

**INITIAL STUDY/ENVIRONMENTAL
CHECKLIST
AND NEGATIVE DECLARATION
FOR THE
MOLLISON MEDICAL OFFICE BUILDING**

SCH NO. TBD

Prepared for:



Community Development Department, Planning Division
200 Civic Center Way
El Cajon, California 92020

Prepared by:



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CITY OF EL CAJON INITIAL STUDY/ENVIRONMENTAL CHECKLIST AND NEGATIVE DECLARATION

INTRODUCTION

This Initial Study/Environmental Checklist and Negative Declaration has been prepared pursuant to the California Environmental Quality Act (CEQA) [Public Resources Code Section 21000 et seq.] and the CEQA Guidelines [California Code of Regulations Section 15000 et seq.]. This Initial Study/Environmental Checklist determines that the Mollison Medical Office Building project would not result in significant impacts on the environmental resources and issues evaluated herein. As a result, this document serves as a Negative Declaration pursuant to Public Resources Code Section 21064.

This document is being made available for a 20-day public review comment period, beginning August 10, 2022 and ending August 30, 2022. Comments regarding the contents and conclusions reached in this Initial Study/Environmental Checklist and Negative Declaration must be made in writing and received by 5 p.m. on the last day of the public review period:

Michael Viglione
City of El Cajon Planning Division, Community Development Department
200 Civic Center Way
El Cajon, CA 92020

PROJECT DESCRIPTION

- 1. Project Title:** Mollison Medical Office Building (General Plan Amendment [GPA-2021-0002]; Zone Reclassification)
- 2. Lead Agency Name and Address:**
City of El Cajon
200 Civic Center Way
El Cajon, CA 92020
- 3. Contact Person and Phone Number:**
Mike Viglione, Senior Planner
(619) 441-1773
- 4. Project Location:** 470 N. Mollison Avenue, El Cajon, CA (APN 488-061-17) between East Madison Avenue and East Park Avenue
- 5. Project Sponsor's Name and Address:**
Mike DeLeon, Neighborhood Healthcare
1540 E. Valley Parkway, Escondido, CA 92027
- 6. General Plan Designation:** Medium-Density Residential (MR)
- 7. Zoning:** Residential Multi-family, 2,200 square feet (RM-2200)

8. Description of Project:

The project is a General Plan Amendment (GPA) and zoning reclassification application for the Mollison Medical Office Building (project). The project site is designated Medium Density Residential (MR) in the City's General Plan and zoned Residential, Multi-Family (RM-2200). The project proposes a GPA to change the existing land use from MR to Office/Non-Residential (O/NR). The zoning reclassification would reclassify on-site zoning from RM-2200 to Office Professional (O-P) for consistency with the GPA. The project site currently operates under CUP-#116 overlaid for church use, which would be rescinded upon project approval.

The project site, Assessor's Parcel Number (APN) 488-061-17, is 1.77 acres in size. The project would convert an existing, vacant church building to a medical office building that would provide medical and limited social services to the local community. Neighborhood Healthcare (Neighborhood) is a non-profit healthcare service organization that would occupy the building. Besides changing its use, the interior of the structure would be reconfigured for office use; no changes to the exterior to the building or surrounding site are proposed. The project would comply with the building setback, height, and massing regulations contained in the City Zoning Code. The project would also include the application of architectural coatings for the building exterior and restriping of the surface parking lot.

Neighborhood would provide the following medical services at the project site:

- General and specialty medical exams
- Women's health
- Obstetrician/gynecological exams
- Acupuncture treatments
- Chiropractic treatments
- Prenatal counseling and education

In addition, a limited amount of social services would be offered to the public at the project site, in concert with a partnership with Interfaith Community Services.

The project site is fully developed and consists of 121-space paved surface parking lot, a single-story building previously used as a church, with an attached two-story classroom building. The single-story church building is 6,584 square feet and the attached, two-story classroom building is 5,840 square feet. The church and classroom building are a combination of painted concrete masonry units and colored stucco over wooden frame. The parking lot contains 6 American with Disabilities Act (ADA) spaces, an ADA path of travel, and 115 total parking spaces divided into an east and west parking lot separated by the church and classroom building. One overhead light pole is present in the parking area, adjacent to East Madison Avenue. Eight large palm trees are adjacent to the north and east edge of the church and classroom building. A painted, attached wooden trellis is present along the southwest portion of the church building. Building setbacks are landscaped along the parcel frontage of East Madison Avenue and North Mollison Avenue. There is a fire hydrant and covered bus stop for Metropolitan Transit System (MTS) Route 864 at the southwest intersection of East Madison and North Mollison Avenues. Utilities are present on site, serving the existing building. A trash bin pad is located on the west parking lot, without an enclosure, gates, or a roof. Six-foot metal fencing is present on the west, south, and along some northerly portions of the project

site. There are no fences abutting the street frontage along East Madison or North Mollison Avenues.

The existing parking lot would continue to provide 121 parking spaces, consisting of 6 ADA parking stalls and 115 standard parking stalls to comply with the parking requirements of the project. The project would not result in alterations to the existing site access that is provided via driveways on East Madison and North Mollison Avenues. See **Figures 1** and **2** showing the project location and site plan.

The project does not propose utility improvements. No changes to existing drainage and stormwater collection on the project site would occur. The existing landscaping would remain intact.

Construction would include building interior reconfiguration consisting of demolition and improvements, the application of architectural coatings on the exterior of the structure and restriping of the surface parking lot. Overall, project construction activities would occur over a period of five months, with a planned opening of the medical office building in December 2022.

9. Surrounding Land Uses and Setting *(briefly describe the project's surroundings):*

The project site is in the central portion of the City, approximately 1,000 feet south of Interstate 8 (I-8). The property is a level, developed lot, situated in a largely residential neighborhood, at the southwest corner of the East Madison Avenue/North Mollison Avenue intersection. To the north of the project site, land uses consist of two-story multi-family residential uses, with some commercial uses fronting North Mollison Avenue. To the east, land uses include two-story multi-family residential and commercial fronting East Madison Avenue, with El Cajon Valley High School located beyond the adjacent multi-family residential. Two-story multi-family residential uses are located south of the project site. To the west, and immediately adjacent to the project site, is a medical clinic operated by Neighborhood Healthcare. Farther west is El Cajon City Park and Cajon Valley Middle School, with a small number of single-family residences located directly north of El Cajon City Park.

10. Other public agencies whose approval is required *(e.g., permits, financing approval, or participation agreement):*

None.

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 significant impacts to tribal resources, procedures regarding confidentiality, etc.?

The Barona Band of Mission Indians, Jamul Indian Village of California, and Mesa Grande Band of Indians, which are traditionally and culturally affiliated with the geographic area within the City of El Cajon's jurisdiction, requested formal notice of and information on proposed projects within the City. On June 28, 2022 and July 21, 2022, in compliance with Government Code Section 65352 (Senate Bill [SB] 18), the City, as Lead Agency, sent a letter to the applicable tribes identified by the Native American Heritage Commission (NAHC) notifying them of the proposed project, its location on an in-fill site and its lack of ground disturbance. To date, one request for consultation was received from the San Luis Rey Band of Mission Indians tribe as discussed in Section XVIII of this Initial Study; should additional responses be received during public review of the Initial

Study/Negative Declaration, the tribal concerns will be incorporated into the final environmental document.

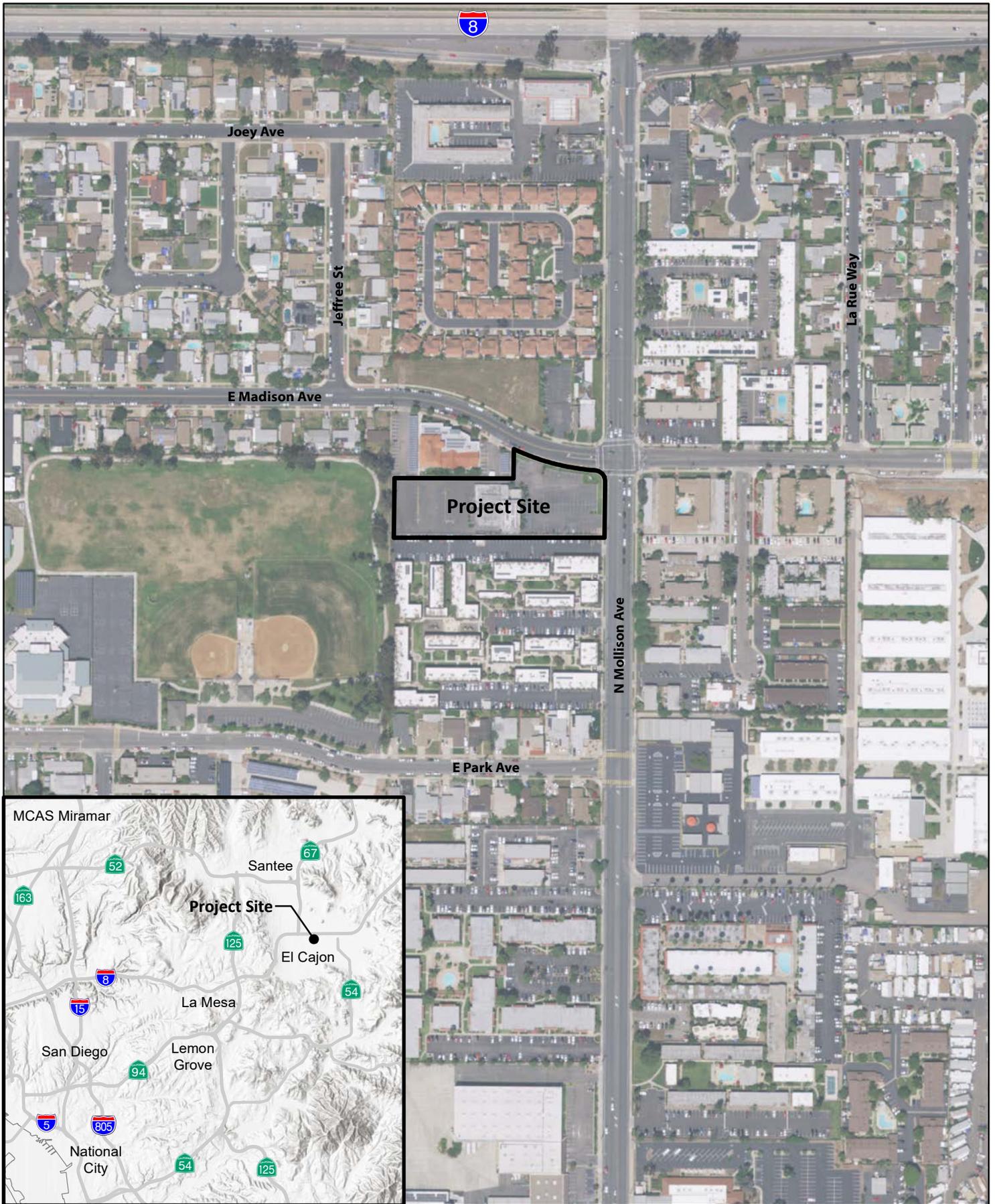
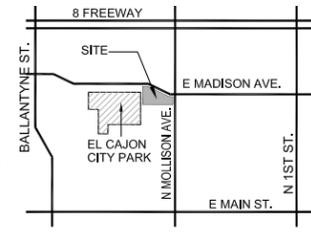


Figure 1

Project Location Map and Aerial

VICINITY MAP



KEY NOTES: #

- MASONRY CMU WALL ±3FT HIGH
- MASONRY CMU WALL ±6FT HIGH
- HEAVY-DUTY CHAINLINK FENCE WEST EDGE OF WEST LOT ABUTTING ATHLETIC FIELDS
- PARKING LANDSCAPE STRIP (±3FT WIDE)
- TRASH AREA
- BLACK METAL FENCE, ±6FT. HIGH
- BLACK METAL ACCESS GATE MANUAL ±6FT. CROSS ACCESS BETWEEN LOTS.
- OUTDOOR SITTING AREA (COVERED)
- FIXED STD.CHAINLINK FENCE. NO ACCESS BETWEEN LOTS.
- CARPORT CANOPY WITH PV. SOLAR PANELS.
- BUS STOP
- TRASH BIN.
- FIRE HYDRANT.
- MONUMENT SIGN.
- STD. 9X18FT. PARKING STALL.
- TRANSFORMER. AND BOLLARDS
- EMPLOYEES' OUTDOOR SEATING AREA.
- CROSS ACCESS.
- LANDSCAPE.
- PATH OF TRAVEL.
- CURB RAMP.
- TRAFFIC LIGHT POLE WITH PEDESTRIAN CROSSING CONTROLS.
- MAIN ACCESS ENTRY.
- FIRE DEPARTMENT CONNECTION.
- WATER METER.
- "NO PARKING" SIGN.
- TELEPHONE POLE.
- LIGHT POLE.
- POWER POLE.
- LIGHT FIXTURE MOUNTED ON BUILDING
- "NO 2HR PARKING" SIGN.
- LIGHT CONTROL PANEL.
- GAS METER.
- NEW CONCRETE LANDING PER NEW EXTERIOR DOOR. SEE DETAIL 1/A902.
- NEW 36" WIDE TRUNCATED DOMES. SCREW DOWN TYPE (FULL WIDTH EXISTING PAVING)

BLDG. AREAS:
 855 E. MADISON
 CLINIC 9,198 S.F.
 LOT=0.84 AC.
 LANDSCAPE= 5,662.52 S.F.
 COVERAGE= 9198SF =25.14%

 470 N. MOLLISON AVE.
 CHURCH 12,504 S.F.
 LOT= 1.77 AC.
 LANDSCAPE= 7441.32 S.F.
 COVERAGE= 12,504SF=16.21%

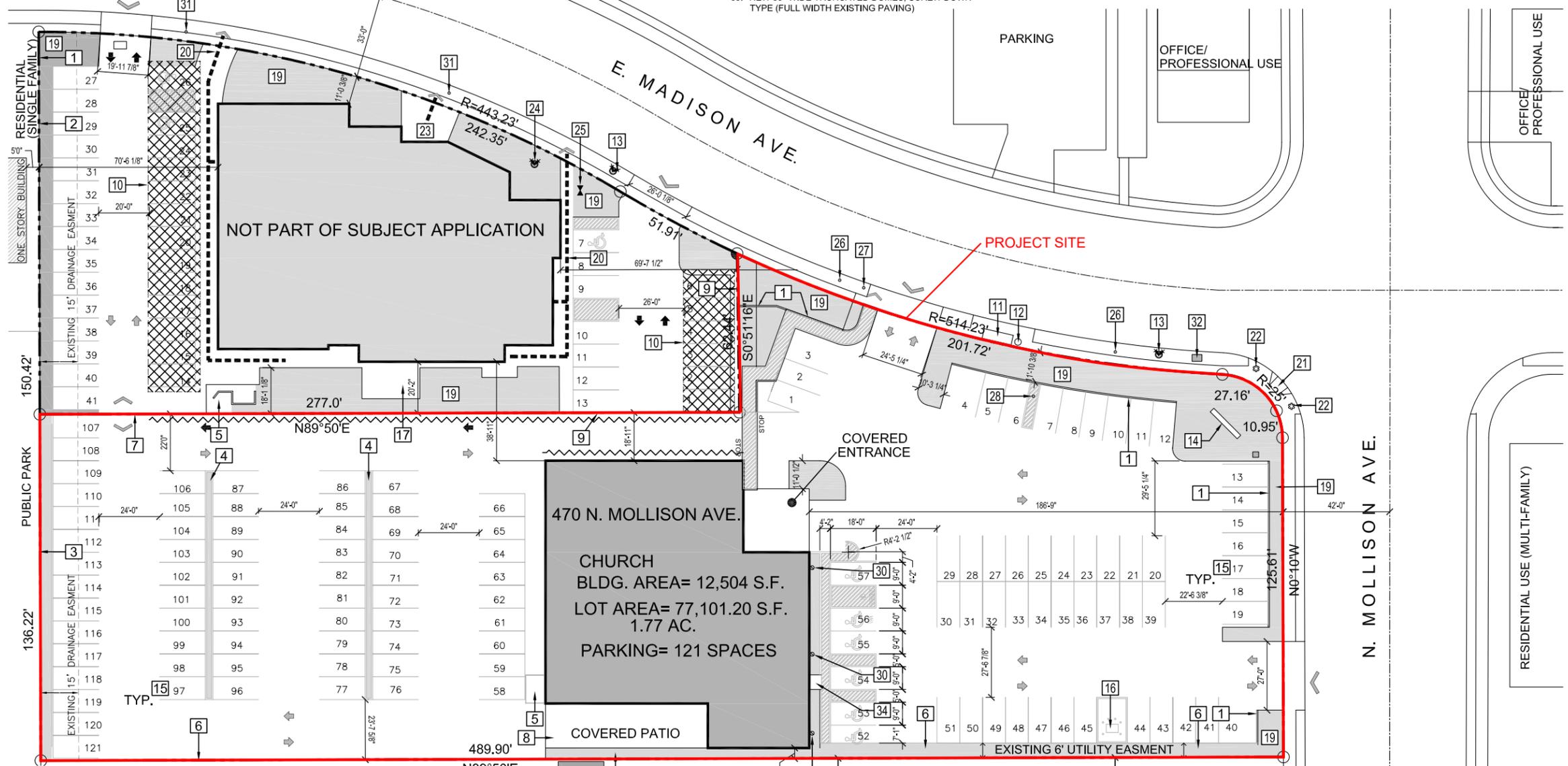
PARKING RATIOS:
 CLINIC: 42 STALLS / 9,198 SF = 1.11 STALLS/250 SF (MIN. PER TABLE 17.185.190 = 1/250 SF)

 CHURCH: 110 STALLS / 12,504 SF = 1.76 STALLS/200 SF (MIN. PER TABLE 17.185.190 = 1/200 SF)

LEGAL DESCRIPTION:
 TR 1327 LOT 23*DOC78-261446&(EX ST WID&OP)SLY
 136.22 FT OF

GENERAL PLAN LAND USE:
 EXISTING: MR (MEDIUM DENSITY RESIDENTIAL)
 PROPOSED: O/NR (OFFICE/NON-RESIDENTIAL)

ZONING:
 EXISTING: RM-2200 (RESIDENTIAL, MULTI-FAMILY)
 PROPOSED: O-P (OFFICE PROFESSIONAL)



LEGAL DESCRIPTION
 PARCEL 2:
 THAT PORTION OF LOT 23, SUBDIVISION NO. 1, CHASE RANCHO IN THE CITY OF EL CAJON, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 3322, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, APRIL 04, 1971, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
 BEGINNING AT THE NORTHEAST CORNER OF LOT 18, JOEY MANOR, MAP NO. 3322, BEING ON THE WESTERLY LINE OF SAID LOT 23;
 THENCE NORTH 89° 50' 00" EAST ALONG THE EASTERLY PROLONGATION OF THE NORTHERLY LINE OF SAID LOT 18 A DISTANCE OF 0.22 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE SOUTHERLY HAVING A RADIUS OF 482.0 FEET;
 THENCE EASTERLY AND SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 30° 58' 45" A DISTANCE OF 242.35 FEET TO A POINT OF REVERSE CURVATURE WITH A CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 514.23 FEET;
 THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 05° 47' 51" A DISTANCE OF 511.0 FEET TO THE TRUE POINT OF BEGINNING;
 THENCE LEAVING SAID CURVE SOUTH 09° 51' 18" EAST A DISTANCE OF 82.64 FEET TO THE NORTH LINE OF LAND DESCRIBED IN DEED TO THE CENTRAL ASSEMBLY OF GOD OF EL CAJON, INC., RECORDED FEBRUARY 23, 1992 AS FILE PAGE NO. 2224 OF OFFICIAL RECORDS;
 THENCE ALONG SAID NORTH LINE NORTH 89° 02' 30" EAST A DISTANCE OF 216.17 FEET TO A POINT ON THE WEST LINE OF MOLLISON AVENUE. SAID POINT BEING ON THE ARC OF A 25 FOOT RADIUS CURVE, CONCAVE SOUTHWESTERLY, THE CENTER OF WHICH BEARS SOUTH 01° 50' 15" WEST, THENCE NORTHERLY AND NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 62° 14' 32" A DISTANCE OF 27.16 FEET TO A POINT OF REVERSE CURVATURE WITH THE ARC OF SAID 25 FOOT RADIUS CURVE CONCAVE NORTHEASTERLY, THE CENTER OF WHICH BEARS NORTH 01° 49' 43" EAST; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 22° 28' 31" A DISTANCE OF 201.72 FEET TO THE TRUE POINT OF BEGINNING.

LEGEND

- LANDSCAPE AREA.
- SAFETY STRIPING.
- BUILDING STRUCTURE.
- COVERED AREA.
- ACCESSIBLE PARKING STALL.
- ACCESSIBLE PATH OF TRAVEL.
- FIRE LANE.
- PARKING COUNT (ROW)
- PROPERTY LINE

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. It is concluded that the project would result in the following potentially significant adverse environmental impacts to the following resource areas:

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

DETERMINATION

On the basis of this initial evaluation (*select one*):

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

Signature

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

Each of the responses in the following environmental checklist considers the whole action involved, including project-level, cumulative, on-site, off-site, indirect, construction, and operational impacts. A brief explanation is provided for all answers and supported by the information sources cited:

1. 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).
2. A "Less-than-Significant Impact" applies when the proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.
3. A "Less-than-Significant Impact with Mitigation Incorporated" applies when the proposed project would not result in a substantial and adverse change in the environment after mitigation measures are applied.
4. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant" entries when the determination is made, an EIR is required.

ENVIRONMENTAL ANALYSIS

I. Aesthetics

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the Project:				
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?	<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 of the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Impacts and Mitigation Measures

- a) The project would consist of interior reconfiguration, including demolition and improvements, application of architectural coatings for the building exterior, and restriping the surface parking lot. Visible changes outside of the building would be limited to exterior painting and parking lot restriping. The project site is fully developed, and the project does not include components that would result in alterations to the building mass or scale. The project site is located within the valley portion of the City and is not located within Hillside overlay areas. Policies of the General Plan that protect scenic resources are focused on protecting views of the surrounding open space system and not the valley floor. As such, the project would not have a substantial adverse effect on a scenic vista, and no impact would occur.
- b) The project site is located along North Mollison Avenue, approximately 1,000 feet south of I-8 in the central portion of the City. I-8 is not a designated state scenic highway nor does the City's General Plan identify roadways in the project area as scenic. Changes to the project site would not be visible from I-8. No impact associated with scenic resources within a state scenic highway would occur.
- c) The project site is zoned RM-2200, which allows for moderately dense residential development, and the project would process a zone reclassification to O-P. The project would convert an existing, vacant church to a medical office building that would provide medical services to the local community. Besides changing the use, the interior of the structure would be reconfigured for office use; no changes to the exterior to the building (except application of architectural coatings) or surrounding site (except parking lot restriping) are proposed. The project would comply with the

building setback, height and massing regulations contained in the City Zoning Code. Policies of the General Plan that protect scenic resources are focused on protecting views of the surrounding open space system and not the valley floor. As noted above under response I.a, the project occurs on a fully developed site in the valley area of the City that would not adversely impact views from or to scenic vistas. The proposed office use would not change the mass or scale of the building and would continue to be consistent with the existing development patterns in the area. Thus, the project would conform to applicable zoning and other regulations governing scenic quality. The project would improve the existing visual quality of the site and would not degrade visual character as viewed from the adjacent public roads. A less-than-significant impact would occur.

- d) The project is proposed on a fully developed site in an urbanized area. The project site contains an existing light fixture in the parking lot, as well as minor exterior lighting on the building. The project would ensure that lighting sufficient for safety is integrated into the project, as necessary, to comply with City Municipal Code Section 17.130.150. As the only exterior changes to the building would include the application of architectural coatings, the project would not result in new sources of glare. Thus, no impact associated with substantial new sources of light and glare would occur as a result of the project.

II. Agriculture and Forestry Resources

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resource Board. Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural 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"/>

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
d) Result in the loss of forestland or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Impacts and Mitigation Measures

- a-d) The project site is located in an existing urbanized area with no agricultural or forest resources within the vicinity. The site is mapped as Urban and Built-Up Land in the California Important Farmland Finder system operated by the California Department of Conservation. The project site is not zoned for agricultural or forestry purposes; and there is not a Williamson Act Contract associated with the site or in the vicinity. Therefore, the project would not convert Important Farmland, conflict with agricultural zoning, or otherwise cause the conversion of farmland or forest land to non-agricultural/non-forest use. The project would have no impact to agriculture and forestry resources.
- e) The project consists of interior improvements, the application of architectural coatings, and parking lot restriping on a developed parcel. There are no agricultural uses or forest land uses on-site or in the vicinity of the project site. Therefore, the project would not result in the significant conversion of farmland or forest land to a non-agriculture use. No impact would occur.

III. Air Quality

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:				
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"/>

Project Impacts and Mitigation Measures

- a) The project site is located within the San Diego Air Basin (Basin). The California Air Resources Board coordinates and oversees both State and federal air pollution control programs in California. The California State Implementation Plan (SIP) is the document that sets forth the State’s strategies for attaining the National Ambient Air Quality Standards. The San Diego Air Pollution Control District (SDAPCD) is the agency responsible for preparing and implementing the portion of the California SIP applicable to the Basin. The SDAPCD has adopted air quality plans to improve air quality, protect public health, and protect the climate. The San Diego Regional Air Quality Strategy (RAQS) outlines SDAPCD’s plans and control measures designed to attain and maintain the state standards, while San Diego’s portions of the SIP are designed to attain and maintain federal standards. The RAQS are based on the growth projections of the San Diego Association of Governments (SANDAG) and land use plans developed by the cities and by the County. As such, projects that propose growth consistent with city and the County land use plans, and thus consistent with the growth anticipated by SANDAG, would be consistent with the RAQS and SIP. Development consistent with the City’s General Plan would be consistent with the RAQS and SIP.

The project site is designated for residential use in the General Plan. The proposed project includes a GPA to change the General Plan land use to Office/Non-Retail (O/NR). While the project is not consistent with the existing General Plan designation, the GPA to change the General Plan land use to Office/Non-Retail (O/NR) would not exceed the General Plan growth assumptions in the RAQS and SIP because the GPA would change the site from a residential use (which has the potential to increase population growth) to an office use (which is non-population-

inducing). As such, even though a GPA is required for the project, the project would not conflict with or obstruct implementation of the applicable air quality plan because it would not result in growth in excess of that anticipated by SANDAG. Impacts would be less-than-significant.

- b) Both the State and the Federal governments have established health-based ambient air quality standards for seven air pollutants. These pollutants include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter smaller than or equal to 10 microns in diameter, particulate matter smaller than or equal to 2.5 microns in diameter, and lead. In addition, California maintains ambient air quality standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect public health and welfare.

Project implementation would produce temporary pollutant emissions during construction and long-term operational emissions. Temporary emissions during construction would be generated by vehicles used by construction workers, and by vehicles used for debris removal. Due to the minor amount of construction equipment required for the project, consisting of interior building improvements, application of architectural coatings, and parking lot restriping, construction emissions would be minimal. Because construction emissions would be minor and temporary in nature, lasting six or less months in time, impacts would be less-than-significant.

Operational air pollutant emissions would include those associated with stationary sources, energy sources, and mobile sources. Stationary sources associated with the project would come from landscape equipment, general energy use, and solid waste. Energy emissions would come from electricity and natural gas use. Mobile source emissions would be generated due to personal vehicles use from employees, the public using project services, as well as deliveries and maintenance (estimated to be 435 average daily trips (ADT) based on the Medical Office Building ITE trip generation rate of 34.8 trips per 1,000 SF). Because of the small project size, project-related long-term operational emissions are expected to be minor and would result in less-than-significant impacts.

- c) Sensitive receptors include schools, hospitals, resident care facilities, day care centers, or other facilities that may house concentrations of individuals with health conditions that would be adversely impacted by changes in air quality. Project construction is limited to interior building improvements, the application of architectural coatings, and parking lot restriping. While there are two schools located within 0.25 mile (El Cajon Valley High School is located approximately 700 feet to the east and Cajon Valley Middle School is located approximately 600 feet to the west), the proposed construction activities would be minimal and mainly occur within the interior of the building. The application of architectural coatings and parking lot restriping would temporarily emit very small amounts of toxic air contaminants. Based on the minimal amount of construction activities proposed for the project, the project would not generate a substantial amount of pollutant concentrations. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations and less-than-significant impacts would occur.
- d) Minor construction odors would be produced as a result of construction equipment use at the site and during application of architectural coatings and parking lot restriping; however, construction activities would primarily occur within the existing building, and odors associated with construction activity would largely be contained within the building. Odors that would occur would not be noticeable beyond the

project boundaries. Additionally, for the application of architectural coatings on the exterior of the building, and during parking lot restriping, minor odors would be short-term in nature and would not be expected to be noticeable beyond the project boundaries. The proposed medical office uses providing medical services to the public would not include odor-producing activities. As construction activities would be temporary in nature and no odors would occur during long-term operation of the project, impacts associated with odors would be less-than-significant.

IV. Biological Resources

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the Project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 nesting sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Impacts and Mitigation Measures

- a) The project site is located in an urbanized area and is fully developed with an existing building and surface parking lot and contains no suitable habitat for state and/or federally listed or regionally sensitive wildlife. Due to the project's location in an urban environment and lack of biological resources at the project site, no impact associated with species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations would occur.
- b-c) The project site is in an urbanized area and is fully developed with an existing building and surface parking lot. No wetlands or jurisdictional resources regulated by the United States Army Corps of Engineers, California Department of Fish and Wildlife or Regional Water Quality Control Board occur within or immediately adjacent to the project site. Therefore, the project would have no impact to any riparian habitat or other sensitive natural community, and no impact to jurisdictional areas or federally protected wetlands would occur.
- d) The site is in an urbanized area and is not adjacent to an open space or wildlife corridor; nor does the site itself serve as a wildlife corridor or nursery site. No impact related to the movement of wildlife through corridors would occur.
- e-f) The City does not have an approved MSCP Subarea Plan in place. The project site is not located within a Habitat Conservation Plan or within the vicinity of any local, regional, or state conservation plan. The project site is fully developed and is located within an urbanized area. Therefore, no impact related to the project's compliance with regional and state conservation plans would occur.

V. Cultural Resources

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 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 as defined in Public Resources Code Section 21083.2 and 21084.1, and CEQA Guidelines Section 15064.5, respectively?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any Native American tribal cultural resources or human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Impacts and Mitigation Measures

- a) The project site is fully developed with an existing building and surface parking. The building was constructed in the early 1960s when the neighborhood was established,

and local roads and infrastructure were put in. The project site does not contain any listed historical resources and the project does not propose removal of the existing structures. Therefore, implementation of the project would not create a substantial adverse change in the significance of a historical resource as defined in Section 15064.5, and no impact would occur.

- b) Due to its fully developed state and the proposed project improvements, which do not include ground disturbance, the project would not result in potential impacts to archaeological resources. Therefore, the project would not cause a substantial adverse change in the significance of an archaeological resource, and no impact would occur.
- c) The project would occur on a fully developed site and does not include ground disturbance. As such, the project would not have the potential to disturb human remains, including those located outside of formal cemeteries. No impact associated with the discovery of human remains would occur.

VI. Energy

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
VI. ENERGY. Would the Project:				
a) Result in potentially significant environmental impact 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"/>

Project Impacts and Mitigation Measures

- a) Construction of the proposed project would result in temporary energy consumption and one-time, non-recoverable energy usage associated with interior demolition and improvements activities, the application of architectural coatings, and parking lot restriping. Energy consumption related to construction of the proposed project would primarily consist of the consumption of fossil fuels as a result of use of on-road vehicles for worker commutes and trucks for debris removal. The temporary demand for energy associated with construction would not, however, be excessive because of the minor amount of proposed construction, consisting of interior demolition and improvements, the architectural coatings application for the building, and parking lot restriping. This energy usage would be minor and would cease upon completion of the project construction activities.

The project's operational energy usage would be minimized through compliance with the California Building Code Standards (i.e., California Code of Regulations [CCR] Title 24) and California Green Building Standards Code, as applicable to the project. Therefore, the project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. Less-than-significant impacts would occur.

- b) To minimize its energy demand, the project would comply with CCR Title 24 and California Green Building Code Standards, as described above in response VI.a. Because the project would integrate design features to comply with the applicable regulations pertaining to energy efficiency, less-than-significant impacts would occur and the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, including the California Energy Commission’s Integrated Energy Policy Report.

VII. Geology and Soils

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the Project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of injury, damage or death involving?				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Map issued by the State Geologist for the area or based upon on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<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 geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Impacts and Mitigation Measures

- a) The project would not directly or indirectly cause potential substantial adverse effects, including the risk of injury, damage or death as follows:
- i) Major known active faults in San Diego County include Rose Canyon, La Nación, Elsinore, San Jacinto, Coronado Bank, and San Clemente Fault Zones. La Nación is the closest of these faults, located approximately 10 miles west of El Cajon. According to the City of El Cajon Safety Element, there are no Alquist-Priolo earthquake fault zones within the City. Since no active faults are known to transect the project site, ground surface rupture is unlikely. For this reason, no impact related to rupture of a known earthquake fault would occur.
 - ii) The site is located in a seismically active area, as is the majority of southern California, and the potential for strong ground motion is considered significant. Due to its presence in a seismically active area, the project would be subjected to a moderate to severe risk associated with ground shaking related to a large-magnitude earthquake on one of the regional faults noted above. The project does not include structural changes to the existing building or building foundation and thus, would not alter the suitability of building in regards to safety during seismic shaking. Impacts would be less-than-significant.
 - iii) Liquefaction potential is based on soil strength and the presence of a shallow water table. Liquefaction occurs when soil is saturated with water and subject to a destabilizing force such as an earthquake, resulting in the soil behaving like a liquid. Liquefaction generally occurs during significant earthquake activity. Over half of the City, including the project site, is a liquefaction risk area, as shown on the City of El Cajon Safety Element Figure S-5. The project does not include structural changes to the existing building or building foundation, and thus, would not alter the suitability of building in regards to liquefaction risks. Impacts would be less-than-significant.
 - iv) Landslides in the El Cajon Valley are known to occur in the western slopes within the Friars Formation. The City of El Cajon Safety Element identifies the northwest portion of the City as the area with the most landslide risk but indicates that landslide risk areas occur throughout El Cajon. The project site and adjacent uses are located within the central portion of the City, within an urban area that is topographically level with no slopes or interface with natural sloping areas. The project site is fully developed, and the project does not propose structural changes to the existing building or building foundation. Based on the developed nature of the site, the flat topography of the site and surrounding areas, and lack of structural changes associated with the project, no impact associated with landslides would occur.
- b) The project does not include ground disturbance, soil movement, or the exposure of soil. The project site is fully developed with a building, surface parking, and small landscaped areas adjacent to East Madison and North Mollison Avenues. As the project does not include ground disturbance or soil movement and the project site is fully developed, no impact associated with soil erosion or loss of topsoil would occur.
- c-d) The project site is fully developed with the existing building and surface parking. During construction of the existing structure, soil would have been determined adequate for supporting building construction. Since the project would utilize the

existing structure, no impact associated with unstable or expansive soils would occur.

- e) The project would utilize the existing wastewater (i.e., sewer) infrastructure that currently services the project site. The project does not include the provision of septic systems or alternative wastewater systems and no impact would occur.
- f) The project does not include ground disturbance or excavation. As such, there is no potential to disturb underground paleontological resources. No impact would occur.

VIII. Greenhouse Gas Emissions

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS. Would the Project:				
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"/>

Project Impacts and Mitigation Measures

- a) The City adopted its *Sustainability Initiative* in 2020, which is a plan to reduce greenhouse gas (GHG) emissions within its jurisdiction. The City does not have a qualified Climate Action Plan (CAP) and has not established a screening threshold for GHG emissions. As such, a project-specific greenhouse gas study (Bluescape Environmental 2022) was prepared using California Air Pollution Control Officers Association (CAPCOA) screening threshold as an emission level that would indicate project emissions would result in less-than-cumulatively-significant impacts and would not interfere with the ability of the state to achieve state reduction targets. With the passage of Senate Bill (SB) 32, the state extended and increased its commitment to GHG reductions to 40 percent below 1990 levels by 2030. To accomplish this objective, the CAPCOA 900 MT CO_{2e} screening threshold was reduced annually by 5 percent for projects with operational years of 2021 to 2030, to demonstrate compliance with the SB 32 target by 2030. In the case of the proposed project, which would become operational by 2023, a screening threshold of 765 MT CO_{2e} is used for assessing the project’s GHG emissions (Bluescape Environmental 2022).

The project’s GHG emissions sources include mobile sources associated with construction (on-road vehicles for construction workers and potential haul trucks for demolition debris), and operational emissions from energy use (electricity and natural gas), solid waste, water use and transportation, with the majority of operational emissions being associated with vehicle trips. Area emissions include landscaping equipment, architectural coatings, and consumer products. In the case of the proposed project, GHG emissions estimates were calculated using the California Emissions Estimator Model (CalEEMod) software. The project-specific GHG

study estimated the project’s construction emissions would be 1.08 MT CO₂e amortized over 30 years, while the operational GHG emissions were estimated at 324.2 MT CO₂e per year. When construction and operational emissions are combined and compared to the adjusted screening threshold of 765 MT CO₂e, it was determined that the project would produce 325.3 MT CO₂e per year, less than the screening threshold.

Additionally, an operational GHG emissions comparison between the former use of the building as a church and the proposed office uses was conducted to determine the difference in operational GHG emissions between the two land uses. The operational GHG emissions for the former church were calculated at 138.5 MT CO₂e, while the project’s construction and operational emissions total 325.3 MT CO₂e. The combined total GHG emissions for the project are higher than total GHG emissions associated with the previous use of the site as a church, due to increased energy and water usages and increased ADT of the medical office land use. However, the GHG emissions between the church uses and medical office uses are both well below the significance threshold of 765 MT CO₂e. Therefore, the project would not generate GHG emissions in excess of the screening threshold and its impacts on climate change would be less-than-significant.

- b) As discussed in response VIII.a, the project would generate GHG emissions that would not be cumulatively considerable. Further, the project’s GHG emissions would decline in the future based on regulatory forecasting. Vehicle emissions would continue to decline due to regulations that increase vehicle efficiency, and the development of alternative fuel vehicles and technologies. GHG emissions associated with energy and the transportation and treatment of water would continue to decrease, as San Diego Gas & Electric continues to increase renewable sources of energy in accordance with Renewable Portfolio Standard goals. Given the reasonably anticipated decline in project emissions, due to existing regulatory programs, once the project is fully constructed and operational, the project emissions would continue to decline in line with the GHG reductions needed to achieve the state’s interim (2030) and horizon-year (2050) goals established by AB 32 and SB 32. The project would not conflict with any local or state plan, policy, or regulation aimed at reducing GHG emissions from land use and development. Impacts would be less-than-significant.

IX. Hazards and Hazardous Materials

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, emission 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 reasonable 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"/>

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site 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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Project Impacts and Mitigation Measures

- a-b) The project consists of interior building improvements, application of exterior architectural coatings, and parking lot restriping on a parcel that is fully developed. Proposed uses for the existing building are limited to medical office uses providing medical services to the public. During construction activities, hazardous materials may be present on site (such as fuels, lubricants, solvents, etc.); however, these materials would be present in small quantities and typical of those used in construction activities. These materials would be stored, handled, used, and disposed of by the construction contractor in accordance with applicable regulations and requirements, and would not create a significant hazard to the public or environment. Additionally, due to the age of the building, which was constructed in the early 1960s, there is potential for asbestos containing materials (ACM) or lead-based paint (LBP) to be present. During interior remodeling, the project would comply with regulatory requirements for testing and abating these materials. During long-term operation of the project, minor amounts of hazardous materials, such as cleaning materials, typical of an office setting would be present at the project site. These materials would not be substantial or prone to accidental releases and would not create a significant hazard to the public or the environment. Additionally, the proposed medical uses would produce medical waste which could generate biohazardous waste and sharps. Medical waste would be handled and disposed of in accordance with existing regulations for medical waste. Impacts would be less-than-significant.

- c) The nearest schools are El Cajon Valley High School, located approximately 700 feet to the east, and Cajon Valley Middle School, located approximately 600 feet to the west of the project site. The project would generate a small amount of temporary construction emissions during interior building improvements, application of architectural coatings, and parking lot restriping; however, these emissions would be minor and would only occur during the approximately five-month construction period. In the long-term, an office land use such as the project would not emit or handle acutely hazardous materials or waste. Medical waste would be handled and disposed of in accordance with existing regulations for medical waste. Therefore, impacts associated with the emission of hazardous materials within 0.25 mile of a school would be less-than-significant.
- d) Based on a review of the California Department of Toxic Substances Control EnviroStor database, neither the project site nor directly adjacent properties are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no impact would occur.
- e) The project site is located approximately 1.8 miles southeast of Gillespie Field. In January 2010, the Regional Airport Authority adopted the Gillespie Field Airport Land Use Compatibility Plan (ALUCP). The project site is located in the Airport Influence Area (AIA) for the Gillespie Field, within Review Area 2 of the AIA. Review Area 2 consists of locations beyond Review Area 1 but within airspace protection and overflight notification areas. Limits on the heights of structures are the only restriction on land uses within Review Area 2. The project does not propose changes to the building height. Based on ALUCP Exhibit III-1, the project site is not located within noise compatibility contours for Gillespie Field, and thus, the project would not result in the exposure of people to excessive aircraft noise. The project is not within identified Safety Zones for Gillespie Field, as shown on ALUCP Exhibit III-2, and thus, the project would not result in safety hazards for people working at the project site. There are no other public airports or airstrips in the project area. No impact would occur from safety hazards or noise from regional aircraft operations.
- f) Emergency access to and from the site would occur via the existing driveways on East Madison Avenue and North Mollison Avenue. The project does not require off-site improvements or temporary lane closures adjacent to the project site or along area roadways. The project would comply with the City's requirements with regard to emergency access, as determined through site plan reviews by Heartland Fire and Rescue Department. Review of the site plan in accordance with these requirements would result in adequate emergency access, and no impact would occur.
- g) The project site is completely developed and is located in an urbanized area. The nearest area mapped as Very High Fire Hazard Severity Zone (VHFSZ) is approximately 1.5 mile west of the project site; therefore, the project site does not have a direct interface with areas designated as VHFSZ. The project does not propose exterior building modifications or new structures but would need to comply with fire code requirements; however, the site plan would be reviewed by the Heartland Fire and Rescue Department staff for compliance with the regulations. Upon review of the project design to verify compliance with the applicable regulations, the project would have no impact related to wildfire risk.

X. Hydrology and Water Quality

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the Project:				
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course or a stream or river or through the addition of impervious surfaces, in a manner that would:				
i) Result in substantial erosion or siltation on or off site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Impacts and Mitigation Measures

- a) The project site is fully developed with the existing building and surface parking. Since the project would utilize the existing structure and parking lot, it would not alter the existing drainage conditions or impervious surface areas at the site. The change in land use from a church use to a professional office use would not alter the types of pollutants that would occur at the site, mainly associated with the continued use of the surface parking, such as oil and grease. Construction activities do not

- include soil movement or removal of existing impervious areas. As the project site is already developed, runoff would be conveyed to an existing stormwater system already in place. Post-construction runoff would not increase the potential for urban contaminants since no operational changes are proposed to the parking area. Based on the lack of physical changes to the surface parking and building structure, and the lack of construction activities outside of the building, the project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. No impact would occur.
- b) The project does not propose the use of local groundwater supplies or the construction of groundwater wells. The project would rely on water service from the Helix Water District and not ground water supplies. The project site is fully developed, with impervious surfaces covering most of the site, except landscaped areas adjacent to the East Madison Avenue and North Mollison Avenue frontages. The project would not result in changes to the impervious areas at the site and thus, would not result in changes to groundwater recharge. Therefore, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. No impact would occur.
- c) Drainage patterns on the project site would not be altered by the project. The project site is fully developed and consists mostly of impervious areas. Small, landscaped areas adjacent to the East Madison Avenue and North Mollison Avenue frontages provide the only pervious areas on the project site. As no soil movement would occur and the project would not result in the exposure of soil, no impacts associated with erosion or siltation would occur. The project does not propose changes or construction activities on the building exterior, except for the application of architectural coatings and parking lot restriping. These activities would not have the potential to change the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, 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. The northern portion of the project site, adjacent to East Madison Avenue, is within the 500-year floodplain, as mapped by the Federal Emergency Management Agency; however, a large portion of the project site, including the existing building, is not located within flood hazard zones. As exterior work associated with the project is limited to the application of architectural coatings and parking lot restriping, the project would not result in alterations at the site that would impede or redirect flood flows. No impact associated with altering the exiting drainage of the project site would occur.
- d) As discussed above, no alteration to the existing site drainage would occur. The project site is outside any defined 100-year floodplains and is located approximately 18 miles inland from the Pacific Ocean, over 7 miles south of San Vicente Reservoir, and approximately 5 miles southwest of Lake Jennings. Due to these intervening distances, there would be no drainage or water quality impacts related to flood hazards or inundation by tsunami or seiche. No impact would occur.
- e) The project site is fully developed with the existing building and surface parking. Since the project would utilize the existing structure and parking lot, based on the lack of physical changes to the surface parking and building structure, and the lack of construction activities outside of the building, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. No impact would occur.

XI. Land Use and Planning

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the Project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Project Impacts and Mitigation Measures

- a) The project site is fully developed and located within an urbanized area. The project does not propose construction of new structures and building alterations would be limited to interior and minor exterior improvements. As such, construction of the project would not physically divide an established community. No impact would occur.
- b) The project site is designated Medium Density Residential (MR) in the City’s General Plan and zoned RM-2200. The project proposes a GPA to change the existing land use from Medium Density Residential to Office/Non-Retail (O/NR). The zoning reclassification would reclassify on-site zoning from RM-2200 to Office Professional (O-P) for consistency with the GPA. While a GPA and zoning reclassification is required, the project would not result in inconsistencies with General Plan policies. The project would convert an existing, vacant church to a medical office building that would provide medical services to the local community. The project would comply with the building setback, height and massing regulations contained in the City Zoning Code. As discussed in response III.a, the project would not result in conflicts with the RAQS and SIP, because the GPA would change the site use from a residential use (which has the potential to induce population growth) to an office use (which is non-population-inducing). Additionally, as discussed in response VIII.b, the project would not result in inconsistencies with GHG plans and regulations. The project would not result in land use consistency impacts associated with the Gillespie Field ACLUP, as discussed in responses IX.e and XIII.c. Therefore, the project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Less-than-significant impacts would occur.

XII. Mineral Resources

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<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"/>

Project Impacts and Mitigation Measures

- a-b) The project site is in an urbanized area and is fully developed. There are no known mineral resources of significant value or categorized as locally important on the project site or within the City and the project site is not appropriate for mineral extraction activities due to its developed nature. As a result, there would be no impact to mineral resources associated with project implementation.

XIII. Noise

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XIII. NOISE. Would the Project:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Impacts and Mitigation Measures

- a) Temporary, short-term noise would be produced during construction of the project. Construction personnel, construction equipment, and materials deliveries to the site would incrementally increase noise levels on local roads leading to the site. Although there would be a relatively high single event noise exposure potential causing intermittent noise nuisance (passing trucks), the effect on longer-term (hourly or daily) ambient noise levels would be small when compared to existing hourly/daily traffic volumes on East Madison Avenue and North Mollison Avenue. Also, due to the nature of the construction activities, which would consist of interior demolition and improvements, the transport of construction material to the site would be less than a typical construction project, as no materials for building construction would be required. Construction vehicles accessing the project site would be temporary, vehicles speeds would be low, and the volume of traffic would not be substantial due to the small project size and the nature of the construction activities (limited to interior demolition and improvements, exterior building application of architectural coatings, and parking lot restriping). Therefore, short-term, construction-related noise impacts associated with worker commute and equipment/materials transport to the project site would be less-than-significant.

Noise generated during equipment usage on the project site would also result in short-term noise increases in ambient noise levels over the course of the construction schedule; however, construction does not include ground disturbance or exterior building construction activities and would not require the use of outdoor heavy equipment. Construction would occur within the building for interior demolition and improvements, and thus, noise would be reduced as compared to typical construction activities that require exterior equipment use and the use of heavy equipment. The City Noise Ordinance specifies maximum 1-hour average sound level limits at the boundary of a property. These maximum 1-hour sound level limits are the maximum noise levels allowed at any point on or beyond the property boundaries due to activities occurring on the property. For residential uses (such as the uses adjacent to the project site to the south), these limits are 60 dBA 1-hour sound level (Leq) between 7 a.m. and 7 p.m., 55 dBA Leq between 7 p.m. and 10 p.m., and 50 dBA Leq between 10 p.m. and 7 a.m. The project is subject to the provisions of the City Noise Ordinance, and therefore, temporary increases in ambient noise during construction would be less-than-significant.

In terms of permanent noise, on OP/NR use would generate traffic noise by adding 435 weekday ADT to local roads in the project area, assuming the Institute of Traffic Engineers (ITE) trip rate of 34.8 trips per thousand square feet for Medical Office Building (Bluescape Environmental 2022). The project would generate 107 ADT on Saturdays and 18 ADT on Sundays. For comparison, the ADT associated with church usage of the building was estimated at 87 weekday ADT, 75 ADT on Saturday, and 345 ADT on Sundays, based on the ITE trip rates for Place of Worship (Bluescape Environmental 2022). Therefore, during the weekday, the project would result in a net increase of 348 weekday ADT compared to the church use of the building. During weekends, the project would result in an increase of 32 Saturday ADT as compared to the church use and would result in a decrease of 327 Sunday ADT. Project traffic would primarily travel along East Madison Avenue and North Mollison Avenue for direct access to the site and would travel along other area roadways to access East Madison and North Mollison Avenues. A 3 dB change in noise levels is the minimum level required for a perceptible change in noise levels for the general population. In order to increase ambient road noise by 3 dB, a project would have to double the

amount of traffic on that road (U.S. Department of Transportation 2018). East Madison Avenue between Magnolia Avenue and Ballantyne Street (which is one block west of the project site) carries approximately 8,700 daily trips, while East Madison Avenue east of Jamacha Road carries 10,400 daily trips (Chen Ryan 2016). North Mollison Avenue between East Main Street and Park Avenue (approximately one block south of the project site) carries approximately 17,900 daily trips (Chen Ryan 2016). The 348 additional weekday daily trips the project would add (in comparison to the church uses) to these roadways would not result in a doubling of traffic volume, and thus, would not cause a perceptible noise increase associated off-site roadway traffic. The amount of new vehicle trips attributable to the project would be very minor in comparison to the amount of existing traffic on nearby roads. Therefore, the incremental increase in noise along roads in the project area attributable to project traffic would be imperceptible to local residents. A less-than-significant permanent impact to ambient noise levels would occur as a result of the project.

- b) Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible, but without the effects associated with the shaking of a building there is less adverse reaction. The project does not include components such as grading or ground disturbance that would require the use of heavy construction equipment. The proposed activities, consisting of interior building improvements, application of architectural coatings, and restriping the parking lot would not require the use of equipment that would generate groundborne vibration. Additionally, the proposed uses would not generate groundborne vibration during project operation. No impact would occur.
- c) No private airports occur in the project vicinity. The project site is located approximately 1.8 miles southeast of Gillespie Field. Based on ALUCP Exhibit III-1, the project site is not located within noise compatibility contours for Gillespie Field, and thus, the project would not result in the exposure of people to excessive aircraft noise. No impact would occur.

XIV. Population and Housing

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the Project:				
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 type="checkbox"/>	<input checked="" 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"/>

Project Impacts and Mitigation Measures

- a) The project is proposed on a fully developed site in an urbanized area and would utilize the existing building on site. The proposed GPA would change the use from a

residential use (which has the potential to increase population growth) to an office use (which is non-population-inducing). Therefore, the project does not include uses that would induce population growth, such as residential uses or large job-generating uses. The project does not propose components that would extend or increase infrastructure capacity in the project area, nor would it provide infrastructure to previously unserved areas. No new public roads are proposed, and the project would utilize existing utility infrastructure already present at the site. Therefore, the project site would not induce substantial unplanned population growth in the area. No impact would occur.

- b) The project site contains a vacant building that is not in use, and the project would reuse the existing building. The project would not result in the displacement of people or housing. Therefore, no impact would occur.

XV. Public Services

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XV. PUBLIC SERVICES. Would the Project 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 following public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Impacts and Mitigation Measures

- a) Fire protection services for the City are provided by Heartland Fire and Rescue Department, which maintains staff at eight fire stations. El Cajon Fire Station No. 6 is located at 100 East Lexington Avenue, approximately 0.7 mile southwest of the project site. El Cajon Fire Station No. 8 is located at 1470 East Madison Avenue is located approximately 1.3 miles west of the project site. The site would maintain its existing access points on East Madison Avenue and North Mollison Avenue, and as such, would be accessible by fire and emergency equipment. The church use of the building required fire protection services. The project would result in similar fire protection demand as the church use and would not necessitate the construction of new or expanded fire protection facilities. The project site is fully developed and is located in an urbanized area that has existing fire protection. Therefore, there would be no environmental impacts associated with serving the project site from existing fire and emergency response facilities. No impact would occur.
- b) Police protection for the City is provided by the El Cajon Police Department from its headquarters at 100 Civic Center Way. The project would provide medical services to

existing residents within the City and would utilize an existing structure in an urbanized area. Based on the service of existing residents and the use of an existing structure, the project would not result in the need for new or altered police protection facilities. The demand for police protection services would be served from the existing police protection facilities. Therefore, there would be no environmental impacts associated with serving the project site from existing police protection facilities. No impact would occur.

- c) The project site is located within the Cajon Valley Union School District and the Grossmont Unified High School District. The project is a medical office use that would provide medical services to existing residents in the area and would not result in increased need for school facilities. As such, no impact to school facilities would occur as a result of the project.
- d) The project is a medical office use that would provide medical services to existing residents in the area. As such, the project would not result in increased demand on existing parks. No impact to parks would occur.
- e) The project is a medical office use that would provide medical services to existing residents in the area and would utilize an existing building. The project would not result in substantial adverse impacts associated with the need for new or altered public facilities. No impact would occur.

XVI. Recreation

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Impacts and Mitigation Measures

- a) The project does not propose uses that would generate a demand on existing neighborhood or regional parks or other recreational facilities. The project would serve existing residents in the area but does not include resident-generating uses or large job-generating uses that would bring new residents to the City. No impact on existing neighborhood or regional parks, or other recreational facilities would occur as a result of the project.

- b) The project is a medical office use providing medical services. It does not include recreational facilities or require the construction or expansion of recreational facilities. No impact would occur.

XVII. Transportation

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XVII. TRANSPORTATION. Would the project:				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1)?	<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 curve or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Impacts and Mitigation Measures

- a) The project does not include changes to the circulation system, including transit, roadway, bicycle, or pedestrian facilities. There is a covered bus stop for MTS Route 864 at the southwest intersection of East Madison and North Mollison Avenues, along the sidewalk adjacent to the project site. Bus stop access along the segment of Madison Avenue adjacent to the project site would be maintained during and after project construction. The property is, therefore, within the ¼ mile walkshed of a bus route. The El Cajon Bicycle Master Plan and Active Transportation Plan identify East Madison Avenue and North Mollison Avenue as having existing and proposed Class 2 bicycle lanes in the immediate project vicinity (KTUA 2011). There are no missing sidewalks for pedestrian usage along either road in the project vicinity, according to the Active Transportation Plan (City of El Cajon 2022). As the project does not include any off-site circulation work or changes to road configurations or conditions, it would not conflict with the City's Bicycle Master Plan or the Active Transportation Plan. No changes or closures to the sidewalks would occur during project construction or operation; existing pedestrian access would be maintained. The project would not cause any changes to major roads, pedestrian facilities or bicycle facilities in the area. The project would not conflict with any adopted programs, plans or policies related to the local circulation system. No impact would occur.
- b) The project would generate 435 weekday ADT based on the ITE trip generation factor for Medical Office Building (i.e., 34.8 trips per 1,000 square feet). The project would generate 107 ADT on Saturdays and 18 ADT on Sundays. Daily trips associated with church usage of the building were estimated at 87 weekday ADT, 75

ADT on Saturday, and 345 ADT on Sundays, based on the ITE trip rate for Place of Worship (Bluescape Environmental 2022). During the weekday, the project would result in a net increase of 348 weekday ADT compared to the church use of the building. During weekends, the project would result in an increase of 32 Saturday ADT, and a decrease of 318 Sunday ADT as compared to the church use. The City has not adopted guidelines for conducting either screening level or full vehicle miles traveled (VMT) analysis in accordance with Senate Bill 743. Therefore, the San Diego Region Guidelines prepared by the ITE were utilized to determine if the project has the potential for VMT impacts (ITE 2019). Based on the ITE guidelines, a project that is not consistent with the General Plan designation and generates less than 500 ADT would not require a VMT analysis. Based on the guidelines, the project generating 435 weekday ADT, a VMT analysis is not necessary for the project. Therefore, the project's VMT impacts are presumed to be less-than-significant.

- c-d) The project site would maintain its existing access points on East Madison Avenue and North Mollison Avenue. No alterations to driveway configuration or site access are proposed. The restriping of the parking lot would maintain existing drive aisles in the parking area and would not place parking areas in such a way as to create design hazards or access issues. No changes to off-site streets are proposed and no construction activities would occur off site. The project would not create a geometric design feature that would substantially increase hazards in the project area. No impact would occur.

XVIII. Tribal Cultural Resources

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) to Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Impacts and Mitigation Measures

- a) The project area was graded and heavily disturbed in the 1960s when the local neighborhood was established, and local roads and infrastructure were installed. The project site is fully developed, and to implement the project there would be no ground disturbance or removal of existing structures, pavement or landscaping at the site. Therefore, implementation of the project would not create a substantial adverse change in the significance of a historical resource as defined in Public Resources Code Section 5020.1(k), and no impact would occur.

- b) The Barona Band of Mission Indians, Jamul Indian Village of California, and Mesa Grande Band of Mission Indians requested to be informed through formal notification of proposed projects within El Cajon under the provisions of SB 18 and SB 52. Because of the proposed General Plan Amendment, a SB 18 consultation was initiated when a formal notification letter containing a written description of the project, a project map, and lead agency contact information was sent to the authorized representatives on June 28, 2022 and July 21, 2022 in accordance with Government Code Section 65352. To date, a request for consultation was received from San Luis Rey Band of Mission Indians and there is the potential for other tribes to request consultation during the 90-day period. Due to lack of ground disturbance associated with the project that would occur at the site and the consultation conducted to date, no impact to tribal cultural resources would be expected to occur as a result of the proposed project.

XIX. Utilities and Service Systems

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. Would the Project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<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"/>

Project Impacts and Mitigation Measures

- a-c) The project site is already served by existing water, wastewater, stormwater, electric power, natural gas, and telecommunications infrastructure. Wastewater and stormwater services are provided by the City. The project would use existing sewer mains in the project area. Water service would be provided to the project through existing water line connections that already serve the site and would be supplied by the Helix Water District. The project is not of sufficient size to require (pursuant to Senate Bill 221) a water supply assessment. While the project would result in an increase in demand above the existing levels required by the church and current vacant building, the demand for water, wastewater, stormwater treatment and other utilities would be similar in scale to that of the prior site use and would not result in the need for new or expanded facilities. No significant environmental effects would occur, and less-than-significant impacts are identified.
- d-e) The project would result in new medical office uses occurring in the existing building that would generate solid waste during construction and long-term operation. Medical office uses would likely result in increased solid waste generation as

compared to church uses, due to the increased number of people present at the building on a daily (weekday) basis; however, compliance with the applicable provisions of the El Cajon Municipal Code would ensure that both short-term and long-term project-level impacts would not occur. For construction, the City encourages applicants for demolition and building permits to divert at least 65% of the waste generated on site. While construction waste is expected to be minor due to the proposed construction activities at the site, the interior demolition activities would generate construction debris, which would be handled and disposed of consistent with diversion goals and solid waste handling requirements. For operational waste, the City has granted an exclusive franchise agreement to EDCO for solid waste and disposal services in the City. The project would comply with the City’s implementation of the Source Reduction and Recycling Element (SREE), required pursuant to the State Legislature’s Integrated Waste Management Act, which mandated that all cities reduce waste disposal in landfills from generators within their borders. The incremental increase in solid waste associated with the project would not cause impacts on the City’s waste management goals. Therefore, solid waste impacts would be less-than-significant.

XX. Wildfire

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

Project Impacts and Mitigation Measures

- a) Emergency access to and from the site would not change as a result of the project and would be provided via the existing driveways on East Madison Avenue and North Mollison Avenue. The project would comply with the City requirements with regard to

emergency access. City review of the site plan would result in adequate emergency access, and no impact would occur.

- b) The project site is fully developed and located in an urbanized area. According to the City of El Cajon Safety Element Figure S-8, the project site is not located within or adjacent to Very High, High, or Moderate Wildfire Hazard Severity Zones. The nearest area mapped as VHFSZ is approximately 1.5 mile west of the project site; therefore, the project site does not have a direct interface with wildlands. The project includes interior improvements, exterior architectural coatings, and parking lot restriping. The interior project improvements would be subject to review by Heartland Fire and Rescue Department to ensure compliance with all fire code requirements contained in the El Cajon Municipal Code. Due to the lack of adjacent wildland interfaces and slopes and compliance with fire code requirements, the project would have less-than-significant impacts related to wildfire risk.
- c) The project would not 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. The project would reuse the existing building and surface parking lot. Project improvements are limited to interior improvements, architectural coatings on the building exterior, and restriping of the parking lot. No impact to the environment would occur related to fire infrastructure.
- d) The project site is situated in an urbanized area in the central portion of El Cajon and does not have a direct interface with wildlands or natural drainages. 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 impact would occur.

XXI. Mandatory Findings of Significance

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project 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"/>

Discussion

The following are Mandatory Findings of Significance in accordance with CEQA Guidelines Section 15065.

- a) The project site is fully developed, in an urbanized area. The project includes a GPA and a zoning reclassification, along with interior building improvements, exterior architectural coatings, and parking lot restriping. As the project would reuse the existing building and surface parking, no ground disturbance is required. Based on the urban location and nature of the project, the project does not have 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, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. No existing vegetation would be removed by the project. In addition, due to the lack of ground disturbance for the project, there is a no potential for the project to result in the discovery of intact cultural resources or tribal cultural resources. Therefore, the project would not cause a substantial adverse change in the significance of a prehistoric or historic resource. No impact would occur.

- b) As documented in this Initial Study, the project is proposed on a fully developed site in an urban area and would result in no impact or less-than-significant impacts. No mitigation is required for the project. As such, the project would not contribute to potentially significant cumulative environmental impacts. Impacts would be less-than-significant.

- c) As discussed in this Initial Study, there are no hazardous conditions on the project site or in the surrounding area. Construction activities would not create hazardous conditions that would significantly directly or indirectly impact human beings. Any hazardous materials used at the site or removed from the site as part of the construction process would be handled in accordance with applicable regulations for the transport, use, storage, and disposal of such materials, ensuring that no substantial adverse effect on human beings would occur. Due to the age of the existing building, ACM or LBP may be encountered; however, removal and abatement of these materials in compliance with existing regulations would ensure they would not result in hazardous conditions. As described in this Initial Study, the project would not result in significant long-term impacts associated with air quality, geology, hazards or hazardous materials, hydrology/water quality, or noise, and as such, would not result in an adverse effect on human beings, either directly or indirectly. Impacts would be less-than-significant.

REFERENCES

Bluescape Environmental

- 2022 *Greenhouse Gas Study Results for Project: Neighborhood Healthcare Medical Professional Offices, 470 Mollison Avenue., El Cajon, CA, June 1.*

California Department of Forestry and Fire Protection (CAL FIRE)

- 2022 Fire Hazard Severity Zones Viewer. <https://egis.fire.ca.gov/FHSZ/>

California Air Pollution Control Officers Association (CAPCOA)

- 2008 *CEQA and Climate Change, Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to CEQA, January.*

California Department of Conservation

- 2022 California Important Farmland Finder.
<https://maps.conservation.ca.gov/DLRP/CIFF/>.

California Department of Toxic Substances Control

- 2022 EnviroStor Mapping database. <https://www.envirostor.dtsc.ca.gov/public/search>.

California Energy Commission

- 2022 *Final 2021 Integrated Energy Policy Report.* February.

Chen Ryan

- 2016 *El Cajon Housing Element Rezoning Program Traffic Impact Study.*

City of El Cajon

- 2022 *El Cajon Active Transportation Plan.* April.
2021 *City of El Cajon Safety Element.* July.
2020 *City of El Cajon Municipal Code.*
2019 *City of El Cajon Climate Action Plan.* Prepared by Accent and EPIC, July.
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