



**Initial Study/Environmental  
Checklist Form for the  
All Right Self-Storage Project  
Santee, California**

**CUP2019-05/AEIS2019-10**

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

*Prepared by*  
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RECON Number 9603  
January 2021

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**CITY OF SANTEE**  
**INITIAL STUDY/ENVIRONMENTAL CHECKLIST FORM**  
CUP2019-05/AEIS2019-10

**1. Project Title**

All Right Self-Storage Project

**2. Lead Agency Name and Address**

City of Santee  
10601 Magnolia Avenue  
Santee, CA 92071

**3. Contact Person and Phone Number**

Christina Rios  
Associate Planner  
City of Santee  
(619) 258-4100 x157  
crios@CityofSanteeCa.gov

**4. Project Location**

8708 Cottonwood Avenue, Santee, CA 92071  
Assessor's Parcel Number 384-370-25-00

**5. Project Applicant/Sponsor's Name and Address**

Mr. Olivier Andreu  
All Right Storage, LP  
11300 Sorrento Valley Road #250  
San Diego, CA 92121

**6. General Plan Designation**

Existing: Light Industrial (IL) with Residential-Business (R-B) Overlay  
Proposed: Light Industrial (IL) with Residential-Business (R-B) Overlay

**7. Zoning**

Existing: Light Industrial (IL)  
Proposed: Light Industrial (IL)

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://cityofsantee.ca.gov/services/project-environmental-review>.

## 8. Project Description

The All Right Self-Storage Project (project) site is located at 8708 Cottonwood Avenue on an approximately 3.0-acre parcel (Assessor's Parcel Number 384-370-25-00), located in the city of Santee, California, north of State Route 52 (SR-52) and west of Cottonwood Avenue. The project site is currently accessed via Cottonwood Avenue just north of the underpass beneath SR-52. Land uses surrounding the project site include single-family residences to the north, single-family residences and a commercial structure to the east, SR-52 to the south, and a business park consisting of commercial/industrial uses to the west. Figure 1 shows the project's regional location. Figure 2 shows the project's specific location on U.S. Geological Survey map. Figure 3 shows an aerial photograph of the project site and vicinity.

The project proposes to construct a 148,458-square-foot (sf) self-storage facility which would be developed in two phases. Phase I would construct a three-story, 78,080 sf, mechanically air-conditioned self-storage structure within an incidental office (Building A); a one-story, 4,413 sf self-storage structure (Building B); and a one-story, 5,120 sf self-storage structure with an 800 sf private garage, along with a 1,130 sf caretaker's living unit as the second story (Building C). Phase I would also provide 26 parking spaces on-site, along with 57 recreational vehicle (RV) parking spaces for rent or for rental trucks for moving purposes. The project would only allow for parking of these vehicles and would not include a service area.

Phase II would remove the recreational vehicle parking spaces for rent and construct a one story, 8,309 sf self-storage structure (Building D) and a three-story, mechanically air conditioned, 50,606 sf self-storage structure (Building E). Phase II would also add an additional three parking spaces, resulting in a total of 29 parking spaces on-site. The proposed site plans for Phases I and II are presented in Figures 4a and 4b, respectively. The proposed landscape concept plans for Phases I and II are presented in Figures 5a and 5b, respectively.

A Mini Storage/Public Storage is subject to a conditional use permit (CUP) in the Light Industrial (IL) zone and a Recreational Vehicle Storage Yard is subject to a minor conditional use permit (MCUP) in the IL zone. Therefore, the project will require a CUP.

Additional project details are provided below:

- Site Access: The main entry would utilize the existing site access point on Cottonwood Avenue, just north of the underpass beneath SR-52. The project would install two 6-foot-tall security gates consisting of vertical open spaced bars on a metal frame. One set would be located within the access road east of Building A and the other would be located within the access road south side of Building A. Both security gates would be accompanied by an adjacent pedestrian gate.
- Hours of Operation: The project would have the following hours of operation:
  - Office Hours: Monday through Friday: 8:00 a.m. to 7:00 p.m. Saturday: 8:00 a.m. to 6:00 p.m. Sunday: 9:00 a.m. to 3:00 p.m.
  - Access Hours: Monday through Friday: 7:00 a.m. to 10: 00 p.m. Saturday and Sunday: 7:00 a.m. to 6:00 p.m.

- Retail Component/Rental of Moving Trucks: The project would include an office retail component within Building A that would sell packing and moving supplies and offer U-Haul or similar truck rental services.
- Loading and Unloading Areas: For the ground-based storage units, loading would typically take place from the designated loading area in front of the unit itself. For the interior units, the loading and unloading would take place in the areas close to the main hallways and the elevators. It is expected that the facility would have approximately six or seven customers on-site at any given time, and based on experience with similar storage facilities there would not be very much vehicular activity on the site at any time.
- Perimeter Fencing: The entire property would be surrounded by perimeter fencing. The project would construct wrought iron fences, approximately 75 inches in height, along the southern and western property boundaries. The project would also construct decorative masonry block wall fences with a minimum height of six feet adjacent to all existing residential land uses located north and east of the project site.
- Security Lighting and Cameras: The project site would be well lit to provide convenience and security at any time of day. The project would install wall packs on the buildings to provide both security and path of travel lighting for vehicles and pedestrians using the aisles between buildings and to access individual storage units. The RV and vehicle storage lot and rental parking area would be lit by pole lights. All project lighting would be implemented consistent with applicable security and municipal code requirements. A minimum of 20 security cameras with on-site and off-site monitoring features would also be installed throughout the facility.

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

The 3.0-acre project site is currently undeveloped and consists entirely of Urban/Developed Land composed of pavement and ornamental vegetation with no native habitat present. The majority of non-paved areas consist primarily of non-native grasses with occasional trees. The topography of the project area is relatively flat with an average elevation of 350 feet above mean sea level. Based on historic aerial photographs, a portion of the project site was occupied by a residence in 1953. By 1964, the parcel had been developed as a portion of a mobile home park that continued in this configuration until 2010, by which time all of the homes had been removed. The 2010 photograph also shows the same basic condition as is currently found on the project site (Nationwide Environmental Title Research LLC 2020). As shown on Figure 3, land uses surrounding the project site include single-family residences to the north, single-family residences and a commercial structure to the east, SR-52 to the south, and a business park with commercial/industrial uses to the west. Residential uses are also located further west of the project site beyond the business park adjacent to the western property boundary, as well as further north across Buena Vista Avenue. The commercial structure to the east is approximately 28 feet in height, while the business park with commercial/industrial uses to the west is approximately 18 feet in height. Although slightly taller, the project's proposed maximum height of 39 feet would be similar to these surrounding uses.

**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 Assembly Bill (AB) 52, the Native American Heritage Commission (NAHC) was notified of the project on February 5, 2020 and the appropriate local tribes were notified of the project on August 27, 2020. On February 21, 2020, the NAHC indicated that results of a record search of the NAHC Sacred Lands File (SLF) were positive. As requested, the City of Santee (City) contacted the Kumeyaay Cultural Repatriation Committee (KCRC) and notified 13 Native American tribes that were provided by the NAHC to inform them of the proposed project and to request additional information of cultural resources on the project site or in the area. The City did not receive responses regarding cultural resources present on the project site or near the site. However, the City received a response from the San Pasqual Band of Mission Indians requesting a Kumeyaay monitor present during grading activities.

The City received a response regarding the AB 52 notice from the Jamul Indian Village requesting a Kumeyaay approved tribal cultural monitor and requesting that the Kumeyaay approved cultural monitor and a qualified archaeologist evaluate discovered cultural resources together. These requests are included in Mitigation Measures CUL-1 and CUL-2.

Review of Figure 6-2 of the General Plan Conservation Element determined that the project site is not located within an area identified as having moderate potential for register eligible archaeological sites. However, as described in Sections 15.5.b and 15.5.c below, project construction would have the potential to encounter unknown buried archaeological deposits and human remains. These would be considered significant impacts. Implementation of Mitigation Measures CUL-1 through CUL-3 would ensure that any unknown cultural or tribal cultural resources or human remains discovered during project related ground disturbing activities would be properly identified and protected over the long term. Implementation of Mitigation Measures CUL-1 through CUL-3 would reduce impacts on unknown tribal cultural resources to a level less than significant.

**12. Statement of Environmental Findings**

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

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

The location and custodian of the documents and any other materials which constitute the record of proceedings upon which the City bases its determination to adopt this Mitigated



Negative Declaration are as follows: City of Santee, Department of Development Services, 10601 Magnolia Avenue, Santee, California.

### 13. Summary of Environmental Factors Potentially Affected

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

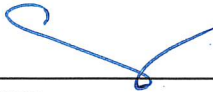
- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality                                   |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources      | <input type="checkbox"/> Energy  |
| <input 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 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 <b>COULD NOT</b> have a significant effect on the environment, and a <b>NEGATIVE DECLARATION</b> 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 <b>MITIGATED NEGATIVE DECLARATION</b> will be prepared.	<b>X</b>
I find that the proposed project <b>MAY</b> have a significant effect on the environment, and an <b>ENVIRONMENTAL IMPACT REPORT</b> is required.	
I find that the proposed project <b>MAY</b> 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 <b>ENVIRONMENTAL IMPACT REPORT</b> 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 <b>WILL NOT</b> be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier <b>ENVIRONMENTAL IMPACT REPORT</b> or <b>NEGATIVE DECLARATION</b> pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier <b>ENVIRONMENTAL IMPACT REPORT</b> or <b>NEGATIVE DECLARATION</b> , including revisions or mitigation measures that are imposed upon the proposed project, and nothing further is required	

**Reasons to Support Findings of Negative Declaration**

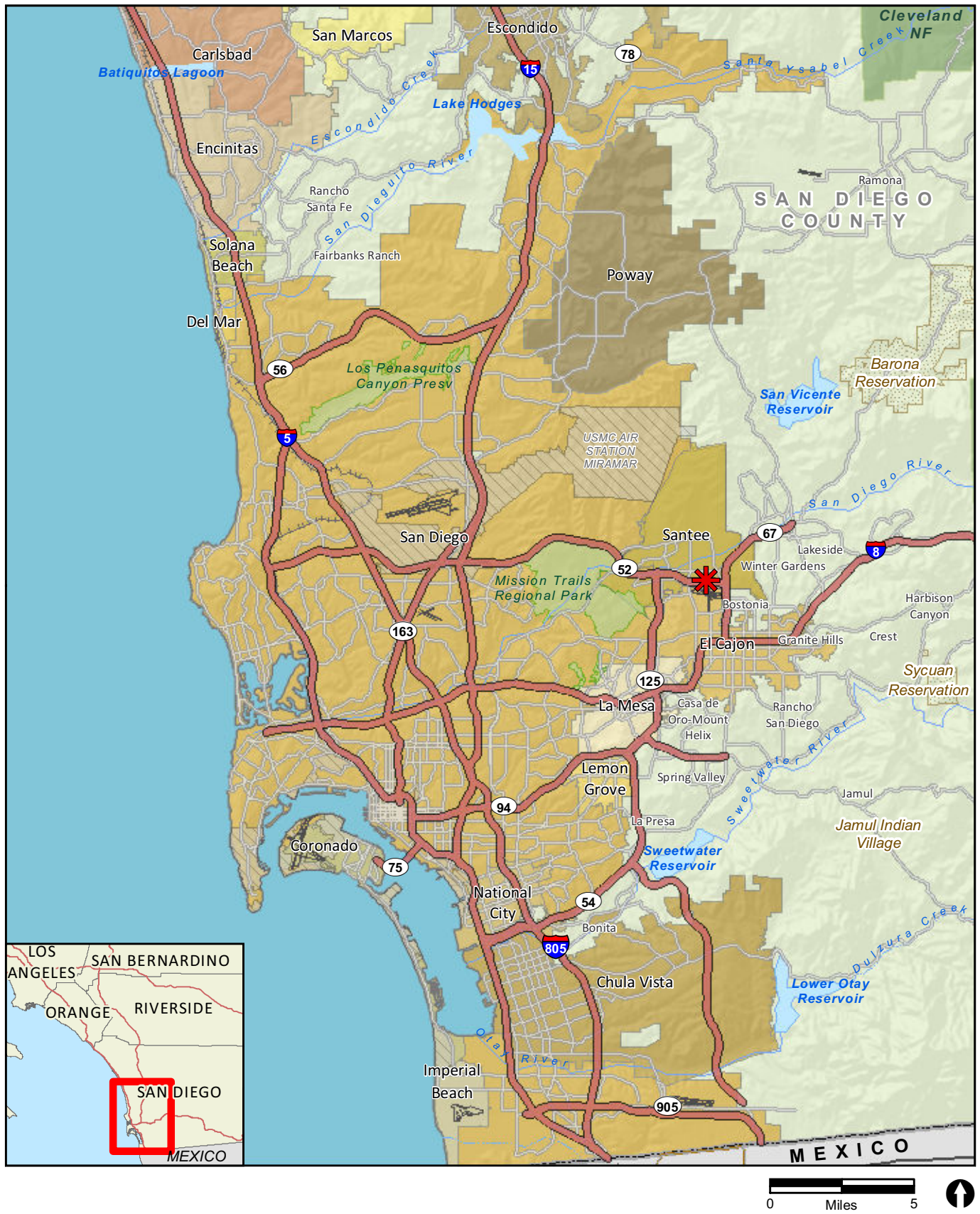
1. The project would be consistent with the General Plan Land Use Element Goal to promote development of a well-balanced and functional mix of residential, commercial, industrial, open space, recreation, and civic uses that will create and maintain a high-quality environment. The project would meet this goal by providing a commercial use within an area that currently consists of a mix of commercial, commercial/industrial, and residential uses.
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. 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.
4. 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

1.12.21  
\_\_\_\_\_  
Date

Christina Rios, Associate Planner  
\_\_\_\_\_  
Printed Name and Title

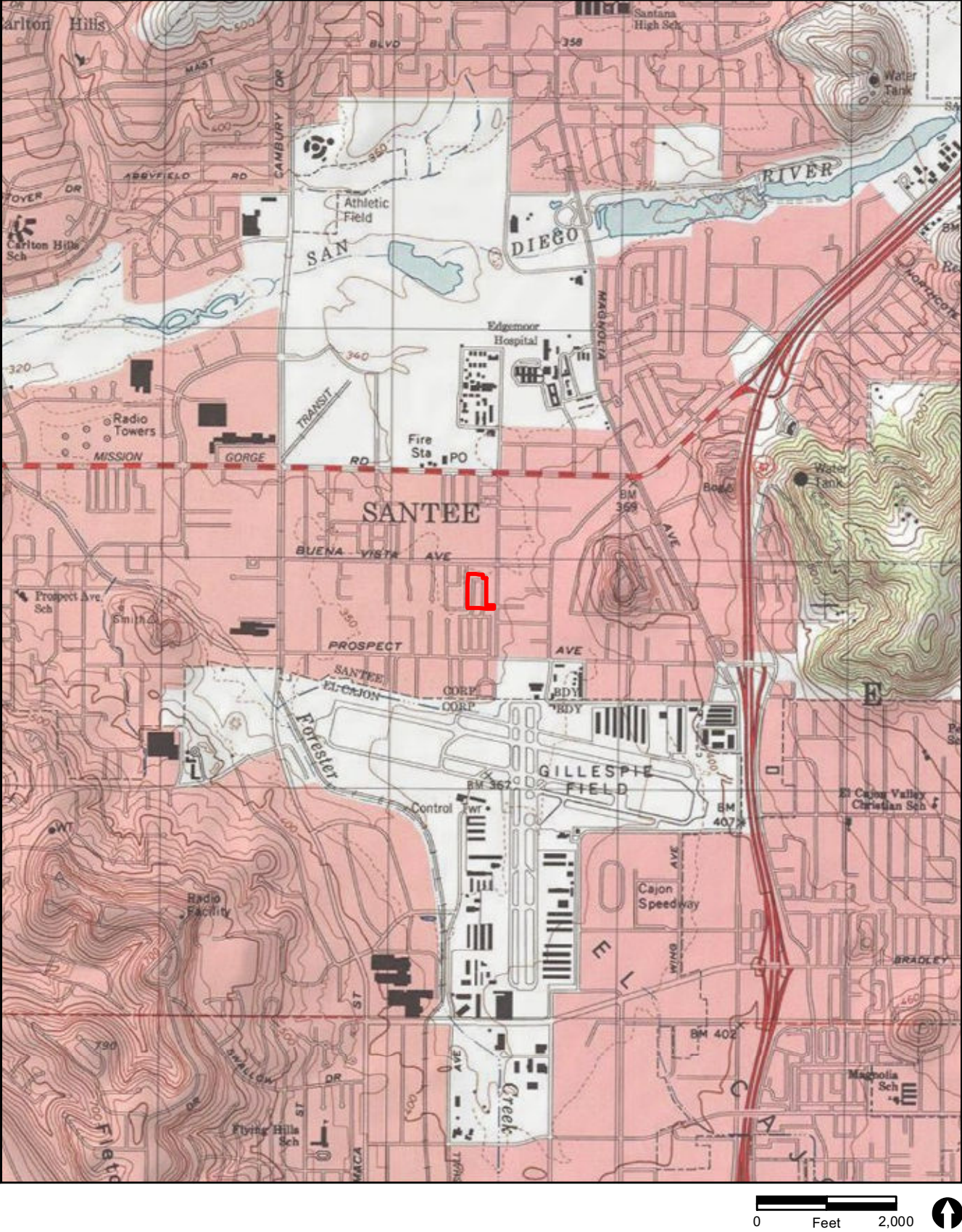
City of Santee  
\_\_\_\_\_  
For



 Project Location

**FIGURE 1**  
Regional Location






 Project Location

FIGURE 2  
Project Location on USGS Map





0 Feet 200

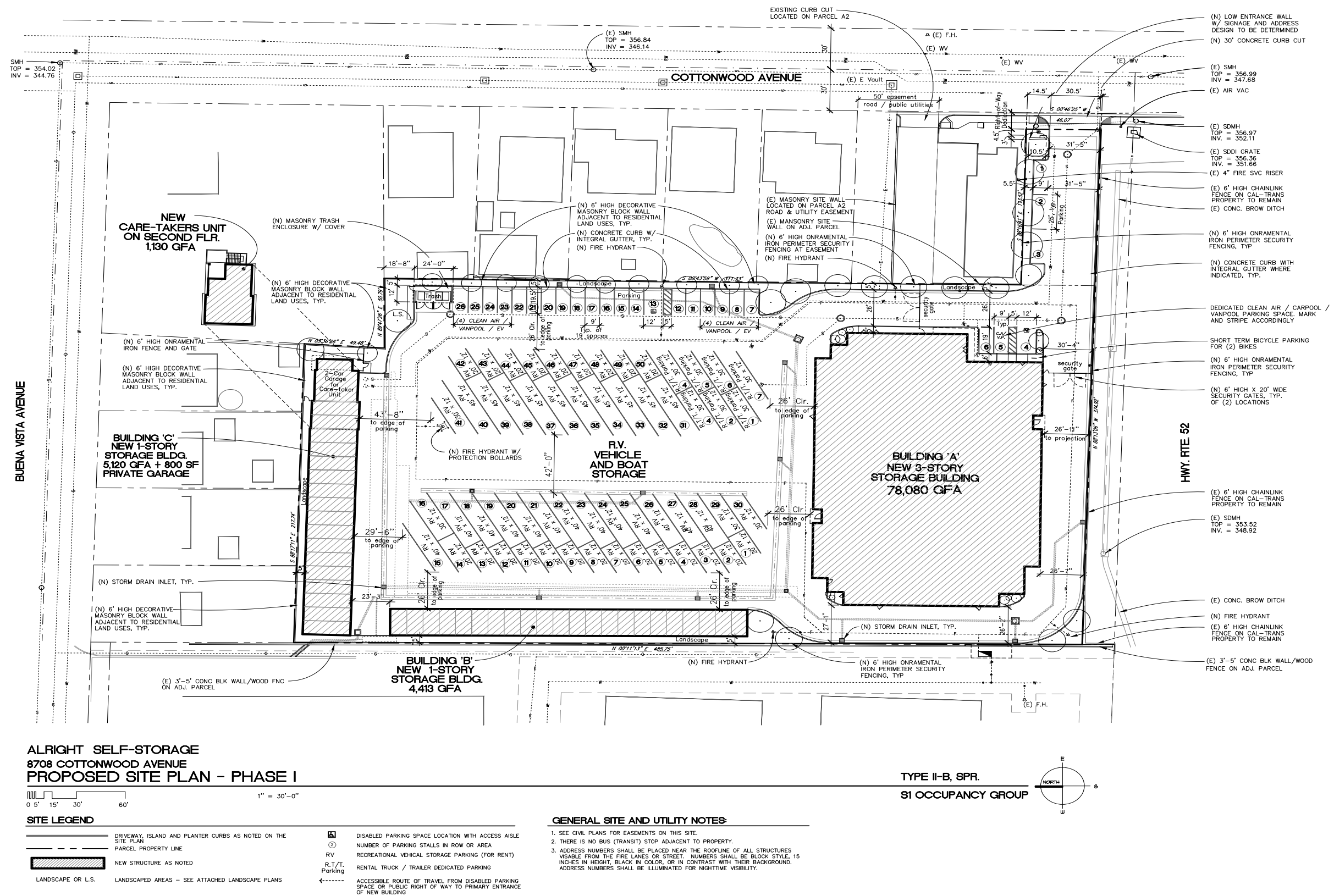


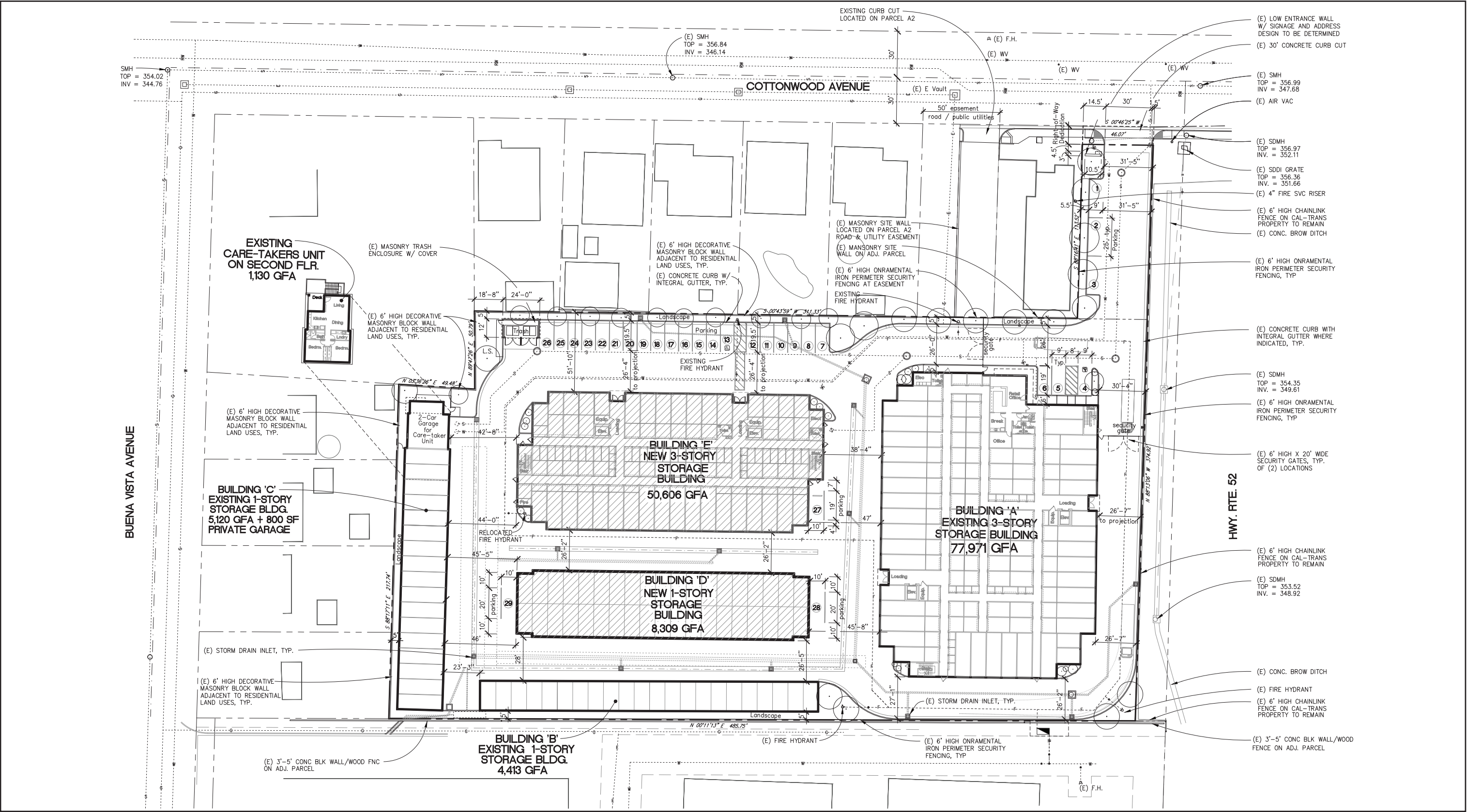
Project Location

FIGURE 3  
Project Location on Aerial Photograph



FIGURE 4a  
Phase I Site Plan





ALRIGHT SELF-STORAGE  
8708 COTTONWOOD AVENUE  
PROPOSED SITE PLAN - PHASE II

TYPE III-B, SPR.  
S1 OCCUPANCY GROUP

SITE LEGEND

- DRIVEWAY, ISLAND AND PLANTER CURBS AS NOTED ON THE SITE PLAN
- PARCEL PROPERTY LINE
- NEW STRUCTURE AS NOTED (PHASE II)
- EXISTING STRUCTURE FROM PHASE I
- DISABLED PARKING SPACE LOCATION WITH ACCESS AISLE NUMBER OF PARKING STALLS IN ROW OR AREA
- ACCESSIBLE ROUTE OF TRAVEL FROM DISABLED PARKING SPACE OR PUBLIC RIGHT OF WAY TO PRIMARY ENTRANCE OF NEW BUILDING
- LANDSCAPE OR L.S.
- LANDSCAPED AREAS - SEE ATTACHED LANDSCAPE PLANS

GENERAL SITE AND UTILITY NOTES:

- SEE CIVIL PLANS FOR EASEMENTS ON THIS SITE.
- THERE IS NO BUS (TRANSIT) STOP ADJACENT TO PROPERTY.
- ADDRESS NUMBERS SHALL BE PLACED NEAR THE ROOFLINE OF ALL STRUCTURES VISIBLE FROM THE FIRE LANES OR STREET. NUMBERS SHALL BE BLOCK STYLE, 15 INCHES IN HEIGHT, BLACK IN COLOR, OR IN CONTRAST WITH THEIR BACKGROUND. ADDRESS NUMBERS SHALL BE ILLUMINATED FOR NIGHTTIME VISIBILITY.

FIGURE 4b  
Phase II Site Plan



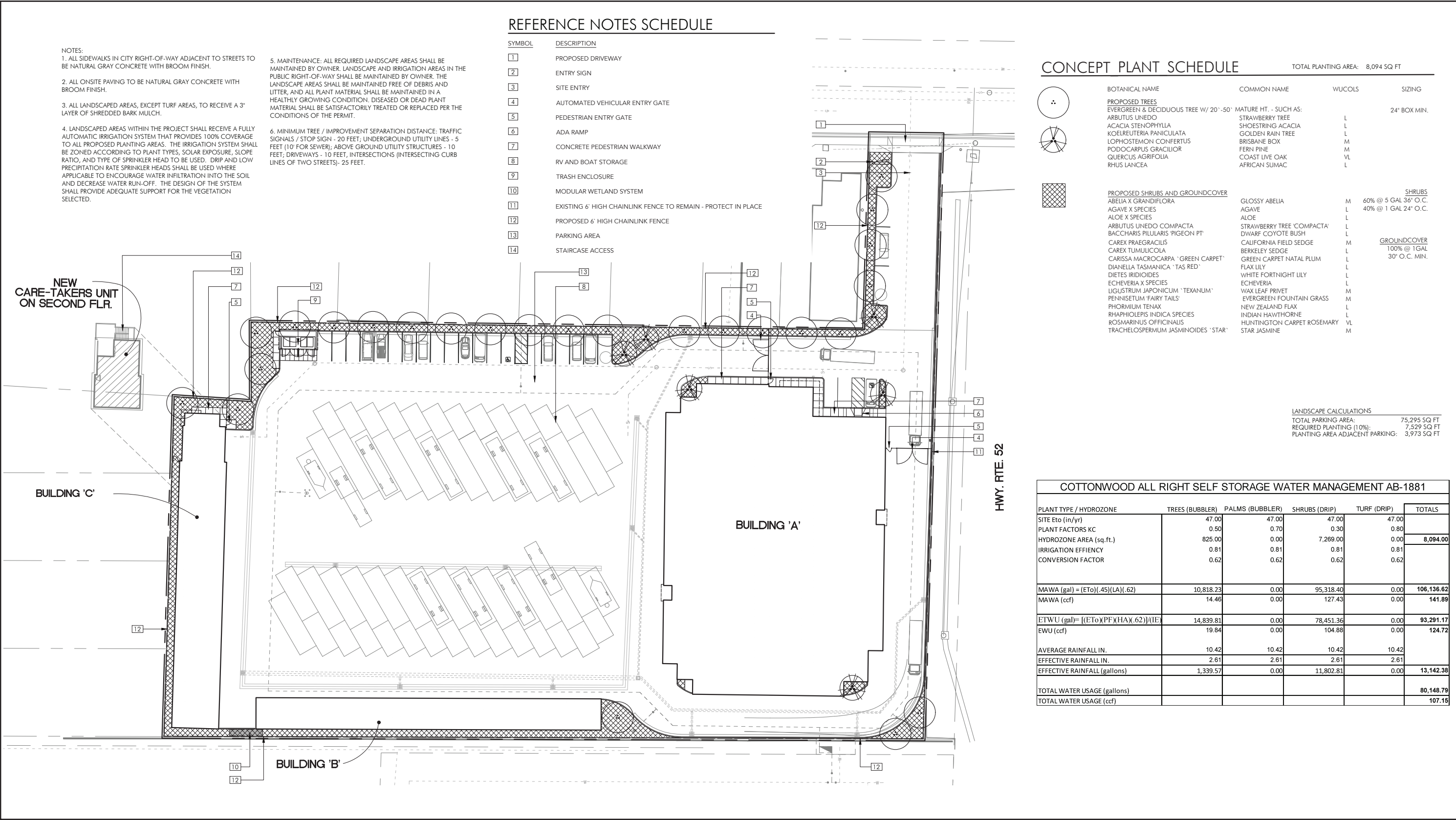


FIGURE 5a  
Phase I Landscape Concept Plan





**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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<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. No Impact.** The City General Plan identifies existing visual resources including the San Diego River and other waterway corridors, undeveloped hillsides and ridgelines, the Santee Town Center, Santee Lakes and Mission Trails Regional Parks, and the San Diego Trolley. The project site is not located adjacent to any of these visual resources, nor are there views of any of these sites from the property. The project site is located within an urbanized environment and is surrounded by commercial, commercial/industrial, residential, and roadway uses. Additionally, the project site is not designated as open space, nor does it possess views of any areas designated as open space. Therefore, the project would not have a substantial adverse effect on a scenic vista. No impact would occur.

**b. No Impact.** There are no designated state scenic highways within Santee. The eastern terminus of the segment of SR-52 that is designated as a state scenic highway (Santo Road to Mast Boulevard) is located in the City of San Diego, approximately 3.1 miles to the northwest, and as is not visible from the property. The project site does not possess any scenic

resources such as trees and rock outcroppings and is unremarkable in character. As described in Section 15.5.a below, there are no historic resources located on the project site. Therefore, the project would not substantially damage any scenic resources within a state scenic highway. No impact would occur.

**c. Less Than Significant Impact.** The project site is located within an urbanized environment consisting of commercial, commercial/industrial, and residential uses located near SR-52. The project site is currently undeveloped and consists primarily of non-native grasses with occasional trees. A small amount of paved areas exists on the project site that are associated with the previous uses as mobile home park. However, all mobile homes were removed in 2010, and there are currently no structures on the project site.

The project would be consistent with the existing visual character because it would construct a commercial facility within an area that currently consists of a mix of commercial, commercial/industrial, and residential uses. The surrounding residential uses are currently situated adjacent to other commercial and commercial/uses. Therefore, adding another commercial use would be consistent with the existing mix of uses within the community. The commercial structure to the east is approximately 28 feet in height, while the business park with commercial/industrial uses to the west is approximately 18 feet in height. Although slightly taller, the project's proposed maximum height of 39 feet would be similar to these surrounding uses. The project consists of five separate structures that have been designed consistent with the applicable setback requirements from both the property line and other project buildings. Consequently, all five buildings would avoid massing and be consistent with the bulk and scale of the surrounding uses. The project has also been designed with and will comply with applicable zoning regulations pertaining to scenic quality and would include landscaping to enhance the visual quality of the project site. Therefore, the project would not substantially degrade the existing visual character or quality of the site and its surroundings, and impacts would be less than significant.

**d. Less Than Significant Impact.** Project construction would be limited to the City's allowable construction hours of 7:00 a.m. and 7:00 p.m. and is not anticipated to require lighting. In the event that construction lighting is required, it would be properly shielded to avoid spillover effects. The project would not include large uninterrupted expanses of glass or any other highly reflective material that could generate glare during the daytime. Although the project would introduce solar panels, these are designed to absorb light rather than reflect it, and the solar panels would be coated with anti-reflective materials to maximize light absorption. Furthermore, the proposed solar panels would be mounted on the roof facing upwards and would not reflect light towards adjacent uses.

The project would include outdoor lighting typical of commercial uses. The project would install wall packs on the buildings to provide both security and path of travel lighting for vehicles and pedestrians using the aisles between buildings and to access individual storage units. The RV and vehicle storage lot and rental parking area would be lit by pole lights. Light spillover, trespass, and potential glare from project lighting are regulated by Section 13.30.030(B) of the Santee Municipal Code. The code requires that all lights and illuminated signs must be designed and adjusted to reflect light away from any road or street, away from

any adjoining premises, and shall be shielded or directed to not cause glare on adjacent properties or motorists. Project lighting would be designed consistent with the requirements of the Santee Municipal Code. The project would prepare a Photometric Light Study as a conditional of approval that would document how the design would shield and direct all illumination in a manner that would prevent spillover, trespass, and glare on adjacent properties. Light associated with additional vehicle trips generated by the project would be similar in character to what is currently generated by vehicles traveling along the existing roadway network after dark. Therefore, the project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and impacts would be less than significant.

## 15.2 Agriculture Resources

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"/>

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 and surrounding properties are not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Farmland Mapping and Monitoring Program classifies the project site and surrounding properties as “Urban and Built Up Land” (California Department of Conservation 2016). No impact would occur.

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

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

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

**e. No Impact.** Surrounding land uses include single-family residences to the north, single-family residences and a commercial structure to the east, SR-52 to the south, and a Business Park consisting of commercial/industrial uses to the west. There are no agricultural uses or forestlands on-site or in the vicinity of the project site. Therefore, the project would not result in conversion of farmland or forest land. No impact would occur.

### 15.3 Air Quality

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

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<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 Model Results (California Emissions Estimator Model [CalEEMod] Output Files) prepared by RECON Environmental, Inc. (August 20, 2020, 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 (O<sub>3</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), lead (Pb), and respirable particulate matter (particulate matter less than 10 microns [PM<sub>10</sub>] and less than 2.5 microns [PM<sub>2.5</sub>]).

The SDAB is currently classified as a federal and state non-attainment area for ozone, and as a state non-attainment area for PM<sub>10</sub>, and PM<sub>2.5</sub>. 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<sub>x</sub>]).

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

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

**b. Less than Significant Impact.** As discussed in Section 15.3.a above, NAAQS and CAAQS have been established for six criteria pollutants (ozone, CO, SO<sub>2</sub>, NO<sub>2</sub>, 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 <sub>x</sub>	25	250	40
SO <sub>x</sub>	25	250	40
CO	100	550	100
PM <sub>10</sub>	--	100	15
Lead	--	3.2	0.6
ROG <sup>1</sup>	--	250	--
PM <sub>2.5</sub>	--	67	10
SOURCE: SDAPCD, Rules 20.1, 20.2, 20.3 (SDAPCD 2016).			
<sup>1</sup> 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.

The project would be constructed in two phases. Each construction phase would last for approximately 15 to 18 months, and there would be three to four years between the completion of Phase I and the beginning of Phase II construction. Emissions were modeled assuming each phase would require 18 months of construction activities and would occur three years apart. This is the most conservative assumption because 18 months is the longer anticipated construction duration and modeling a three-year gap between phases rather than five years results in greater equipment emissions because construction equipment gets cleaner over time due to CARB regulations.

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.

<b>Table 2</b> <b>Summary of Maximum Build-out Construction Emissions</b> <b>(pounds per day)</b>						
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Phase I</b>						
Site Preparation	4	41	22	<1	20	12
Grading	2	25	16	<1	8	4
Building Construction/Architectural Coatings	8	21	21	<1	2	1
Paving	1	10	13	<1	1	<1
<b>Phase I Maximum Daily Emissions</b>	<b>8</b>	<b>41</b>	<b>22</b>	<b>&lt;1</b>	<b>20</b>	<b>12</b>
<i>Significance Threshold</i>	<i>250</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>
<b>Phase II</b>						
Site Preparation	1	11	7	<1	6	3
Building Construction/Architectural Coatings	5	13	15	<1	1	1
Paving	1	5	9	<1	<1	<1
<b>Phase II Maximum Daily Emissions</b>	<b>5</b>	<b>13</b>	<b>15</b>	<b>&lt;1</b>	<b>6</b>	<b>3</b>
<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. Project trip generation rates for Phase 1 and Phase 2 were calculated using San Diego Association of Governments (SANDAG) trip generation rates as well as a traffic study prepared for a similar facility with RV storage. Table 3 summarizes the traffic generated by the project.

Table 3 Project Trip Generation					
Land Use	Amount	Trip Generation Rate	Total Trips	AM Peak	PM Peak
Phase 1					
Storage	87,613 square feet	2 trips/1,000 square feet <sup>1</sup>	175	11	16
RV and Boat Storage	57 spaces	0.022 trips/space <sup>2</sup>	1	0	0
Caretaker Unit	1 dwelling unit	6 trips/dwelling unit <sup>3</sup>	6	1	1
<b>Total</b>			<b>182</b>	<b>12</b>	<b>17</b>
Phase 2					
Storage	146,528 square feet	2 trips/1,000 square feet <sup>1</sup>	293	18	27
RV and Boat Storage	0 spaces	0.022 trips/space <sup>2</sup>	0	0	0
Caretaker Unit	1 dwelling unit	6 trips/dwelling unit <sup>3</sup>	6	1	1
<b>Total</b>			<b>299</b>	<b>19</b>	<b>28</b>
<sup>1</sup> Trip rate obtained from SANDAG trip generation rates (SANDAG 2002) <sup>2</sup> Trip rate obtained from the Transportation Access Analysis for the Sun Ridge Vista RV/Mini Storage Facility in the city of San Diego (LOS Engineering, Inc. 2019) <sup>3</sup> The SANDAG trip generation rate for multi-family residential uses was assumed for the caretaker unit (SANDAG 2002).					

As described above, construction of each phase is anticipated to last 15 to 18 months, and there would be three to four years between phases. For calculating operational emissions, Phase I was assumed to be operational in year 2022 and Phase II was assumed to be operational in 2027. Based on regional data compiled by CARB as part of Emission Factors 2017 model, the average regional trip length for all trips in San Diego County will be 7.48 miles in 2022 and 7.22 miles in 2027 (CARB 2017). 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 4 provides a summary of the operational emissions generated by the project. CalEEMod output files for operation of the project are contained in Appendix A.

<b>Table 4</b> <b>Summary of Maximum Build-out Operational Emissions</b> <b>(pounds per day)</b>						
Emissions Sources	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Buildout of Phase I (Year 2022)</b>						
Area Sources	2	<1	<1	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	<1	1	3	<1	1	<1
<b>Total</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>&lt;1</b>	<b>1</b>	<b>&lt;1</b>
<b>Buildout of Phases I and II (Year 2027)</b>						
Area Sources	4	<1	<1	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	<1	1	4	<1	2	<1
<b>Total</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>&lt;1</b>	<b>2</b>	<b>&lt;1</b>
<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 4, operation of the project would not generate regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Therefore, operation of the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, and impacts would be less than significant.

**c. Less than Significant Impact.** A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples of sensitive receptor locations in the community include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities. Residential uses are located east and north of the project site, immediately adjacent to 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 (3 years collectively for both phases), 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 CARB/U.S. EPA 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, and impacts would be less than significant.

#### *Diesel Particulate Matter–Operation*

Once operational, the project would not be a significant source of DPM. In April 2005, CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005). The CARB handbook indicates 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. The self-storage portion of the project is not a sensitive land use. The project would include a caretaker's living unit. This unit would be located at the northeast corner of the project site. Based on SANDAG traffic projections, the segment of SR-52 adjacent to the project site is projected to carry 93,800 ADT in 2025, 96,300 ADT in 2035, and 99,300 ADT in 2050 (SANDAG 2020). Additionally, the caretaker's unit would be located approximately 515 feet from the nearest travel lane. Thus, the exposure to DPM from vehicle traffic on SR-52 would be less than significant.

*Carbon Monoxide Hot Spots*

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

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

Based on SANDAG traffic projections, the busiest intersection in the vicinity of the project site is the intersection of Cottonwood Avenue and Mission Gorge Road. The year 2050 daily traffic volume on Cottonwood Avenue will be 4,400 ADT and the daily traffic volume on Mission Gorge Road will be 17,600 ADT (SANDAG 2020). Peak hour volumes can conservatively be estimated as 10 percent the daily volume, resulting in peak hour volumes of 440 and 1,760 for Cottonwood Avenue and Mission Gorge Road, respectively. Based on the traffic volumes on roadways in the vicinity of the project (SANDAG 2020), intersection traffic volumes would be significantly less than 31,600 vehicles per hour. Therefore, the project is not anticipated to result in a CO hot spot.

**d. Less than Significant Impact.** The project would develop a self-storage facility with a caretaker's unit. These uses are not associated with the generation of objectionable odors. During construction, the use of fuels, including diesel, would generate some nuisance odors. However, these odors generated during construction would be temporary, intermittent, disperse quickly, and would not affect a substantial number of people. Therefore, the project would not generate odors adversely affecting a substantial number of people, and impacts would be less than significant.

## 15.4 Biological Resources

Would the project:

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



Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 Draft Multiple Species Conservation Program Subarea Plan; Biological Survey for the All Right Self-Storage Project, Santee, California, prepared by RECON Environmental [August 26, 2020; Appendix B].

**a. Less than Significant with Mitigation.** The following discussion is based on the Biological Survey (see Appendix B) completed for the project. The 3.0-acre project site consists entirely of Urban/Developed Land composed of pavement and ornamental vegetation with no native habitat present. This vegetation community is not considered sensitive.

The majority of non-paved areas consist primarily of non-native grasses with occasional trees, primarily Mexican fan palm (*Washingtonia robusta*). Other prominent species include lemon (*Citrus limon*), acacia (*Acacia* sp.), weeping bottlebrush (*Melaleuca viminalis*), and broom baccharis (*Baccharis sarothroides*). Several gum trees (*Eucalyptus* sp.) and a western sycamore (*Platanus racemosa*) are adjacent to the southern project boundary. None of these plant species are considered sensitive, nor are any sensitive plants anticipated to occur. The project site was previously developed, still maintains remnants of the old concrete foundations through much of the site, and is surrounded by development on all sides. Therefore, the project site no longer supports suitable habitat to support sensitive plant species.

The filed survey identified nine common species that are not considered sensitive. A single osprey (*Pandion haliaetus carolinensis*), a CDFW Watch List species, was observed flying overhead. However, no osprey nesting activity is anticipated to occur within the project area due to a lack of aquatic habitat within or adjacent to it. Although tree roosting bats may utilize fan palms, there is a low potential for occurrence and bats have the ability to vacate when trees are disturbed. Due to the developed nature of the project site, lack of suitable habitat, and isolation from any areas of natural habitat, no sensitive wildlife species, no sensitive wildlife species are anticipated to occur.

However, the project site has potential to support avian species, including migratory birds and raptors, protected by California Fish and Game Code (CFGF) Sections 3503 and 3503.3, respectively. Raptors may occur in the adjacent gum trees and western sycamore tree and may include red-tailed hawk (*Buteo jamaicensis*) and Cooper's hawk (*Accipiter cooperii*). Other nesting migratory birds have a moderate potential to occur within smaller trees, shrubs, and grasses within the project area. Therefore, vegetation removal during construction would have the potential to cause indirect impacts to nesting raptors and direct

impacts to other nesting migratory birds. Implementation of mitigation measure BIO-1 would reduce these impacts to a level less than significant.

### **Mitigation Measures**

#### **BIO-1: Nesting Migratory Birds and Raptors**

To remain in compliance with the CFGC Section 3503, no direct impacts shall occur to any nesting birds or their eggs, chicks, or nests during the typical raptor and migratory bird breeding season (i.e., February 1–September 15). If project grading/brush management is proposed during the bird breeding season, the project biologist shall conduct a pre-grading survey for active nests in the development area and the gum trees and western sycamore tree adjacent to it. If active nests are detected, mitigation in conformance with applicable state and federal law (i.e., appropriate follow-up surveys, monitoring schedules, construction, and/or noise barriers/buffers, etc.) may be required. If no nesting birds are detected, no mitigation would be required.

To avoid potential direct impacts to nesting migratory birds and indirect impacts to nesting raptors protected by CFGC Sections 3503 and 3503.3, respectively, it is recommended that vegetation removal, grading, or other heavy construction activity within the project area, which may support nesting migratory birds or occur adjacent to trees supporting raptor nests, be conducted between September 16 and January 31, to avoid the avian breeding season. If such construction activities must be conducted during the breeding season, a nesting bird survey of the project area and the adjacent gum trees and western sycamore should be conducted by a qualified biologist prior to the activities to determine if any migratory bird or raptor nests are present. If an active migratory bird or raptor nest is discovered, a buffer should be established around the nest to ensure that indirect impacts do not occur. The required buffer is typically 500 feet for raptors or 300 feet for nesting migratory birds, though it may be reduced if construction is conducted with a biological monitor present to observe any disturbance to nesting activity. No construction activity may occur within this buffer area until a biologist determines that the fledglings are independent of the nest or that no disturbance due to construction activities is observed. Indirect impacts, such as noise impacts, may cause the abandonment of an active nest.

**b. No Impact.** The 3.0-acre project site consists entirely of Urban/Developed Land that does not qualify as riparian habitat. Therefore, there is no riparian habitat located on the project site. No impact would occur.

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

**d. Less than Significant with Mitigation.** The project site consists of Urban/Developed Land, is surrounded by development on all sides, and does not connect separate isolated areas of habitat. Therefore, the project does not function as a wildlife corridor, nor are there any wildlife corridors adjacent to the project site within the surrounding urban environment. However, as described in Section 15.4.a above, removal of the existing trees/vegetation and

development of the project site during construction would have the potential to cause indirect impacts to nesting raptors and direct impacts to other nesting migratory birds through 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-1 would reduce impacts to native wildlife nursery sites to a level less than significant.

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

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

## 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: Archaeological Survey for the All Right Self-Storage Project, prepared by RECON Environmental, Inc. (July 8, 2020; Appendix C).

**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. On February 5, 2020, RECON performed a records search of the project area with a one-mile radius buffer at the California Historical Resources Information Center South Coastal Information Center (SCIC) at San Diego State University. Historic aerial photographs were also checked in order to see past development within and near the project area. The record search indicated that there have been 24 archaeological investigations and 20 cultural resources within a one-mile radius of the project parcel. Six prehistoric sites, nine historic sites, one multi-component site, one prehistoric isolated artifact, two non-sites, and one site with no information have been recorded within the search area. The non-sites consist of shell scatters within disturbed contexts and with the likelihood that the soils were imported fills. The prehistoric sites consist of lithic, ground stone, and bedrock milling features. The historic sites consist of single-family properties, industrial properties, water conveyance systems, and historic trash scatters. None of these cultural resources occur within the project area. Additionally, 23 historic addresses have been filed at the SCIC. However, none of these historic addresses occur on, or immediately adjacent to, the project site. A field survey of the project site was conducted on February 7, 2020 by RECON archaeologist Carmen Zepeda-Herman, accompanied by Native American monitor, Shuuluk Linton, from Red Tail Environmental. No historic or cultural material was observed during the field survey of the project site. Therefore, the project would not affect a known historical resource pursuant to CEQA Guidelines Section 15064.5. No impact would occur.

**b. Less than Significant With Mitigation.** As described in Section 15.5.a above, none of the cultural resources identified in the SCIC records search are located on the project site. Review of Figure 6-2 of the General Plan Conservation Element determined that the project site is not located within an area identified as having moderate potential for register eligible archaeological sites. Similarly, no prehistoric or historic cultural material was observed during the field survey of the project site. However, the project site is located in the mapped Late Pleistocene alluvial and floodplain deposits from the San Diego River (Tan 2002), which would have the potential to possess subsurface cultural resources. Additionally, subsurface deposits have been recorded in prehistoric sites in the vicinity of the project. A letter was sent to the NAHC on February 5, 2020 requesting a search of their files to identify spiritually significant and/or sacred sites or traditional use areas in the project vicinity. A response from the NAHC was received on February 21, 2020 indicating the search was positive and recommending the Barona Group of the Capitan Grande, the Viejas Band of Kumeyaay Indians, and KCRC be contacted for more information. RECON sent emails to the Viejas Band on February 28, 2020 and the Barona Band on June 24, 2020. RECON left a voicemail for the KCRC on June 24, 2020 as well. To date, no responses have been received by RECON. In addition, the City initiated consultation with Native American Tribes pursuant to AB 52 and notified KCRC and 13 Native American Tribes as requested by the NAHC. The responses are discussed in Section 15.18 Tribal Cultural Resources. Due to project subsurface conditions, the recording of subsurface deposits in the vicinity of the project, and the positive results of the NAHC search to identify spiritually significant and/or sacred sites or traditional use areas, construction would have the potential to encounter unknown buried archaeological

deposits that would be considered a significant impact. 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 both a qualified archaeologist and a Kumeyaay Tribal Cultural Monitor to determine whether it is either a historic resource or unique cultural resource. 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 and Kumeyaay Tribal Cultural Monitor determine 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 Kumeyaay 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 on-site area to which the resource is moved shall be protected in perpetuity as permanent open space. No identification of the resource shall be made on-site; 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 NAHC for inclusion in the Sacred Lands File. The City will consult with the qualified archaeologist and Kumeyaay Tribal Cultural Monitor while determining the location for burial of the resource.

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 CEQA Guidelines Section 15064.5. Therefore, impacts would be less than significant with mitigation incorporated.

**c. Less Than Significant With Mitigation.** There are no formal cemeteries or recorded burials in the vicinity of the project site. 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 (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 NAHC shall be contacted within a reasonable time frame. Subsequently, the NAHC 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:

<b>Issue</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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 prepared by RECON Environmental, Inc. (August 20, 2020, Appendix D), Air Quality Model Results (CalEEMod Output Files) prepared by RECON Environmental, Inc. (August 20, 2020, Appendix A), EMission FACtors (EMFAC) 2017 model, 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 EMFAC 2017 fuel consumption rates (see Appendix D). 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 D). Off-site and on-site fuel consumption that would occur over the entire construction period is summarized in Tables 5 and 6, respectively.

Table 5			
Off-site Construction Vehicle Fuel Consumption			
Trip Type	Total Vehicle Miles Traveled	Total Fuel Consumption (gallons)	
		Gasoline	Diesel
PHASE I			
Workers	218,700	7,364	47
Deliveries	153	--	26
<b>Total</b>	<b>218,853</b>	<b>7,364</b>	<b>73</b>
PHASE II			
Workers	121,414	3,465	24
Deliveries	88	--	13
<b>Total</b>	<b>121,502</b>	<b>3,465</b>	<b>37</b>

<b>Table 6</b>					
<b>On-site Construction Equipment Fuel Consumption</b>					
Phase	Phase Length (days)	Equipment	Amount	Total Usage Hours	Total Diesel Fuel Consumption (gallons)
<b>PHASE I</b>					
Site Preparation	5	Rubber Tired Dozer	3	120	612
		Tractors/Loaders/Backhoes	4	160	330
Grading	10	Excavators	1	80	248
		Graders	1	80	317
		Rubber Tired Dozer	1	80	408
		Tractors/Loaders/Backhoes	3	240	733
Building Construction	358	Cranes	1	2,506	8,667
		Forklifts	3	8,592	8,778
		Generator Sets	1	2,864	10,217
		Tractors/Loaders/Backhoes	3	7,518	22,977
		Welders	1	2,864	3,403
Paving	16	Pavers	1	128	361
		Paving Equipment	2	192	471
		Rollers	2	192	335
		Cement and Mortar Mixers	2	192	56
		Tractors/Loaders/Backhoes	1	128	391

Table 6 On-site Construction Equipment Fuel Consumption					
Phase	Phase Length (days)	Equipment	Amount	Total Usage Hours	Total Diesel Fuel Consumption (gallons)
Architectural Coatings	179	Air Compressors	1	1,074	2,308
<b>Total</b>					<b>60,612</b>
PHASE II					
Site Preparation	5	Rubber Tired Dozer	1	35	179
		Tractors/Loaders/Backhoes	1	40	136
		Graders	1	40	158
Building Construction	364	Cranes	1	2,184	7,553
		Forklifts	1	2,184	2,231
		Generator Sets	1	2,912	10,389
		Tractors/Loaders/Backhoes	1	2,184	6,675
		Welders	3	8,736	10,379
Paving	18	Pavers	1	108	304
		Paving Equipment	1	144	353
		Rollers	1	126	220
		Cement and Mortar Mixers	1	108	31
		Tractors/Loaders/Backhoes	1	144	440
Architectural Coatings	182	Air Compressors	1	1,092	2,346
<b>Total</b>					<b>41,394</b>

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 vehicle trips associated with the storage and caretaker unit would result in transportation energy use. Trips by individuals traveling to and from the project site would result from use of passenger vehicles, RVs, and moving trucks. Vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Based on trip generation calculations provided in Table 3 in Section 15.3a above, the project would generate 182 average daily trips (ADT) after completion of Phase I and 299 ADT after completion of Phase II. Vehicle emission factors and fleet mix were based on regional averages from the CARB EMFAC 2017 model. Based on regional data compiled by CARB as part of the EMFAC 2017 model, the average regional trip length for all trips in San Diego County will be 7.48 miles in 2022 and 7.22 miles in 2027 (CARB 2017). Total gasoline and diesel fuel consumption was calculated using EMFAC 2017 fuel consumption rates and fleet data for light duty autos. The results are summarized in Table 7.



Table 7 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
PHASE I					
Gasoline	1,318	31.31	42	--	--
Diesel	16	46.63	<1	--	--
Electric	27	--	--	3.4	8
<b>TOTAL</b>	<b>1,361</b>		<b>42</b>		<b>8</b>
PHASE II					
Gasoline	2,056	35.94	57	--	--
Diesel	25	53.18	<1	--	--
Electric	78	--	--	3.4	23
<b>TOTAL</b>	<b>2,159</b>		<b>58</b>		<b>23</b>
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.					

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. Therefore, operation of the project would not create a land use pattern that would result in wasteful, inefficient, or unnecessary use of energy, and impacts would be less than significant.

#### *Non-Transportation-Related Energy Use*

Non-transportation energy use would be associated with electricity and natural gas. The Renewables Portfolio Standard (RPS) promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. 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. SB 100 (2018) further increased the standard set by SB 350 establishing the RPS goal of 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent by 2030, and requires all the state's electricity come from carbon-free resources by 2045. 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). Based on the most recent annual report, SDG&E has already procured 44 percent (CPUC 2019) renewable energy and is on track to procure 60 percent by 2030 as outlined in SDG&E's 2019 RPS Procurement Plan.

The California Code of Regulations, Title 24, is referred to as the California Building Code. 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 (CBC) 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 the following:

- 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 (see Appendix A), CalEEMod was used to estimate the total operational electricity and natural gas consumption associated with the project. Table 8 summarizes the anticipated operational energy and natural gas use.

Table 8 Operational Electricity and Natural Gas Use	
	Total Use
Electricity	539,071 kWh/Year
Natural Gas	255,928 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 44 percent renewables and is on track to achieve 60 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"/>
(ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<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
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 Preliminary Geotechnical Investigation Cottonwood Industrial Site prepared by Geotechnical Exploration, Inc. (July 10, 2014, Appendix E-1); Updated Geotechnical Investigation and Infiltration Testing prepared by Geotechnical Exploration, Inc. (March 28, 2018, Appendix E-2); Update and Grading Plan Review prepared by Geotechnical Exploration, Inc., August 19, 2019 (March 3, 2020, Appendix E-3).

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

**a(ii). Less than Significant Impact.** The project site is located in the seismically active Southern California region. The nearest known active faults are the Rose Canyon and Coronado Bank fault zones located approximately 13 and 26 miles to the southwest, respectively. Additionally, the Elsinore and San Jacinto fault zones are located approximately 29 and 50 miles to the northeast, respectively (Appendix E-1). Therefore, the site could be affected by seismic activity associated with these faults. However, the project would adhere to the City's grading guidelines and seismic design parameters of the 2019 CBC (Appendix E-3). Additionally, grading for the building pads would require removal and recompaction of all existing fill soils, or to a depth of three feet beneath the pad subgrade levels, whichever is deeper (Appendix E-2). These site preparation activities would remove any soils that would be seismically unstable. The project would also adhere to all other geotechnical recommendations provided in the Geotechnical Investigation and Updated Geotechnical Investigation related to seismic safety. Therefore, the project would not expose people or structures to strong seismic shaking, and impacts would be less than significant.

**a(iii). Less than Significant Impact.** Exploratory borings completed under the Geotechnical Investigation (Appendix E-1) and Updated Geotechnical Investigation (Appendix E-2) did not encounter any groundwater at the project site. Additionally, the project would remove and recompact all existing fill soils, or to a depth of three feet beneath the pad subgrade levels, whichever is deeper (Appendix E-2). These site preparation activities would remove any groundwater that was not previously identified, as well as any soils that would be seismically unstable. The project would also adhere to all other geotechnical

recommendations provided in the Geotechnical Investigation and Updated Geotechnical Investigation related to seismic safety, as well as the seismic design parameters of the 2019 CBC. 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 Impact.** The project site and surrounding area are relatively flat and do not possess any slopes that could generate a landslide. Therefore, the project would not expose people or structures to adverse effects related to landslides, and impacts would be less than significant.

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

**c. Less than Significant Impact.** As described in Section 15.7.a(ii) above, the project would remove and recompact all existing fill soils, or to a depth of three feet beneath the pad subgrade levels, whichever is deeper. These site preparation activities would remove any soils that would be seismically unstable. The project would also adhere to all other geotechnical design recommendations provided in the Geotechnical Investigation and Updated Geotechnical Investigation related to seismic safety, as well as the seismic design parameters of the 2019 CBC. Therefore, the project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and impacts would be less than significant.

**d. Less than Significant Impact.** As described in Section 15.7.a(ii) above, the project would remove and recompact all existing fill soils, or to a depth of three feet beneath the pad subgrade levels, whichever is deeper. These site preparation activities would remove any soils that would be seismically unstable. The project would also adhere to all other geotechnical design recommendations provided in the Geotechnical Investigation and Updated Geotechnical Investigation related to seismic safety, as well as the seismic design parameters of the 2019 CBC. Therefore, the project would not be located on expansive soil, and impacts would be less than significant.

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

**f. Less than Significant Impact.** The project site is located within the Coastal Plain Region of the Peninsular Range Province. The Geotechnical Investigation (Appendix E-1) and Updated Geotechnical Investigation (Appendix E-2) determined that the project site is underlain by fill soils and older alluvium soils. Review of the *County of San Diego, Guidelines for Determining Significance, Paleontological Resources* determined that fill soils and older alluvium soils have not been assigned moderate or high paleontological sensitivity rating. Consequently, it is unlikely that paleontological resources would be located beneath the project site. In the unlikely event that paleontological resources are discovered during construction, the resource would be transferred to the San Diego Natural History Museum or retained by the City and displayed to the public at an appropriate location such as a library or City Hall. Therefore, the project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and impacts would be less than significant.

### 15.8 Greenhouse Gas Emissions

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<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; Sustainable Santee Plan Project Consistency Checklist, prepared by RECON Environmental, Inc. (July 10, 2020, Appendix F); and Sustainable Santee Plan (LSA 2020).

#### a. Less than Significant Impact.

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

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

The project-specific Checklist is included in Appendix F. The project would be consistent with the existing General Plan and land use zoning designations, and therefore would be consistent with the land use assumptions used in the Sustainable Santee Plan. As demonstrated in the Checklist, the project would implement all applicable GHG reduction measures related to energy efficiency, solid waste, and clean energy required by the City's Sustainable Santee Plan. Specifically, the project would be consistent with the following goals:

- Increase Energy Efficiency (Goal 2 – New Residential Units, Goal 4 – New Commercial Units): The project, including the storage buildings and the residential caretaker unit, would implement all feasible and applicable CALGreen Tier 2 Building Standards. The CALGreen Checklist is provided in Appendix F. The CALGreen Tier 2 measures that would be implemented by the project are related to planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. Refer to the CALGreen Tier 2 Checklist in Appendix F for the detailed list of measures.
- Decrease Energy Demand through Reducing Urban Heat Island Effect (Goal 5): To achieve this goal, projects are required to utilize tree planting for shade and energy efficiency, and to use light-reflecting surfaces. The project landscape plan includes planting shade trees around the perimeter of the site. The tree species include strawberry tree, shoestring acacia, golden rain tree, Brisbane box, fern pine, coast live oak, and African sumac. Shade trees around the perimeter of the site would reduce on-site energy demand. Additionally, the project would reduce energy demand by constructing cool roofs.
- Electric Vehicles (Goal 7): The electric vehicle requirements outlined in Goal 7 of the Sustainable Santee Plan are not applicable to the project. However, the project would implement the electric vehicle measures required by CALGreen Tier 2. Refer to the CALGreen Checklist provided in Appendix F.



- Solid Waste (Goal 9): The project would reduce waste at landfills by providing on-site recycling storage per CALGreen Section 5.410. The project would also implement a construction waste management plan.
- Clean Energy (Goal 10): To achieve this goal, projects are required to install photovoltaic solar systems. The project would include rooftop solar panels.

Based on the project's consistency with the City's Sustainable Santee Plan demonstrated in the Checklist, the project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable. Therefore, impacts associated with GHG emissions generated by the project would be less than significant.

**b. Less than Significant Impact.**

As described in Section 15.8(a) above, the project would be consistent with the existing General Plan and land use zoning designations, and therefore would be consistent with the land use assumptions used in the Sustainable Santee Plan. As demonstrated in the Checklist, the project would implement all applicable GHG reduction measures related to energy efficiency, solid waste, and clean energy required by the City's Sustainable Santee Plan. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant.

**15.9 Hazards and Hazardous Materials**

Would the project:

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

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>
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 Partner Engineering and Science, Inc. (April 12, 2019; Appendix G); and Federal Aviation Administration Letter of Determination of No Hazard to Air Navigation (April 2, 2018; Appendix H-1).

**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 these materials during project construction would follow all applicable federal, state, and local regulations, including California Occupational Safety and Health Administration, California Department of Transportation (Caltrans), and the California Department of Environmental Health Hazardous Materials Division. Therefore, project construction would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

The project is limited to a self-storage facility with a caretaker's unit that would not involve the routine transport, use, or disposal of significant hazardous materials. Operation of the project may involve the use of small amounts of solvents and cleaners that are not acutely hazardous. Such materials are ubiquitous and product labeling identifies appropriate handling and use of these materials. The self-storage facility would prohibit storage of hazardous materials. Therefore, operation of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

**b. Less than Significant Impact.** The project is limited to a self-storage facility with a caretaker's unit and would not include uses that would result in foreseeable upset and accident conditions from the release of hazardous materials into the environment. As described in Section 15.8.a above, operation of the project may involve the use of small amounts of solvents and cleaners that are not acutely hazardous. The project would be designed and constructed consistent with applicable safety regulations that would prevent the introduction of accident conditions, and the self-storage facility would prohibit storage of hazardous materials. Therefore, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant.

**c. No Impact.** The project site is not located within one-quarter mile of any schools. The nearest schools are Prospect Avenue School, located approximately 1.1 miles southwest of the project site, and Pepper Drive Elementary School, located approximately 1.2 miles southeast of the project site. The project would not result in hazardous emissions or include the handling of acutely hazardous materials, substances, or waste. No impact would occur.

**d. Less than Significant Impact.** The Phase I ESA completed for the project conducted a record search of standard federal, state, County, and City environmental record sources documenting known hazardous materials. The record search determined that the project site and all adjacent properties were not listed on any of these hazardous materials databases. Similarly, the record search did not identify the project site or adjacent properties as sites of concern. Additionally, site reconnaissance conducted in support of the Phase I ESA did not identify any recognized environmental conditions or environmental conditions on the project site. Site reconnaissance did not identify any evidence of hazardous substances, petroleum products, spills, stains, or other indications of a surficial release. Site reconnaissance did not identify any evidence of current or former aboveground or underground hazardous substance or petroleum product storage tanks, nor any polychlorinated biphenyls containing equipment. There are no permanent structures located on the project site except for a wooden electrical shed. Therefore, asbestos containing material is not an issue of concern. Should lead-based paint be present within the wooden electrical shed, the materials would be disposed of consistent with the requirements of the County of San Diego Department of Environmental Health Hazardous Materials Division. Therefore, the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and impacts would be less than significant.

**e. Less than Significant Impact.** The Gillespie Field Airport is located approximately 0.3 mile south 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 Safety Zone 2 of the Gillespie Field ALUCP Safety Compatibility Policy Map (ALUCP Exhibit III-2). The Federal Aviation Administration conducted an aeronautical study that determined 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 (Appendix H-1). The project applicant would be required to file a Federal Aviation Administration Form 7460-2 Notice of Actual Construction or Alteration within 5 days after the construction reaches its greatest height.

Additionally, the San Diego County Regional Airport Authority (SDCRAA) determined that the project is conditionally consistent with the Gillespie Field ALUCP and issued an Airport Land Use Commission Consistency Determination (Appendix H-2). The SDCRAA stated that the proposed storage buildings would be located within Safety Zones 2 and 3, and the caretaker's living unit would be located within Safety Zone 2. The ALUCP identifies indoor and outdoor storage uses located within Safety Zones 2 and 3 as compatible with airport use. Although the ALUCP classifies residential uses as an incompatible within Safety Zone 2, the ALUCP considers a single residential unit as compatible if it is located on a legal lot of record and the residential use is permitted by local land use regulations. SDCRAA determined that the caretaker's living unit meets both requirements and determined that it would be compatible with Safety Zone 2. SDCRAA also determined that the caretaker residential unit is located outside the noise exposure contour, and the ALUCP identifies mini/other indoor and outdoor storage uses located within the 60 to 65 community noise equivalent level (CNEL) noise contour as compatible with airport uses (Appendix H-2). Therefore, the project would not result in a safety hazard or excessive noise for people residing or working in the project area, and 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. Consistent with comments provided by the Santee Fire Department, the project would construct a minimum 26-inch-wide, paved fire lane access roadway throughout the facility. Additionally, the fire lane access roadway would have a minimum inside turning radius of 28 inches and a minimum outside turning radius of 40 inches. 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." Similarly, the project site is not located within a Wildland Urban Interface area. Additionally, the project would install fire prevention features consistent with comments provided by the Santee Fire Department, including an automatic fire sprinkler system. Therefore, the project would not expose people or structures

to a significant risk of loss, injury or death involving wildland fires, and impacts would be less than significant.

### 15.10 Hydrology and Water Quality

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>
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: Hydrology/Hydraulics Study, prepared by Excel Engineering (March 3, 2020; Appendix I); and Storm Water Quality Management Plan (SWQMP) for All Right Storage, Inc., prepared by Excel Engineering (March 4, 2020; Appendix J).

**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 I). The project site was previously configured as a mobile home park. The mobile homes have been removed, but the roads and drainage infrastructure remain. The existing drainage infrastructure includes a single ribbon gutter at the center of the road and two inlets reside on the easterly and westerly portions of the property. The topography of the project area is relatively flat with an average elevation of 350 feet above mean sea level. The existing drainage inlets are clogged, and runoff is conveyed overland to the westerly boundary of the property. The runoff then ponds and seeps through the wall joint and out to a curb and gutter within the neighboring property. The runoff then reaches Buena Vista Avenue, where it is then conveyed to the public storm drain system (see Appendix I). The public system conveys flows to the San Diego River, which ultimately outlets to the Pacific Ocean (Appendix J).

The project proposes to convey overland flow produced by storm runoff to inlets throughout the site that would convey storm water via an underground storm drain network to a storm storage tank that would treat the water with a Modular Wetland System. Runoff within the storage tank would then travel via gravity flow to a 12-inch storm drainpipe and outfall to the curb face near Buena Vista Avenue, and then flow to the public storm drain system. The overflow would be conveyed to the neighboring curb and gutter system, and ultimately to the same public storm drain system along Buena Vista Avenue utilized in the existing condition.

The San Diego River is listed as a 303(d) impaired water body that is polluted by benthic community effects, cadmium, nitrogen, phosphorus, total dissolved solids, and toxicity. The project would not adversely affect any beneficial uses of the San Diego River because the proposed Modular Wetland System would treat storm water on-site to ensure pollutants do not adversely affect receiving waters. Therefore, the project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

**b. Less than Significant Impact.** The project would obtain its water supply from the PDMWD and would not use groundwater supply for any purpose. Additionally, the proposed land uses would not be associated with activities known to degrade groundwater. The project would increase the amount of impermeable surfaces on-site from 1.96 acres to 2.81 acres. However, water would continue to infiltrate through 0.19 acre of the post-construction development footprint that would remain pervious. Furthermore, water would continue to infiltrate through undeveloped land throughout the groundwater basin. Therefore, the project would not substantially decrease groundwater supplies or interfere with groundwater recharge, and impacts would be less than significant.

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

As described in Section 15.10a above, the project would convey overland flow produced by storm runoff to inlets throughout the site that would convey storm water via an underground storm drain network to a storm storage tank that would treat the water with a Modular Wetland System. Runoff within the storage tank would then travel via gravity flow to a 12-inch storm drainpipe and outfall to the curb face near Buena Vista Avenue, and then flow to the public storm drain system.

Drainage in the existing condition generates approximately 7.40 cubic feet per second (cfs) of runoff during the peak flows during the 100-year storm event. Proposed drainage improvements described above would reduce peak flows during the 100-year storm event to 1.50 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.

**c(ii). Less than Significant Impact.** As described in Section 15.10.c(i) above, the project would reduce peak flows during the 100-year storm event from 7.40 cfs to 1.50 cfs. 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 during the 100-year storm event from 7.40 cfs to 1.50 cfs, and thereby reduce the amount of runoff being discharged into the existing storm water drainage system. As described in Section 15.10.a above, the proposed Modular Wetland System would treat storm water on-site to ensure pollutants do not adversely affect receiving waters. Therefore, project runoff would not exceed the capacity of storm water drainage systems and

would not provide substantial sources of polluted runoff, and impacts would be less than significant.

**c(iv). Less than Significant Impact.** Review of Figure 8-1 of the General Plan Safety Element determined that the project site is not located within the 100-year floodplain. As described in Section 15.10.c(i) above, the project would reduce peak flows during the 100-year storm event from 7.40 cfs to 1.50 cfs, and thereby reduce the potential for flooding. Therefore, the project would not impede or redirect flood flows, and impacts would be less than significant.

**d. No Impact.** Review of Figure 8-1 of the General Plan Safety Element determined that the project site is not located within the 100-year floodplain. 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. Review of Figure 8-2 of the General Plan Safety Element determined that project site is outside all these potential inundation areas. The project site is located approximately 17 miles inland from the Pacific Ocean, and therefore is not subject to risk associated with tsunamis. There are no rivers, reservoirs, ponds, or lakes near the project site, and therefore is not at risk from seiches. The project site is relatively flat and would not be subject to inundation by mudflow. There would be no risk from a seiche, as the site is not located near a large body of water, such as a lake. Therefore, the project would not risk the release of pollutants due to project inundation associated with flood hazards, tsunamis, or seiche zones. No impacts would occur.

**e. Less than Significant Impact.** As described in Section 15.10.c(i) above, the project applicant shall prepare a site-specific SWPPP that would document construction BMPs that would prevent discharge of sediment and other pollutants in storm water runoff from the project site. Operationally, the project would reduce peak flows during the 100-year storm event from 7.40 cfs to 1.50 cfs and would treat runoff with a Modular Wetland System. 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. As described in Section 15.10.b above, the increase in the amount of impermeable surfaces on-site from 1.96 acres to 2.81 acres would not substantially interfere with groundwater recharge. Water would continue to infiltrate through 0.19 acre of the post-construction development footprint that would remain pervious, and water would also continue to infiltrate through undeveloped land throughout the groundwater basin. Therefore, the project would not conflict with or obstruct a sustainable groundwater management plan, and impacts would be less than significant.

## 15.11 Land Use and Planning

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Physically divide an established community?	<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
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.

**a. No Impact.** The project would construct a 148,458 sf self-storage facility on a 3.0-acre project site. The project site is located within an urbanized environment and is surrounded by single-family residences to the north, single-family residences and a commercial structure to the east, SR-52 to the south, and a business park consisting of commercial/industrial uses to the west. Residential uses are also located further west of the project site beyond the business park adjacent to the western property boundary, as well as further north across Buena Vista Avenue. The project would utilize the property's existing vehicular access point onto Cottonwood Avenue just north of the underpass beneath SR-52. The proposed self-storage facility would be constructed entirely within the project site and would not affect any of the surrounding properties or land use pattern. Implementation of the project would not create any new land use barriers or otherwise divide or disrupt the physical arrangement of the surrounding established community. Therefore, the project would not physically divide an established community. No impact would occur.

**b. Less than Significant Impact.** The project site is zoned IL with an RB District Overlay. A Mini Storage/Public Storage requires a CUP in the IL zone and a recreational vehicle storage facility requires a MCUP in the IL zone. The caretaker's residence is permitted as an ancillary use in the IL zone. Therefore, the project is subject to a CUP and the CUP would ensure that the project would be consistent with the existing general plan and zoning designations for the property. As described throughout this Draft Initial Study/Mitigated Negative Declaration, the project would mitigate all environmental impacts to a level less than significant. All impacts not requiring mitigation would be less than significant or would have no impact. As described in Section 15.8.a above, the project would be consistent with the Sustainable Santee Plan (see Appendix F). As described in Section 15.9.e above, the SDCRAA determined that the project is conditionally consistent with the Gillespie Field ALUCP and issued an Airport Land Use Commission Consistency Determination (see Appendix H-2). Therefore, the project would not result in 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, and impacts would be less than significant.

**15.12 Mineral Resources**

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<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.** The Conservation Element of the General Plan documents that known mineral resources within Santee include sand, gravel, and crushed rock, which are collectively referred to as aggregate. These resources have been identified within the floodplain of the San Diego River. 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 was previously developed as a single-family residence and then as a mobile home park that continued in this configuration until 2010. Furthermore, the project site is surrounded by commercial, commercial/industrial, residential, and roadway uses that would preclude the type of extraction operations typically associated with aggregate minerals (i.e., large-scale pits or quarries). Therefore, extraction of mineral resources is not a viable use of the site. No impact would occur.

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

**15.13 Noise**

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise	<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
ordinance, or applicable standards of other agencies?				
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 Analysis for the All Right Self-Storage Project prepared by RECON Environmental, Inc. (November 5, 2020; Appendix K).

**a. Less than Significant Impact.** 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.

### 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.

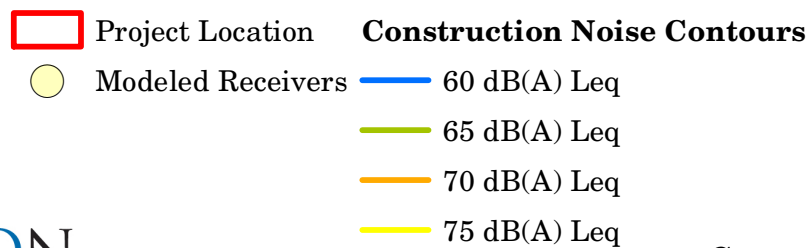
In addition, Section 5.04.090 of the Santee Municipal Code states that no construction equipment is permitted before 7:00 a.m. or after 7:00 p.m. on Mondays through Saturdays and all times on Sundays and holidays.

Construction noise would be generated by diesel engine-driven construction equipment used for site preparation and grading; 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 70 to 95 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 70 to 95 dB(A) at a distance of 50 feet during most construction activities, hourly average noise levels would be less. For this analysis, the simultaneous operation of two large pieces of construction equipment, such as an excavator and a loader, was modeled. This equipment would generate an average hourly noise level of approximately 82 dB(A)  $L_{eq}$  at 50 feet from the center of construction activity.

Single-family residential properties are located at the eastern and northern project boundaries. Residential uses are also located further west of the project site beyond the business park adjacent to the western property boundary, as well as further north across Buena Vista Avenue. Noise associated with the grading, building, paving, and on-road delivery and hauling trips for the project would potentially result in short-term impacts to surrounding properties. As a part of the Noise Analysis prepared for the project, noise levels were modeled at a series of 16 receivers located at the adjacent uses. The results are summarized in Table 9. Modeled receiver locations and construction noise contours are shown in Figure 6.





**FIGURE 6**  
Construction Noise Contours

<b>Table 9 Construction Noise Levels at Off-site Receivers</b>		
<b>Receiver</b>	<b>Land Use</b>	<b>Construction Noise Level [dB(A) <math>L_{eq}</math>]</b>
1	Residential	72
2	Residential	73
3	Residential	73
4	Residential	73
5	Residential	73
6	Residential	72
7	Residential	71
8	Residential	72
9	Residential	73
10	Residential	71
11	Residential	72
12	Residential	72
13	Residential	71
14	Industrial	72
15	Industrial	73
16	Industrial	73

Measured ambient noise levels on the project site ranged from 59.4 to 66.7 dB(A)  $L_{eq}$ . As shown in Table 9, construction noise levels are anticipated to range from 71 to 73 dB(A)  $L_{eq}$  at the adjacent land uses. Although the adjacent residences would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. In accordance with Santee Municipal Code Section 5.04.090, construction activities would not occur before 7:00 a.m. or after 7:00 p.m. on Mondays through Saturdays and would not occur any time on Sundays and holidays. Additionally, as required by the Municipal Code, a notice would be provided to all owners and occupants within 300 feet of the project site if the construction equipment has a manufacturer's noise rating of 85 dB and operates at a specific location for 10 consecutive workdays. Although construction noise levels would exceed the existing ambient noise environment, construction noise impacts would be less than significant because construction activities would occur during the hours specified in the Santee Municipal Code and notice would be provided to nearby occupants. Therefore, project construction would not increase ambient noise levels in excess of standards established in the Santee Municipal Code, and impacts would be less than significant.

#### Off-site Traffic Noise

The City's General Plan Noise Element provides noise compatibility guidelines and implementation strategies to reduce potential impacts. As specified in Section 8.1 of the Noise Element, noise impacts shall be considered significant if any of the following occur as a result of the project:

1. If, as a direct result of the proposed development, noise levels for any existing or planned development will exceed the noise levels considered compatible for that use as identified in Figure 7-3, Noise / Land Use Compatibility Guide.
2. If, as a direct result of the proposed development, noise levels which already exceed the levels considered compatible for that use are increased by 3 or more decibels.



Residential land uses are located in the vicinity of the project site. Based on the land use compatibility levels provided in Figure 7-3 of the Noise Element, residential land uses are considered normally acceptable with noise levels up to 65 CNEL. Thus, if noise levels already exceed 65 CNEL, a project-related noise increase of more than 3 dB would be considered significant. The Noise Element does not specify allowable noise level increases where existing noise levels are less than the compatibility standards. For the purposes of this analysis, the 3 dB threshold was also used to evaluate impacts where existing noise levels are less than 65 CNEL.

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 January 28, 2020. Measured ambient noise levels on the project site ranged from 59.4 to 66.7 dB(A)  $L_{eq}$ . Roadways in the vicinity of the project site include Cottonwood Avenue, Prospect Avenue Buena Vista Avenue, and Mission Gorge Road. The project would generate additional vehicle traffic on these area roadways. 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 in the Noise Analysis prepared for the project. Existing (year 2020) traffic volumes were obtained from SANDAG traffic projections (SANDAG 2020). Project trip generation rates for Phase I and Phase II were calculated using SANDAG trip generation rates as well as a traffic study prepared for a similar facility with RV storage. As a worst-case analysis, total project traffic generated by each phase was added to the existing roadway volumes to determine the overall increase in noise due to traffic on each roadway. The results are summarized in Table 10.

<b>Table 10</b> <b>Vehicle Traffic Noise Levels without and with Project</b> <b>(CNEL)</b>					
Roadway Segment	Existing Noise Level	Existing + Buildout of Phase I		Existing + Buildout of Phase II	
		Noise Level	Increase Over Existing	Noise Level	Increase Over Existing
Cottonwood Avenue					
Prospect Avenue to Buena Vista Avenue	61	61	<1	61	<1
Buena Vista Avenue to Mission Gorge Road	52	53	1	54	2
Prospect Avenue					
West of Cottonwood Avenue	66	66	<1	66	<1
East of Cottonwood Avenue	64	64	<1	64	<1
Buena Vista Avenue					
West of Cottonwood Avenue	57	58	1	58	1
East of Cottonwood Avenue	59	60	1	60	1
Mission Gorge Road					
West of Cottonwood Avenue	69	69	<1	69	<1
East of Cottonwood Avenue	68	68	<1	68	<1
CNEL = Community Noise Equivalent Level					
Source: Appendix K					

As shown in Table 10, off-site noise level increases due to the project would be less than 3 dB, which would not be perceptible. Therefore, impacts associated with off-site generated traffic noise 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 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.

Section 5.04.130 provides the following limitations on loading and unloading operations:

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

Section 5.04.160 provides the following limitations on sources of noise not otherwise addressed:

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

The noise sources on the project site after completion of construction are anticipated to be those that would be typical of any self-storage facility. Based on similar operational uses for self-storage facilities, on-site operational noise sources associated with the project are anticipated to be RVs, moving trucks (reverse signals) and HVAC units. As discussed, the project would be constructed in two phases. The operational noise sources associated with Phase I would include RVs, moving trucks, and HVAC units. The RV parking spaces would



be removed in Phase II, so the operational noise sources associated with Phase II would include moving trucks and HVAC units. Additionally, the project would include the construction of a six-foot masonry wall along the eastern and northern property lines. This wall was included in the noise modeling of operational sources. Property line noise levels due to these noise sources were modeled in the Noise Analysis prepared for the project. The project access hours would be 7:00 a.m. to 10:00 p.m. Monday through Friday, and 7:00 a.m. to 6:00 p.m. Saturday and Sunday. As a worst-case analysis, Phase I and Phase II noise sources were modeled during the daytime and nighttime hours. The results are summarized in Table 11. Phase I noise contours are shown in Figure 7, and Phase II noise contours are shown in Figure 8.

As shown in Table 11, Phase I noise levels are projected to range from 32 to 45 dB(A)  $L_{eq}$  at the adjacent residential uses, and 35 to 39 dB(A)  $L_{eq}$  at the adjacent industrial uses. Phase II noise levels are projected to range from 36 to 42 dB(A)  $L_{eq}$  at the adjacent residential uses, and 38 to 43 dB(A)  $L_{eq}$  at the adjacent industrial uses. The City's Municipal Code does not specify property line noise level limits. Section 5.04.040 prohibits "any disturbing, excessive or offensive noise which causes discomfort or annoyance to reasonable persons of normal sensitivity residing in the area." In other local jurisdictions, the most restrictive property line noise level limit for single-family residential uses is 45 dB(A)  $L_{eq}$ . As shown in Table 11, noise levels would not exceed 45 dB(A)  $L_{eq}$  at any property line during the daytime or nighttime hours.

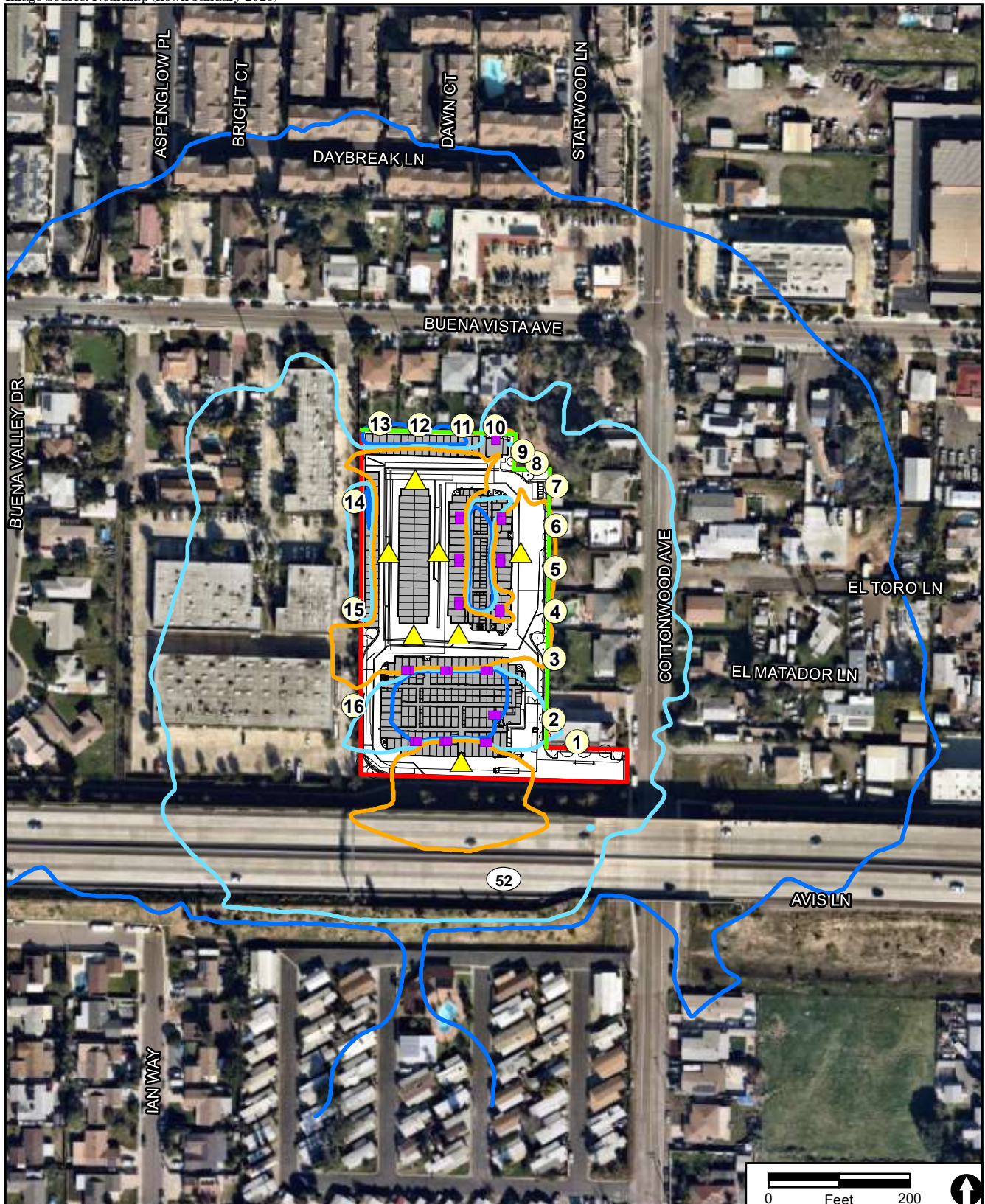
Table 11 On-site Generated Noise Levels at Adjacent Property Lines			
Receiver	Land Use	Noise Level [dB(A) $L_{eq}$ ]	
		Phase I	Phase II
1	Residential	39	40
2	Residential	39	40
3	Residential	42	43
4	Residential	44	44
5	Residential	45	45
6	Residential	44	44
7	Residential	43	43
8	Residential	43	42
9	Residential	43	40
10	Residential	43	43
11	Residential	36	37
12	Residential	33	36
13	Residential	32	36
14	Industrial	35	38
15	Industrial	37	39
16	Industrial	39	43



- |  |  |  |
|--|--|--|
| <span style="border: 2px solid red; padding: 2px;"> </span> Project Location                               | <span style="border: 1px solid yellow; border-radius: 50%; padding: 2px;"> </span> Modeled Receivers                                     | <b>On-Site Contours Phase I</b>  |
| <span style="border-bottom: 1px solid grey; width: 20px; display: inline-block;"></span> Phase I Site Plan | <span style="background-color: purple; width: 10px; height: 10px; display: inline-block;"></span> HVAC                                   | <span style="border-bottom: 2px solid blue; width: 20px; display: inline-block;"></span> 35 dB(A) Leq      |
| <span style="background-color: grey; width: 20px; height: 10px; display: inline-block;"></span> Buildings  | <span style="background-color: yellow; border: 1px solid black; width: 10px; height: 10px; display: inline-block;"></span> Moving Trucks | <span style="border-bottom: 2px solid lightblue; width: 20px; display: inline-block;"></span> 40 dB(A) Leq |
|  | <span style="border-bottom: 2px solid green; width: 20px; display: inline-block;"></span> 6-foot Masonry Wall                            | <span style="border-bottom: 2px solid orange; width: 20px; display: inline-block;"></span> 45 dB(A) Leq    |

**FIGURE 7**  
Phase I On-Site Noise Contours





- |   |  |  |
|---|--|--|
| <span style="border: 2px solid red; display: inline-block; width: 20px; height: 10px;"></span> Project Location | <span style="border: 1px solid yellow; border-radius: 50%; display: inline-block; width: 10px; height: 10px;"></span> Modeled Receivers  | <b>On-Site Contours Phase II</b>   |
| <span style="border-bottom: 1px solid black; display: inline-block; width: 20px;"></span> Phase II Site Plan    | <span style="background-color: purple; width: 10px; height: 10px; display: inline-block;"></span> HVAC                                   | <span style="border-bottom: 2px solid blue; display: inline-block; width: 20px;"></span> 35 dB(A) Leq      |
| <span style="background-color: gray; width: 20px; height: 10px; display: inline-block;"></span> Buildings       | <span style="background-color: yellow; border: 1px solid black; width: 10px; height: 10px; display: inline-block;"></span> Moving Trucks | <span style="border-bottom: 2px solid lightblue; display: inline-block; width: 20px;"></span> 40 dB(A) Leq |
|   | <span style="border-bottom: 2px solid green; display: inline-block; width: 20px;"></span> 6-foot Masonry Wall                            | <span style="border-bottom: 2px solid orange; display: inline-block; width: 20px;"></span> 45 dB(A) Leq    |

**FIGURE 8**

Phase II On-Site Noise Contours

Additionally, the hourly noise levels shown in Table 11 are well less than the on-site measured noise levels which ranged from 59.4 to 66.7 dB(A)  $L_{eq}$ . Therefore, the property line noise levels generated by the project are not considered “disturbing, excessive or offensive.” The HVAC units would not create any noise disturbance. Additionally, in accordance with Section 5.04.130 of the Municipal Code, no on-site loading or unloading activities would occur between the hours of 10:00 p.m. and 7:00 a.m. Therefore, impacts associated with on-site generated noise would be less than significant.

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

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

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 PPV ranging from 0.035 to 0.089 in/sec PPV at the nearest residence. This range of construction vibration levels would be below the distinctly perceptible threshold of 0.24 in/sec PPV and below the cosmetic and structural damage of buildings threshold of 0.1 in/sec PPV. Therefore, project construction would not generate excessive groundborne vibration or groundborne noise levels, and impacts would be less than significant.

**c. Less than Significant Impact.** The property is located within the Airport Influence Area, Review Area 1 of the Gillespie Field Airport. A majority of the project site is located outside the 60 CNEL noise contour for Gillespie Field Airport, and approximately 100 feet of the southern portion of the project site are located within the 60 CNEL noise contour. The caretaker’s unit would be located in the northern portion of the project site, outside of the 60 CNEL contour, and noise levels would not exceed the City’s normally acceptable compatibility level of 65 CNEL or the ALUCP’s compatible noise level limit of 60 CNEL for residential uses. Noise levels across the entire project site would not exceed the City’s standard of 75 CNEL for industrial uses or the ALUCP’s standard of 70 CNEL for storage uses. Furthermore, the SDCRAA determined that the project is conditionally consistent with the Gillespie Field ALUCP and issued an Airport Land Use Commission Consistency

Determination. SDCRAA determined that the caretaker residential unit is located outside the noise exposure contour, and the ALUCP identifies mini/other indoor and outdoor storage uses located within the 60 to 65 CNEL noise contour as compatible with airport uses (see Appendix H-2). Therefore, the project would not expose people to excessive noise levels from airport noise, and impacts would be less than significant.

#### 15.14 Population and Housing

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<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.** Per the SANDAG Series 13 growth forecast, the population within the City was estimated to be 59,497 in 2020 and is estimated to increase by 4,315 people to 63,812 in 2035. Consequently, the 1,130 sf caretaker's living unit associated with the project would help accommodate anticipated population growth as projected by SANDAG. Furthermore, the project would not extend any existing roads or expand existing infrastructure facilities that could induce growth. Therefore, the project would not induce substantial population growth, either directly or indirectly, and impacts would be less than significant.

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

### 15.15 Public Services

Would the project:

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

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

**a(i). Less than Significant Impact.** The City operates two fire stations: one located at 8950 Cottonwood Avenue and the other at 9130 Carlton Oaks Drive. The 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. The project would be consistent with the existing land use and zoning designations for the project site, and therefore would be consistent with the growth assumptions utilized in the City's fire protection planning. Furthermore, the project site is located approximately 0.5 roadway mile south of the fire station on Cottonwood Avenue, which would therefore be able to respond within the City's goal of six minutes. 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. Therefore, the project would not result in the need for new or altered fire protection facilities, and impacts would be less than significant.

**a(ii). Less than Significant Impact.** Police protection 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. The project would be consistent with the existing land use and zoning designations for the project site. Consequently, the project would be consistent with growth projections that were utilized to forecast future police protection within the City. Therefore, the project would not result in the need for new or altered police facilities, and impacts would be less than significant.

**a(iii). No Impact.** The project would introduce one residential use consisting of a 1,130 sf caretaker's living unit that would be consistent with the existing Light Industrial (IL) district. Consequently, the project would be consistent with growth projections that were utilized to forecast future demand for school services. Pursuant to Government Code Section 65995 et seq., the project proponent would be required to pay applicable school fees before a construction permit is issued. No impact would occur. Therefore, the project would not result in the need for new or altered school facilities, and impacts would be less than significant.

**a(iv). Less than Significant Impact.** The project would introduce one residential use consisting of a 1,130 sf caretaker's living unit that would be consistent with the existing Light Industrial (IL) district. Consequently, the project would be consistent with growth projections that were utilized to forecast future park demand within the City. Furthermore, the project would pay park-in-lieu fees that would fund City public park facilities based on this forecasted future park demand. Therefore, the project would not result in the need for new or altered park facilities, and impacts would be less than significant.

**a(v). Less Than Significant Impact.** The County Library operates a Santee Branch at 9225 Carlton Hills Boulevard, Suite 17. The project would introduce one residential use consisting of a 1,130 sf caretaker's living unit that would be consistent with the existing Light Industrial (IL) district. Consequently, the project would be consistent with growth projections that were utilized to forecast future library demand within the City. Therefore, the project would not result in the need for new or altered library facilities, and impacts would be less than significant.

## 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"/>

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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: Project Description.

**a. Less than Significant Impact.** The project would introduce one residential use consisting of a 1,130 sf caretaker's living unit that would be consistent with the existing Light Industrial (IL) district. Consequently, the project would be consistent with growth projections that were utilized to forecast future park demand within the City. Furthermore, the project would pay park-in-lieu fees that would fund City public park facilities based on this forecasted future park demand. Therefore, the project would not result in a substantial increase in the use of parks that would accelerate their physical deterioration, and 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.

### 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Sources: City of Santee General Plan–Mobility Element; SANTEC/Institute of Transportation Engineers (ITE) Guidelines for Traffic Impact Studies in the San Diego Region; and ITE Guidelines for Traffic Impact Studies in the San Diego Region.

**a. Less than Significant Impact.** Access to the project site would be provided via Cottonwood Avenue just north of the underpass beneath SR-52. The City uses the 2000 *SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region* (SANTEC/ITE Guidelines) to evaluate potential impacts related to traffic. Per the SANTEC/ITE Guidelines, projects that would generate less than 1,000 ADT or less than 100 peak-hour trips, and would generate less than 20 peak-hour trips on any existing on- or off-ramp, do not require preparation of a TIS. As shown in Table 3 in Section 15.3a above, the proposed storage facility and caretaker's unit would generate an additional 299 ADT, including 19 AM and 28 PM peak hour trips during ultimate buildout in Phase 2. Due to the project's distance from existing on- or off-ramp, and that the storage facility would likely serve residents many residents within Santee who would not need to travel to the site via freeway, it is anticipated that the project would generate fewer than 20 peak-hour trips on any existing on- or off-ramp. Consequently, preparation of a TIS was not required, and it is expected that Cottonwood Avenue would operate at an acceptable level of service. Therefore, operation of the project would not conflict with a program plan, ordinance or policy addressing the performance of the roadway circulation system, and impacts would be less than significant.

Project construction activities would temporarily contribute additional vehicle trips on the local circulation system. However, it is anticipated that temporary construction trips would be fewer than 299 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.

The nearest bus stops are located along Magnolia Avenue approximately 0.5 mile east of the project site. The nearest transit stop is the Santee Trolley Square located approximately 0.6 mile northwest of the project. Implementation of the project would not include any off-site improvements that would impact any of these facilities. Review of Figure 7-2 of the General Plan Mobility Element determined that a Class II Bike Lane is proposed along Cottonwood Avenue. However, the project would not result in any changes to Cottonwood Avenue that could affect future development of this Class II Bike Lane. Therefore, operation of the project would not conflict with a program plan, ordinance or policy addressing the performance of active transportation, and impacts would be less than significant.

**b. Less than Significant Impact.** The 2019 *ITE Guidelines for Traffic Impact Studies in the San Diego Region* (ITE Guidelines) provides guidance regarding the evaluation of impacts related to Vehicle Miles Traveled (VMT). The ITE Guidelines state that projects that are consistent with the existing designation and generate less than 1,000 ADT can be presumed to have a less than significant impact related to VMT. As shown in Table 3 in Section 15.3a above, the proposed storage facility and caretaker's unit would generate an additional 299 ADT, including 19 AM and 28 PM peak hour trips during ultimate buildout in Phase 2.

Furthermore, the project would be consistent with the existing Light Industrial (IL) zoning designation. Therefore, preparation of a Vehicle Miles Traveled Analysis per CEQA Guidelines Section 15064.3, subdivision (b) was not required, and impacts would be less than significant.

**c. Less than Significant Impact.** The project would not result in changes to the existing traffic patterns or roadway design along Cottonwood Avenue. Therefore, the project would not increase hazards associated with any new design feature or create an incompatible use, and 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. No impediments to emergency access were identified. 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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): Archaeological Survey for the All Right Self-Storage Project prepared by RECON Environmental, Inc. (July 8, 2020; Appendix C).

#### **a.i. No Impact**

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. The Native American Heritage Commission (NAHC) was notified of the project on February 5, 2020 and the appropriate local tribes were notified of the project on August 27, 2020. On February 21, 2020, the NAHC indicated that results of a record search of the NAHC Sacred Lands File (SLF) were positive. As requested, the City contacted the KCRC and notified 13 Native American tribes that were provided by the NAHC to inform them of the proposed project and to request additional information of cultural resources on the project site or in the area. The City did not receive responses regarding cultural resources present on the project site or near the site. However, the City received a response from the San Pasqual Band of Mission Indians requesting a Kumeyaay monitor present during grading activities.

The City initiated consultation with Native American Tribes pursuant to Public Resources Code Section 21080.3.1 consistent, with AB 52. The City sent a notification letter on August 27, 2020 to the Barona Band of Mission Indians, the Jamul Indian Village, the Mesa Grande Band of Mission Indians, and the Kumeyaay Heritage Preservation Council traditionally and culturally affiliated with the geographic area of the project inviting them to consult regarding potential impacts to tribal cultural resources. The City received a consultation request from the Jamul Indian Village which resulted in Jamul Indian Village requesting a Kumeyaay approved tribal cultural monitor and requesting that the Kumeyaay approved cultural

monitor and the cultural monitor evaluate discovered cultural resources together. These requests are included in Mitigation Measures CUL-1 and CUL-2.

As described in Section 15.5.a above, there are no known historic or cultural resources located on the project site. Therefore, the project would not cause a substantial adverse change in the significance of a tribal cultural resource 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). No impact would occur.

#### a.ii. Less Than Significant With Mitigation

As discussed in Section 15.5.b and 15.5.c above, project construction would have the potential to encounter unknown buried archaeological deposits and human remains that would be considered a significant impact. Implementation of Mitigation Measures CUL-1 through CUL-3 would ensure that any unknown cultural or tribal cultural resources or human remains discovered during project-related ground disturbing activities would be properly identified and protected over the long-term. Through consultation with the City, the Jamul Indian Village 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"/>

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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, (December 3, 2019, Appendix L); Santee Municipal Code; Project Site Plan; County of San Diego Countywide Five-Year Review Report of the Countywide Integrated Waste Management Plan (September 2012); Hydrology/Hydraulics Study, prepared by Excel Engineering (March 3, 2020; Appendix I); and Padre Dam Municipal Water District website (<http://www.padredam.org/>).

**a. Less than Significant Impact.** Public Facility Availability Forms have been completed documenting that PDMWD has adequate water and sewer capacity available to serve the project (Appendix L). Existing water and sewer facilities are available adjacent to the site, and improvements would be limited to extension of pipelines onto the project site. Consequently, potential impacts associated with these water and wastewater connections have been evaluated throughout this Draft IS/MND. Therefore, the project would not require relocation or construction of new or expanded water or wastewater treatment facilities that would cause significant environmental effects, and impacts would be less than significant.

As discussed in Section 15.10.a and 15.10.c(i) above, the project would introduce a storm drain network and Modular Wetland System that would reduce peak runoff flows compared to existing condition (see Appendix I). These storm water facilities would be located within the project footprint. Consequently, potential impacts associated with construction of these storm water facilities have been evaluated throughout this Draft IS/MND. Therefore, the project would not require relocation or construction of new or expanded storm water drainage facilities, and impacts would be less than significant.

The project would be consistent with the existing land use and zoning designations. Consequently, the project would not consume additional electric power, natural gas, or

telecommunication services beyond what has been anticipated by regional growth projections. Existing energy and telecommunication facilities are available adjacent to the site, and improvements would be limited to extensions onto the project site. Consequently, potential impacts associated with these energy and telecommunication connections have been evaluated throughout this Draft IS/MND. Therefore, the project would not require relocation or construction of new or expanded electric power, natural gas, or telecommunication services facilities, and impacts would be less than significant.

**b. Less than Significant Impact.** A Public Facility Availability Form has been completed documenting that PDMWD has adequate water supplies available to serve the project (see Appendix L). Therefore, impacts would be less than significant.

**c. Less than Significant Impact.** A Public Facility Availability Form has been completed documenting that PDMWD has adequate wastewater treatment capacity to serve the project (see Appendix L). Therefore, impacts would be less than significant.

**d. Less than Significant Impact.** 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 through recycling, reuse, and diversion programs. The project would develop a construction and demolition debris management plan demonstrating how the project would comply with the City Municipal Code diversion requirements prior to issuance of a building or demolition permit.

Solid waste generated during operation of the project that cannot be recycled would be sent to area landfills. Based on the Five-Year Review Report of the County 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 solid waste collected in the City is disposed of at the Sycamore Sanitary Landfill, which has remaining capacity through the year 2054. Other landfills that handle waste from San Diego and Santee include the Miramar Landfill and the Otay Landfill, which have remaining capacity. Therefore, the project would be served by landfill(s) with sufficient permitted capacity, and impacts would be less than significant.

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

## 15.20 Wildfire

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

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<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 above, the project site is located in an existing developed area with access to major roadways that would allow for emergency evacuation. Consistent with comments provided by the Santee Fire Department, the project would construct a minimum 26-inch wide, paved fire lane access roadway throughout the facility. Additionally, the fire lane access roadway would have a minimum inside turning radius of 28 inches and a minimum outside turning radius of 40 inches. 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” and is not located within a Wildland Urban Interface area. The project is located in a generally flat area and is surrounded by existing development on all sides. Therefore, there are no

characteristics of the surrounding environment that would exacerbate wildfire risks, and impacts would be less than significant.

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

**d. No Impact.** As described in Section 15.9.g above, the project site is not within the 100-year floodplain, and is located outside the potential inundation areas delineated on Figure 8-2 of the General Plan Safety Element. Furthermore, the project site is located in a generally flat area and surrounded by existing development on all sides. Therefore, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No impacts would occur.

## 15.21 Mandatory Findings of Significance

Does the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<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
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 above, implementation of mitigation measure BIO-1 would reduce indirect impacts to nesting raptors and direct impacts to other nesting migratory birds to a level less than significant. The project does not have the potential to result in any other impacts that would 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. As described in Section 15.5.a above, the project would not impact any historical resources. As described in Section 15.5.b above, implementation of mitigation measures Implementation of Mitigation Measures CUL-1 and CUL-2 would reduce potential impacts on unknown archaeological resources to a level less than significant. As described in Section 15.5.c above, implementation of Mitigation Measure CUL-3 would further reduce impacts related to human remains to a level less than significant.

**b. Less than Significant Impact.** In addition to evaluation of potential project-specific effects, this evaluation considered the project’s potential for incremental effects that may be cumulatively considerable when viewed in connection with the effects of past, current, or probable future projects in the area. Cumulative projects in the project area are shown in Table 12.

<b>Table 12 Cumulative Project List</b>			
<b>Project</b>	<b>Location</b>	<b>Description</b>	<b>Status</b>
Fanita Ranch	Northern edge of City	Master Plan Residential Community (approx. 2,949 residences)	Approved
RiverView	RiverView Parkway	128-detached condominium units	Under Construction
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.	Under Construction
Slope Street Estates	South side of Slope Street	11 single-family units	Application Under Review
Gas Station/Car Wash	Mission Gorge Road and West Hills Parkway	New gas station with renovated convenience market	Approved
Parkside	Eastern Terminus of Mast Boulevard	128 condominium units	Application under review
Caribbean project	East side of Caribbean Way	42 condominium units	Under Construction
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	Approved
Coffee shop and mini-market	Graves Avenue and Prospect Avenue	New coffee shop and mini market	Approved
Palm Tree Homes	Prospect Avenue and Our Way	4 single-family detached homes	Application Under Review
Pinnacle Peak	Mission Gorge Road	113 condominium units	Under Construction
Lantern Crest III	Graves Avenue	113 congregate care units	Under Construction
Carlton Oaks Country Club	Inwood Drive	232 condominium units, 53 single-family residences, assisted living, hotel, and restaurant expansion	Application Under Review
Palazzo Villas	West side of Olive Lane	8 condominium units	Approved
Atlas View	Atlas View and Prospect Avenue	11 condominium units	Application Under Review
Prospect Estates II	North of Prospect Avenue, east of Marrokal Lane --	38 attached condominiums and 15 single-family residences --	Approved
D'Lazio	Fanita Drive	20 condominium units	Under Construction
Woodside Terrace	Woodside Terrace	4 single-family units	Under Construction
E Heaney Circle	Carlton Oaks	10 townhomes	Approved
Mission Greens	Buena Vista Drive and Mission Greens	40 condominium units	Under Construction
Robinson Lane	Robinson Lane near Caribbean Drive	10 condominium units	Under Construction
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 that are already accounted for in the RAQS. As described in Section 15.4.a, implementation of mitigation measures BIO-1 would reduce indirect impacts to nesting raptors and direct

impacts to other nesting migratory birds to a level less than significant consistent with the requirements of the Natural Community Conservation Plan (NCCP). Projects that comply with the NCCP would not result in a significant cumulative impact for biological resources. Cumulative projects listed in Table 12 would also be required to comply with the NCCP and mitigate for impacts to biological resources as necessary. As described in Section 15.5.b above, implementation of mitigation measures CUL-1 and CUL-2 would reduce impacts on unknown archaeological resources to a level less than significant. As described in Section 15.5.c above, implementation of Mitigation Measure CUL-3 would further reduce impacts related to human remains to a level less than significant. 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 12, it is unlikely construction activities would overlap, thereby avoiding significant cumulative noise impacts on sensitive receptors. 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. Development of the project site would comply with all State and City regulations that would ensure the building is safe and designed to protect future occupants. The project would not result in any substantial adverse effects on human beings directly or indirectly.

## **16.0 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 Environmental Impact Report or adoption of a Mitigated Negative Declaration to ensure that the mitigation measures are implemented. The MMRP specifies the mitigation for the project, when in the process it 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 13.

Table 13 Mitigation, Monitoring, and Reporting Program			
Mitigation Measure	Timing of Verification	Responsible for Verification	Status/Date/Initials
<b>Biological Resources</b>			
<p><b>BIO-1: Nesting Migratory Birds and Raptors</b></p> <p>To remain in compliance with the CFGC Section 3503, no direct impacts shall occur to any nesting birds or their eggs, chicks, or nests during the typical raptor and migratory bird breeding season (i.e., February 1–September 15). If project grading/brush management is proposed during the bird breeding season, the project biologist shall conduct a pre-grading survey for active nests in the development area and the gum trees and western sycamore tree adjacent to it. If active nests are detected, mitigation in conformance with applicable state and federal law (i.e., appropriate follow-up surveys, monitoring schedules, construction, and/or noise barriers/buffers, etc.) may be required. If no nesting birds are detected, no mitigation would be required.</p> <p>To avoid potential direct impacts to nesting migratory birds and indirect impacts to nesting raptors protected by CFGC Sections 3503 and 3503.3, respectively, it is recommended that vegetation removal, grading, or other heavy construction activity within the project area, which may support nesting migratory birds or occur adjacent to trees supporting raptor nests, be conducted between September 16 and January 31, to avoid the avian breeding season. If such construction activities must be conducted during the breeding season, a nesting bird survey of the project area and the adjacent gum trees and western sycamore should be conducted by a qualified biologist prior to the activities to determine if any migratory bird or raptor nests are present. If an active migratory bird or raptor nest is discovered, a buffer should be established around the nest to ensure that indirect impacts do not occur. The required buffer is typically 500 feet for raptors or 300 feet for nesting migratory birds, though it may be reduced if construction is conducted with a biological monitor present to observe any disturbance to nesting activity. No construction activity may occur within this buffer area until a biologist determines that the fledglings are independent of the nest or that no disturbance due to construction activities is observed. Indirect impacts, such as noise impacts, may cause the abandonment of an active nest.</p>	Prior to Construction	City/ Qualified Biologist	

<b>Table 13</b> <b>Mitigation, Monitoring, and Reporting Program</b>			
Mitigation Measure	Timing of Verification	Responsible for Verification	Status/Date/Initials
<b>Cultural Resources</b>			
<b>CUL-1: Archaeological Monitoring</b> 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 both a qualified archaeologist and a Kumeyaay Tribal Cultural Monitor to determine whether it is either a historic resource or unique cultural resource. 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 and Kumeyaay Tribal Cultural Monitor determine 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/Qualified Archaeologist	
<b>CUL-2: Tribal Cultural Monitoring</b> A Kumeyaay 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 on-site area to which the resource is moved shall be protected in perpetuity as permanent open space. No identification of the resource shall be made on-site; 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 NAHC for inclusion in	During Construction	City/Qualified Archaeologist	

Table 13 Mitigation, Monitoring, and Reporting Program			
Mitigation Measure	Timing of Verification	Responsible for Verification	Status/Date/Initials
the Sacred Lands File. The City will consult with the qualified archaeologist and Kumeyaay Tribal Cultural Monitor while determining the location for burial of the resource.			
<b>CUL-3: Human Remains</b> 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 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 NAHC shall be contacted within a reasonable time frame. Subsequently, the NAHC 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/ Qualified Archaeologist	

**17.0 Checklist References**

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6. CARB, 2005 Air Quality and Land Use Handbook: A Community Health Perspective. April 2005.
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12. City of Santee Community Services Department.
13. City of Santee General Plan, 2003.
14. City of Santee Zoning Ordinance.
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16. City of Santee Parks and Recreation Facilities Master Plan Update, April 2017.
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25. ITE Guidelines for Traffic Impact Studies in the San Diego Region, May 2019
26. LOS Engineering, Inc. Transportation Access Analysis for the Sun Ridge Vista RV/Mini Storage Facility. City of San Diego PTS 534380. Fifth Revision. February 2019.
27. LSA. Initial Study for the Sustainable Santee Plan. Prepared for City of Santee, August 2017.
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**APPENDICES**  
(Under Separate Cover)