to Air Navigation, Federal Air Administration, April 2, 2018
- K: AM&M Proposal for Lantern Crest Ridge II, Firewise2000, Inc., June 27, 2018
- L: Storm Water Quality Management Plan (SWQMP) for Lantern Crest Ridge II, REC Consultants, Inc., July 2019
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- N: Revised Parking Analysis for the Proposed Lantern Crest Ridge II Senior Living Assisted and Memory Care Development, Darnell and Associates, Inc., July 30, 2019.
- O: Noise Modeling Results (SoundPLAN Output Files), RECON Environmental, Inc., April 10, 2018
- P: School Facility Availability Letters, Santee School District and Grossmont Union High School District, May 17 and May 15, 2017, respectively
- Q: Lantern Crest Ridge II Assisted Living Construction Traffic, Darnell and Associates, Inc., October 31, 2019
- R: Public Service Availability Forms from the Padre Dam Municipal Water District, May 4, 2017

CITY OF SANTEE
INITIAL STUDY/ENVIRONMENTAL CHECKLIST FORM
GPA 2018-1, R2018-1, P2017-04, AEIS 2018-2

1. Project Title

Lantern Crest Ridge II

2. Lead Agency Name and Address

City of Santee
10601 Magnolia Avenue
Santee, CA 92071

3. Contact Person and Phone Number

Michael Coyne
Associate Planner
City of Santee
(619) 258-4100 x160
mcoyne@CityofSanteeCa.gov

4. Project Location

Sunset Trail, Santee, CA 92071
Assessor's Parcel Number 384-142-04-00

5. Project Applicant/Sponsor's Name and Address

Michael Grant
Development Contractor, Inc.
110 Town Center Parkway
Santee, CA 92071

6. General Plan Designation

Existing: Low Density Residential (R-1A); Hillside Limited Residential (HL)
Proposed: Medium High Density Residential (R-14)

7. Zoning

Existing: Low Alternative Residential (R-1A); Hillside/Limited (HL)
Proposed: Medium High Density Residential (R-14)

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

8. Project Description

The Lantern Crest Ridge II Project (project) proposes a three-story, 46-unit senior care facility, along with four independent senior living units (contained within two duplex villas), for a total of 50 units. The project site is approximately 2.74 acres, located in the City of Santee, California, east of State Route 67 (SR-67) and north of Prospect Avenue (Assessor's Parcel Number 384-142-04-00). Figure 1 shows the project's regional location and Figure 2 shows the project's specific location on USGS map.

The project site is currently accessed via Sunset Trail and Lantern Crest Way on the southern side of the site from Graves Avenue. The western boundary of the project site fronts multi- and single-family residential properties, while the eastern boundary fronts the existing Lantern Crest Ridge Phase I Senior Housing facility, located at 800 Lantern Crest Way. The project would provide a connection to the adjacent Lantern Crest Ridge Phase I building via a covered pedestrian bridge. Refer to Figure 3 for the project location on an aerial photograph.

The project would require a General Plan Amendment (GPA 2018-1) and zone reclassification (R2018-1) to change the City of Santee (City) zoning land use designation from Low Density Residential (R-1A) and Hillside/Limited (HL) to Medium High Density Residential (R-14). Other required project approvals include a Conditional Use Permit (P2017-04). The Conditional Use Permit would permit the proposed development of 50 units of senior care housing and related services on the 2.74-acre project site. The building would be three stories and the units would range in size from 638.5 to 766 square feet. The common areas within each floor would range in size from 4,463 to 5,747 square feet. The duplex units would be 2,681 square feet each.

The project would also include three biofiltration basins, an on-site access road, and cul-de-sac. The project would provide 11 standard parking spaces, 4 single car garage parking spaces, and 1 Americans with Disabilities Act-compliant (ADA) parking space. The site plan is shown on Figure 4. The project includes on-site storm drain improvements, connections to public utility lines and the existing storm drain system along Sunset Trail, and construction of on-site sewer and water lines. The three biofiltration basins are located in the southeastern corner of the property, which would connect to the proposed on-site storm drain system and empty into the existing storm drain system located along Sunset Trail. Pad elevations for the two duplex structures would range from 510.4 feet above mean sea level (AMSL) to approximately 514.6 feet AMSL. The three-story structure pad elevations would range from 516 to 528 feet AMSL.

Access to the project site would be provided via Sunset Trail and Lantern Crest Way from Graves Avenue, and an access road and cul-de-sac would provide vehicular access to the parking spaces and structures. The internal access road, south of the internal cul-de-sac, would consist of a 30-foot-wide driveway, a 4-foot-wide sidewalk, and 19-foot (depth) parking stalls, along with a curb and gutter. The internal cul-de-sac would have a radius of 42 feet. The road to the north of the cul-de-sac would be 20' feet wide and designated as a "Fire Lane." A 65-foot-long firetruck turnaround area at the northern end of the property would be provided. The project would install an ADA compliant pedestrian ramp on the south side of

the project site (at site entrance) to allow access to cross Sunset Trail. All internal sidewalk ramps would be ADA accessible.

Due to elevation differences throughout the project site, the project would construct multiple retaining walls. These retaining walls would be specifically located around the entirety of the northern, western and southern edges of the proposed development footprint. Along the eastern edge of the proposed development, a retaining wall would be constructed around the biofiltration area, along the slope between the proposed bridge connecting to the Lantern Crest Phase I building and the internal access road, and along the development footprint of the three-story structure. The site elevations are shown on Figures 5a through 5d.

The project site would be landscaped, as shown on Figure 6. The typical landscaping would include trees, accent shrubs, and groundcover consisting of various brush and flower types. All landscaped areas would be mulched to a minimum depth of 4 inches with shredded wood mulch, except for groundcover areas, which would be mulched to a minimum depth of 2 inches. The planting areas would be irrigated with an automatic irrigation system containing a rain-sensing shutoff device, along with a drip irrigation system in small planter areas. All landscaping within the project site would comply with the requirements of the City's Water Efficient Landscape Ordinance. In addition, the project would include a 100-foot minimum horizontal set back of fuel modified defensible space between the proposed structures and the wildland areas located north and east of the project site. The fuel modified defensible space would be comprised of two distinct brush management areas (BMAs); BMA Zone 1 and BMA Zone 2. BMA Zone 1 (first 50 feet extending away from the proposed structures) would consist of permanently landscaped, irrigated, and maintained ornamental plantings. BMA Zone 2 would consist of low-growing, fire-resistant shrubs and ground covers, including dwarf coyote brush (*Baccharis pilularis*) and wood mulch. The project site has sufficient space to meet the 100-foot fuel modified defensible space requirement between the structure and open space to the north. However, the project site does not contain sufficient area to provide a 100-foot fuel modified defensible space between the proposed structures and open space area to the east. As currently proposed, the site layout would provide 56 feet of space between the structure and the open space to the east. In order to address the reduced fuel modified defensible space, the project would include the construction of a 5-foot fire barrier in the form of a non-combustible wall along the top of the slope along the eastern boundary of the project site, running from the northern edge of the bridge connecting the proposed structure to the Lantern Crest Ridge Phase I structure.

The Padre Dam Municipal Water District (PDMWD) would provide water and sewer service to the project site via the existing public water and sewer main along Sunset Trail. On-site water and sewer connections would be constructed within the internal access road, connecting with the existing 6-inch sewer main and 12-inch water main along Sunset Trail. These utilities would be public and constructed in accordance with PDMWD standards. One fire hydrant would be installed within the project site, located adjacent to the northern portion of the internal cul-de-sac.

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

The project site is currently undeveloped, consisting of three habitat communities, typical of the Santee scrub and grasslands areas, as well as granitic rock outcroppings. Topography on the site slopes from east to west, with elevations ranging from approximately 580 to 520 feet AMSL along the eastern perimeter of the site, and from 500 to 490 feet AMSL along the western perimeter.

A mixture of existing development and undeveloped land surrounds the project site. To the east and south of the project site lie two existing Lantern Crest Senior Living Facility buildings. The project would connect to the existing Lantern Crest Ridge Phase I building approximately 10 feet to the east of the project site through a covered bridge. The existing Villas at Lantern Crest and the Pointe at Lantern Crest are located immediately to the south of the project site across Sunset Trail. A mix of single- and multi-family apartment complexes is located immediately to the west and southwest across Sunset Trail. The SR-67 and State Route 52 (SR-52) interchange is located approximately 0.15 mile west of the project site. To the north and northeast of the project site is open space habitat, located upon steep slopes. Non-residential uses, including industrial parks, are located west of the project site, which are buffered from the site by the SR-67 and SR-52 interchange and roadways.

10. Other Required Agency Approvals or Permits Required

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

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

In accordance with Senate Bill (SB) 18 and Assembly Bill (AB) 52, the Native American Heritage Commission was notified of the project on August 29, 2018 and the appropriate local tribes were notified of the project on September 12, 2018 and June 19, 2019. On September 28, 2018, the City received a letter from the Viejas Band of Kumeyaay Indians requesting that any sacred sites be avoided with adequate buffer zones, in compliance with the National Environmental Policy Act (NEPA), California Environmental Quality Act (CEQA), and Native American Graves Protection and Repatriation Act (NAGPRA), and that the Viejas Band be notified of any changes or inadvertent discoveries.

As discussed in Section 14.5.b, below, due to the low sensitivity of the project site, it is not anticipated to support significant cultural resources; however, as unknown tribal cultural resources may have the potential to be present in the region, implementation of Mitigation Measures CUL-1 to CUL-3 is proposed to ensure that any unknown cultural or tribal cultural resources or human remains discovered during project-related ground disturbing activities are properly identified and protected over the long-term. Project impacts on

unknown tribal cultural resources would be reduced to less than significant with mitigation incorporated.

12. Statement of Environmental Findings

An Initial Study was prepared by the City of Santee to evaluate the potential effects of the project on the environment. As Lead Agency under the California Environmental Quality Act ("CEQA") and based on the finding contained in the attached Initial Study, the City has determined that the project would not have a significant effect upon the environment with implementation of the proposed mitigation measures.

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

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

13. Summary of Environmental Factors Potentially Affected

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

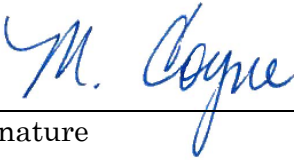
- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/>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

14. Determination

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

Reasons to Support Findings of Negative Declaration

1. The project would be consistent with the General Plan Housing Element Objective 4.1, which directs the City to continue to support and actively market shared housing as an affordable housing option for seniors.
2. All potentially significant environmental impacts can be mitigated to less than significant levels. Therefore the project would not result in significant impacts upon the environment.
3. Subject to approval of a General Plan Amendment and a zone reclassification, the project is compatible with the Land Use Element and all other elements of the General Plan that guide development to be consistent with the overall community character because the project includes a General Plan Amendment that designates the site for a high-density residential use, a land use that is consistent with existing adjacent and surrounding residential uses.
4. The project would be appropriately located with access from a major roadway and no significant traffic impacts would result from the project. All utilities are readily available.
5. The project would not contribute significantly to greenhouse gas emissions, nor would the project frustrate the intent of state policy relative to greenhouse gas emissions.



Signature

2/27/2020

Date

Michael Coyne, Associate Planner

Printed Name and Title

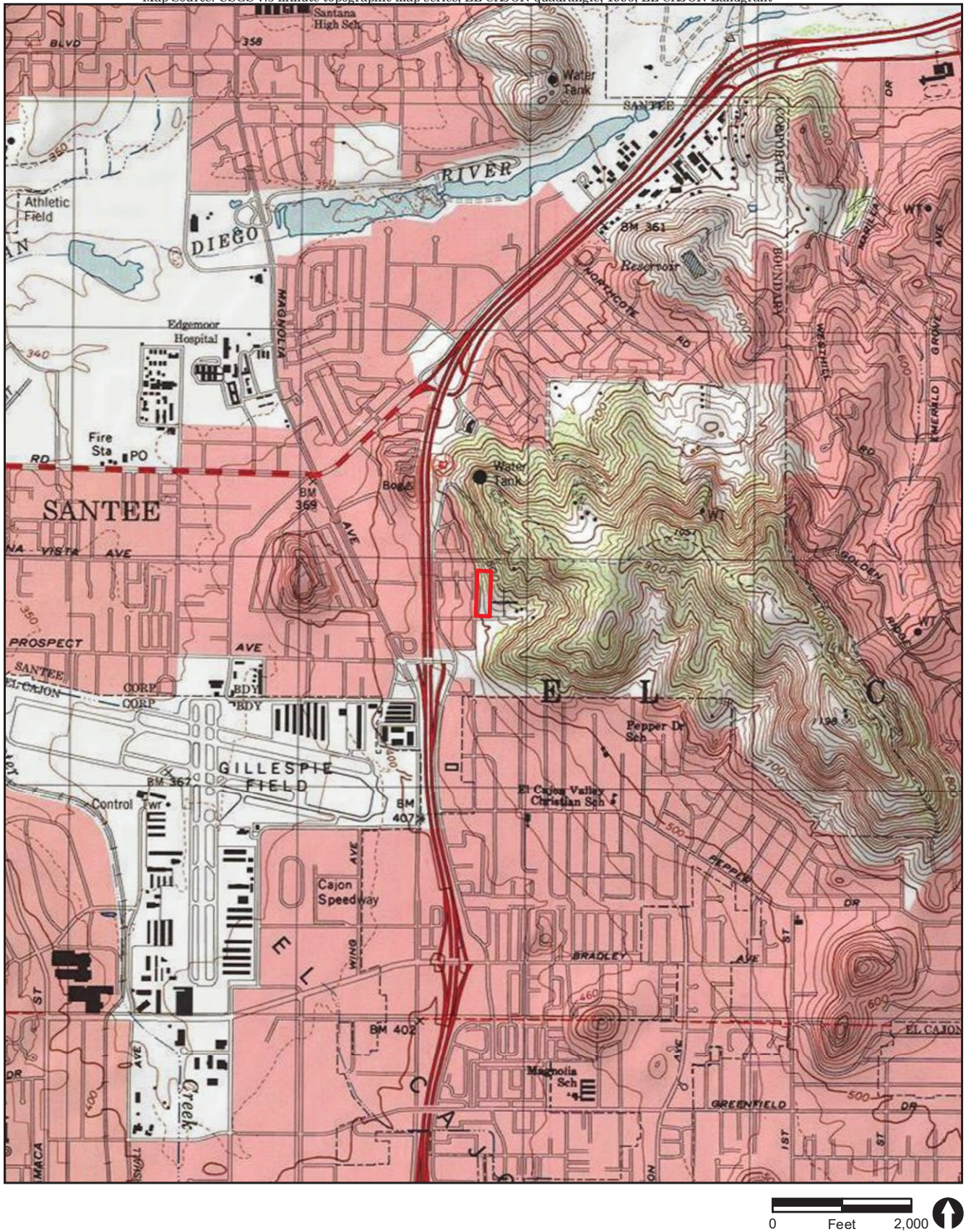
City of Santee

For

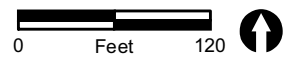


✱ Project Location

FIGURE 1
Regional Location



 Project Boundary



 Project Boundary

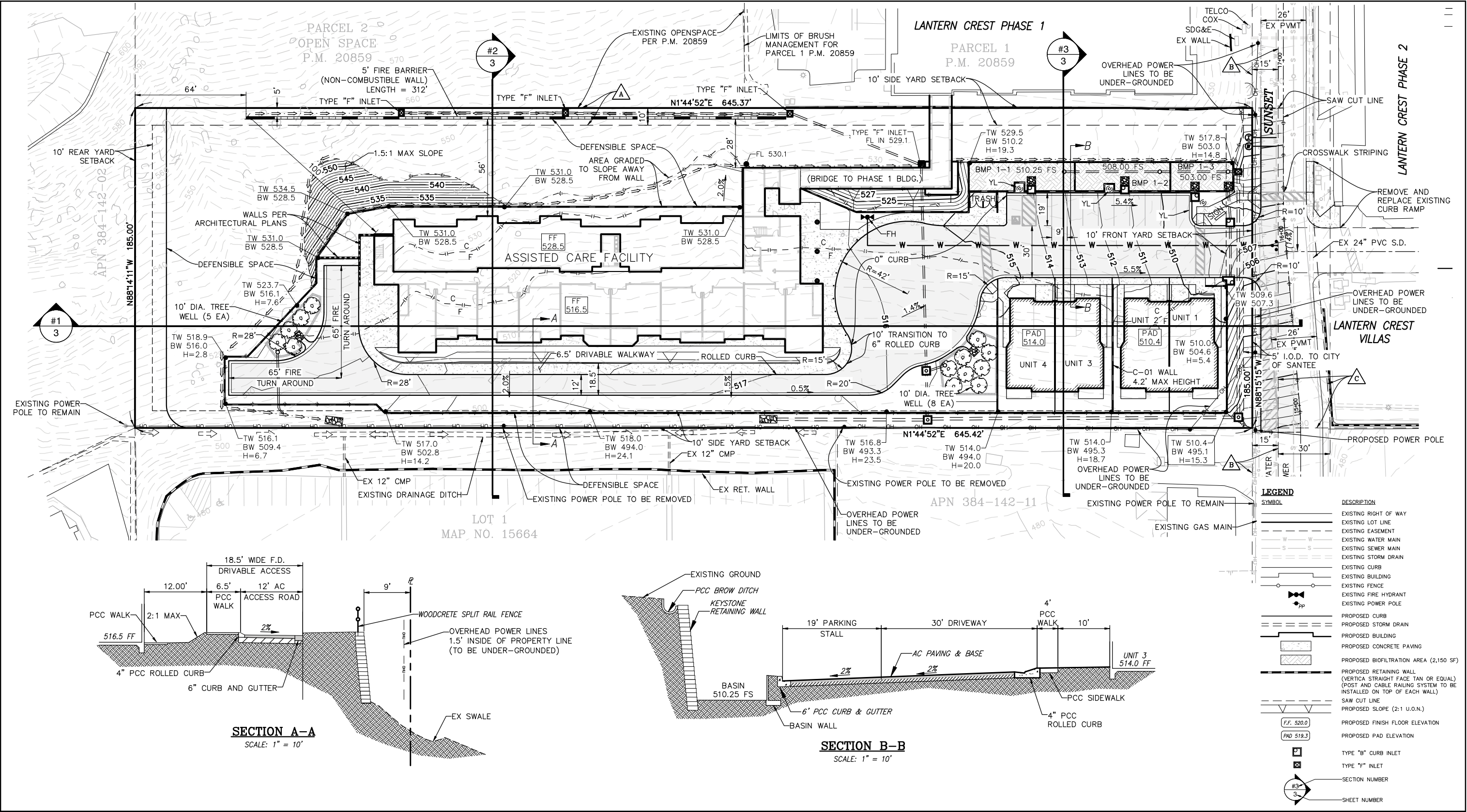








FIGURE 4
Site Plan

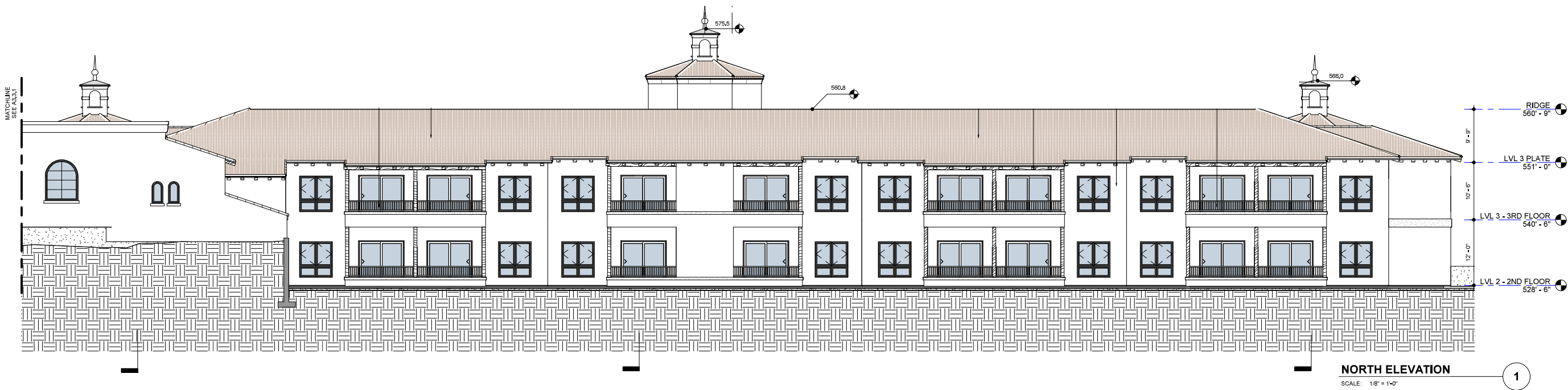


MATERIALS LEGEND

<p>6 WROUGHT IRON RAILING PAINTED</p> 	<p>5 SALTILLO ACCENT TILES</p> 	<p>4 EXPOSED WOOD FASCIA AND OUTRIGGERS SEMI-TRANSPARENT STAIN</p> 	<p>3 STONE VENEER BY EL DORADO STONE MOUNTAIN LEDGE SERIES - BUCKSKIN</p> 	<p>2 INTEGRALLY COLORED STUCCO "LACE" TEXTURE FINISH</p> 	<p>1 CONCRETE TILE ROOF BY EAGLE ROOFING CAPISTRANO SERIES - ADOBE BLEND</p> 
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Project North

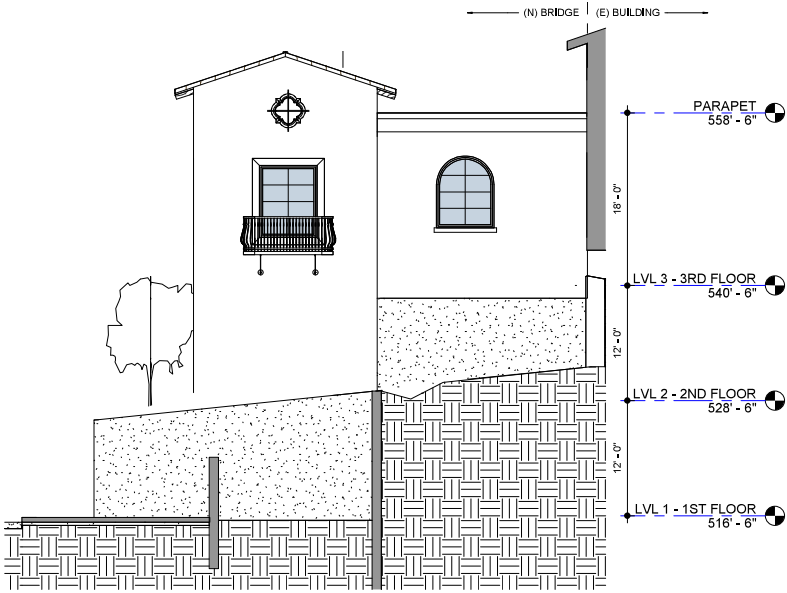
FIGURE 5a
Site Elevation: South



MATERIALS LEGEND

<p>⑥ WROUGHT IRON RAILING PAINTED</p>	<p>⑤ SALTILLO ACCENT TILES</p>	<p>④ EXPOSED WOOD FASCIA AND OUTRIGGERS SEMI-TRANSPARENT STAIN</p>	<p>③ STONE VENEER BY EL DORADO STONE MOUNTAIN LEDGE SERIES - BUCKSKIN</p>	<p>② INTEGRALLY COLORED STUCCO "LACE" TEXTURE FINISH</p>	<p>① CONCRETE TILE ROOF BY EAGLE ROOFING CAPISTRANO SERIES - ADOBE BLEND</p>
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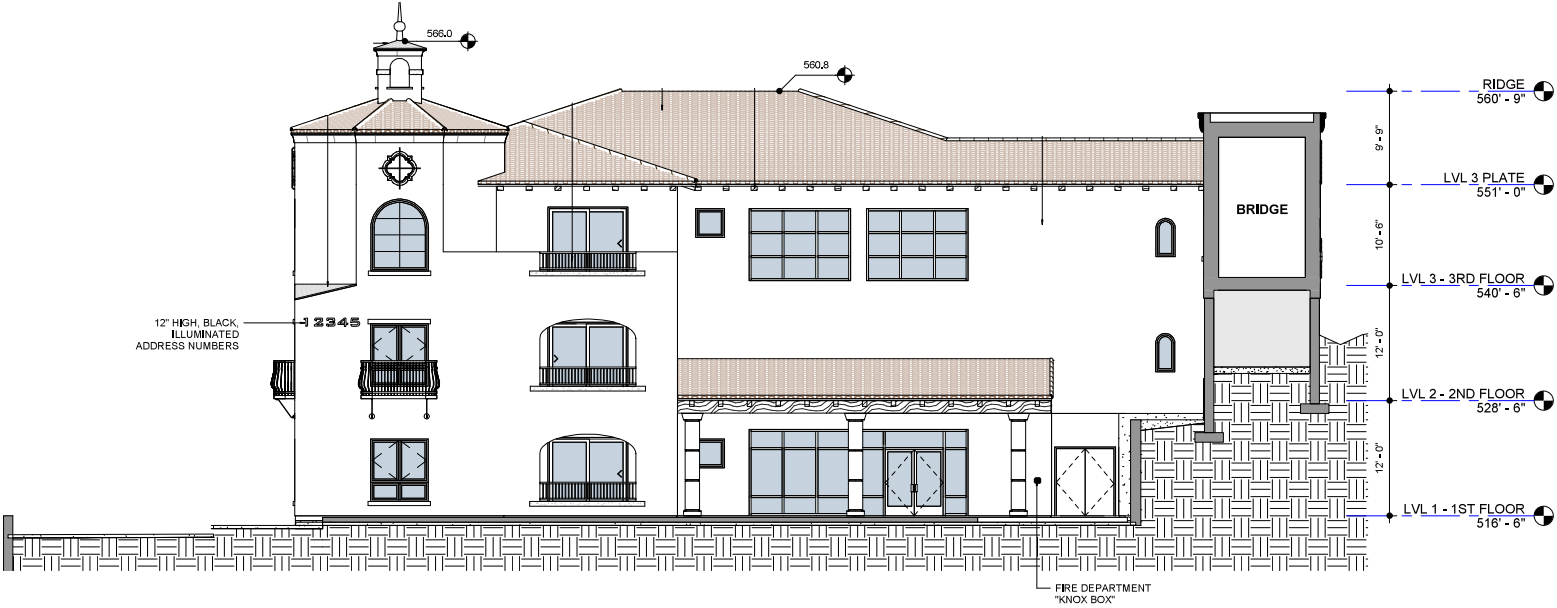
FIGURE 5b
Site Elevation: North



EAST BRIDGE

SCALE: 1/8" = 1'-0"

1



EAST ELEVATION

SCALE: 1/8" = 1'-0"

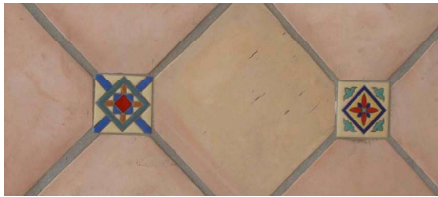
2

MATERIALS LEGEND

6 WROUGHT IRON RAILING
PAINTED



5 SALTILLO ACCENT TILES



4 EXPOSED WOOD FASCIA AND OUTRIGGERS
SEMI-TRANSPARENT STAIN



3 STONE VENEER BY EL DORADO STONE
MOUNTAIN LEDGE SERIES - BUCKSKIN



2 INTEGRALLY COLORED STUCCO
"LACE" TEXTURE FINISH

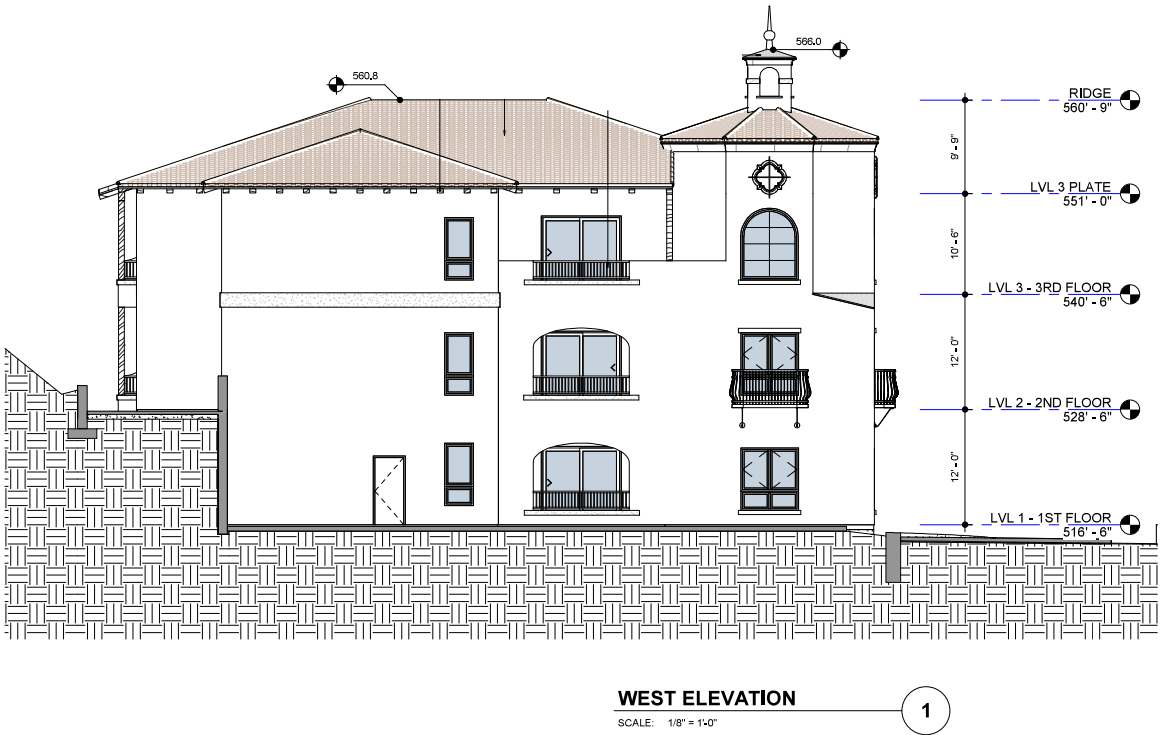


1 CONCRETE TILE ROOF BY EAGLE ROOFING
CAMSTRANO SREES - ADOBE BLEND




Project North

FIGURE 5c
Site Elevation: East




MATERIALS LEGEND


6 WROUGHT IRON RAILING
PAINTED




5 SALTILLO ACCENT TILES




4 EXPOSED WOOD FASCIA AND OUTRIGGERS
SEMI-TRANSPARENT STAIN



3 STONE VENEER BY EL DORADO STONE
MOUNTAIN LEDGE SERIES - BUCKSKIN



2 INTEGRALLY COLORED STUCCO
"LACE" TEXTURE FINISH



1 CONCRETE TILE ROOF BY EAGLE ROOFING
CAPSTRANO SREJES - ADOBE BLEND




FIGURE 5d
Site Elevation: West

PLANT_LEGEND

TREES

BOTANICAL NAME / COMMON NAME	CONT
Pistacia chinensis / Chinese Pistache	24" box
lagerstroemia indica 'Whit II' / Dynamite Crape Myrtle	24" box
Quercus agrifolia / Coast Live Oak	24" box 15 gal.
Rhus lancea / African Sumac	24" box
Sambucus mexicana / Blue Elderberry - to be used in tree wells	15 gal.

SHRUBS

BOTANICAL NAME / COMMON NAME	SIZE
Encelia californica / Coast Sunflower	5 gal
Dianella caerulea 'DBB03' / Cassa Blue Flax Lily	1 gal
Heteromeles arbutifolia / Toyon	5 gal
Pyracantha koidzumii 'Santa Cruz' / Santa Cruz Pyracantha	5 gal
Iva hayesiana / poverty weed	1 gal
Rhamnus californica / Coffeeberry	5 gal
Rhaphiolepis x 'Montic' Majestic Beauty Indian Hawthorn	1 gal
Rhaphiolepis indica 'Conor' / Eleanor Taber Indian Hawthorn	5 gal
Rosa x 'Noalesa' / Flower Carpet Yellow Rose	1 gal
Lantana montivdensis / Trailing Lantana	1 gal
Teucrium fruticans 'Azureum' / Azure Bush Germander	1 gal
Lantana x 'New Gold' / Lantana	1 gal
Myrsine africana / African Boxwood	5 gal
Antigonon leptopus / San Miguel Coral Vine	5 gal

Rosa x flower carpet 'Amber' / Flower Carpet Amber Rose	1 Gal @ 2.5' O.C.
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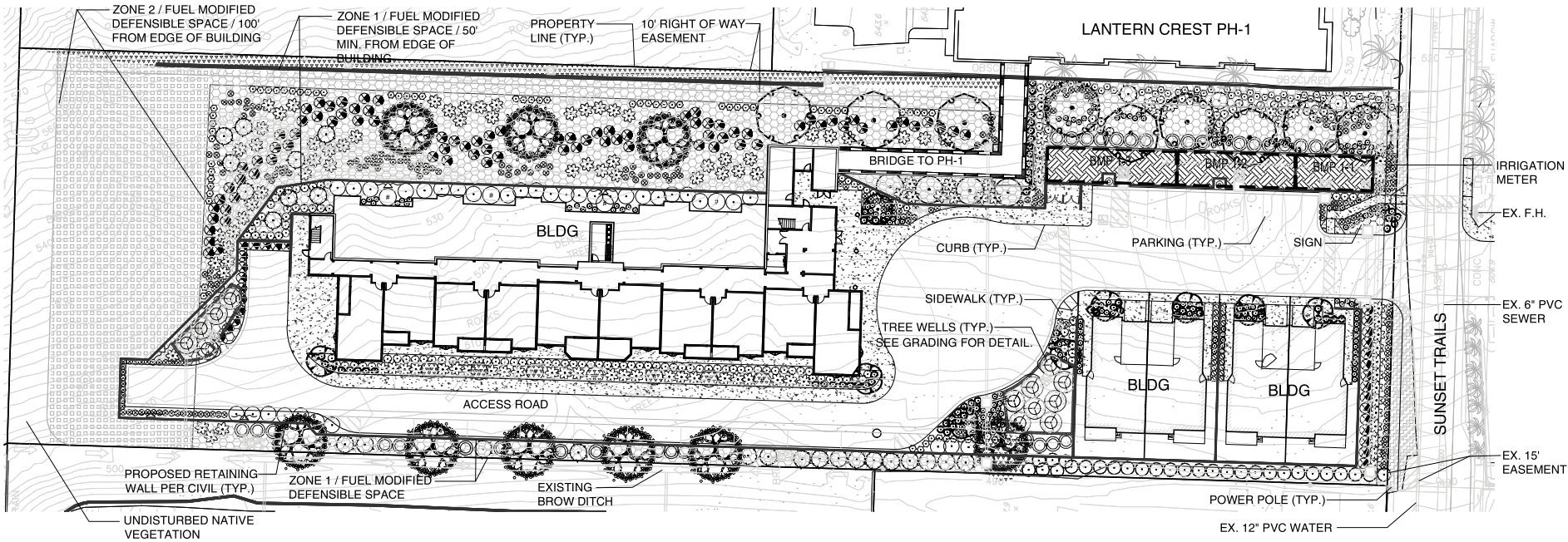
Baccharis 'Pigeon Point' / Dwarf Coyote Brush	flats 3' O.C.
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4" (min.) shredded wood mulch	
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BIORETENTION BASIN

Carex praegracilis / California Field Sedge and Juncus patens / California Rush	1 gal @ 18" o.c. 1 gal @ 24" o.c.
--	--------------------------------------

NOTE:
ALL AREAS TO RECEIVE A MIN 4-INCH DEPTH OF SHREDDED WOOD MULCH EXCEPT
FOR GROUND COVER AREAS WHICH WILL RECEIVE A 2-INCH DEPTH MINIMUM.



HYDROSEED MIX FOR DEFENSIBLE SPACE



Scientific Name	Common Name	PLS Lbs/Acre
Diplacus aur. longiflorus	Southern Monkeyflower	0.25
Eriophyllum confertiflorum	Golden Yarrow	1.0
Eschscholzia californica	California Poppy	1.0
Gutierrezia californica	Matchweed	0.1
Helianthemum scoparium	Peak Rush-Rose	2.0
Lotus heermannii	Heermann's Birdfoot Trefoil	1.0
Lupinus bicolor	Pygmy-Leaf Lupine	2.0
Lupinus nanus	Sky Lupine	2.0
Nasella pulchra	Purple Needlegrass	4.0
Phacelia campanularia	California Bluebells	2.0
Sisyrinchium bellum	Blue-eyed Grass	3.0
Vulpia microstachys	Small Fescue	4.0
Yucca whipplei	Our Lord's Candle	2.0
TOTAL SEED		24.35
Stabilized Fiber Matrix:	"EarthGuard" and wood fiber mulch	10 gal/acre 3,500 lb/acre
OR	"Ecomatrix" stabilized fiber matrix	3,500 lb/acre
Commercial Fertilizer 0-45-0 with 19% popcorn sulfur		300 lb/acre
NOTES:		
1. PLS (Pure Live Seed) = % Purity X % Germination; percentage is minimum.		
2. Seed mix is suitable for use in areas with no irrigation (non-irrigated).		
3. Seed mix is suitable for use within 100 feet of open space and riparian areas.		
4. Hydroseed mix should be applied between October 1 and January 15.		
5. All slopes 2:1 and steeper shall be irrigated with the above seed mix.		

DEFENSIBLE SPACE NOTES

FUEL MODIFIED DEFENSIBLE SPACE
ALL NEW DEVELOPMENTS, SUBDIVISIONS OR TRACTS THAT ARE PLANNED IN FIRE SEVERITY ZONES AND OR WILDLAND URBAN INTERFACE AREAS SHALL HAVE A MINIMUM 100' HORIZONTAL FEET OF FUEL MODIFIED DEFENSIBLE SPACE BETWEEN STRUCTURES AND WILDLAND AREAS, DEPENDING ON THE PERCENTAGE OF SLOPE AND OTHER WILDLAND AREA CHARECTERISTICS. THE FUEL MODIFIED DEFENSIBLE SPACE MAY BE INCREASED BEYOND 100 FEET. FUEL MODIFIED DEFENSIBLE SPACE SHALL BE COMPRISED OF TWO DISTINCT BRUSH MANAGEMENT AREAS REFERRED TO AS, ZONE 1 AND ZONE 2.

FUEL MODIFIED DEFENSIBLE SPACE, ZONE 1
ZONE 1 IS THE FIRST 50 FEET MEASURED FROM THE STRUCTURE TOWARDS THE WILDLAND. THIS AREA IS THE LEAST FLAMMABLE AND CONSISTS OF PAVEMENT, WALKWAYS, TURF AND PERMANENTLY LANDSCAPED, IRRIGATED AND MAINTAINED ORNAMENTAL PLANTING. THE VEGETATION SHALL BE KEPT IN A WELL IRRIGATED CONDITION AND CLEARED OF DEAD MATERIAL. THIS AREA REQUIRES YEAR ROUND MAINTENANCE. FIRE RESISTIVE TREES ARE ALLOWED IF PLACED OR TRIMMED SO THAT CROWNS ARE MAINTAINED 10 FEET FROM STRUCTURES. HIGHLY FLAMMABLE TREES SUCH AS, BUT LIMITED TO CONIFERS, EUCALYPTUS, CYPRESS, JUNIPERS AND PEPPER TREES ARE NOT ALLOWED IN WUI AREAS. THIS AREA SHALL BE MAINTAINED BY THE PROPERTY OWNER OR APPLICABLE HOA.

FUEL MODIFIED DEFENSIBLE SPACE, ZONE 2
ZONE 2 IS THE SECOND FIFTY FEET OF THE 100 FEET TOTAL FEET OF DEFENSIBLE SPACE AND IS MEASURED 50 FEET FROM THE STRUCTURE TO A TOTAL OF 100 FEET TOWARD THE WILDLAND. ZONE 2 SHALL CONSIST OF LOW GROWING, FIRE RESISTANT SHRUBS AND GROUNDCOVERS. AVERAGE HEIGHT OF NEW PLANTS FOR RE-VEGETATION SHALL BE LESS THAN 24 INCHES. IN THIS ZONE NO MORE THAN 30 PERCENT OF THE NATIVE, NON-IRRIGATED VEGETATION SHALL BE RETAINED. THIS AREA REQUIRES INSPECTION AND PERIODIC MAINTENANCE. THIS AREA SHALL BE MAINTAINED BY THE PROPERTY OWNER OR APPLICABLE HOA.

IRRIGATION SYSTEM DESIGN STATEMENT

A PERMANENT AUTOMATIC IRRIGATION SYSTEM WITH A RAIN SENSING SHUT OFF DEVICE SHALL BE DESIGNED AND INSTALLED TO IRRIGATE ALL PLANTING AREAS. THE DESIGN OF THE IRRIGATION SYSTEM SHALL EMPHASIZE WATER CONSERVATION AND PROVIDE EFFICIENT AND UNIFORM DISTRIBUTION OF IRRIGATION WATER. IN SMALL PLANTER AREAS WHERE APPROPRIATE, DRIP IRRIGATION SYSTEM SHALL BE INSTALLED TO PROVIDE WATER DIRECTLY TO ROOT ZONE OF PLANTS. THE AUTOMATIC IRRIGATION SYSTEM SHALL BE DESIGNED IN ACCORDANCE WITH THE CITY OF SANTEE LANDSCAPE STANDARDS.

A REDUCED PRESSURE BACKFLOW PREVENTER SHALL BE INSTALLED AS PART OF THE IRRIGATION SYSTEM TO PROTECT THE POTABLE WATER SUPPLY IN ACCORDANCE WITH THE STATE OF CALIFORNIA AND CITY OF SANTEE /PADRE DAM LANDSCAPE STANDARDS AND WATER USE REQUIREMENTS.

LANDSCAPE WATER BUDGET CALCULATIONS

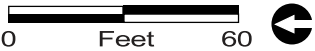
MAWA = (51.2) (0.62) [(0.45 X 62,863) + (0.3 X 0)] = 896,741

ETWU = (51.2) (0.62) $\left(\frac{0.3 \times 12,175}{0.8} + 0 \right)$ = 144,730

ETWU = (51.2) (0.62) $\left(\frac{0.3 \times 48,355}{0.75} + 0 \right)$ = 613,141

TOTAL ETWU = 757,871

TOTAL MAWA = 896,741



15. Environmental Checklist Form**EVALUATION OF ENVIRONMENTAL IMPACTS:**

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program Environmental Impact Report, or other CEQA process, an effect has been adequately analyzed in an earlier Environmental Impact Report or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance.

15.1 Aesthetics

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In non-urbanized 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 a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

a. Less Than Significant Impact. According to the City's General Plan, open space areas serve as scenic vistas within the City. The project site is situated upon, and located adjacent to portions of open space within a partially undeveloped hillside, and is therefore located within the view corridor of a scenic vista. The open space area within this partially undeveloped hillside can be seen from public viewing points along Sunset Trail, as well as from the SR-52 and SR-67 interchange located 0.15 mile west of the project site, and existing development immediately west and northwest of the project site, due to the elevated landscape associated with the hillside. The relatively flat landscape to the west of the project site allows for distant views of the hillside. Development within the project site could change the visual landscape of the open space/undeveloped hillside area; thus, construction of the project could have the potential to affect this scenic vista.

However, the project would be constructed between two adjacent existing development projects, one of which (the Lantern Crest Ridge I development) would be integrated with the proposed project. Views of the undeveloped hillside from the existing development to the east would be minimally impeded by the project. The project's maximum height of

59 feet would be equal to the maximum height of the existing Lantern Crest Ridge I facility directly east of the project site. Furthermore, the project site sits at a slightly lower elevation of 545 feet AMSL compared to 560 AMSL feet for the existing Lantern Crest Ridge I facility. While the project would encroach into the existing hillside, views of the hillside from public viewing areas, including from the SR-52 and SR-67 interchange and along Sunset Trail, would remain, since the proposed building height would be lower than that of the existing development to the east of the site. Motorists along these roadways and trail users would continue to have views of the open space. Moreover, the project would not impede distant views of mountains or hillsides from viewing areas along Sunset Trail. In addition, the project would install landscaping consistent with the project landscape plan (see Figure 5), which would visually integrate the project into the surrounding landscape. Since the project would minimally impede any views of the undeveloped hillside located north and east of the project site, it would have a less than significant impact on a scenic vista.

b. Less Than Significant Impact. The City's General Plan identifies existing scenic 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 or eligible state scenic highways within the City of Santee. The closest state scenic highway segment is located along SR-52, which is located approximately 4 miles west of the project site. Development of the project site would not affect the aforementioned scenic resources, nor is the project visible the scenic highway segment. The granitic rock outcroppings and mature trees on the project site are not officially designated as scenic resources and are unremarkable in character. As described in Section 15.5.a below, no historic structural resources have been historically located or are currently located on the project site. Therefore, the project would not substantially damage any scenic resources, and impacts would be less than significant.

c. Less Than Significant Impact. The existing visual character of the project area is characterized by single- and multi-family residential land uses, senior care facilities, vacant land, and major roadways including Prospect Avenue, as well as SR-52 and SR-67 highways and interchange. The project would be consistent with the existing visual character because it would be integrated architecturally and physically (via a connecting pedestrian bridge) with the existing Lantern Crest Ridge Phase I facility that is adjacent to the project site.

The project site is an undeveloped parcel with low-lying vegetation, including both native and non-native vegetation. The southern half of the project site, consisting of a terraced landscape and non-native grassland intermixed with the non-native vegetation, has previously been disturbed. The project site would be developed with a senior care facility and two senior duplex villas, a pedestrian bridge connecting the proposed facility with the existing Lantern Crest Ridge Phase I assisted-living facility on the adjacent parcel, landscaping, and an internal access road, cul-de-sac, and parking spaces that would result in a visual character consistent with surrounding development.

The site would be graded and developed to follow the existing landform with the site sloping downward from east to west. Construction activities would be limited to the project site and would not affect any of the surrounding parcels. Construction activities would utilize standard equipment, and temporary changes in the visual character of the project site would be similar to those that would occur during construction of similar residential projects.

Post-construction, the proposed retaining walls along the eastern boundary of the structure would be shielded by various trees and shrubs as shown in the landscape plan (see Figure 5). The retaining walls along the western portion of the project site and structure would be visible from the adjacent properties to the west; however, as shown in the landscaping plan, this retaining wall would also be shielded by various shrubs and trees. The project would incorporate ornamental landscaping throughout the project site that would comply with the City's Water Efficient Landscape Ordinance. The landscape plans developed for the project include trees, accent shrubs, and groundcover consisting of various brush and flower types. Installation of landscaping throughout the project site, in compliance with the City's Water Efficient Landscape Ordinance, would enhance its visual quality. In addition, the project would include a landscape transition area between the existing open space to the north and east of the site, which would include at least 100 feet of brush vegetation, thereby serving as a transition between the developed landscape and the adjacent open space area. Thus, the project would not substantially degrade the existing visual character or quality of the site and its surroundings. Impacts would be less than significant.

d. Less Than Significant Impact. Project construction would be limited to the City's allowable construction hours of 7:00 a.m. and 7:00 p.m. and is not anticipated to require lighting. In the event that construction lighting is required, it would be properly shielded to avoid spillover effects.

The project would include outdoor lighting typical of residential uses. Light spillover, trespass, and potential glare from project lighting are regulated by Section 13.30.030(B) of the Santee Municipal Code. The code requires that all lights and illuminated signs shall be shielded or directed to not cause glare on adjacent properties or motorists. Light associated with additional vehicle trips generated by the project would be similar in character to what is currently generated by vehicles traveling along the existing roadway network after dark. As a result, consistency with Section 13.30.030(B) would ensure that the project would result in less than significant impacts related to light, glare, and nighttime views.

15.2 Agriculture Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and City Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural land and farmland. Would the project:

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

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

a. No Impact. The project site is designated as Grazing Land according to the 2016 San Diego County Important Farmland Map prepared pursuant to the Farmland Mapping and Monitoring Program. The project site does not contain any agricultural operations and has no recent history of agricultural production. Therefore, the project would not result in the

conversion of agricultural land or any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. No impact would occur.

b. No Impact. The project site is not within an Agricultural Preserve and is not subject to a Williamson Act Contract. The site is not zoned for agricultural purposes. Therefore, there is no conflict with agriculture zoning or Williamson Act lands. No impact would occur.

c. No Impact. The project site does not contain any forest or timberland as defined by Public Resources Code Section 4526 or Government Code Section 51104(g). Zoning for the project site is for residential use. No impact would occur.

d. No Impact. 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.

e. No Impact. Surrounding land uses include residential uses. There are no agricultural uses or forestlands on-site or in the vicinity of the project site. Therefore, the project would not result in conversion of farmland or forest land. No impact would occur.

15.3 Air Quality

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

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Project Description, City of Santee General Plan–Land Use Element; Air Quality and Greenhouse Gas Model Results (California Emissions Estimator Model [CalEEMod] Output Files) prepared by RECON Environmental, Inc. (November 1, 2019, Appendix A);

San Diego Air Pollution Control District (SDAPCD) Rules 20.1, 20.2, 20.3 (SDAPCD 2016); Office of Environmental Health Hazard Assessment (OEHHA) Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (OEHHA 2015); California Air Resources Board (CARB) Air Quality and Land Use Handbook (CARB 2005); and University of California, Davis Institute of Transportation Studies Transportation Project-Level Carbon Monoxide Protocol (U.C. Davis Institute of Transportation Studies 1997).

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

Air districts are tasked with regulating emissions such that air quality in the basin does not exceed national or California ambient air quality standards (NAAQS and CAAQS); where NAAQS and CAAQS represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. NAAQS and CAAQS have been established for six common pollutants of concern known as criteria pollutants, which include ozone, carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), lead (Pb), and respirable particulate matter (particulate matter less than 10 microns [PM₁₀] and less than 2.5 microns [PM_{2.5}]).

The SDAB is currently classified as a federal and state non-attainment area for ozone, and as a state non-attainment area for PM₁₀, and PM_{2.5}. The SDAPCD prepared an air quality plan, the 2016 Regional Air Quality Strategy (RAQS), to identify feasible emission control measures intended to progress toward attaining NAAQS and CAAQS for ozone. Reducing ozone concentrations is achieved by reducing the precursors to the photochemical formation of ozone (volatile organic compounds and oxides of nitrogen [NO_x]).

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

The project site is currently designated as Low Density Residential (R-1A) and Hillside/Limited (HL). The project would require a General Plan Amendment and zone reclassification to allow for construction of 46 senior care units and 4 independent senior living units (contained within two duplex villas). However, the project would not be significantly different from the growth projections of the General Plan, and would not result in an increase in emissions that are already accounted for in the RAQS, for the following reasons. The proposed senior facility would not significantly alter the planned location, distribution, or growth of the human population in the area, as the project would serve seniors who have previously been living independently in

the region and require assisted living and health care support. The project would not result in a substantial increase in population and housing stock, as it would likely serve residents already living in the region. Due to the age of assisted living/memory care residents, and the fact that many require assistance with day-to-day activities, seniors moving to the facility would likely cease operating personal vehicles. Based on information from the project Traffic Impact Study (Appendix B), project generated traffic would account for an additional 125 average daily traffic (ADT). These trips would mostly be associated with employees and visitors. Additionally, as discussed in Section 15.3.b below, project emissions would not exceed the project-level significance thresholds. The project would therefore not result in an increase in emissions that are not already accounted for in the RAQS. Thus, the project would not obstruct or conflict with implementation of the RAQS, and impacts would be less than significant.

b. Less than Significant Impact. As discussed in Section 15.3.a above, NAAQS and CAAQS have been established for six criteria pollutants (ozone, CO, SO₂, NO₂, lead, and particulate matter). The City has not adopted air quality significance thresholds for these pollutants, and the SDAPCD does not provide specific numeric thresholds for determining the significance of air quality impacts under the CEQA Guidelines. However, the SDAPCD does specify air quality impact analysis “trigger” levels for criteria pollutant emissions associated with new or modified stationary sources (SDAPCD Rules 20.1, 20.2, and 20.3). The SDAPCD does not consider these trigger levels to represent adverse air quality impacts; rather, if these trigger levels are exceeded by stationary sources associated with a project, the SDAPCD requires an air quality analysis to determine if a significant air quality impact would occur. This analysis uses SDAPCD trigger levels shown in Table 1 as air quality impact screening levels.

Table 1 Air Quality Impact Analysis Trigger Levels			
Pollutant	Emission Rate (pounds per hour)	Emission Rate (pounds per day)	Emission Rate (tons per year)
NO _x	25	250	40
SO _x	25	250	40
CO	100	550	100
PM ₁₀	--	100	15
Lead	--	3.2	0.6
ROG ¹	--	250	--
PM _{2.5}	--	67	10
SOURCE: SDAPCD, Rules 20.1, 20.2, 20.3 (SDAPCD 2016).			
¹ The reactive organic gases (ROG) threshold is based on federal General Conformity de minimis levels for ozone precursors.			

The project would result in short-term emissions from construction and long-term emissions associated with project operation. Construction and operational emissions associated with the project were modeled using CalEEMod version 2016.3.2 (see Appendix A), which incorporates current air emission data. Planning methods, protocol, modeling methodology, and assumptions are summarized below.

Construction Emissions

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

- fugitive dust from grading activities;
- equipment exhaust;
- off-gassing from architectural coatings (paints, etc.) and paving; and
- vehicle trips by workers, delivery trucks, and material-hauling trucks.

Project construction would include one month of grading, one month of constructing forms and pouring concrete, nine months of building construction, and one month to furnish, for a total of 12 months. These phases, along with paving and architectural coatings, were modeled in CalEEMod.

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

Table 2 Summary of Maximum Build-out Construction Emissions (pounds per day)						
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Grading	2	21	10	<1	8	4
Form and Pour Concrete	6	58	35	<1	3	3
Building Construction/Furnishing	2	20	16	<1	1	1
Paving	1	12	12	<1	1	1
Architectural Coatings	7	2	2	<1	<1	<1
Maximum Daily Emissions	7	58	35	<1	8	4
<i>Significance Threshold</i>	<i>250</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>
Source: Appendix A						

Standard dust control measures would be implemented as a part of project construction in accordance with mandatory SDAPCD rules and regulations. Fugitive dust emissions were calculated using CalEEMod default values, and did not consider the required SDAPCD dust control measures. Thus, the emissions shown in Table 2 are conservative.

To assess the significance of the air quality emissions resulting from construction of the project, construction emissions were compared to the significance thresholds shown in Table 1. As shown, maximum daily construction emissions associated with the project are projected to be less than the applicable thresholds for all criteria pollutants. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality. In addition, the project applicant would implement standard construction measures in order to comply with mandatory SDAPCD rules and regulations (Rules 50, 51, 52, 54, and 55) for controlling emissions from fugitive dust and fumes:

- Water the grading areas a minimum of twice daily to minimize fugitive dust.
- Provide sufficient erosion control to prevent washout of silty material onto public roads.

- Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling.
- Periodically sweep up dirt and debris spilled onto paved surfaces to reduce re-suspension of particulate matter caused by vehicle movement. Clean approach routes to construction sites of construction-related dirt.

Further, all construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation. This regulation, which applies to all off-road diesel vehicles 25 horsepower or greater, limits unnecessary idling to 5 minutes, requires all construction fleets to be labeled and report to CARB, bans Tier 0 equipment and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements.

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

Operational Emissions

Operation of the project would result in long-term emissions from mobile and area sources. Mobile emissions were calculated based on the vehicle type and the trip rate for each land use. Based on information from the project Traffic Impact Study (see Appendix B), project generated traffic would account for an additional 125 ADT. Vehicle emission factors and fleet mix were based on regional averages from the CARB Emission Factors 2014 model. Based on regional data compiled by CARB as part of Emission Factors 2014 model, the average regional trip length for all trips in San Diego County is 5.8 miles (CARB 2014). Default vehicle emission factors were used. Area emissions include emissions from the use of landscaping equipment, consumer products (aerosols, cleansers, etc.), and architectural coatings (e.g., paint). Area sources were calculated based on regional use factors.

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

Table 3 Summary of Maximum Build-out Operational Emissions (pounds per day)						
Emissions Sources	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	1	<1	4	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	<1	1	2	<1	1	<1
Total	2	1	6	<1	1	<1
<i>Significance Threshold</i>	<i>250</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>
Source: Appendix A						
Note: Totals may vary due to independent rounding.						

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

c. Less than Significant Impact. A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples of sensitive receptor locations in the community include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities. Residential and senior care land uses in the vicinity of the project are also considered to be sensitive receptors and surround the project site.

Diesel Particulate Matter–Construction

Construction of the project would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Construction of the project would result in the generation of diesel exhaust diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities and on-road diesel equipment used to bring materials to and from the project site.

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

Based on the size of the project and the short duration of construction (12 months), 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 on-going 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 Regulation. Additionally, the following standard Best Management Practices (BMPs) would be implemented in accordance with mandatory state rules and regulations:

- 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.

- The engine size of construction equipment shall be the minimum size suitable for the required job.
- Construction equipment shall be properly tuned and maintained in accordance with the manufacturer's specifications.
- Per CARB's Airborne Toxic Control Measure 13 (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 manufacturers' specifications or for safety reasons.

Because construction would be short-term, construction emissions would be well less than applicable thresholds (see Table 2), and BMPs would be implemented, project construction would not expose sensitive receptors to substantial pollutant concentration.

Diesel Particulate Matter–Freeway

CARB has provided guidelines for the siting of land uses near heavily traveled roadways. The CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided when possible (CARB 2005). The project would not place sensitive receptors within 500 feet of a roadway carrying 100,000 vehicles per day. The project site is more than 600 feet east of SR-67 and SR-52. Therefore, once operational, the project would not expose sensitive receptors to substantial concentrations of DPM, and impacts would be less than significant.

Carbon Monoxide Hot Spots

A CO hot spot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hot spots have the potential to violate state and federal CO standards at intersections, even if the broader basin is in attainment for federal and state levels. The California Department of Transportation (Caltrans) Project-Level Carbon Monoxide Protocol (CO Protocol) screening procedures have been utilized to determine if the project could potentially result in a CO hot spot (U.C. Davis Institute of Transportation Studies 1997). As indicated by the CO Protocol, CO hot spots occur nearly exclusively at signalized intersections operating at level of service (LOS) E or F. Accordingly, the CO Protocol recommends detailed air quality dispersion modeling for projects that may worsen traffic flow at any signalized intersections operating at LOS E or F.

Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, more recent screening procedures based on more current methodologies have been developed. The Sacramento Metropolitan Air Quality Management District developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010, which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. This analysis conservatively assesses potential

CO hot spots using the South Coast Air Quality Management District screening threshold of 31,600 vehicles per hour. Based on the Traffic Impact Analysis for the project, intersection volumes are projected to range from 1,631 to 2,320 vehicles per hour with the project (see Appendix B), which would be well below 31,600 vehicles per hour. Therefore, the project is not anticipated to result in a CO hot spot and project impacts related to CO hot spots would be less than significant.

d. Less than Significant Impact. The project would allow development of a senior care facility. This use is not associated with the generation of objectionable odors. During construction, the use of fuels, including diesel, would generate some nuisance odors. Odors generated during construction would be temporary, intermittent, and disperse quickly, and would not affect a substantial number of people. Thus, odor impacts would be less than significant.

15.4 Biological Resources

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Sources: City of Santee General Plan–Open Space Conservation Element; City of Santee Draft Multiple Species Conservation Program Subarea Plan; Biological Resources Survey Report for the Lantern Crest Ridge II Property prepared by Vincent Scheidt (December 2017; Appendix C); Lantern Crest/Santee Seniors Annual Management Report prepared by J. Whalen Associates, Inc. (2017; Appendix D); and 2017 Annual Report and 2018 Work Plan for the Lantern Crest Open Space Preserve memorandum prepared by Cummings Environmental, Inc. (January 3, 2018; Appendix E).

a. Less than Significant with Mitigation. The following discussion is based on the Biological Resources Report (see Appendix C) completed for the project. The project site contains three habitat communities, including 1.01 acres of Diegan coastal sage scrub, 1.30 acres of non-native grassland, and 0.43 acre of non-native vegetation. Of these habitat communities, the Diegan coastal sage scrub, which covers the northern half of the project site, is considered a sensitive vegetation community. The non-native grassland is not considered a sensitive vegetation community; however, it does support sensitive species, and is therefore considered a sensitive biological resource. The non-native vegetation, found primarily on the lower half of the property, is not considered a sensitive vegetation community. One sensitive plant species, the San Diego County viguiera (*Viguiera laciniata*) (CDFW California Rare Plant Ranks 4.3), was observed within the project site. Two sensitive animal species were detected within the project site, the San Diego banded gecko (*Coleonyx variegatus abbotti*) (CDFW Species of Special Concern), and California gnatcatcher (*Polioptila californica*) (Federally-listed Threatened Species; CDFW Species of Special Concern). One California gnatcatcher was observed during a protocol survey conducted in 2017, located within the Diegan coastal sage scrub that exists within the property, which results in the property being considered “occupied” by this federally listed Threatened Species. The project would avoid off-site impacts on the adjoining properties to

the north and east by implementing alternative compliance measures in order to meet local brush management requirements.

Impacts to 1.01 acres of Diegan coastal sage scrub and 1.30 acres of non-native grassland would be considered significant. Although development of these vegetation communities would also impact sensitive species, specific, species-based mitigation measures for sensitive species would not be required. Pursuant to California's Natural Community Conservation Planning (NCCP) program, the loss of sensitive species, including San Diego County viguiera, the San Diego banded gecko, and California gnatcatcher, would be compensated for through conservation of off-site habitat. Furthermore, it was determined during a field meeting with Mr. Eric Porter of the USFWS that it is not necessary to secure take authorization from the USFWS for impacts to California gnatcatcher. Implementation of habitat mitigation measures BIO-1 and BIO-2 would reduce impacts to sensitive vegetation communities and sensitive species to a level less than significant.

Removal of the existing trees/vegetation and development of the project site could result in potential direct impacts to nesting raptors or migratory songbirds associated with the displacement of suitable nesting habitat. This would be considered a significant impact. Implementation of mitigation measure BIO-3 would reduce impacts to nesting birds and wildlife nursery sites to a level less than significant.

Mitigation Measures

BIO-1: Diegan Coastal Sage Scrub Habitat

Prior to grading permit issuance, the applicant shall secure no less than 2.02 acres of Diegan coastal sage scrub habitat (at a 2:1 mitigation ratio) at a location approved by the City, CDFW, and USFWS.

BIO-2: Non-Native Grassland Habitat

Prior to grading permit issuance, the applicant shall secure no less than 1.30 acres of non-native grassland habitat (at a 1:1 mitigation ratio) at a location approved by the City, CDFW, and USFWS.

BIO-3: Nesting Birds and Wildlife Nursery Sites

To remain in compliance with the California Fish and Game Code 3503, 3503.5, 3511, and 3513, no direct impacts shall occur to any nesting birds, their eggs, chicks, or nests during the spring/summer migratory songbird breeding season, defined as from 15 February to 31 August of each year. Limiting activities to the non-breeding season will minimize chances for the incidental take of migratory songbirds or raptors. If vegetation removal activities were to occur during the songbird breeding season, a qualified biologist shall conduct a preconstruction nesting survey within the limits of disturbance. This survey must occur no more than 10 days prior to any site activities to ensure compliance with the standard seasonal restrictions. The preconstruction nesting survey would need to be repeated if construction is not initiated within 10 days following completion of the survey. If active

nests or nesting behaviors are detected, construction must be delayed until such time as nesting is complete. The results of the survey shall be provided in a report to the City Planning Department, for concurrence with the conclusions and recommendations.

Implementation of mitigation measures BIO-1 and BIO-2 would mitigate the impacts to Diegan coastal sage scrub, non-native grassland, and the observed sensitive species to a level less than significant by securing mitigation lands at a City, CDFW, and USFWS approved location. Implementation of mitigation measures BIO-3 would mitigate impacts to nesting raptors or migratory songbirds to a level less than significant.

b. No Impact. None of the three vegetation communities identified on the project site qualify as riparian habitat. No impact would occur.

c. No Impact. The site does not contain any federally protected wetlands, and no wetlands are located within close proximity to the project site. No impact would occur.

d. Less than Significant with Mitigation. The project site is surrounded by developed lands to the west, south, and east, which contain urban uses. While the project site is currently vacant and is adjacent to vacant lands and an established open space preserve to the north and northeast, this open space area and the project site do not function as a wildlife corridor. The open space preserve is surrounded by single- and multi-family residential development and associated roadways to the east, which inhibits this preserve area from serving as a wildlife corridor. In addition, the project site is physically separated from the San Diego River (a regional wildlife corridor) by approximately one mile, residential and industrial development, as well as SR-52 and SR-67. Therefore, the project would have no impact on wildlife corridors. However, as discussed in Section 15.4.a above, removal of the existing trees/vegetation and development of the project site could result in potential direct impacts to nesting raptors or migratory songbirds associated with the displacement of suitable nesting habitat. This would potentially affect existing native wildlife nursery sites, which would be considered a significant impact. Implementation of mitigation measure BIO-3 would reduce impacts to native wildlife nursery sites to a level less than significant.

e. No Impact. 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.

In addition, as part of a phased development process for the Lantern Crest Ridge development (which includes the project discussed herein), a Lantern Crest Ridge Open Space Preserve has been established that would permanently conserve a total of 19.31 acres of land as Open Space. The preserve is located in the City of Santee and is part of the development project's boundary. The preserve is located in the Rattlesnake Mountain Subunit of the City's Draft Subarea Plan. The preserve is split into two portions, with one being 12.91 acres and the other 6.40 acres. The project site is located adjacent to the 6.40-acre portion of the preserve. The project would not disturb or otherwise intrude upon this previously designated open space preserve. No brush clearing outside of the project

boundary would be required. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources. No impact would occur.

f. No Impact. See response provided for 15.4.e. No impact would occur.

15.5 Cultural Resources

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of an historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources: Results of the Archaeological Survey for the Lantern Crest Ridge II Project prepared by RECON Environmental, Inc. (September 17, 2018; Appendix F).

a. No Impact. 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. The project site is currently undeveloped. As detailed in the archaeological survey, no historic structural resources have been historically located or are currently located on the project site (see Appendix F). No significant prehistoric or historic cultural resources have been previously recorded within or immediately adjacent to the project area. Therefore, the project would not affect a known historical resource, resulting in no impact.

b. Less than Significant With Mitigation. An archival records search was conducted by RECON at the South Coastal Information Center at San Diego State University for a one-mile radius buffer from the project site. The record search identified 21 cultural resources identified within one mile of the project site: 16 prehistoric sites/isolates, 4 historic sites, and 1 cultural resource with locational information only. None of the previously recorded sites is located within the project site. The two closest recorded archeological sites, denoted as CA-SDI-25,552 and CA-SDI-6937, are both located approximately 600 feet away from the project site. CA-SDI-25,552 is a Late Prehistoric site consisting of a number of bedrock milling features with artifacts, located southeast of the project site. CA-SDI-6937 is a Late Prehistoric quartz quarry east of the project site. Both sites have been destroyed by previous development.

An archaeological survey of the project site was completed by RECON in April 2018 and is detailed in Appendix F. During the site survey, the project site was inspected for evidence of archaeological materials such as flaked and ground stone tools, ceramics, milling features, and historic features. No prehistoric or historic cultural resources were found during the survey of the project site. The terraced condition of the southern half of the site makes the potential for subsurface prehistoric deposits to be present very low. In addition, the location of the site on a moderate slope makes it an area of erosion, as opposed to alluvial deposition. Because of this, the potential for subsurface prehistoric deposits in the northern half of the site is also considered very low and the project is unlikely to impact cultural resources. In the unlikely event that archaeological resources are encountered during exposure of subsurface soils, implementation of Mitigation Measures CUL-1 and CUL-2 would ensure that ground-disturbing work would be immediately halted in the area and a qualified archaeologist will be retained. Implementation of Mitigation Measures CUL-1 and CUL-2 would reduce impacts to a level less than significant.

Mitigation Measures

CUL-1: Archaeological Monitoring

If during grading or construction activities, unanticipated cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archaeologist and the most likely descendant Tribe (Tribe) and the Viejas Band of Kumeyaay Indians. Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archaeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. If the qualified archaeologist determines the cultural resources to be either historic resources or unique archaeological resources, avoidance and/or mitigation will be required pursuant to and consistent with CEQA Guidelines Section 15064.5(c) and Public Resources Code Section 21083.2. This mitigation measure shall be incorporated into all construction contract documentation.

CUL-2: Tribal Cultural Monitoring

A Tribal Cultural Monitor shall be present for all ground disturbing activities associated with the project. Should any cultural or tribal cultural resources be discovered, no further grading shall occur in the area of the discovery until the Director of Development Services, or designee, is satisfied that treatment of the resource has occurred. In the event that a unique archaeological resource or tribal cultural resource is discovered, and in accordance with Public Resources Code Section 21083.2(b)(1), (2), and (4), the resource shall be moved and buried in an open space area of the project site, such as slope areas, which will not be subject to further grading activity, erosion, flooding, or any other ground disturbance that has the potential to expose the resource. The onsite area to which the resource is moved shall be protected in perpetuity as permanent open space. No identification of the resource shall be made onsite; however, the project applicant shall plot the new location of the resource on a map showing latitudinal and longitudinal coordinates and provide that map to the Native American Heritage Commission for inclusion in the Sacred Lands File. Disposition of the resources shall be at the discretion of the City of Santee.

With implementation of Mitigation Measures CUL-1 and CUL-2, the project will not cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5. Therefore, impacts would be less than significant with mitigation incorporated.

c. Less Than Significant With Mitigation. While there are no formal cemeteries or recorded burials in the vicinity of the project area, prehistoric burials are possible. In the unlikely event that unknown human burials are encountered during project grading and construction, they would be handled in accordance with procedures of the Public Resources Code Section 5097.98, the California Government Code Section 27491, and the Health and Safety Code Section 7050.5. These regulations detail specific procedures to follow in the event of a discovery of human remains. Compliance with these regulations would reduce impacts to a level less than significant. Implementation of Mitigation Measure CUL-3 would further reduce impacts to a level less than significant.

Mitigation Measures

CUL-3: Human Remains

If during grading or construction activities, human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the San Diego County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the most likely descendant. The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. This mitigation measure shall be incorporated into all construction contract documentation.

15.6 Energy

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Project Description, Energy Use Calculations (Appendix G), Air Quality and Greenhouse Gas Model Results (CalEEMod Output Files) prepared by RECON Environmental, Inc. (see Appendix A), Traffic Impact Study (see Appendix B), EMFAC 2014 CARB OFF-ROAD Model, CARB Tier 3 In-Use Off-Road Diesel Engine Standards, California Green Building Standards Code (CALGreen) and the California Energy Code (Title 24, Part 6 of the California Code of Regulations).

a. Less Than Significant Impact.

Construction-Related Energy Use

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.

Fuel consumption associated with on-road worker trips and delivery trips were calculated using the total trips and trip lengths calculated in the Air Quality and GHG Modeling and EMFAC2014 fuel consumption rates (see Appendix G). Fuel consumption associated with on-site construction equipment was calculated using the equipment quantities and phase lengths calculated in the Air Quality and GHG Modeling and CARB OFF-ROAD model (see Appendix G). Off-site and on-site fuel consumption that would occur over the entire construction period is summarized in Tables 4 and 5, respectively.

Table 4			
Off-site Construction Vehicle Fuel Consumption			
Trip Type	Total Vehicle Miles Traveled	Total Fuel Consumption (gallons)	
		Gasoline	Diesel
Workers	41,126	1,584	10
Deliveries	197	--	39
Total	41,323	1,584	49

Table 5					
On-site Construction Equipment Fuel Consumption					
Phase	Phase Length (Days)	Equipment	Amount	Total Usage Hours	Total Diesel Fuel Consumption (gallons)
Grading	23	Grader	1	184	728
		Tractors/Loaders/Backhoes	2	322	663
		Rubber Tired Dozer	1	184	939
Form and Pour Concrete	20	Cranes	1	160	763
		Forklifts	2	280	286
		Generator Sets	1	160	571
		Graders	2	320	1,267
		Rubber Tired Dozer	1	160	816
		Scrapers	1	160	1,455
		Tractors/Loaders/Backhoes	3	420	865
		Welders	3	480	570
Building Construction	219	Cranes	1	1,752	6,059
		Forklifts	2	3,066	3,132

Table 5 On-site Construction Equipment Fuel Consumption					
Phase	Phase Length (Days)	Equipment	Amount	Total Usage Hours	Total Diesel Fuel Consumption (gallons)
		Generator Sets	1	1,752	3,125
		Tractors/Loaders/Backhoes	1	1,314	2,707
		Welders	3	5,256	6,244
Paving	10	Pavers	1	80	225
		Paving Equipment	1	80	196
		Rollers	2	160	279
		Cement and Mortar Mixers	1	80	23
		Tractors/Loaders/Backhoes	1	80	165
Architectural Coatings	98		1	588	1,263
Total					32,341

Consistent with federal requirements, all equipment was assumed to meet CARB Tier 3 In-Use Off-Road Diesel Engine Standards. 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 during construction.

Operation-Related Energy Use

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

Transportation-Related Energy Use

Buildout of the project and occupation by residents would result in transportation energy use. Trips by individuals traveling to and from the project site would result from use of passenger vehicles or public transit. Passenger vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Public transit would be powered by diesel or natural gas, and could potentially be fueled by electricity. Based on information from the project Traffic Impact Study (see Appendix B), project-generated traffic would account for an additional 125 average daily traffic (ADT). Vehicle emission factors and fleet mix were based on regional averages from the CARB Emission Factors 2014 model. Based on regional data compiled by CARB as part of Emission Factors 2014 model, the average regional trip length for all trips in San Diego County is 5.8 miles (CARB 2014). Thus, the project would generate 725 daily vehicle miles traveled (VMT) and 264,625 annual VMT. Total gasoline and diesel fuel consumption was calculated using EMFAC2014 fuel consumption rates and fleet data for light duty autos. The results are summarized in Table 6.

Table 6 Vehicle Fuel/Electricity Consumption					
Fuel Type	Daily VMT	Fuel Efficiency (miles per gallon)	Gallons of Fuel per Day	Electric Efficiency (kWh per mile)*	Electric Vehicle kWh per day
Gasoline	701	28.20	25	--	--
Diesel	8	35.62	<1	--	--
Electric	16	--	--	3.4	5
TOTAL	725		25		5
kWh = kilowatt hour *EMFAC does not provide estimates for energy used by electric vehicles. This data was estimated using existing kWh/mile data and estimates of future electric vehicle efficiencies provided by the Federal Highway Administration.					

An existing bus route is located at the corner of Prospect Avenue and Graves Avenue, an approximate 0.25-mile walk from the project site. This bus route connects to a regional shopping center and trolley transit center located approximately 1.5 miles northwest of the project site. The proximity of regional shopping and local bus routes would help reduce VMT generated by the project. In addition, project fuel consumption would decline over time beyond initial operational year of the project as a result of continued implementation of increased federal and state vehicle efficiency standards. There is no component of the project that would result in unusually high vehicle fuel use during operation. As such, operation of the project would not create a land use pattern that would result in wasteful, inefficient, or unnecessary use of energy, and impacts would be less than significant.

Non-Transportation-Related Energy Use

Non-transportation energy use would be associated with electricity and natural gas. The Renewables Portfolio Standard (RPS) promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by Executive Orders (EOs) S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, Senate Bill (SB) 2 (1X) codified California's 33 percent RPS goal. In September 2015, the California Legislature passed SB 350, which increases California's renewable energy mix goal to 50 percent by year 2030. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Once, operational, the project would be served by San Diego Gas & Electric (SDG&E). As of 2017, SDG&E had a 32 percent procurement of renewable energy (CPUC 2018).

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

Title 24, Part 11 of the California Code of Regulations is CALGreen. Beginning in 2011, CALGreen instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial and low-rise residential buildings, state-owned

buildings, schools, and hospitals. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory requirements and may adopt CALGreen with amendments for stricter requirements.

The project would, at a minimum, be required to comply with the mandatory measures included in the current 2019 Energy Code (California Code of Regulations, Title 24, Part 6) and the 2019 CALGreen standards. The mandatory standards require:

- Solar on single- and multi-family residential buildings
- Outdoor water use requirements as outlined in local water efficient landscaping ordinances or current Model Water Efficient Landscape Ordinance standards, whichever is more stringent;
- Requirements for water conserving plumbing fixtures and fittings;
- 65 percent construction/demolition waste diverted from landfills;
- inspections of energy systems to ensure optimal working efficiency;
- low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards;
- dedicated circuitry to facilitate installation of electric vehicle charging stations in newly constructed attached garages for single-family and duplex dwellings; and
- installation of electric vehicle charging stations for at least three percent of the parking spaces for all new multi-family developments with 17 or more units.

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

Electricity and natural gas service to the project site is provided by SDG&E. Once operational, the proposed residential units would use electricity and natural gas to run various appliances and equipment, including space and water heaters, air conditioners, ventilation equipment, lights, and numerous other devices. Generally, electricity use is higher in the warmer months due to increased air conditioning needs, and natural gas use is highest when the weather is colder as a result of high heating demand. Residential uses would likely require the most energy use in the evening as people return from work. As a part of the Air Quality and GHG Modeling prepared for the project (RECON 2018), CalEEMod was used to estimate the total operational electricity and natural gas consumption associated with the project. Table 7 summarizes the anticipated operational energy and natural gas use.

Table 7 Operational Electricity and Natural Gas Use	
	Total Use
Electricity	201,966 kWh/Year
Natural Gas	386,624 BTU/Year
kWh = kilowatt hour	
BTU = British thermal units	

Buildout of the project would result in an increase of operational electricity and natural gas usage when compared to the existing condition. The project would be required to meet the mandatory energy requirements of 2019 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. The project would include solar panels. Further, electricity would be provided to the project by SDG&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 RPS. Therefore, there are no project features that would support the use of excessive amounts of energy or would create unnecessary energy waste, or conflict with any adopted plan for renewable energy efficiency, and impacts would be less than significant.

b. Less Than Significant Impact. The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and RPS. As discussed in Section 15.6.a above, the project would be required to meet the mandatory energy requirements of 2019 CALGreen and the 2019 California Energy Code. The project would not conflict with or obstruct implementation of CALGreen and the California Energy Code, or with SDG&E's implementation of RPS. Impacts would be less than significant.

15.7 Geology and Soils

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
(ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Report of Geotechnical Investigation Lantern Crest Ridge II prepared by Group Delta Consultants, Inc. (Appendix H-1); Geotechnical Investigation Addendum prepared by Group Delta Consultants, Inc. (Appendix H-2); Geotechnical Investigation Addendum #2, Group Delta Consultants, Inc., August 19, 2019 (Appendix H-3); City of Santee General Plan–Safety Element; City of Santee Municipal Code. Preliminary Geologic Map of the El Cajon 30' x 60' Quadrangle, California (Todd 2004); City of Santee General Plan–Conservation Element; City of Santee Municipal Code; and County of San Diego Guidelines for Determining Significance, Paleontological Resources (County of San Diego 2009).

a(i). Less than Significant Impact. No known Alquist-Priolo Earthquake Fault Zones or active faults (i.e., faults that exhibit evidence of ground displacement during the last 11,000 years) traverse the project site. There is an unnamed fault located approximately 1.5 miles southwest of the site, but is labeled as inactive, potentially active, or activity unknown. The

nearest known active fault is part of the Rose Canyon fault zone, located approximately 14 miles west of the site. In addition, other major active faults within a 60-mile radius of the project site include the San Jacinto Fault and the Elsinore Fault, both located to the northeast of the project site. Because the project site is within a seismically active region, it could be subject to moderate to strong ground shaking. All earthwork would be conducted in accordance with the City's grading guidelines, the current California Building Codes, and the specifications outlined in the updated geotechnical investigation (see Appendix H-1). Thus, the project would result in a less than significant impact due to the exposure of people or structures to impacts related to rupture of a known earthquake fault or strong seismic ground shaking.

a(ii). Less than Significant Impact. Refer to Response 15.7.a(i).

a(iii). Less than Significant Impact. The project site is underlain by granitic rock and has been weathered into a silty fine to coarse sand where it has been decomposed to intensely weathered, as well as variable amounts of fresh granitic rock fragments. In addition, the site contains several outcrops of unweathered granitic rock, boulders and core stones, which indicate an irregular surface of hard crystalline bedrock across the site. The weathered rock has a relative density ranging from dense to very dense.

Covering the granitic rock is colluvium soil, extending up to depths of four feet below the surface. The colluvium soil consists of reddish brown to brown silty sand with variable amounts of gravel, cobble, and boulder-sized rock fragments. The colluvium soil has a loose relative density, and has a low expansion potential. However, expansive clayey soils may be locally present in some of the colluvium. No groundwater was encountered during boring tests of the site, which extended up to a depth of eight feet.

The Report of Geotechnical Investigation (see Appendix H-1) determined that the potential for soil liquefaction and its secondary effects is very low because the project site is underlain by granitic rock and groundwater was not encountered during boring tests of the site. Additionally, the project must comply with the recommendations of the geotechnical investigation required pursuant to Municipal Code 15.58.120, which would ensure removal of unsuitable soils and proper fill and compaction. Therefore, the project would not expose people or structures to adverse effects from seismic-related ground failure, including liquefaction, and impacts would be less than significant.

a(iv). Less than Significant With Mitigation. No landslides have been observed or documented within the project site. Relatively steep rock slopes are present to the east of the project site, but appear to be stable and the risk for slope failure is low. However, outcrops of hard rock and large boulders are located on these existing slopes to the east of the project site, which may have the potential to fall downslope during periods of heavy rain or a seismic event. Implementation of Mitigation Measure GEO-1 would reduce impacts associated with landslides and/or rockfall to a level less than significant.

Mitigation Measures**GEO-1: Geotechnical/Geological Engineering Recommendations**

Prior to any ground-disturbing construction activities, the project applicant shall incorporate the recommendations of the geotechnical/geological engineering studies prepared by GEOCON, Inc. into project plans related to the proposed project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, pipeline excavation, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.

b. Less than Significant Impact. The project would not result in substantial erosion or loss of topsoil, because the project site does not contain steep slopes, and the applicant would be required to prepare a landscape plan and/or erosion control plan per Municipal Code Sections 15.58.130 and 15.58.140. The landscape plan and/or erosion control plan would include measures that prevent erosion by minimizing runoff that can potentially carry soil off-site. Thus, the project would result in a less than significant impact related to soil erosion or loss of topsoil.

c. Less than Significant With Mitigation. Implementation of Mitigation Measure GEO-1 would reduce impacts associated with potential geologic hazards related to landslide, lateral spreading, subsidence, liquefaction, or collapse to a level less than significant—see 15.7.a(iv).

d. Less than Significant Impact. The Geotechnical Investigation included geologic borings up to a depth of approximately eight feet (see Appendix H-1). Soils were found to have low potential for expansion. This is consistent with the General Plan's hazard zone classification for the project site, which is considered to have a very low potential for expansion.

The Geotechnical Investigation determined that expansive clayey soils have the potential to be present in some of the colluvium located within the project site (see Appendix H-1). Per the recommendations of the Geotechnical Investigation, all colluvium in development areas would be excavated and replaced as properly compacted fill. Additionally, the project would comply with the recommendations of the Geotechnical Investigation as required pursuant to Municipal Code Section 15.58.120. Therefore, there is less than significant risk to life or property associated with expansive soil.

e. No Impact. Implementation of the project would not require a septic tank or alternative wastewater disposal system. The project would be served by existing public sewers within the PDMWD. Thus, no impact would result.

f. Less than Significant Impact. According to the Geotechnical Investigation (see Appendix H-1), the anticipated finish elevations for the project will achieve cuts of up to approximately 20 feet in depth and fills of up to 10 feet. The project site geology is described as generally consisting of colluvium soil to an approximate depth of four feet, which covers a layer of granitic rock at depths ranging from one to eight feet below grade, underlain by Granitoid rocks. As stated in the County of San Diego, Guidelines for Determining Significance Paleontological Resources (2009), granitic rock is considered to have no potential for producing fossil remains, and therefore have no paleontological resource potential. As such, the project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, resulting in a less than significant impact.

15.8 Greenhouse Gas Emissions

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Sources: Climate Change Scoping Plan (CARB 2008); CARB 2017 Scoping Plan Update; 2019 California Energy Code; Air Quality and Greenhouse Gas Model Results (CalEEMod Output Files) prepared by RECON Environmental, Inc. (November 1, 2019, see Appendix A); CEQA and Climate Change, Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act (California Air Pollution Control Officers [CAPCOA] 2008); CalEEMod User's Guide Version 2016.3.2. (CAPCOA 2017); and Initial Study for the Sustainable Santee Plan (LSA 2017).

a. Less than Significant Impact. The City adopted the Sustainable Santee Plan on January 8, 2020, which provides guidance for the reduction of GHG emissions within the City. However, the project application was deemed complete by the City on September 24, 2019, and therefore the project is not subject to the Sustainable Santee Plan. Therefore, the Draft IS/MND conducted an analysis of impacts associated with GHG emissions that conservatively follows significance thresholds from the CAPCOA report, CEQA and Climate Change (CAPCOA 2008). Guidance from CAPCOA references 900 metric tons of carbon dioxide equivalent (MT CO₂E) as a conservative threshold for determining when further greenhouse gas (GHG) analysis is required. This threshold is based on GHG emission market capture rates and is intended as a bright-line test that would exclude projects that are small enough to be unlikely to have significant impacts from further analysis. State

GHG emissions reduction targets proposed and/or codified by EO S-3-05, Assembly Bill (AB) 32, EO B-30-15, and SB 32 include achieving 1990 emission levels by 2020; 40 percent below 1990 levels by 2030; and 80 percent below 1990 levels by 2050. The most ambitious reduction target, 80 percent below 1990 levels, corresponds to a 90 percent reduction in statewide BAU emissions. Thus, the guidance identifies project-level thresholds that would correspond to a 90 percent market capture rate, annual emission of 900 MT CO₂E. Following rationale presented in the CAPCOA Guidance, the aggregate emissions from all projects with individual annual emissions that are equal to or less than 900 MT CO₂E would not impede achievement of the state GHG emissions reduction targets codified by AB 32 (2006) and SB 32 (2016), and impacts under CEQA would therefore be less than cumulatively considerable. Projects that exceed the 900 MT CO₂E screening thresholds are further required to perform a focused GHG analysis.

Although the CAPCOA criteria are interim guidance, they represent a good faith effort to evaluate whether GHG impacts from a project are significant, considering the type and location of the development, the best available scientific data regarding GHG emissions, and the current statewide goals and strategies for reduction of GHG emissions.

Annual GHG emissions due to construction and operation of the project were calculated using CalEEMod (CAPCOA 2017). CalEEMod was developed with the participation of several state air districts. The emissions sources include construction (off-road vehicles), mobile (on-road vehicles), area (consumer products [cleansers, aerosols, solvents, etc.], landscape maintenance equipment, and architectural coatings), water and wastewater, and solid waste sources. Project emissions were modeled based on the generalized parameters developed based on survey data incorporated into CalEEMod, which considers the type, size, and location of development. Table 8 summarizes the project emissions.

Table 8 Project GHG Emissions in 2020 (MT CO₂E per year)	
Emissions Source	Project Emissions
Vehicles	96
Energy Use	63
Area Sources	1
Water Use	15
Solid Waste Disposal	17
Construction ¹	14
Total	205
SOURCE: Appendix A. ¹ Following the recommendation of multiple air districts construction-related emissions were amortized over a 30-year period (to represent the equivalent annual emissions) and added to operational emissions.	

As shown, the project would result in a total of 205 MT CO₂E per year. Therefore, the project would not exceed the 900 MT CO₂E screening threshold for GHG emissions, and impacts would be less than significant.

b. Less than Significant Impact.State

EO S-3-05 established GHG emission reduction targets for the state, and AB 32 codified the 2020 goal of EO S-3-05 and launched the Climate Change Scoping Plan (CARB 2008) that outlined the reduction measures needed to reach these targets. EO B-30-15 establishes an interim GHG emission reduction goal for the state of California by 2030 of 40 percent below 1990 levels. EO B-30-15's goal to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030 has not been codified by the Legislature. Nonetheless, because of the ongoing controversy regarding the application of EOs in the context of CEQA and the strong interest in California's post-2020 climate policy, this analysis renders a determination as to whether the project would conflict with or impede substantial progress towards the statewide reduction goals established by EO B-30-15 for 2030 and by EO S-3-05 for 2050.

State GHG emissions reduction targets proposed and/or codified by EO S-3-05, AB 32, EO B-30-15, and SB 32 include achieving 1990 emission levels by 2020; 40 percent below 1990 levels by 2030; and 80 percent below 1990 levels by 2050. Whereas the 2020 and 2030 reduction targets have been codified by AB 32 and SB 32, respectively, the 2050 reduction targets proposed by EO S-3-05 have not yet been codified. The most ambitious reduction target, 80 percent below 1990 levels, corresponds to a 90 percent reduction in statewide business-as-usual emissions. As discussed, CAPCOA guidance references a screening-level threshold of 900 MT CO₂E, which corresponds to a 90 percent market capture rate. Following rationale presented in the CAPCOA Guidance, the aggregate emissions from all projects with individual annual emissions that are equal to or less than 900 MT CO₂E would not impede achievement of the state GHG emissions reduction targets codified by AB 32 (2006) and SB 32 (2016), and impacts under CEQA would therefore be less than cumulatively considerable. As this 900 MT CO₂E screening level corresponds to the most ambitious state reduction target, 80 percent below 1990 levels by 2050, and does not account for emission reductions achieved by federal, state, and local reduction measures implemented between 2020 and 2050, it is highly conservative. As annual project emissions would not exceed 900 MT CO₂E, the project would not conflict with the AB 32 mandate for reducing GHG emissions (see Table 8 [project would result in a total of 204 MT CO₂E a year]). Project emissions would continue to decline as a result of federal, state, and local implementation measures such as increased vehicle efficiency standards and renewable sources of energy in accordance with California Renewable Portfolio Strategy mandates. Based on currently available models and regulatory forecasting, project emissions would continue to decline from 2030 through at least 2050. Given the reasonably anticipated decline in project emissions once fully constructed and operational, the project is in line with the GHG reductions needed to achieve the EO's interim (2030) and horizon-year (2050) goals. The project would not impede substantial progress toward long-term GHG goals. As such, the project's impacts with respect to EO B-30-15 and EO S-3-05 would be less than significant.

Local

The City is in the process of developing a draft Climate Action Plan (CAP), called the Sustainable Santee Plan (Sustainability Plan), which is intended to provide policy direction and identify actions the City and community can take to reduce the generation of GHGs consistent with AB 32 and EO S-3-05. According to the Initial Study prepared for the Sustainability Plan (LSA 2017), overall, the goal of the CAP will be to reduce the City's communitywide GHG emissions by 15 percent below 2005 emissions by 2020 in accordance with recommendations within the AB 32 Scoping Plan, and following continued reductions in accordance with EO S-3-05, 49 percent below 2005 emissions by 2035. In addition, the City is aiming to reduce communitywide emissions below 6 MT CO₂E per capita by 2030 in accordance with the 2017 Scoping Plan Update.

The following goals are anticipated to be included in the Sustainability Plan:

- increase energy efficiency through water efficiency
- decrease GHG emissions through reducing vehicle miles traveled
- decrease energy demand through reducing urban heat island effect

The project would, at a minimum, be required to comply with the mandatory measures included in the current 2019 Energy Code (California Code of Regulations, Title 24, Part 6) and the 2019 CALGreen standards. These standards require energy-efficient measures including solar on single- and multi-family residential buildings, increased lighting efficiency, and the installation of Energy Star® appliances. The project would be required to comply with the energy efficiency requirements of the energy code in place at the time building permits are issued, which is currently the 2019 Energy Code (effective January 1, 2020).

As required by the CALGreen, 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 City's Water Efficient Landscape Ordinance. The City's Water Efficient Landscape Ordinance 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 that runs along Graves Avenue, Magnolia Avenue, and Mission Gorge Road to the Santee Town Center, which is served by the Sycuan Green Line Trolley. Additionally, assuming the project would have 50 residents occupying all 50 proposed units, dividing total project GHG emissions 205 MT CO₂E per year (see Table 8 above) by 50 equals 4.1 MT CO₂E per capita. This GHG emissions per capita value of 4.1 MT CO₂E would not exceed the GHG emission goal of 6 MT CO₂E per capita. Furthermore, this per capita GHG emissions value does not account for employees, which would also be a part of the project's total service population. Dividing total project GHG emissions by a larger number that includes future employees would result in a lower per capita GHG emissions value, and the per capita GHG emissions value of 4.1 MT CO₂E is conservative. Therefore, the project

would not conflict with the goals of the future Sustainability Plan, and impacts would be less than significant.

15.9 Hazards and Hazardous Materials

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Project Description, City of Santee General Plan–Safety Element; California Department of Toxic Substances Control–EnviroStor Database; State Water Resources Control Board–Geotracker Database; Gillespie Field Airport Land Use Compatibility Plan (ALUCP; Airport Land Use Commission 2010); Santee Municipal Code (Chapter 15.20.040); Santee Fire Department; Phase I Environmental Site Assessment (ESA) prepared by CERES Corp. (Parcel #384-142-04-00 (May 3, 2017; Appendix I); Federal Aviation Administration Letter of Determination of No Hazard to Air Navigation (April 2, 2018; Appendix J); and AM&M Proposal for Lantern Crest Ridge II, Firewise2000, Inc., (June 27, 2018; Appendix K).

a. Less than Significant Impact. Construction of the project would involve standard grading and construction activities that require temporary use of fuels and other hazardous materials. The use and handling of materials associated with the construction of the project would follow all applicable federal, state, and local regulations, including California Occupational Safety and Health Administration, Caltrans, and the California Department of Environmental Health Hazardous Materials Division. The project would comply with all applicable state and local regulations for hazardous materials and waste management during project construction. As a result, a less than significant impact to the public or environment would result from implementation of the project.

The proposed residential uses would involve the routine use of hazardous materials (cleaners, degreasers, etc.). However, such materials are ubiquitous and product labeling identifies appropriate handling and use of these materials. Use of common household hazardous materials are typical of residential uses and are not associated with generation of significant hazards to the public or the environment. Thus, operation of the project would result in a less than significant impact associated with the routine transport, use, or disposal of hazardous materials.

b. Less than Significant Impact. A Phase I ESA was prepared for the project, and is included as Appendix I. According to the Phase I ESA, the project site has been undeveloped since as early as 1928. Furrowing on the southern half of the property was observed in aerial photographs dated as early as 1953, which suggest that a small agricultural operation may have been located on this portion of the project site in the 1950s and 1960s. However, no evidence of the storage of hazardous materials was observed as occurring within the project site.

In addition, the project does not involve a use that would result in foreseeable upset and accident conditions from the release of hazardous materials into the environment. The proposed residential uses would be associated with the routine use of common hazardous

materials [see response 15.8.a. However, significant hazards due to upset and accident conditions involving the release of hazardous materials would not occur because the project would not involve the use of any major source of hazardous materials. Impacts would be less than significant.

c. No Impact. The school nearest to the project site is the Pepper Drive Elementary School, which is beyond one-quarter mile from the project site (approximately 0.4 mile east of the project site). The project would not result in hazardous emissions or include the handling of acutely hazardous materials, substances, or waste. As a result, no impact would occur.

d. Less than Significant Impact. As determined in the Phase I ESA, the project site is not identified on the California Department of Toxic Substances Control, Hazardous Waste and Substances Site List compiled pursuant to Government Code Section 65962.5. In addition, the adjoining properties were not referenced on any regulatory agency lists. According to the Phase I ESA, there has been no documentation or other evidence found that would suggest the past use of underground or aboveground storage tanks within the project site.

There are two nearby sites referenced on regulatory agency lists, one of which is located at 8731 Graves Avenue, located adjacent to the northwest corner of the project site, and is listed on HAZNET as a facility that generated 58.99 tons of asbestos-containing waste in 2004. Other pertinent information was not included in the listing. The second site is located at 1103 Calabria Street, located approximately 1.0 mile northeast of the project site, and is listed on HAZNET as a facility that generated 0.42 ton of an unspecified aqueous solution and 0.37 ton of an unspecified organic liquid mixture in 2007. Other pertinent information was not included in the listing. There are numerous other sites listed on various agency lists within one-half mile of the project site; however, based on the location of these facilities and the regulatory status, the sites do not represent a significant environmental concern on the subject property.

In addition, the nearest leaking underground storage tank is located at 8641 Magnolia Avenue, approximately 0.25 mile west of the project site, and is listed on San Diego County Site Assessment and Mitigation Program and Leaking Underground Storage Tank list as a facility that has been assigned an unauthorized release case by the County Department of Environmental Health. The case was opened in July 1999, and involved impact to the soils within the site by diesel fuel. This case was closed by the Department of Environmental Health on January 15, 2002, and is too distant from the project site to pose a significant environmental concern to the project site. As a result, the project would not pose a hazard to the public or the environment; thus, impacts would be less than significant.

e. Less than Significant Impact. The Gillespie Field Airport is approximately 0.5 mile west of the project site. The ALUCP for Gillespie Field Airport was adopted in January 2010 and amended in December 2010. The 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). The FAA conducted an aeronautical study for the project (see Appendix J), 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. Therefore, impacts would be less than significant.

f. Less than Significant Impact. The project site is located in an existing developed area with access to major roadways that would allow for emergency evacuation. The Santee Fire Department has reviewed the project and determined adequate emergency access is available to the project site. Therefore, the project would not impair implementation of, or physically interfere with emergency response and impacts would be less than significant.

g. Less than Significant Impact. Wildland fires present a significant threat in Santee, particularly in the summer months when temperatures are high and precipitation is limited. Areas in the City that are particularly susceptible to fires are designated as “very high hazard” or “high hazard” areas and are delineated on the Very High Fire Hazard Severity Zones for Local Responsibility Areas as recommended by the California Department of Forestry and Fire Protection. The project site is identified within an area considered a “non-very high fire hazard severity zone.” However, the project site is located within a Wildland Urban Interface area, which requires the project to comply with certain fire protection requirements set forth in the City’s Municipal Code. (Municipal Code, Title 15, Chapter 15.20). These requirements include the provision of 100 feet of fuel modified defensible space between the proposed structures and the wildland area, and the use of non-combustible building materials. The fuel modified defensible space is composed of two brush management areas, BMA Zone 1 and BMA Zone 2. BMA Zone 1 would consist of permanently landscaped, irrigated and maintained ornamental plantings. BMA Zone 2 would consist of low-growing, fire resistant shrubs and ground covers, including dwarf coyote brush and wood mulch.

The project site does not contain sufficient area to provide a 100-foot fuel modified defensible space between the proposed structures and open space area to the east. Therefore, the project proposed an alternate method of fire protection (Appendix K). The project would provide 56 feet of space between the structure and the open space to the east. In order to address the reduced fuel modified defensible space, the project would include the construction of a 5-foot fire barrier in the form of a non-combustible wall along the top of the slope along the eastern boundary of the project site, running from the northern edge of the bridge connecting the proposed structure to the Lantern Crest Ridge Phase I structure. Construction of this fire barrier wall as part of the project design would minimize the potential exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, and impacts would be less than significant.

15.10 Hydrology and Water Quality

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Project Description and Site Plan, General Plan–Conservation and Safety Element; Regional Water Quality Control Board Basin Plan; Storm Water Quality Management Plan (SWQMP) for Lantern Crest Ridge II prepared by REC Consultants, Inc. (July 2019; Appendix L); CEQA Drainage Study for Lantern Crest Ridge Addition prepared by REC Consultants, Inc., (April 1, 2019; Appendix M); Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM); and Report of Geotechnical Investigation Lantern Crest Ridge II prepared by Group Delta Consultants, Inc. (June 19, 2017; see Appendix H-1).

a. Less than Significant Impact. The project site is located in the San Diego Hydrologic Unit (907) and Lower San Diego River Watershed (907.12) (see Appendix L). Runoff from the project site and from the adjacent hill to the northeast travels via overland flows and/or is conveyed via ditch/pipe to the southwest towards one of three discharge points located along the western boundary of the project site. Runoff that reaches the two northernmost discharge locations is then conveyed via pipeline through the development to the south and then to the south towards Graves Avenue. Runoff that reaches the discharge point located on the southwest corner of the project site is directed via pipeline to Graves Avenue to the south. Runoff then enters the public storm drain system. This system transports the runoff under SR-67 to Magnolia Avenue; it subsequently heads north and ultimately discharges into the San Diego River. The existing onsite drainage generates approximately 9.66 cubic feet per second (cfs) for the 100-year storm event. The San Diego River is a 303(d) impaired water body polluted by enterococcus, fecal coliform, total dissolved solids, toxicity, bacteria, and heavy metals.

According to the San Diego Basin Plan, the beneficial uses identified for the San Diego River include agricultural supply; industrial service supply; contact water recreation; non-contact water recreation; commercial and sport fishing; preservation of biological habitats of special significance; wildlife habitat; rare, threatened, or endangered species; marine habitat; migration of aquatic organisms; spawning, reproduction, and/or early development; and shellfish harvesting.

The project would not adversely affect any beneficial uses of the San Diego River because the project would treat storm water on-site to ensure pollutants do not adversely affect receiving waters by incorporating site design and structural best management practices (BMPs). The proposed site design/structural BMPs includes the collection of the on-site surface water throughout the property by overland flow, curb/gutter, and brow ditches, which would be directed into three biofiltration basins located in the southeast corner of the property. The biofiltration basins would capture and treat the collected runoff. Flows would

then discharge from the basins via the outlet structure. The basins would include a riser structure that would act as a spillway such that peak flows could be safely discharged to the receiving storm drain system. In addition to the biofiltration basins, eight 10-foot-diameter tree wells are proposed that would intercept rainfall, reduce or intercept erosion, increase water infiltration, and treat storm water runoff through uptake of nutrients and other pollutants.

With incorporation of the three biofiltration basins and tree wells, potential surface water pollutants generated on-site would be collected and filtered. Thus, site design/structural BMPs would preclude discharge of contaminated surface water and a less than significant impact would occur. In addition, 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). For example, BMPs employed during the construction phase would include fiber rolls, street sweeping and vacuuming, and storm drain inlet protection. Therefore, the project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

b. Less than Significant Impact. The project would obtain its water supply from the PDMWD and would not use groundwater supply for any purpose. Additionally, the proposed land uses would not be associated with activities known to degrade groundwater. Thus, the project would not deplete or degrade groundwater supplies. The project would construct rooftops, driveways, and sidewalks that would slightly increase the amount of impermeable surfaces on-site by 1.27 acres. However, water would continue to infiltrate through 0.29 acre of the post-construction development footprint that would remain pervious, as well as 1.18 acres of the project parcel that would remain undeveloped. Furthermore, water would continue to infiltrate through undeveloped land east of the project site and throughout the groundwater basin. Therefore, the project would not substantially decrease groundwater supplies or interfere with groundwater recharge, and impacts would be less than significant.

c(i). Less than Significant Impact. The runoff generated on-site currently drains from the east across the undeveloped lot, draining towards the southwest and west from the adjacent hillside to the east of the project site. Runoff from the site drains into two points of compliance (POCs). In the existing condition, 100-year peak flow to POC 1 is 21.21 cfs, 75.65 cfs to POC 2.

Prior to discharging from the site, first flush runoff will be treated by three biofiltration basin BMPs or a tree well in accordance with standards set forth by the Regional Water Quality Control Board and the City of Santee BMP Design Manual (see Appendix M). Should there be a blockage in the receiving storm drain and/or outlet structure, the emergency outlet is the lowest curb inlet which then conveys flows to Graves Avenue as in existing conditions.

A collector pipe runs beneath all three biofiltration basins that would convey the detained outflows from each basin to the proposed downstream drainage system. Additionally, the basins would include a 21-inch gravel layer, an 18-inch amended soils layer, a surface ponding depth, and a riser spillway structure. The riser structure would act as a spillway

that would safely discharge peak flows to the receiving storm drain system. Table 9 summarizes the project acreage under the existing and developed condition that would contribute discharge at each point of compliance (POC) and the peak flow rates to each POC in the existing and developed condition with inclusion of the biofiltration basins. Post-construction, the project would not change peak flow rates for POC 1 and would reduce peak flow rates for POC 2 by 0.11 cfs. Therefore, the project would not substantially alter the drainage pattern of the site or the surrounding area in a manner that could result in substantial erosion, and impacts would be less than significant.

Table 9 Summary of Drainage Areas and Peak Flows						
Discharge Locations	Area (acres)			100-year Peak Flow (cubic feet per second)		
	Existing	Developed	Difference	Existing	Developed	Difference
POC 1	10.54	11.05	+0.51	21.21	21.21*	0.00
POC 2	59.83	59.32	-0.51	75.64	75.54	-0.11
*Flows are mitigated Source: Appendix M						

c(ii). Less than Significant Impact. The project site is undeveloped and consists of approximately 2.8 acres of existing pervious area. In the post-project condition, approximately 1.27 acres of the property would consist of impervious surfaces, which would have the potential to increase runoff and peak flows on-site. However, as described in Section 15.10.c(i) above, the project would reduce peak flows in the post-project condition. 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. Therefore, the project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, and impacts would be less than significant.

c(iii). Less than Significant Impact. As described in Section 15.10.c(i) above, the project would reduce peak flows in the post-project condition, and thereby reduce the amount of runoff being discharged into the existing storm water drainage system. As described in Section 15.10.c(i) above, 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). The proposed site design/structural BMPs includes the collection of the on-site surface water throughout the property by overland flow, curb/gutter, and brow ditches, which would be directed into three biofiltration basins located in the southeast corner of the property that would capture and treat the collected runoff. Therefore, project runoff would not exceed the capacity of storm water drainage systems and would not provide substantial sources of polluted runoff, and impacts would be less than significant.

c(iv). No Impact. The project site is shown on FEMA FIRM 06073C1634G, which was last revised May 16, 2012. As shown, the project site is not within the 100- or 500-year flood hazard area. Thus, the project would not impede or redirect flood flow. No impact would occur.

d. No Impact. As discussed in Section 15.10.c(iv), the project site is not within the 100-year or 500-year flood hazard area. The project site, along with the rest of the City, is located in the San Diego river valley. Reservoirs upstream of the project site include the San Vicente, El Capitan, and Lake Jennings. Figure 8-2 of the General Plan Safety Element delineates the areas potentially subject to inundation in the event of failure of each dam. The project site is outside the potential inundation areas. The project site is located approximately 17 miles inland from the coast, at approximately 400 feet AMSL. 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 as a lake. Thus, the project would not risk the release of pollutants due to project inundation associated with flood hazards, tsunami, or seiche zones. No impacts would occur.

e. Less than Significant Impact. As described in Section 15.10.c(i) above, the project would reduce peak flows in the post-project condition. The project would not be subject to substantial erosion or siltation because both construction and operational BMPs would be employed to control potential erosion and siltation by retaining storm water and capturing runoff that may carry silt or other pollutants. Typical construction BMPs include silt fencing, fiber rolls, and sweeping. Post-construction BMPs are detailed in response 15.10.a, which includes three biofiltration basins and eight 10-foot-diameter tree wells. Therefore, the project would not generate substantial amounts of runoff that would conflict with or obstruct implementation of a water quality control plan, and impacts would be less than significant.

Although the project would increase impermeable surfaces, this slight increase of 1.27 acres would not substantially interfere with groundwater recharge, and therefore would not conflict with or obstruct a sustainable groundwater management plan. Impacts would be less than significant.

15.11 Land Use and Planning

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Project Description; City of Santee General Plan–Land Use Element; City of Santee Draft Multiple Species Conservation Program Subarea Plan 2006; Lantern Crest/Santee

Seniors Annual Management Report prepared by J. Whalen Associates, Inc. (2017; see Appendix D); 2017 Annual Report and 2018 Work Plan for the Lantern Crest Open Space Preserve memorandum prepared by Cummings Environmental, Inc. (January 3, 2018; see Appendix E); and Parking Analysis for the Proposed Lantern Crest Ridge II Senior Living Assisted and Memory Care Development prepared by (Darnell and Associates (April 9, 2019; Appendix N).

a. Less than Significant Impact. The project would result in the construction of a three story, 46-unit senior care facility, along with four independent-living units (contained within two duplex villas) for a total of 50 residential units on a 2.74-acre project site. The project site is located within an urban environment that is accessed via Sunset Trail and Lantern Crest Way on the southern side of the site from Graves Avenue. The western boundary of the project site is adjacent to multi- and single-family residential land uses, while the eastern boundary of the site is adjacent to the Lantern Crest Ridge I Senior Housing facility. The project would be integrated into the existing Lantern Crest Ridge I Senior Housing facility through an enclosed bridge that will link the proposed project to the adjacent facility. Thus, the project would improve community connectivity with existing land uses and would not physically divide an established community. A less than significant impact would occur.

b. Less than Significant Impact. The project site has a General Plan designation of R-1A (Low Density Residential) and H/L (Hillside Limited Residential). The project would include a General Plan amendment (GPA2018-1) and zone reclassification, which would change the designation to R-14 (Medium High Density Residential). These actions would increase the allowable unit density from 2 to 4 dwelling units per gross acre in the R-1A (Low Density Residential) zone and zero to one dwelling unit per gross acre in the HL (Hillside/Limited) zone, to 14 to 22 dwelling units per gross acre throughout the project site.

As outlined in the Land Use Element of the General Plan, approval of higher densities is a discretionary action based on several criteria including compliance with specific goals, objectives and policies, adverse impacts to public facilities, consideration of environmental constraints, compatibility with community character, etc. The project is not within a Specific Plan Area, is adjacent to public facilities, and, as outlined in this Mitigated Negative Declaration, would not result in significant unavoidable impacts. Adjacent occupied properties contain residential uses and are designated either R14 (Medium High Density Residential), west of the project site, or R22 (High Density Residential), east and south of the project site. Therefore, the project proposes uses that would be compatible with the character of surrounding residential uses and the proposed density would be consistent with the surrounding area. No conflicts with any General Plan policies have been identified and the project would assist with implementation of policies that support provision of housing for seniors, including Housing Element Policy 4.1 “Continue to support and actively market shared housing as an affordable housing option for seniors.”

In addition, a parking analysis was completed for the project (see Appendix N). The parking analysis assessed the combined parking demand for the project and the associated Lantern Crest Ridge I development. The parking analysis determined that the project and Lantern

Crest Ridge I would require a combined total of 51 parking spaces. The project would add 16 parking spaces, while the Lantern Crest Ridge I development contains an existing 38 spaces, for a total of 54 parking spaces, thereby exceeding the parking requirement and complying with Chapter 13.24 of the Santee Municipal Code. In addition to the 14 new parking spaces described above, the project would also provide one ADA compliant parking space.

For these reasons, impacts related to conflicts with the existing land use plans, policies, or regulations would be less than significant.

15.12 Mineral Resources

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of Santee General Plan–Conservation Element.

a. No Impact. As discussed in the General Plan Conservation Element, known mineral resources in Santee include sand, gravel, and crushed rock, which are collectively referred to as aggregate. These resources have been identified within the floodplain of the San Diego River. The project site is not located in the floodplain of the San Diego River and therefore has no known mineral resources. Additionally, the project site is located in a developed area, which would preclude use of the site for mining due to incompatibility with adjacent residential uses. As a result, extraction of mineral resources is not a viable use of the site. No impact would occur.

b. No Impact. See response to 15.12.a. No impact would occur.

15.13 Noise

Would the project:

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

Sources: City of Santee General Plan–Noise Element; Santee Municipal Code; Technical Noise Supplement (Caltrans 2013); Gillespie Field Airport Land Use Compatibility Plan (ALUC 2010); and Noise Modeling Results (SoundPLAN Output Files) prepared by RECON Environmental, Inc. (April 10, 2018; Appendix O).

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

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

decrease) and that a change of 5 dB(A) is readily perceptible. An increase of 10 dB(A) is perceived as twice as loud, and a decrease of 10 dB(A) is perceived as half as loud (Caltrans 2013).

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this study are the equivalent noise level (L_{eq}), the maximum noise level, and the 24-hour day-night average noise level (L_{DN}).

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

The L_{DN} is a 24-hour equivalent sound level. The L_{DN} calculation applies an additional 10 dB(A) penalty to noise occurring during the night, between 10:00 p.m. and 7:00 a.m. The increase for certain times is intended to account for the added sensitivity of humans to noise during the evening and night.

General Plan Land Use Compatibility

Construction Noise

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

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

Construction noise would be generated by diesel engine-driven construction equipment used for site preparation and grading; removal of existing structures and pavement; loading, unloading, and placing materials and paving. Diesel engine-driven trucks also would bring materials to the site and remove the spoils from excavation.

Construction equipment with a diesel engine typically generates maximum noise levels from 80 to 90 dB(A) L_{eq} at a distance of 50 feet (FHWA 2006). During excavation, grading, and paving operations, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks, such as measurement. Although maximum noise levels may be 80 to 90 dB(A) at a distance of 50 feet during most construction activities, hourly average noise levels from the grading phase of construction would be 82 dB(A) L_{eq} at 50 feet from the center of construction activity when assessing the loudest pieces of equipment working simultaneously. As the

entire project site would be graded, the acoustic center of the construction activity was modeled as the center of the project site.

A single-family residence is located at the southwestern project boundary approximately 220 feet from the center of construction. A construction noise level of 82 dB(A) L_{eq} at 50 feet would attenuate to 69 dB(A) L_{eq} at 220 feet. Multi-family uses are located west and northwest of the project site. The nearest building (the residential use located west of the project site) is approximately 170 feet from the center of construction. A construction noise level of 82 dB(A) L_{eq} at 50 feet would attenuate to 71 dB(A) L_{eq} at 170 feet. The Lantern Crest Ridge I senior facility is located east of the project site, approximately 140 feet from the center of construction. A construction noise level of 82 dB(A) L_{eq} at 50 feet would attenuate to 73 dB(A) L_{eq} at 140 feet. All other residential uses are located at greater distances from the project site. Therefore, noise levels at the adjacent residential uses are anticipated to not exceed 75 dB(A) 8-hour average equivalent noise level [$L_{eq(8h)}$]. However, because of the close proximity of sensitive receptors, the following mitigation measure is recommended:

Mitigation Measures

NOS-1: Construction Noise

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

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

On-Site Traffic Noise

The Noise Element of the City's General Plan establishes noise compatibility standards for various land uses. The project proposes a senior housing facility. The Noise Element land use category closest to the proposed use is Nursing Homes, which are compatible with noise levels up to 65 LDN (Figure 7-3, Noise/Land Use Compatibility Guide, of the Noise Element).

Noise level predictions and contour mapping were developed using noise modeling software, SoundPlan Essential, version 3.0 (Navcon Engineering 2015). The main sources of vehicle traffic noise in the vicinity of the project are Graves Avenue, SR-52, SR-67, and the freeway ramps. For the purpose of the future traffic noise compatibility analysis, the noisiest conditions are represented as the maximum LOS C traffic volume. This represents a condition where the maximum number of vehicles are using the roadway at the maximum speed. LOS A and B categories allow full travel speed but do not have as many vehicles, while LOS E and F have a greater number of vehicles, but due to the traffic volume travel at reduced speeds, thus generating less noise.

Traffic noise levels were calculated based on the peak-hour traffic volumes, which is approximately 10 percent of the average daily traffic volume. Typically, the peak-hour noise level is equivalent to the community noise equivalent level. The vehicle classification mixes were obtained from Caltrans truck count data. Caltrans does not include separate counts of buses or motorcycles, therefore, one percent of the automobiles were modeled as buses, and one percent were modeled as motorcycles.

Table 11 summarizes the vehicle traffic parameters used for modeling on-site noise levels.

Table 11 Traffic Parameters							
Roadway	Peak Hour Volume	Speed (mph)	Vehicle Mix (percent)				
			Autos	Medium Trucks	Heavy Trucks	Buses	Motor- cycles
Graves Avenue	900	35	91.0	4.2	2.8	1.0	1.0
SR-52							
Eastbound	3,760	65	95.4	2.0	0.6	1.0	1.0
Westbound	3,760						
SR-67 – North of Prospect Avenue							
Northbound	3,760	65	91.0	4.2	2.8	1.0	1.0
Southbound	3,760						
SR-67 – South of Prospect Avenue							
Northbound	6,768	65	91.0	4.2	2.8	1.0	1.0
Southbound	5,640						
Ramps							
SR-52 Eastbound to SR-67 Southbound	3,760	50	91.0	4.2	2.8	1.0	1.0
SR-52 Eastbound to SR-67 Northbound	3,760						
SR-67 Northbound to SR-52 Westbound	3,760						
SR-67 Southbound to SR-52 Westbound	3,760						
Sources: Caltrans 2016; San Diego Association of Governments 2018; City General Plan Circulation Element.							

Noise level contours were modeled at the first-floor level. Noise levels were also modeled at the western property line closest to the roadways at first- through third-floor levels.

Modeled noise levels do not account for shielding provided by intervening barriers and structures or topography, and therefore this analysis provides a conservative assessment. Future vehicle traffic noise levels are summarized in Table 12. SoundPLAN data are contained in Appendix O.

Table 12 Vehicle Traffic Noise Levels (LDN)			
Receiver	First Floor	Second Floor	Third Floor
1	60	64	65
2	60	63	65
3	60	63	65
4	60	63	65
5	60	63	65
Source: Appendix O			

As shown, traffic noise levels would be 65 LDN or less across the entire project site. Therefore, exterior noise impacts would be less than significant.

The interior noise compatibility level for noise sensitive areas, including residential uses, is 45 LDN. Standard wood frame construction would achieve an exterior-to-interior noise reduction of 25 dB(A) (Federal Highway Administration [FHWA] 2011). Thus, because exterior noise levels are projected to be less than 65 LDN, interior noise levels would be less than 45 LDN. Therefore, interior noise impacts would be less than significant.

Off-Site Traffic Noise

Existing ambient noise levels in the vicinity of the project are dominated by vehicle traffic on area roadways. Existing noise levels on the project site were measured on April 17, 2018. Measured ambient noise levels on the project site ranged from 61 to 92 dB(A) Leq.

The project would generate additional vehicle traffic on Graves Avenue. However, the project would not substantially alter the vehicle classifications mix on local or regional roadways, nor would the project alter the speed on an existing roadway or create a new roadway. Thus, the primary factor affecting off-site noise levels would be increased traffic volumes. Off-site traffic noise was modeled using the FHWA Traffic Noise Prediction Model algorithms and reference levels. Traffic noise levels were calculated at 50 feet from the centerline of the affected roadways to determine the noise level increase associated with the project. The model uses various input parameters, such as traffic volumes and vehicle mix, distribution, and speed. For modeling purposes, “hard” ground conditions were used for the analysis, since the hard site provides the most conservative impact assessment. Traffic volumes were obtained from the Traffic Impact Study prepared for the project (see Appendix B). Opening day (2018) and cumulative traffic volumes and noise levels with and without the project are shown in Table 13. Modeled noise levels do not account for shielding provided by intervening barriers and structures. Noise level calculations are contained in Appendix O.

Table 13				
Graves Avenue Traffic Noise Level with and without Project				
Roadway Segment	Opening Day (2018)	Opening Day (2018) + Project	Opening Day (2018) + Cumulative	Opening Day (2018) + Cumulative + Project
Graves Avenue				
Traffic Volume	14,809	14,847	15,297	15,325
Noise Level (LDN)	66	66	66	66
Source: Appendix O				

As shown, the project would not result in a measureable increase in ambient noise levels. The increase in noise levels due to the project would not be a perceptible increase in the ambient noise environment. The project would therefore not result in a significant ambient noise increase at adjacent off-site receptors, and impacts would be less than significant.

On-Site Generated Noise

On-site generated noise is regulated by the City's Municipal Code, Title 5 Health and Safety, Chapter 5.04 Noise Abatement and Control. Section 5.04.040 of the Santee Municipal Code states that "it is unlawful for any person to make, continue, or cause to be made or continued, within the limits of the City, any disturbing, excessive or offensive noise which causes discomfort or annoyance to reasonable persons of normal sensitivity residing in the area." Section 5.04.040 also provides the following requirements for heating, ventilation, and air conditioning (HVAC) units:

4. Heating and Air Conditioning Equipment and Generators.
 - a. It is unlawful for any person to operate or allow the operation of any generator, air conditioning, refrigeration or heating equipment in such manner as to create a noise disturbance on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit.
 - b. All generators, heating, air conditioning, or refrigeration equipment are subject to the setback and screening requirements in this code.

Operational noise sources after construction would include vehicles arriving and leaving and landscape maintenance machinery, and would be similar to noise sources from adjacent land uses. With the exception of rooftop HVAC units, none of these noise sources would have the potential to produce excessive noise or result in a substantial permanent increase in existing noise level. HVAC units would be on the rooftop within a mechanical well, and would be screened in accordance with the Section 5.04.040 requirements above. It is not known at this time which manufacturer, brand, or model of unit or units would be selected for use in the project. For the purposes of this analysis, to determine what general noise levels the HVAC units would generate, it was assumed that each unit would generate noise levels similar to a 5-ton Carrier Model 38 HD50VG-A HVAC unit. The 38 HDR50VG-A units have a sound power level of 75 dB(A) which is equivalent to 68 dB(A) L_{eq} at 3 feet.

Property line noise levels due to rooftop HVAC units were modeled using SoundPLAN. The modeling results are summarized in Table 14. SoundPLAN data is contained in Appendix O. As shown, property line noise levels would range from 34 to 39 dB(A) L_{eq} . Noise at this

level would not be considered a noise disturbance. Noise impacts associated with on-site generate noise would be less than significant.

Table 14 On-site Generated Noise Levels	
Receiver	Noise Level [dB(A) L _{eq}]
1	34
2	35
3	36
4	38
5	38
6	36
7	35
8	34
9	34
10	35
11	38
12	39
13	33
14	34
15	34
16	34
Source: Appendix O	

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

Project construction equipment used during site grading and excavation would have the greatest potential to generate vibrations that would affect nearby residential land uses. Construction equipment would include loaded trucks, an excavator, as well as a dozer or loader. Vibration levels from these pieces of equipment would generate vibration levels with a peak particle velocity (PPV) ranging from 0.035 to 0.089 inches per second (in/sec) PPV at the nearest residence. Human reaction to vibration is dependent on the environment the receiver is in as well as individual sensitivity. For example, vibration outdoors is rarely noticeable and generally not considered annoying. Typically, humans must be inside a structure for vibrations to become noticeable and/or annoying. Based on several federal studies the threshold of perception is 0.035 in/sec PPV, with 0.24 in/sec PPV being a distinctly perceptible (Caltrans 2013). Neither cosmetic nor structural damage of buildings occurs at levels below 0.1 in/sec PPV. As construction vibration levels would be below the distinctly perceptible threshold, groundborne vibration and noise impacts from construction would be less than significant.

c. Less than Significant Impact. The property is located within the Airport Influence Area, Review Area 1 of the Gillespie Field Airport. However, the project site is located outside the ALUCP noise contours for the Gillespie Field Airport. As a result, the project would not expose people to excessive noise levels from airport noise and impacts would be less than significant.

15.14 Population and Housing

Would the project:

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

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

a. Less than Significant Impact. The project would add 46 senior care units, consisting of six 1-bedroom units, 40 studio units, and four independent-living units (contained within two duplex villas). As described in Section 15.3.a above, the proposed senior facility would serve seniors who have previously been living independently in the region and require assisted living and health care support. Thus, the project is anticipated to accommodate approximately 50 persons already living in the region. Per the SANDAG Series 13 growth forecast, the estimated population within the City is expected to rise to 59,497 by 2020, which would be an increase of 2,740 from the current estimated population of 56,757 in 2016. As such, the approximately 50 non-senior residential uses left vacant by the relocation of seniors to the proposed senior facility would serve to help accommodate anticipated population growth of 2,740 people as projected by SANDAG. While the project would be located in a vacant lot, it would not require any new infrastructure that would accommodate or encourage new development. As described in Section 15.3.a above, project construction would last 12 months and would not affect population growth. Therefore, the project would not induce substantial unplanned population growth in an area, and impacts would be less than significant.

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

15.15 Public Services

Would the project:

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

Sources: Santee School District and Grossmont Union High School District School Facility Letters (Appendix P); City of Santee General Plan; City of Santee Fire Department; San Diego County Sheriff's Department; Santee School District website, <http://www.santeesd.net/>; City of Santee Community Services Department <http://www.ci.santee.ca.us/Index.aspx?page=28>; and Fire and Rescue Mutual Aid Operations (County of San Diego 2014).

a(i). Less than Significant Impact. The City operates two fire stations: one located at 8950 Cottonwood Avenue and the other at 9130 Carlton Oaks Drive. The project site is located approximately 1.4 roadway miles from the nearest fire station on Cottonwood Avenue. Based on a review of the project by the Santee Fire Department, existing fire services are available to serve the project and no new facilities would be needed. A fire hydrant and water utility lines would be installed within the project site, which would serve the project. Additionally, the City is a member of the San Diego County (central zone) for Fire and Rescue Mutual Aid Operations. Each participating member has a mutual aid agreement with each other to provide paramedic and fire protection services in the event that additional fire-fighting units are required. The City's Fire Department response time goal is 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. Thus, service levels to the project site would be adequate and no new facilities would be required. Impacts would be less than significant.

a(ii). Less than Significant Impact. Police protection for the project area is provided by the San Diego County Sheriff's Department under contractual agreement with the City and operating out of the Santee Substation at 8811 Cuyamaca Street. The average priority call response time for general law enforcement within the City is 8.2 minutes and the average for traffic law enforcement is 7.5 minutes. Appropriate staffing levels for law enforcement personnel are evaluated at every contract renewal. As a result, the small increase in housing would not necessitate new police facilities. Impacts would be less than significant.

a(iii). No Impact. The project would provide 50 senior care units that would not serve families with school-aged children. As such, the project is not expected to generate a new student population, of which the Santee School District or Grossmont Union High School District would be required to accommodate, resulting in no impact. Thus, no physical impacts associated with the construction of school facilities would occur, resulting in no impact. Pursuant to Government Code Section 65995 et seq., the project proponent would be required to pay applicable school fees before a construction permit is issued.

a(iv). Less than Significant Impact. An increase in population associated with new residential housing could result in an increase in demand for parkland and recreational services. However, the project would not adversely affect existing City park facilities or create the need for new park facilities because the project would be required to pay park-in-lieu fees in lieu of actual public park construction. Park-in-lieu fees can only be used for providing public park facilities. As a result, a less than significant impact would occur.

a(v). No Impact. All public facilities discussed in Section 15.15.a(i). through a(iv). are available to serve the project. No other required public facilities have been identified. The 50 senior care units proposed by the project would serve seniors who have previously been living independently in the region, and thereby provide additional health care services within the City. Therefore, the project would not affect existing public facilities related to health care services, and no impact would occur.

15.16 Recreation

Would the project:

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

Source: City of Santee Community Services Department, <http://www.ci.santee.ca.us/Index.aspx?page=28>; and Project Description.

a. Less than Significant Impact. The project proposes 46 senior care units and four independent-living units (contained within two duplex villas), for a total of 50 units which could increase the use of neighborhood or regional parks. However, the project would not adversely affect existing City park facilities or create the need for new park facilities because the increase in use would be minimal in relation to the availability of parkland in the City and surrounding area. The project would not result in a substantial physical deterioration of existing parks. Additionally, the project would pay park-in-lieu fees as discussed above under 15.15.a(iv). As a result, impacts would be less than significant.

b. No Impact. The project does not include the provision of recreational facilities or require the construction or expansion of recreational facilities. No impact would occur from construction of the private park and expansion of recreational facilities off-site is not proposed.

15.17 Transportation/Traffic

Would the project:

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

Sources: Project Description; Project Description, Revised Lantern Crest Ridge II Senior Care Project, Traffic Impact Study prepared by Darnell and Associates (April 30, 2018; see Appendix B); Parking Analysis for the Proposed Lantern Crest Ridge II Senior Living Assisted and Memory Care Development prepared by (Darnell and Associates (April 9, 2019; see Appendix N); Santee Fire Department; ALUC 2010; City of Santee General Plan—Mobility and Safety Elements; San Diego Metropolitan Transit System website (<https://www.sdmts.com/>); and FAA Letter of Determination of No Hazard to Air Navigation

(April 2, 2018; Appendix J); and Lantern Crest Ridge II Assisted Living Construction Traffic prepared by Darnell and Associates (October 31, 2019; Appendix Q).

a. Less than Significant Impact. Access to the project site would be provided via Sunset Trail, Lantern Crest Way, and Graves Avenue from Prospect Avenue and SR-67. Graves Avenue is a north-south collector street that provides access between Sunset Trail and Prospect Avenue. The following discussion is based on information from the project Traffic Impact Analysis (see Appendix B).

The project-generated traffic is anticipated to account for an additional 125 ADT. Trips would include 5 a.m. and 10 p.m. peak-hour trips. The City considers LOS D the minimum level of acceptable roadway service. A project would have a significant impact if project traffic decreases the operations of surrounding roadways to below LOS D (LOS E or LOS F), or exceeds the thresholds identified in Table 15 below.

Table 15 City of Santee Traffic Impact Thresholds of Significance		
LOS with Project	Allowable Increase Due to Project Impacts	
	Roadway Segments	Intersections
	Volume to Capacity Ratio	Delay (seconds)
E & F	0.02	2
SOURCE: Appendix B V/C = Volume to Capacity Ratio		

Under existing conditions, the roadway segment of Graves Avenue, south of Prospect Avenue is expected to operate at LOS F with and without project-generated traffic once the project becomes operational. Roadway segment operations with and without the project are identified in Table 16 below.

Table 16 Traffic Operations With and Without Project										
Roadway Segment	Functional Classification	LOS E Capacity	Opening Day (2018) Conditions			Opening Day (2018) Plus Project Conditions				
			ADT	V/C	LOS	ADT	V/C	LOS	Δ V/C	Sign.?
Graves Avenue										
South of Prospect Avenue	Collector	10,000	14,809	1.481	F	14,847	1.485	F	0.004	No
Source: Appendix B Collector = 2-Lane without fronting property; Sign.? = Significant Impact if ΔV/C is equal to or greater than 0.02										

As shown in Table 16, roadway operation along the street segment of Graves Avenue, south of Prospect Avenue is expected to continue to operate at LOS F. The project would result in an increase of 0.004 V/C, which would fall below the significance threshold of an increase of 0.02 V/C for a roadway operating at LOS F. Impacts associated with the project would be less than significant.

Cumulative traffic impacts were also assessed, based on the anticipated traffic generation of the project along with the addition of the traffic associated with the proposed

Convenience Store/Coffee Shop with a drive through, located at the northwest corner of Graves Avenue and Prospect Avenue. The results of the cumulative traffic impact analysis are identified in Table 17 below.

Table 17 Cumulative Traffic Operations With and Without Project										
Roadway Segment	Functional Classification	LOS E Capacity	Opening Day (2018) Plus Graves/Prospect Commercial Traffic Conditions			Opening Day (2018) Plus Graves/Prospect Commercial Plus Project Conditions				
			ADT	V/C	LOS	ADT	V/C	LOS	Δ V/C	Sign.?
Graves Avenue										
South of Prospect Avenue	Collector	10,000	15,297	1.530	F	15,325	1.535	F	0.005	No
Source: Appendix B										

As shown in Table 17, roadway operation under the cumulative project scenario along the street segment of Graves Avenue, south of Prospect Avenue is expected to continue to operate at LOS F. The cumulative project plus project conditions would result in an increase of 0.005 V/C ratio, which would fall below the significance threshold of an increase of 0.02 V/C for a roadway operating at LOS F. Therefore, the project would not result in a cumulative traffic impact to the Graves Avenue roadway segment. Therefore, operation traffic volumes generated by the project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, and impacts would be less than significant.

Project construction activities would temporarily contribute additional vehicle trips on the local circulation system, and would generate up to 14 daily trips during an approximately 12-month period (see Appendix Q). Deliveries of construction materials would periodically generate up to eight additional vehicle trips, which would result in a maximum of up to 22 trips per day. This maximum of 22 construction trips per day would be less than 125 operational trips per day that were evaluated above and determined to be less than significant. Therefore, construction traffic volumes generated by the project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, and impacts would be less than significant.

b. Less than Significant Impact. As described in Section 15.17.a above, the project would not degrade operations below acceptable levels on the surrounding roadway network. The City has not adopted regulations or thresholds yet pertaining to vehicle miles traveled (VMT) and the reduction of GHG emissions. The City is not required to adopt alternative thresholds until 2020. As discussed above in Section 15.17.a, the project is expected to have less than significant impacts on traffic flows and Level of Service standards as project peak hour traffic volumes will be minimal. Therefore, impacts would be less than significant.

c. Less than Significant Impact. The project includes the addition of 46 senior care units and 4 independent senior living units (contained within two duplex villas) that would be accessed from Sunset Trail and Lantern Crest Way. The project includes the construction of

an internal access road and cul-de-sac, along with a 65-foot-long firetruck turn around area. The project would not result in changes to the existing traffic patterns or roadway design along Sunset Trail. The project would not increase hazards associated with any new design feature or create an incompatible use in association with the above-mentioned road improvements. Therefore, impacts would be less than significant.

d. Less than Significant Impact. The project has been reviewed by the City's Fire Chief and determined to be consistent with all policies of that department. The internal access road would be constructed to a curb-to-curb width of at least 16 feet to allow for fire truck access. In addition, the site would include a firetruck turnaround area at the northern end of the internal access road to a total of 65 feet from the centerline of the turnaround. No impediments to emergency access were identified and therefore, impacts would be less than significant.

15.18 Tribal Cultural Resources

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): Results of the Archaeological Survey for the Lantern Crest Ridge II Project prepared by RECON Environmental, Inc. (September 17, 2018; see Appendix F).

a. Less Than Significant With Mitigation

Tribal cultural resources are 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 Sections 15.5.a and 15.5.b, the project site does not support any historic or cultural resources. In accordance with SB 18 and AB 52, the Native American Heritage Commission was notified of the project on August 29, 2018 and the tribes were notified of the project on September 12, 2018 and June 19, 2019. On September 28, 2018, the City received a letter from the Viejas Band of Kumeyaay Indians requesting that sacred site be avoided with adequate buffer zones, compliance with NEPA, CEQA, and NAGPRA, and contacting the Viejas Band of Kumeyaay Indians on any changes or inadvertent discoveries.

As discussed in Section 15.5.b above, due to the low sensitivity of the project site, it is not anticipated to support significant cultural resources; however, as unknown tribal cultural resources may have the potential to be present in the region, implementation of Mitigation Measures CUL-1 through CUL-3 are proposed to ensure that any unknown cultural or tribal cultural resources or human remains discovered during project-related ground disturbing activities are properly identified and protected over the long-term. Through consultation with the City, the Viejas Band of Kumeyaay Indians concurred that implementation of Mitigation Measures CUL-1 through CUL-3 would satisfactorily reduce impacts on unknown tribal cultural resources to a level less than significant.

Mitigation Measures

Implement Mitigation Measures CUL-1 to CUL-3.

15.19 Utilities and Service Systems

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

Sources: City of Santee, General Plan, Conservation Element; Public Service Availability Forms from the Padre Dam Municipal Water District, (May 4, 2017 Appendix R); Santee Municipal Code; Project Site Plan; County of San Diego Countywide Five-Year Review Report of the Countywide Integrated Waste Management Plan (September 2012); Storm Water Quality Management Plan (SWQMP) for Lantern Crest Ridge II prepared by REC

Consultants, Inc., (July 2019; see Appendix L); CEQA Drainage Study for Lantern Crest Ridge Addition prepared by REC Consultants, Inc. (April 1, 2019; see Appendix M); and Padre Dam Municipal Water District website (<http://www.padredam.org/>).

a. Less than Significant Impact. The project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities that would cause significant environmental effects. Existing water and sewer facilities are available adjacent to the site. Improvements would be limited to extension of pipelines onto the project site, and all impacts associated with proposed improvements have been considered within this environmental document. In addition, the PDMWD has indicated in Public Facility Availability Forms that facilities for water and sewer are available to serve the project (Appendix R). No new water or wastewater facilities are required to serve the project, and impacts would be less than significant.

As discussed in Section 15.10.a and 15.10.c(i), the project would construct three on-site storm water biofiltration basins but would not change the existing off-site runoff pattern. All on-site facility construction would be consistent with the City's Storm Water Management and Discharge Control Ordinance (Chapter 13.42) and engineering standards, and the project would reduce peak flows compared to existing condition. Therefore, the project would not require construction of new storm water drainage facilities or expansion of existing facilities, and impacts would be less than significant.

b. Less than Significant Impact. The PDMWD has provided a Public Facility Availability Form that indicates adequate water supplies are available to serve the project (see Appendix R). Therefore, no new entitlements or resources are needed and impacts would be less than significant.

c. Less than Significant Impact. The PDMWD has provided a Public Facility Availability Form indicating that wastewater facilities are adequate to serve the project. Thus, no additional capacity would be needed and impacts would be less than significant.

d. Less than Significant Impact. Solid waste generated by the 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.

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 65 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.

e. Less than Significant Impact. The project would comply with the City's construction and demolition recycling ordinance (Santee Municipal Code Section 13.38.060) and Solid Waste Ordinance #3239-A, which follow state regulations for solid waste and recycling which requires a minimum of 65 percent of the project's construction and demolition be diverted from the landfills. As a result, impacts would be less than significant.

15.20 Wildfire

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

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Less than Significant Impact. As described in Section 15.9.f, the project site is located in an existing developed area with access to major roadways that would allow for emergency evacuation. The Santee Fire Department has reviewed the project and determined adequate emergency access is available to the project site. Therefore, the

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

b. Less than Significant Impact. As described in Section 15.9.g, the project site is identified within an area considered a “non-very high fire hazard severity zone.” However, the project site is located within a Wildland Urban Interface area, which requires the project to comply with certain fire protection requirements set forth in the City’s Municipal Code. (Municipal Code, Title 11, Chapter 11.18). Although the project site does not contain sufficient area to provide a 100-foot fuel modified defensible space between the proposed structures and open space area to the east (56 feet is available), the project’s design includes a 5-foot fire barrier in the form of a non-combustible wall along the top of the slope along the eastern boundary of the project site, running from the northern edge of the bridge connecting the proposed structure to the Lantern Crest Ridge Phase I structure. The construction of this fire barrier wall as part of the project design would minimize the potential exposure of people or structures to a significant risk of loss, injury or death involving wildland fires. Impacts would be less than significant.

c. Less than Significant Impact. As described in Section 15.9.g, the project would construct a 5-foot fire barrier in the form of a non-combustible wall along the top of the slope along the eastern boundary of the project site, running from the northern edge of the bridge connecting the proposed structure to the Lantern Crest Ridge Phase I structure to comply with the City’s Municipal Code. As described in Section 15.19.a, above, the project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities that would that may exacerbate fire risk. Therefore, impacts would be less than significant.

d. No Impact. As described in Section 15.9.g, the project site is not within the 100-year or 500-year flood hazard area, and is located outside the potential inundation areas delineated on Figure 8-2 of the General Plan Safety Element. Furthermore, the project site is generally flat and surrounded by an urban environment No impacts would occur.

15.21 Mandatory Findings of Significance

Does the project:

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

a. Less than Significant with Mitigation. As described in Section 15.4.a of this Initial Study and in the Mitigated Negative Declaration, the project would impact 1.01 acres of Diegan coastal sage scrub, 1.30 acres of non-native grassland, and California gnatcatcher, San Diego banded gecko, and San Diego County viguiera. Mitigation measures BIO-1 through BIO-4 would mitigate the habitat loss and ensure impacts to sensitive species would be minimized. Thus, with implementation of the biological resources mitigation measures, the project will not degrade the quality of the environment by causing wildlife populations to drop below self-sustaining levels.

b. Less than Significant Impact. In addition to evaluation of potential project-specific effects, this evaluation considered the project's potential for incremental effects that may be

cumulatively considerable when viewed in connection with the effects of past, current, or probable future projects in the area. Cumulative projects in the project area are shown in Table 18.

Table 18 Cumulative Project List			
Project	Location	Description	Status
Fanita Ranch	Northern edge of City	Master Plan Residential Community (approx. 2,949 residences)	Application under review
RiverView	RiverView Parkway	128-detached condominium units	Approved
Walker Trails	Magnolia Ave., north of State Route 52 and west of State Route 67	Specific Plan Amendment for 83 residences at the RCP Block & Brick site.	Approved
Sharp Santee	Cuyamaca Street and Buena Vista Dr.	Medical Office Building	Approved
Gas Station/ Car Wash	Mission Gorge Road and West Hills Parkway	New gas station with renovated convenience market	Application under review
Parkside	Eastern Terminus of Mast Boulevard	128 condominium units	Application under review
Caribbean project	East side of Caribbean Way	42 condominium units	Approved
Tyler Street Subdivision	Southern terminus of Tyler Street	14 single-family units	Application under review
Gas Station	Cuyamaca Street and Prospect Avenue	New gas station, convenience market and car wash	Application under review
Coffee shop and mini- market	Graves Avenue and Prospect Avenue	New coffee shop and mini market	Application under review
East County Estates	Pryor Drive	14 single-family dwelling units	Under Construction
Pinnacle Peak	Mission Gorge Road	113 condominium units	Under Construction
Lantern Crest III	Graves Avenue	113 congregate care units	Under Construction
Conejo Road	Conejo Road	3 new single-family dwelling units	Under Construction
Monitivo	Olive Lane	18 condominium units	Under Construction
Prospect Estates	Prospect Avenue, north of Clifford Heights Road	75 detached condominiums	Under Construction
Prospect Estates II	--	--	Application under review
Weston	North of Mast Boulevard near Medina Drive	415 dwelling units	Under Construction
D'Lazio	Fanita Drive	20 condominium units	Under Construction
Woodside Terrace	Woodside Terrace	4 single-family units	Under Construction
River Village	Braverman Drive and Jeremy Street	82 single-family units	Under Construction
Mission Greens	Buena Vista Drive and Mission Greens	40 condominium units	Approved
Robinson Lane	Robinson Lane near Caribbean Drive	10 condominium units	Approved
SOURCE: City of Santee, Department of Development Services			

As discussed in this Initial Study, all impacts would be mitigated to a level less than significant. Air quality is a regional issue and the cumulative study area for air quality impacts encompasses the SDAB as a whole. Therefore, the cumulative analysis addresses regional air quality plans and policies, such as the RAQS, as well as the project's contribution to a net increase of any criteria pollutant for which the SDAB is listed as a

non-attainment area. As described in Section 15.3.a, the project would not be significantly different from the growth projections of the General Plan, and would not result in an increase in emissions than are already accounted for in the RAQS. As described in Section 15.4.a, implementation of mitigation measures BIO-1 and BIO-2 would reduce impacts to sensitive vegetation communities and sensitive species to a level less than significant consistent with the requirements of the NCCP. Projects that comply with the NCCP would not result in a significant cumulative impact for biological resources. Cumulative projects listed in Table 18 would also be required to comply with the NCCP and mitigate for impacts to biological resources as necessary. Climate change is, by its nature, a cumulative issue. As described in Section 15.8.b, the project would not conflict with the applicable plans developed to reduce GHG emissions at the regional level. As described in Section 15.13.a, potential impacts associated with noise would be mitigated to a level less than significant. Due to the varied schedules and for construction of cumulative projects listed in Table 18, it is unlikely construction activities would overlap, thereby avoiding significant cumulative noise impacts on sensitive receptors. The impact analysis presented in Section 15.17.a is cumulative in nature, which determined that the project would not result in a cumulative traffic impact to the Graves Avenue roadway segment. Cumulative projects listed in Table 18 would also be required to conduct cumulative traffic impact analyses and implement mitigation as necessary to reduce cumulative impacts to a level less than significant. All other project impacts were determined to be less than significant, and due to the limited scope of the project would result in cumulatively considerable impacts.

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

16.0 Mitigation, Monitoring, and Reporting Program

Section 21081.6 of the CEQA Guidelines requires that a Mitigation, Monitoring, and Reporting Program (MMRP) be adopted upon certification of an EIR or adoption of an MND to ensure that the mitigation measures are implemented. The MMRP specifies the mitigation for the project, when in the process the mitigation measure should be accomplished, and the entity responsible for implementing and/or monitoring the mitigation. Public Resources Code Section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. After analysis, potentially significant impacts requiring mitigation were identified for biological resources, cultural resources, geology and soils, and noise. The MMRP is presented below in Table 19.

Table 19 Mitigation, Monitoring, and Reporting Program			
Mitigation Measure	Timing of Verification	Responsible for Verification	Status/Date/Initials
Biological Resources			
BIO-1: Diegan Coastal Sage Scrub Habitat Prior to grading permit issuance, the applicant shall secure no less than 2.02 acres of Diegan coastal sage scrub habitat (at a 2:1 mitigation ratio) at a location approved by the City, CDFW, and USFWS.	Prior to Construction	City of Santee/ Qualified Biologist	
BIO-2: Non-Native Grassland Habitat Prior to grading permit issuance, the applicant shall secure no less than 1.30 acres of non-native grassland habitat (at a 1:1 mitigation ratio) at a location approved by the City, CDFW, and USFWS.	Prior to Construction	City of Santee/ Qualified Biologist	
BIO-3: Nesting Birds and Wildlife Nursery Sites To remain in compliance with the California Fish and Game Code 3503, 3503.5, 3511, and 3513, no direct impacts shall occur to any nesting birds, their eggs, chicks, or nests during the spring/summer migratory songbird breeding season, defined as from 15 February to 31 August of each year. Limiting activities to the non-breeding season will minimize chances for the incidental take of migratory songbirds or raptors. If vegetation removal activities were to occur during the songbird breeding season, a qualified biologist shall conduct a preconstruction nesting survey within the limits of disturbance. This survey must occur no more than 10 days prior to any site activities to ensure compliance with the standard seasonal restrictions. The preconstruction nesting survey would need to be repeated if construction is not initiated within 10 days following completion of the survey. If active nests or nesting behaviors are detected, construction must be delayed until such time as nesting is complete. The results of the survey shall be provided in a report to the City Planning Department, for concurrence with the conclusions and recommendations.	Prior to and during Construction	City of Santee/ Qualified Biologist	
Cultural Resources			
CUL-1: Archaeological Monitoring If during grading or construction activities, unanticipated cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archaeologist and the most likely descendant Tribe (Tribe) and the Viejas Band of Kumeyaay Indians. Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archaeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. If the qualified archaeologist determines the cultural resources to be either historic resources or unique archaeological resources, avoidance and/or mitigation will be required pursuant to and consistent with CEQA Guidelines Section 15064.5(c) and Public Resources Code Section 21083.2. This mitigation measure shall be incorporated into all construction contract documentation.	During Construction	City of Santee/ Qualified Archaeologist	

Table 19
Mitigation, Monitoring, and Reporting Program

Mitigation Measure	Timing of Verification	Responsible for Verification	Status/Date/Initials
CUL-2: Tribal Cultural Monitoring A Tribal Cultural Monitor shall be present for all ground disturbing activities associated with the project. Should any cultural or tribal cultural resources be discovered, no further grading shall occur in the area of the discovery until the Director of Development Services, or designee, is satisfied that treatment of the resource has occurred. In the event that a unique archaeological resource or tribal cultural resource is discovered, and in accordance with Public Resources Code Section 21083.2(b)(1), (2), and (4), the resource shall be moved and buried in an open space area of the project site, such as slope areas, which will not be subject to further grading activity, erosion, flooding, or any other ground disturbance that has the potential to expose the resource. The onsite area to which the resource is moved shall be protected in perpetuity as permanent open space. No identification of the resource shall be made onsite; however, the project applicant shall plot the new location of the resource on a map showing latitudinal and longitudinal coordinates and provide that map to the Native American Heritage Commission for inclusion in the Sacred Lands File. Disposition of the resources shall be at the discretion of the City of Santee.	During Construction	City of Santee/ Qualified Archaeologist	
CUL-3: Human Remains If during grading or construction activities, human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the San Diego County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the most likely descendant. The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. This mitigation measure shall be incorporated into all construction contract documentation.	During Construction	City of Santee/ Qualified Archaeologist	

Table 19 Mitigation, Monitoring, and Reporting Program			
Mitigation Measure	Timing of Verification	Responsible for Verification	Status/Date/Initials
Geology and Soils			
GEO-1: Geotechnical/Geological Engineering Recommendations Prior to any ground-disturbing construction activities, the project applicant shall incorporate the recommendations of the geotechnical/geological engineering studies prepared by GEOCON, Inc. into project plans related to the proposed project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, pipeline excavation, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.	Prior to Construction	City of Santee/ Contractor	
Noise			
NOS-1: Construction Noise Prior to issuance of any grading permit(s) for the project, the project applicant or its contractor(s) shall ensure that: <ul style="list-style-type: none"> • All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. • Construction noise reduction methods such as shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive noise receivers. • During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors. • The project shall be in compliance with the City's Noise Abatement and Control Ordinance such that construction shall occur on the weekdays (Monday through Friday) and Saturday between the hours of 7:00 a.m. to 7:00 p.m. and a notice of construction shall be mailed to all owners and occupants within 300 feet of the project site no more than 10 days before the start of construction. Construction hours, allowable workdays and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners and residents to contact the job superintendent. In the event that the City 	Prior to Construction	City of Santee/ Contractor	

Table 19 Mitigation, Monitoring, and Reporting Program			
Mitigation Measure	Timing of Verification	Responsible for Verification	Status/Date/Initials
receives a complaint regarding construction noise, appropriate corrective actions shall be implemented and a report of the action provided to the reporting party.			

17.0 Checklist References

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4. CAPCOA, California Emissions Estimator Model Version 2016.3.1. October 2017.
5. California Air Resources Board (CARB), Climate Change Scoping Plan, 2017.
6. CARB, 2005 Air Quality and Land Use Handbook: A Community Health Perspective. April 2005.
7. CARB 2008 Climate Change Scoping Plan: A Framework for Change.
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26. Navcon Engineering, Inc., SoundPLAN Essential version 3.0, 2015.
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29. REC Consultants, Inc., Storm Water Quality Management Plan (SWQMP) for Lantern Crest Ridge II, July 2019.
30. REC Consultants, Inc., CEQA Drainage Study for Lantern Crest Ridge Addition, dated April 1, 2019.
31. San Diego Air Pollution Control District (SDAPCD) Resolution Adopting Amended Rule 20.1 – New Source Review – General Provisions; Rule 20.2 – New Source Review – Non-Major Stationary Sources; Rule 20.3 – New Source Review – Major Stationary Sources And Prevention of Significant Deterioration (PSD) Stationary Sources; Rule 20.4 – New Source Review – Portable Emission Units; and Rule 20.6 – Standards for Permit to

Operate Air Quality Analysis, of Regulation II of the Rules and Regulations of the San Diego Air Pollution Control District. Resolution Number 16-041, April 2016.

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