



**City Council**  
Mayor John W. Minto  
Vice Mayor Rob McNelis - District 1  
Councilmember Ronn Hall - District 2  
Councilmember Laura Koval - District 3  
Councilmember Dustin Trotter - District 4

# CITY OF SANTEE

## REGULAR MEETING AGENDA

### Santee City Council

City Manager | Marlene D. Best  
City Attorney | Shawn D. Hagerty  
City Clerk | James Jeffries

### MEETING INFORMATION

**Wednesday, January 22, 2025**

**6:30 p.m.**

**Council Chamber | Building 2**

**10601 Magnolia Ave • Santee, CA 92071**

### TO WATCH LIVE:

AT&T U-verse channel 99 (SD Market) | Cox channel 117 (SD County)

[www.cityofsanteca.gov](http://www.cityofsanteca.gov)

### IN-PERSON ATTENDANCE

Members of the public who wish to view the Council Meeting live, can watch the live taping of the Council meeting in the Council Chamber on the meeting date and time listed above.

### LIVE PUBLIC COMMENT

Members of the public who wish to comment on matters on the City Council agenda or during Non-Agenda Public Comment may appear in person and submit a speaker slip, before the item is called. Your name will be called when it is time to speak.

**PLEASE NOTE:** Public Comment will be limited to 3 minutes and speaker slips will only be accepted until the item is called. The timer will begin when the participant begins speaking.



The City Council also sits as the Community Development Commission Successor Agency and the Santee Public Financing Authority. Any actions taken by these agencies are separate from the actions taken by City Council. For questions regarding this agenda, please contact the City Clerk's Office at (619) 258-4100 x114

**ROLL CALL:** Mayor John W. Minto  
 Vice Mayor Rob McNelis – District 1  
 Councilmember Ronn Hall – District 2  
 Councilmember Laura Koval – District 3  
 Councilmember Dustin Trotter – District 4

**LEGISLATIVE INVOCATION:** Sunrise Church – Jerry Phillips

**PLEDGE OF ALLEGIANCE**

**PROCLAMATION:** Shen Yun Performing Arts Day

**CONSENT CALENDAR:**

**PLEASE NOTE:** Consent Calendar items are considered routine and will be approved by one motion, with no separate discussion prior to voting. The public, staff or Council Members may request specific items be removed from the Consent Calendar for separate discussion or action. Speaker slips for this category must be presented to the City Clerk at the start of the meeting. Speakers are limited to 3 minutes.

- (1) **Approval of Reading by Title Only and Waiver of Reading in Full of Ordinances and Resolutions on the Agenda. (City Clerk – Jeffries)**
- (2) **Approval of Payment of Demands as Presented. (Finance – Jennings)**
- (3) **Approval of the Expenditure of \$83,472.40 for December 2024 Legal Services. (Finance – Jennings)**
- (4) **Second Reading and Adoption of an Ordinance Amending Certain Sections of the Santee Municipal Code Title 12 “Subdivision of Land, Development Fees, and Dedications” and Chapter 12.30 “Development Impact Fees” and Finding that the Actions are Exempt from Environmental Review Under the California Environmental Quality Act. (City Clerk – Jeffries)**
- (5) **Adoption of a Resolution Authorizing the Submittal of a Grant Application to the County of San Diego for the Community Enhancement Program for FY 2024-2025 to Enhance Arts and Culture in Santee, Committing to Provide Matching Funds, and Approving the Partnership Between the City of Santee and County of San Diego. (Community Services – Chavez)**
- (6) **Adoption of a Resolution Accepting the Citywide Pavement Repair and Rehabilitation Program 2024 (CIP 2024-01) Project as Complete and Finding the Action is Not a Project Subject to the California Environmental Quality Act (“CEQA”) per State CEQA Guidelines Section 15378. (Engineering – Schmitz)**



- (7) **Adoption of a Resolution Authorizing the Submittal of a Grant Application to the Federal RAISE (Rebuilding American Infrastructure with Sustainability and Equity) Grant Program for State Route 52 (SR 52) Improvements. (Engineering – Schmitz)**

**NON-AGENDA PUBLIC COMMENT (15 minutes):**

*Persons wishing to address the City Council regarding items not on the posted agenda may do so at this time. In accordance with State law, Council may not take action on an item not scheduled on the Agenda. If appropriate, the item will be referred to the City Manager or placed on a future agenda. This first Non-Agenda Public Comment period is limited to a total of 15 minutes. Additional Non-Agenda Public Comment is received prior to Council Reports.*

**PUBLIC HEARING:**

- (8) **Public Hearing and Resolution for General Plan Amendment (GPA2019-4) to Update the Safety Element of the Santee General Plan and Adoption of a Negative Declaration (AEIS2019-8) Under the California Environmental Quality Act (“CEQA”). (Planning and Building – Sawa)**

Recommendation:

1. Open and close the Public Hearing; and
2. Adopt the Resolution adopting the Negative Declaration (AEIS2019-6) pursuant to CEQA and adopting the Safety and Environmental Justice Element.

- (9) **Public Hearing and Introduction and First Reading of an Amendment to an Urgency Ordinance Enacting an Essential Housing Program to Boost Housing Production and Improve Housing Affordability in Order to Achieve the Goals Set Forth in the City’s Housing Element (Sixth Cycle: 2-21-2029) and Determining the Amendment Exempt from the California Environmental Quality Act. (City Attorney – Hagerty)**

Recommendation:

1. Open and conduct the Public Hearing; and
2. Introduce and conduct the First Reading of an Amendment to Urgency Ordinance 592; and
3. Set and conduct the Second Reading of the Amendment for February 12, 2025.

**NEW BUSINESS:**

- (10) **City Council Policy on Annexation Policy Direction. (Planning and Building – Sawa)**

Recommendation:

Provide direction to staff on specified policy directions.



**(11) Pavement Maintenance Workshop FY 2025-26 and Finding the Action is Not a Project Subject to the California Environmental Quality Act (“CEQA”). (Engineering – Schmitz)**

Recommendation:

1. Approve neighborhood Zone BH, Fanita Drive, Cuyamaca Street to be resurfaced using available funding; and
2. Provide direction to staff on recommendations for future street repairs with additional funding allocated to street paving.

**(12) Proposal to Consider Transitioning Contract Landscaping and Custodial Services in Area 1 to Services Supported by City Employees. (Community Services – Chavez)**

Recommendation:

Receive report and provide comments.

**(13) First Reading of an Ordinance Adding Chapter 7.19 to Title 7 of the Santee Municipal Code to Prohibit Trespass on Private Property and Business Premises. (City Attorney – Hagerty)**

Recommendation:

1. Introduce and conduct the First Reading of an Ordinance; and
2. Set and conduct the Second Reading of the Ordinance for February 12, 2025.

**(14) Report on New Laws Enacted in 2024 Relevant to Santee. (City Attorney – Hagerty)**

Recommendation:

Receive Report.

**NON-AGENDA PUBLIC COMMENT (Continued):**

*All public comment not presented within the first Non-Agenda Public Comment period above will be heard at this time.*

**CITY COUNCIL REPORTS:**

**CITY MANAGER REPORTS:**

**CITY ATTORNEY REPORTS:**

**CLOSED SESSION:**

**ADJOURNMENT:**





BOARDS, COMMISSIONS & COMMITTEES  
JANUARY AND FEBRUARY MEETINGS

<del>Jan 02</del>	<del>SPARC</del>	<del>Cancelled</del>	<del>Council Chamber</del>
Jan 08	Council Meeting		Council Chamber
Jan 13	Community Oriented Policing Committee		Council Chamber
Jan 22	Council Meeting		Council Chamber
Feb 06	SPARC		Council Chamber
Feb 10	Community Oriented Policing Committee		Council Chamber
Feb 12	Council Meeting		Council Chamber
Feb 26	Council Meeting		Council Chamber

The Santee City Council welcomes you and encourages your continued interest and involvement in the City’s decision-making process.

**For your convenience, a complete Agenda Packet is available for public review at City Hall and on the City’s website at [www.CityofSanteeCA.gov](http://www.CityofSanteeCA.gov).**

*The City of Santee complies with the Americans with Disabilities Act. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities, as required by Section 12132 of the American with Disabilities Act of 1990 (42 USC § 12132). Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to the City Clerk’s Office at (619) 258-4100, ext. 114 at least 48 hours before the meeting, if possible.*



**MEETING DATE** January 22, 2025

**ITEM TITLE** PROCLAMATION: SHEN YUN PERFORMING ARTS DAY

**DIRECTOR/DEPARTMENT** John W. Minto, Mayor

**SUMMARY**

Shen Yun was founded in New York in 2006 by artists who practice Falun Dafa, a mind-body meditation practiced worldwide, though banned in China. Many of these artists fled persecution by the Chinese Communist Party. Those who came to the United States established a new performing arts company in their new homeland, driven by passion, hard work, and dedication.

Since its founding, Shen Yun has grown significantly, expanding from one performance group to eight, with hundreds of elite artists. It stands as another remarkable American success story.

The San Diego Falun Dafa Association is the presenter of Shen Yun Performing Arts' 2025 World Tour in the greater San Diego area. Shen Yun performances entertain, enrich, and uplift audiences in our region.

**FINANCIAL STATEMENT** N/A

**CITY ATTORNEY REVIEW**  N/A  Completed

**RECOMMENDATION**

Present the proclamation.

**ATTACHMENTS**

Proclamation



# | Proclamation

**WHEREAS**, more than ever, our world needs something that promotes peace, hope and the upliftment of spirit. Shen Yun does just that, through its high-caliber artistic performance of beautiful dance music; and

**WHEREAS**, Shen Yun was established in New York in 2006 by artists who practice Falun Dafa, a mind and body meditation that is practiced around the world, though it is banned in China. In fact, some Chinese artists who practice Falun Dafa fled persecution by the Chinese Communist Party. Those who came to the United States of America created a new performing arts company in their new land, with their passion, hard work, and dedication; and

**WHEREAS**, Shen Yun has grown substantially from one performance group to eight, with hundreds of elite artists. This makes it yet another great American success story; and

**WHEREAS**, the San Diego Falun Dafa Association is the presenter of Shen Yun Performing Arts' 2025 World Tour in the greater San Diego region. Shen Yun performances entertain, enrich and uplift audiences in our region, including the city of Santee.

**NOW, THEREFORE**, I, John W. Minto, Mayor of the City of Santee, on behalf of the City Council, do hereby proclaim January 23, 2025, to be

## **“Shen Yun Performing Arts Day”**

in the city of Santee and encourage all citizens to support arts and entertainment such as Shen Yun for enjoyment, fun, relaxation, and for a family bonding opportunity.

IN WITNESS WHEREOF, I have hereunto set my hand this 22nd day of January, two thousand twenty-five, and have caused the Official Seal of the City of Santee to be affixed.

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Mayor John W. Minto

**MEETING DATE** January 22, 2025

**ITEM TITLE** APPROVAL OF READING BY TITLE ONLY AND WAIVER OF READING IN FULL OF ORDINANCES AND RESOLUTIONS ON THE AGENDA

**DIRECTOR/DEPARTMENT** James Jeffries, City Clerk

**SUMMARY**

This Item asks the City Council to waive the reading in full of all Ordinances on the Agenda (if any) and approve their reading by title only. The purpose of this Item is to help streamline the City Council meeting process, to avoid unnecessary delay and to allow more time for substantive discussion of Items on the agenda.

State law requires that all Ordinances be read in full either at the time of introduction or at the time of passage, unless a motion waiving further reading is adopted by a majority of the City Council. (Gov. Code, § 36934). This means that each word in each Ordinance would have to be read aloud unless such reading is waived. Such reading could substantially delay the meeting and limit the time available for discussion of substantive Items. Adoption of this waiver streamlines the procedure for adopting the Ordinances on tonight's Agenda (if any), because it allows the City Council to approve Ordinances by reading aloud only the title of the Ordinance instead of reading aloud every word of the Ordinance.

The procedures for adopting Resolutions are not as strict as the procedures for adopting Ordinances. For example, Resolutions do not require two readings for passage, need not be read in full or even by title, are effective immediately unless otherwise specified, do not need to be in any particular format unless expressly required, and, with the exception of fixing tax rates or revenue amounts, do not require publication. However, like Ordinances, all Resolutions require a recorded majority vote of the total membership of the City Council. (Gov. Code § 36936).

**FINANCIAL STATEMENT**

N/A

**CITY ATTORNEY REVIEW**  N/A •  Completed

**RECOMMENDATION**

It is recommended that the Council waive the reading of all Ordinances and Resolutions in their entirety and read by title only.

**ATTACHMENT**

None.





**MEETING DATE** January 22, 2025

**ITEM TITLE** APPROVAL OF PAYMENT OF DEMANDS

**DIRECTOR/DEPARTMENT** Heather Jennings, Finance *HJ*

**SUMMARY**

A listing of checks that have been disbursed since the last Council meeting is submitted herewith for approval by the City Council.

**FINANCIAL STATEMENT**

Adequate budgeted funds are available for the Payment of Demands per the attached listing.

**CITY ATTORNEY REVIEW**  N/A •  Completed

**RECOMMENDATION** *AG for MDB*

Approve the Payment of Demands as presented.

**ATTACHMENT**

- 1) Summary of Payments Issued
- 2) Voucher Lists

Payment of Demands  
Summary of Payments Issued

<u>Date</u>	<u>Description</u>	<u>Amount</u>
09/19/24	Payroll	\$ 357.10
12/23/24	Accounts Payable	159,484.98
12/24/24	Accounts Payable	18,920.40
12/26/24	Payroll	528,009.23
12/27/24	Accounts Payable	46,444.89
12/31/24	Accounts Payable	170,367.66
01/01/25	Retiree Health	5,203.00
01/02/25	Accounts Payable	33,401.17
01/08/25	Accounts Payable	928,726.68
01/08/25	Accounts Payable	156,710.08
01/09/25	Accounts Payable	292,720.19
01/09/25	Payroll	494,776.95
01/10/25	Accounts Payable	67,537.18
01/14/25	Accounts Payable	<u>157,169.22</u>
	TOTAL	<u>\$ 3,059,828.73</u>

I hereby certify to the best of my knowledge and belief that the foregoing demands listing is correct, just, conforms to the approved budget, and funds are available to pay said demands.

*Heather Jennings*

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Heather Jennings, Director of Finance

Payroll Processing Report  
CITY OF SANTEE  
8/29/2024 to 9/11/2024-S Cycle b

EARNINGS SECTION					DEDUCTIONS SECTION				LEAVE SECTION				
Type	Hours/units	Rate	Amount	Src	Plan	Base Wages	Deduction	Benefit/Cont	LvPlan	Accrued	Taken	Banked	Lost
<b>Grand Totals</b>					<b>Employees: 1</b>								
atkn	-206.75		-10,172.14		catax	-24,627.08			a-fire		-206.75		
ctkn	-75.75		-3,789.30		fedtax	-24,627.08			c-fire		-75.75		
r	-112.00		-5,602.66		medtax	-24,627.08	-357.09	-357.09	s-fire		-101.50		
stkn	-101.50		-5,062.98		pers	0.01							
wcnt	496.00		24,627.09		rhsa2%	5,602.66							
					st1cs3	0.01							
<b>Grand Totals</b>	<b>0.00</b>		<b>0.01</b>				<b>-357.09</b>	<b>-357.09</b>					

<b>Gross:</b>	0.01
<b>Net:</b>	357.10

<< No Errors / 1 Warning >>

*Handwritten notes:*  
 KSA 12/17/24  
 EB 12/17/24  
 PPE 9/11/24  
 Paydate 9/19/24

vchlist  
01/02/2025 11:32:33AM

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount	
31696	12/23/2024	10955 DEPARTMENT OF THE TREASURY	PPE 12/18/24		FEDERAL WITHHOLDING & MEDIC/	120,287.58	
					<b>Total :</b>	<b>120,287.58</b>	
31731	12/23/2024	10956 FRANCHISE TAX BOARD	PPE 12/18/24		CA STATE TAX WITHHELD	39,197.40	
					<b>Total :</b>	<b>39,197.40</b>	
2 Vouchers for bank code : ubgen						<b>Bank total :</b>	<b>159,484.98</b>
2 Vouchers in this report						<b>Total vouchers :</b>	<b>159,484.98</b>

Prepared by: Juch

Date: \_\_\_\_\_

Approved by: E. Burk

Date: 1-2-25

vchlist  
01/02/2025 3:35:57PM

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount	
125674	12/24/2024	10482 TRISTAR RISK MANAGEMENT	121528		WORKERS OCMP LOSSES; NOV24	18,920.40	
					Total :	18,920.40	
1 Vouchers for bank code : ubgen						Bank total :	18,920.40
1 Vouchers in this report						Total vouchers :	18,920.40

Prepared by: *Juanita*  
Date: 1.2.25  
Approved by: *[Signature]*  
Date: 1/2/25

Payroll Processing Report  
CITY OF SANTEE  
12/5/2024 to 12/18/2024-2 Cycle b

EARNINGS SECTION					DEDUCTIONS SECTION				LEAVE SECTION				
Type	Hours/units	Rate	Amount	Src	Plan	Base Wages	Deduction	Benefit/Cont	LvPlan	Accrued	Taken	Banked	Lost
					rhsabc	41,304.33	826.09						
					roth	112,111.86	10,070.58						
					sb-1		93.93						
					sb-3		72.08						
					sffa		3,639.68						
					sffapc		1,037.29						
					st1cs3	91,984.27	2,759.53	-2,759.53					
					st2cs3	15,855.73	475.67	-475.67					
					texlif		249.64						
					vaccpr		574.45						
					vaccpt		204.75						
					vcanpr		318.41						
					vcanpt		90.25						
					vgcipt		88.70						
					vghipr		15.56						
					vision	15,620.70	561.47						
					voladd		17.50						
					voldis		218.13						
					vollif		155.27						
					vollpb			-155.27					
<b>Grand Totals</b>	16,945.88		816,505.58				288,496.35	95,003.33					

<b>Gross:</b>	816,505.58
<b>Net:</b>	528,009.23

<< No Errors / 18 Warnings >>

*KS 12/20/24*  
*EB 12/20/24*

*PPE 12/18/24*  
*Paydate 12/20/24*

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01/02/2025 11:43:40AM

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
6925445	12/27/2024	14704 457 MISSIONSQUARE	PPE 12/18/24		ICMA - 457	41,171.15
					Total :	41,171.15
6987813	12/27/2024	14705 RHS MISSIONSQUARE	PPE 12/18/24		RETIREE HSA	5,273.74
					Total :	5,273.74
2 Vouchers for bank code : ubgen						Bank total : 46,444.89
2 Vouchers in this report						Total vouchers : 46,444.89

Prepared by: *Juana*

Date: 1.2.25

Approved by: *E. Bull*

Date: 1.2.25

vchlist  
01/02/2025 11:49:50AM

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
12244	12/31/2024	10353 PERS	12 24 4		RETIREMENT PAYMENT	170,367.66
<b>Total :</b>						<b>170,367.66</b>
1 Vouchers for bank code : ubgen						<b>Bank total : 170,367.66</b>
1 Vouchers in this report						<b>Total vouchers : 170,367.66</b>

Prepared by: *Junch*  
Date: 1-2-25  
Approved by: *E-Bull*  
Date: 1-9-25



EARNINGS SECTION					DEDUCTIONS SECTION				LEAVE SECTION				
Type	Hours/units	Rate	Amount	Src	Plan	Base Wages	Deduction	Benefit/Cont	LvPlan	Accrued	Taken	Banked	Lost
Grand Totals					Employees: 30								
reth			5,460.00		catax	5,460.00	46.00						
					fedtax	5,460.00	211.00						
Grand Totals	0.00		5,460.00				257.00	0.00					

Gross:	5,460.00
Net:	5,203.00

<< No Errors / No Warnings >>

*EB*  
*1/9/25*

*PPE 1/31/25*  
*paydate 1/1/25*

vchlist  
01/02/2025 4:35:05PM

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
138202	1/2/2025	10412 AT&T	301053963; JAN25		MAST PARK	159.79
<b>Total :</b>						<b>159.79</b>
138203	1/2/2025	10333 COX COMMUNICATIONS	063453006; DEC24 112256001; DEC24		9534 VIA ZAPADOR 9130 CARLTON OAKS DR	97.80 96.88
<b>Total :</b>						<b>194.68</b>
138204	1/2/2025	10251 FEDERAL EXPRESS	8-717-85340 8-724-77031		FEDEX SHIPPING CHARGES FEDEX SHIPPING CHARGES	24.15 30.69
<b>Total :</b>						<b>54.84</b>
138205	1/2/2025	10490 HARRIS & ASSOCIATES INC	65580	54461	COMPREHENSIVE DEV IMPACT FE	607.50
<b>Total :</b>						<b>607.50</b>
138206	1/2/2025	10407 SAN DIEGO GAS & ELECTRIC	34223805628; DEC24 43940205509; DEC24 79900685777; DEC24 85097421694; DEC24		ROW / MEDIANS (GAS) LMD BALLFIELDS; FACILITIES; PARKS CITY HALL GROUP BILL	385.84 2,185.80 20,946.27 8,866.45
<b>Total :</b>						<b>32,384.36</b>
5 Vouchers for bank code : ubgen						<b>Bank total : 33,401.17</b>
5 Vouchers in this report						<b>Total vouchers : 33,401.17</b>

Prepared by: Juanh

Date: 1-2-25

Approved by: [Signature]

Date: 1/2/25

vchlist  
01/08/2025 12:38:41PM

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
138207	1/8/2025	14650 A GARAGE DOOR AND GATE STORE	119061511 164152079	54824 54824	APPARATUS DOOR AND GATE REP APPARATUS DOOR AND GATE REP	487.34 314.90 <b>Total : 802.24</b>
138208	1/8/2025	14954 ADVANCED ELECTRICAL INNOVATION	435 436 437 438	54873 54873 54873 54873	ELECTRICAL REPAIRS & MAINT ELECTRICAL REPAIRS & MAINT ELECTRICAL REPAIRS & MAINT ELECTRICAL REPAIRS & MAINT	1,727.20 142.12 119.82 563.08 <b>Total : 2,552.22</b>
138209	1/8/2025	11399 CABLE PIPE & LEAK DETECTION	933216-1	54951	LEAK DETECTION	700.00 <b>Total : 700.00</b>
138210	1/8/2025	12328 CINTAS CORP. #2	5245079702	55039	FIRST-AID KIT SERVICE	828.41 <b>Total : 828.41</b>
138211	1/8/2025	15152 COAR DESIGN GROUP	22607	54666	NEW FIRE STATION AT CITY OPERA	153,125.00 <b>Total : 153,125.00</b>
138212	1/8/2025	10161 CORE SERVICES INC	91184	54916	CUSTODIAL SERVICES - OFFICES	5,043.39 <b>Total : 5,043.39</b>
138213	1/8/2025	10046 D MAX ENGINEERING INC	8958	54849	STORMWATER PROGRAM ASSISTA	20,335.20 <b>Total : 20,335.20</b>
138214	1/8/2025	14446 ENTERPRISE FM TRUST	282938A-010525 FOTO178411-NRC	55040	VEHICLE LEASING PROGRAM FLEET MAINTENANCE SERVICES	81,576.34 405.81 <b>Total : 81,982.15</b>
138215	1/8/2025	12638 GEORGE HILLS COMPANY, INC.	INV1030731	55094	ADMIN-LIABILITY CLAIMS	1,500.00 <b>Total : 1,500.00</b>
138216	1/8/2025	10065 GLOBAL POWER GROUP INC	98787	54920	GENERATOR MAINT & REPAIRS - 90	1,244.70 <b>Total : 1,244.70</b>
138217	1/8/2025	11196 HD SUPPLY FM	2024 Q2		LOCATION AGMT PYMT 2024 Q3	629,739.37

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
138217	1/8/2025	11196 11196 HD SUPPLY FM	(Continued)			<b>Total : 629,739.37</b>
138218	1/8/2025	11196 HD SUPPLY FACILITIES	9231489237	55060	FACILITIES MAINTENANCE SUPPLI	43.96
			9231535628	55060	FACILITIES MAINTENANCE SUPPLI	214.94
			9232263261	55060	FACILITIES MAINTENANCE SUPPLI	178.39
					<b>Total :</b>	<b>437.29</b>
138219	1/8/2025	11807 IMPERIAL SPRINKLER SUPPLY	0018812889-001	54804	IRRIGATION SUPPLIES	132.75
					<b>Total :</b>	<b>132.75</b>
138220	1/8/2025	15316 JD ANIMAL REMOVAL INC	1801	54805	DEAD ANIMAL REMOVAL SERVICE	1,440.00
					<b>Total :</b>	<b>1,440.00</b>
138221	1/8/2025	12991 NATIONAL LIGHTING SUPPLY LLC	157369	54931	LIGHTING/ELECTRICAL SUPPLIES	283.45
					<b>Total :</b>	<b>283.45</b>
138222	1/8/2025	10095 RASA	5844	54976	MAP CHECK - FANITA DR	1,400.00
					<b>Total :</b>	<b>1,400.00</b>
138223	1/8/2025	10585 SHARP REES-STEALY MEDICAL	101803		PRE EMPLOYMENT PHYSICALS	1,000.00
			101837		PRE EMPLOYMENT PHYSICALS	378.00
					<b>Total :</b>	<b>1,378.00</b>
138224	1/8/2025	10119 STEVEN SMITH LANDSCAPE INC	3071	54812	A 1 LANDSCAPE SERVICES	13,932.00
					<b>Total :</b>	<b>13,932.00</b>
138225	1/8/2025	10121 SUPERIOR READY MIX LP	468200	55010	ASPHALT MATERIALS & SUPPLIES	583.01
					<b>Total :</b>	<b>583.01</b>
138226	1/8/2025	10482 TRISTAR RISK MANAGEMENT	120438	55095	WORKERS COMP LOSSES	11,287.50
					<b>Total :</b>	<b>11,287.50</b>
20 Vouchers for bank code : ubgen						<b>Bank total : 928,726.68</b>
20 Vouchers in this report						<b>Total vouchers : 928,726.68</b>

Bank code : ubgen

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<u>Voucher</u>	<u>Date</u>	<u>Vendor</u>	<u>Invoice</u>	<u>PO #</u>	<u>Description/Account</u>	<u>Amount</u>
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Prepared by: Jueth  
Date: 1.8.25  
Approved by: [Signature]  
Date: 1/8/25

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
81487	1/8/2025	10956 FRANCHISE TAX BOARD	PPE 1/1/25		CA STATE TAX WITHHELD	38,141.91
					<b>Total :</b>	<b>38,141.91</b>
81500	1/8/2025	10955 DEPARTMENT OF THE TREASURY	PPE 1/1/25		FEDERAL WITHHOLDING & MEDIC/	118,568.17
					<b>Total :</b>	<b>118,568.17</b>
2 Vouchers for bank code : ubgen					<b>Bank total :</b>	<b>156,710.08</b>
2 Vouchers in this report					<b>Total vouchers :</b>	<b>156,710.08</b>

Prepared by: *J. Smith*

Date: 1.9.25

Approved by: *E. Baker*

Date: 1-14-25

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
138227	1/9/2025	12724 AMERICAN FIDELITY ASSURANCE	D794246		VOLUNTARY LIFE INS-AM FIDELITY	4,262.88
					<b>Total :</b>	<b>4,262.88</b>
138228	1/9/2025	10334 CHLIC	3471307		HEALTH AND DENTAL INSURANCE	280,808.63
					<b>Total :</b>	<b>280,808.63</b>
138229	1/9/2025	14793 CONTROLLING INS COST IN CA, SCHOOL 2025-01			EMPLOYEE ASSISTANCE PROGRAI	425.52
					<b>Total :</b>	<b>425.52</b>
138230	1/9/2025	10785 RELIANCE STANDARD LIFE	January 2025		VOLUNTARY LIFE INSURANCE	319.91
					<b>Total :</b>	<b>319.91</b>
138231	1/9/2025	10424 SANTEE FIREFIGHTERS	PPE 1/1/25		DUES/PEC/BENEVOLENT/BC EXP	4,818.86
					<b>Total :</b>	<b>4,818.86</b>
138232	1/9/2025	10776 STATE OF CALIFORNIA	PPE 1/1/25		WITHHOLDING ORDER	449.53
					<b>Total :</b>	<b>449.53</b>
138233	1/9/2025	10776 STATE OF CALIFORNIA	PPE 1/1/25		WITHHOLDING ORDER	260.30
					<b>Total :</b>	<b>260.30</b>
138234	1/9/2025	10001 US BANK	PPE 1/1/25		PARS RETIREMENT	622.72
					<b>Total :</b>	<b>622.72</b>
138235	1/9/2025	14600 WASHINGTON STATE SUPPORT	PPE 1/1/25		WITHHOLDING ORDER	751.84
					<b>Total :</b>	<b>751.84</b>
<b>9 Vouchers for bank code : ubgen</b>						<b>Bank total : 292,720.19</b>
<b>9 Vouchers in this report</b>						<b>Total vouchers : 292,720.19</b>

Prepared by: Juan M

Date: 1-9-25

Approved by: E. Bull

Date: 1-9-25

EARNINGS SECTION					DEDUCTIONS SECTION			LEAVE SECTION					
Type	Hours/units	Rate	Amount	Src	Plan	Base Wages	Deduction	Benefit/Cont	LvPlan	Accrued	Taken	Banked	Lost
					sb-3		72.08						
					sffa		3,639.68						
					sffapc		1,037.29						
					st1cs3	92,525.27	2,775.76	-2,775.76					
					st2cs3	15,855.73	475.67	-475.67					
					texlif		249.71						
					vaccpr		791.40						
					vaccpt		204.75						
					vcanpr		452.64						
					vcanpt		149.65						
					vgcipt		71.76						
					vghipr		31.12						
					vision	16,963.19	583.19						
					voladd		17.55						
					voldis		424.01						
					vollad			159.94					
					vollif		159.97						
<b>Grand Totals</b>	16,501.39		801,467.68				306,690.73	344,076.76					

<b>Gross:</b>	801,467.68
<b>Net:</b>	494,776.95

<< No Errors / 21 Warnings >>

EB 1/7/25  
Pay date 1/9/25  
PPE 1/1/25



vchlist  
01/14/2025 8:05:53AM

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
6587332	1/10/2025	14705 RHS MISSIONSQUARE	PPE 1/1/25		RETIREE HSA	5,201.04
<b>Total :</b>						<b>5,201.04</b>
6739247	1/10/2025	14704 457 MISSIONSQUARE	PPE 1/1/25		ICMA - 457	62,336.14
<b>Total :</b>						<b>62,336.14</b>
2 Vouchers for bank code : ubgen						<b>Bank total : 67,537.18</b>
2 Vouchers in this report						<b>Total vouchers : 67,537.18</b>

Prepared by: J. Smith

Date: 1-14-25

Approved by: E. Ball

Date: 1-14-25

vchlist  
01/14/2025 8:11:21AM

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
1253	1/14/2025	10353 PERS	01 25 3		RETIREMENT PAYMENT	157,169.22
<b>Total :</b>						<b>157,169.22</b>
1 Vouchers for bank code : ubgen						<b>Bank total : 157,169.22</b>
1 Vouchers in this report						<b>Total vouchers : 157,169.22</b>

Prepared by: *J. Smith*  
Date: 1.14.25  
Approved by: *E. Bull*  
Date: 1-14-25

**MEETING DATE** January 22, 2025

**ITEM TITLE** APPROVAL OF THE EXPENDITURE OF \$83,472.40 FOR DECEMBER 2024 LEGAL SERVICES

**DIRECTOR/DEPARTMENT** Heather Jennings, Finance *HJ*

**SUMMARY**

Legal services invoices proposed for payment for the month of December 2024 total \$83,472.40 as follows:

1) General Retainer Services	\$ 17,877.00
2) Labor & Employment	5,895.60
3) Litigation & Claims	3,137.80
4) Special Projects - General Fund	21,605.30
5) Special Projects – Other Funds	790.30
6) Third-Party Reimbursable Projects	<u>34,166.40</u>
Total	<u>\$ 83,472.40</u>

**FINANCIAL STATEMENT**

Account Description: Legal Services

	AMOUNT	BALANCE
General Fund:		
Adopted Budget	\$ 891,530.00	
Revised Budget	891,530.00	
Prior Expenditures	(414,842.95)	
Current Request	(48,515.70)	\$ 428,171.35
Other Funds (excluding third-party reimbursable items):		
Adopted Budget	\$ 25,000.00	
Revised Budget	25,000.00	
Prior Expenditures	(5,705.41)	
Current Request	(790.30)	\$ 18,504.29

**CITY ATTORNEY REVIEW**  N/A  Completed

**RECOMMENDATION** *For M.O.B.*

Approve the expenditure of \$83,472.40 for December 2024 legal services and reimbursable costs.

**ATTACHMENTS**

1. Legal Services Billing Summary December 2024
2. Legal Services Billing Recap FY 2024-25



**LEGAL SERVICES BILLING SUMMARY  
DECEMBER 2024**

DESCRIPTION	CURRENT AMOUNT	INVOICE NUMBER	NOTES
Retainer	\$ 17,877.00	1017438	
<b>1001.00.1201.51020</b>	<b>17,877.00</b>		
Labor & Employment:			
Labor & Employment	5,895.60	1017439	
<b>1001.00.1201.51020</b>	<b>5,895.60</b>		
Litigation & Claims:			
Litigation & Claims	1,069.30	1017440	
Schaeffer Receivership	1,837.30	1017457	
Hope for the Homeless Lakeside Inc.	231.20	1017458	
<b>1001.00.1201.51020</b>	<b>3,137.80</b>		
Special Projects (General Fund):			
Community Oriented Policing	5,081.70	1017441	
Annual Municipal Code Update	144.50		
CEQA Special Advice	606.90	1017459	
Water Quality	1,040.40	1017442	
General Elections	317.90	1017443	
Entertainment District	4,421.70	1017444	
Advanced Records Center Services for PRA	3,316.30	1017451	
Cannabis	578.00	1017452	
Records Management Policy	549.10	1017453	
Development Impact Fee Study	4,017.10	1017454	
Surplus Land Act/Real Property Special Advice	57.80	1017456	
Housing and Planning Legal Support	1,473.90	1017445	
<b>1001.00.1201.51020</b>	<b>21,605.30</b>		
Cuyamaca Street Right-of-Way Acquisition	501.30	1017449	<b>cip71402.30.05</b>
SLEMSA JPA	289.00	1017455	<b>5505.00.1901.51020</b>
	<b>790.30</b>		
Third-Party Reimbursable:			
Redevelopment of Carlton Oaks Golf Course	30,913.60	1017460	<b>cup1906a.10.05</b>
Summit Townhomes	3,167.20	1017463	<b>tm23003a.10.05</b>
Extra Space Storage	42.80	1017462	<b>cup2401a.10.05</b>
Aubrey Glen Design Review	42.80	1017464	<b>tm24003a.10.05</b>
	<b>34,166.40</b>		
<b>Total</b>	<b>\$ 83,472.40</b>		

**LEGAL SERVICES BILLING RECAP  
FY 2024-25**

Attachment 2

<u>Category</u>	<u>Adopted Budget</u>	<u>Revised Budget</u>	<u>Previously Spent Year to Date</u>	<u>Available Balance</u>	<u>Current Request Mo./Yr.</u>	<u>Amount</u>
<b>General Fund:</b>						
General / Retainer	\$ 216,530.00	\$ 216,530.00	\$ 89,775.58	\$ 126,754.42	Dec-24	\$ 17,877.00
Labor & Employment	80,000.00	80,000.00	42,214.72	37,785.28	Dec-24	5,895.60
Litigation & Claims	75,000.00	75,000.00	94,195.41	(19,195.41)	Dec-24	3,137.80
Special Projects	520,000.00	520,000.00	188,657.24	331,342.76	Dec-24	21,605.30
<b>Total</b>	<b><u>\$ 891,530.00</u></b>	<b><u>\$ 891,530.00</u></b>	<b><u>\$ 414,842.95</u></b>	<b><u>\$ 476,687.05</u></b>		<b><u>\$ 48,515.70</u></b>
<b>Other City Funds:</b>						
MHFP Commission	\$ 10,000.00	\$ 10,000.00	\$ 3,217.11	\$ 6,782.89	Dec-24	\$ -
Capital Projects	5,000.00	5,000.00	1,794.70	3,205.30	Dec-24	501.30
SLEMSA JPA	10,000.00	10,000.00	693.60	9,306.40	Dec-24	289.00
<b>Total</b>	<b><u>\$ 25,000.00</u></b>	<b><u>\$ 25,000.00</u></b>	<b><u>\$ 5,705.41</u></b>	<b><u>\$ 19,294.59</u></b>		<b><u>\$ 790.30</u></b>
<b>Third-Party Reimbursable:</b>						
<b>Total</b>			<b><u>\$ 34,882.00</u></b>			<b><u>\$ 34,166.40</u></b>

<b>Total Previously Spent to Date FY 2024-25</b>	
General Fund	\$ 414,842.95
Other City Funds	5,705.41
Applicant Deposits or Grants	34,882.00
<b>Total</b>	<b><u>\$ 455,430.36</u></b>

<b>Total Proposed for Payment</b>	
General Fund	\$ 48,515.70
Other City Funds	790.30
Applicant Deposits or Grants	34,166.40
<b>Total</b>	<b><u>\$ 83,472.40</u></b>

**MEETING DATE** January 22, 2025

**ITEM TITLE** SECOND READING AND ADOPTION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, AMENDING CERTAIN SECTIONS OF THE SANTEE MUNICIPAL CODE TITLE 12 “SUBDIVISION OF LAND, DEVELOPMENT FEES, AND DEDICATIONS” AND CHAPTER 12.30 “DEVELOPMENT IMPACT FEES” AND FINDING THAT THE ACTIONS ARE EXEMPT FROM ENVIRONMENTAL REVIEW UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

**DIRECTOR/DEPARTMENT** James Jeffries, City Clerk

**SUMMARY**

The Introduction and First Reading of the above-entitled Ordinance was approved by unanimous vote at a Regular City Council Meeting on Wednesday, January 8, 2025. The Ordinance is now presented for Second Reading by title only and adoption.

Vote at First Reading:      AYES:            HALL, KOVAL, MCNELIS, MINTO, TROTTER  
   NOES:            NONE  
   ABSENT:        NONE

**ENVIRONMENTAL REVIEW**

The Comprehensive Development Impact Fee Nexus Study is not a “project” as defined by the California Environmental Quality Act (“CEQA”). The Comprehensive Development Impact Fee Nexus Study does not have the potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. (State CEQA Guidelines § 15378.) No environmental review is required.

**FINANCIAL STATEMENT** *HJ*

There is no material direct fiscal impact to the City from this action.

**CITY ATTORNEY REVIEW**     N/A             Completed

**RECOMMENDATION** *JL for MOB*

Conduct the Second Reading and adopt an Ordinance Amending Title 12 of the Santee Municipal Code.

**ATTACHMENTS**

Ordinance



ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SANTEE, AMENDING CERTAIN SECTIONS OF THE SANTEE MUNICIPAL CODE TITLE 12 “SUBDIVISION OF LAND, DEVELOPMENT FEES, AND DEDICATIONS” AND CHAPTER 12.30 “DEVELOPMENT IMPACT FEES” AND FINDING THAT THE ACTIONS ARE EXEMPT FROM ENVIRONMENTAL REVIEW UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

**WHEREAS**, the City of Santee, California (the “City”) is a charter city, duly organized under the California Constitution and laws of the State of California; and

**WHEREAS**, pursuant to article XI, section 5 of the California Constitution and Government Code section 37100, the legislative body of a city may pass ordinances not in conflict with the Constitution and laws of the State of California or the United States; and

**WHEREAS**, pursuant to the police powers delegated to it by the California Constitution, the City has the authority to enact laws which promote the public health, safety, and general welfare of its citizens; and

**WHEREAS**, the City currently imposes Development Impact Fees (the “Fees”) and administers a Fee program applicable to all new development within the City to recover the costs of capital facilities, infrastructure, vehicles, and equipment to mitigate the demands placed upon the City caused by new development; and

**WHEREAS**, pursuant to California Government Code, section 66000, *et seq.* (also known as the “Mitigation Fee Act” or the “Act”) the City is required to complete certain procedural and substantive requirements prior to imposing the Fees; and

**WHEREAS**, the City retained an independent consultant to conduct and prepare an impact fee nexus study, the Comprehensive Development Impact Fee Nexus Study dated December 2024, (the “Study”), attached hereto as Exhibit “B” and incorporated herein by this reference; and

**WHEREAS**, based upon the findings of the Study, the City wishes to increase existing development impact fee category amounts; implement new categories of development impact fees for fire facilities, long range planning and program administration; and change the methodology how the Fees are imposed on residential projects requiring the City Council to update the City’s Municipal Code (the “Code”) to account for these actions and other necessary updates thereto; and

**WHEREAS**, all legal prerequisites to the adoption of this Ordinance have occurred.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA DOES ORDAIN AS FOLLOWS:**

**Section 1. Recitals.** The foregoing recitals are true and correct and are incorporated herein by this reference.

**ORDINANCE NO. \_\_\_\_\_**

**Section 2. Findings.** The City Council hereby makes the following findings. The evidence supporting such findings, including a complete description of such findings, can be found in the Study, which is incorporated herein by this reference. The Study:

- A. Identifies the purpose of the Fees;
- B. Identifies the use to which the Fees will be put;
- C. Shows a reasonable relationship between the use of the Fees and the type of development project on which the Fees are imposed;
- D. Demonstrates a reasonable relationship between the need for the public facilities and the type of development projects on which the Fees are imposed; and
- E. Demonstrates a reasonable relationship between the amount of the Fees and the cost of the public facilities or portion of the public facilities attributable to the development on which the Fees are imposed.

**Section 3. Fee Uses.** The City Council hereby determines that the Fees collected shall be used to finance the public facilities described or identified in the Study or other such facility plans as may be proposed, modified, or amended from time to time by the City Council.

**Section 4. Adoption of the Study and Fees.** Pursuant to Section 12.30.050, the City Council shall adopt the Fees established by the Study by resolution to be adopted concurrently with the adoption of this Ordinance.

**Section 5. Determination of the Fees.** The Fees as set forth in Exhibit "A" to this Ordinance, attached hereto and incorporated herein by this reference shall be determined and imposed on the following basis:

- A. For residential property – Fees for residential property (i.e., single-family and multifamily property) are calculated by multiplying the total square footage included in the building permit multiplied by the Fee rate per square foot (dollars per square foot per unit) for each residential unit of property.
- B. For non-residential property (excluding Drainage Fees) – Fees for non-residential property (i.e., any land use other than residential property) are calculated by multiplying the total square footage of structures included in the building permit, divided by 1,000, and multiplied by the Fee rate (dollars per 1,000 square feet per unit) for the respective non-residential land uses.
  - a. Drainage Fees for Non-residential property – Drainage Fees for non-residential property are the product of the total square footage, divided by 1,000, of impermeable surface to be constructed, including, but not limited to, roof area of structures, parking lots, driveways, patios, streets, and sidewalks, and the Fee rate (dollars per 1,000 square feet per unit) for the respective non-residential land uses.



**ORDINANCE NO. \_\_\_\_\_**

**Section 6. Municipal Code.** Chapter 12.30 of the City's Code shall be updated and amended as follows. All other provisions of Chapter 12.30 not expressly amended by this Ordinance as set forth herein shall remain in full force and effect:

- A. Section 12.30.020, subdivision B shall be amended to read: "B. The purpose of the fees established by this chapter is to impose upon new development the costs of constructing public facilities which are reasonably related to the impacts of the new development. New development in the City will require the construction of new public facilities, including, without limitation, drainage improvements, traffic improvements, traffic signals, public park facilities, community facilities and other public improvements, fire facilities, facilities identified as part of the City's long range planning, and program administration. The City Council finds that it is in the interest of the public's health, safety and welfare for new development to pay the costs of constructing the public facilities reasonably related to the impacts of the new development."
- B. Section 12.30.020, subdivision D shall be amended to read: "D. The City Council finds that there is a reasonable relationship between the use of the fees established by this chapter and the types of development on which the fees are imposed. The public facilities, include, without limitation, drainage improvements, traffic improvements, traffic signals, public park facilities, community facilities and other public improvements, fire facilities, facilities identified as part of the City's long range planning, and program administration for which the fees are collected are reasonably related to the types of development to which they apply."
- C. Section 12.30.020, subdivision E shall be amended to read: "E. The City Council finds that there is a reasonable relationship between the need for the public facilities and the types of development projects to which the fees apply. The public facilities, drainage improvements, traffic improvements, traffic signals, fire facilities, facilities identified as part of the City's long range planning, and program administration that the fees are to be used for, are needed because of the impacts caused by the type of development projects to which they apply."
- D. Section 12.30.040, shall have the following subdivision added to read: "E. Park-in-lieu fee is for the acquisition and development of park facilities."
- E. Section 12.30.040, shall have the following subdivision added to read: "F. Fire facilities fee is to fund the construction of new fire stations and procurement of apparatus and equipment."
- F. Section 12.30.040, shall have the following subdivision added to read: "G. Long range planning fee is for the purpose of funding updates to the City's General Plan Elements and Sustainable Santee Plan as amended."

**ORDINANCE NO. \_\_\_\_\_**

- G. Section 12.30.040, shall have the following subdivision added to read: “H. Program administration fee is a two percent (2%) fee to be added to the amount of the development impact fees due for a project to fund the costs of the City’s management and ongoing program administration, collection, and reporting costs necessary to carry out the City’s development impact fee program.”
- H. Section 12.30.050, subdivision C shall be amended to read: “C. The development impact fees, exclusive of the RTCIP mitigation fee, are automatically adjusted for inflation on July 1 of each year. The inflation adjustment is the greater of two percent (2%) or based on the Construction Cost Index (CCI) for the 20-City Average as reported by the Engineering News Record for a twelve-month period, or a similar published index if the CCI is no longer available.”
- I. Section 12.30.060, subdivision A shall be amended to read: “A. Subject to California Government Code section 66007, developers must pay the applicable development impact fees to the City at issuance of the building permit for the purpose of defraying the actual or estimated cost of the installation of any public facilities.”
- J. Section 12.30.070, subdivision A shall be amended to read: “A. All development impact fees collection pursuant to this chapter must be placed into separate accounts for each fee type. All such revenue must be expended solely for land acquisition, construction or engineering, and other related costs necessary for the installation of the public facility, or reimbursement for land acquisition, construction or engineering of the public facility for which the fee was collected.”
- K. Section 12.30.150 is to be deleted in its entirety and replaced as follows:  
“§ 12.30.150 **Determination of fees.**  
A. With exception of the RTCIP mitigation fee, all other City development impact fees shall be calculated in accordance to the methodology provided in the authorizing ordinance and/or resolution imposing such fees adopted by the City Council, as may be amended.”
- L. Sections 12.30.160, 12.30.180, and 12.30.190 are to be deleted in their entirety. Except section 12.30.160 shall remain in the Code and amended to read a title only: “§ 12.30.160 **Reserved.**”

**Section 7. CEQA.** The City Council has reviewed the matter and hereby finds that this Ordinance will not result in a direct or reasonably foreseeable indirect physical change in the environment nor have a significant impact on the environment and is therefore not subject to California Environmental Quality Act (“CEQA”) Sections 15060(c)(2), 15060(c)(3) and/or 15061(b)(3) of the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3.

**ORDINANCE NO. \_\_\_\_\_**

**Section 8. Prior Fees.** Pursuant to section 12.30.050 of the City's Code, Fees are to be adopted by a resolution of the City Council. Except as provided herein and a subsequent resolution to be adopted concurrently with this Ordinance, any previous action, including any previously adopted ordinance, resolution, fee or charge, is hereby superseded and replaced by this Ordinance and resolution to be adopted concurrently approving the Fees, to the extent such previous action(s) conflict with the provisions herein.

**Section 9. Severability.** If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance or any part thereof is for any reason held to be unconstitutional, such decision shall not affect the validity of the remaining portion of this Ordinance or any part thereof. The City Council of the City of Santee hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsection, subdivision, paragraph, sentence, clause or phrases be declared unconstitutional.

**Section 10. Effective Date.** This Ordinance shall become effective thirty (30) days after its adoption.

**Section 11. Certification.** The City Clerk is hereby directed to certify the adoption of this Ordinance and cause the same to be published as required by law.

**INTRODUCED AND FIRST READ** at a Regular Meeting of the City Council of the City of Santee, California, on the 8th day of January 2025, and thereafter **ADOPTED** at a Regular Meeting of the City Council held on this 22nd day of January 2025, by the following vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

\_\_\_\_\_  
**JOHN W. MINTO, MAYOR**

**ATTEST:**

\_\_\_\_\_  
**JAMES JEFFRIES, CITY CLERK**

## EXHIBIT “A”

### 2025 DEVELOPMENT IMPACT FEE SCHEDULE

Land Use	Public Facilities	Traffic Signal	Traffic Mitigation	Drainage	Park in-Lieu	Fire Facilities	Long Range Planning	Administration <sup>(1)</sup>	Total
<b>Residential</b>									
<i>(Fee per Square Foot)</i>									
Single Family	\$ 5.21	\$ 0.37	\$ 2.68	\$ 0.35	\$ 6.66	\$ 1.75	\$ 0.08	\$ 0.34	\$ 17.44
Multi-Family	\$ 5.79	\$ 0.29	\$ 2.07	\$ 0.43	\$ 7.41	\$ 1.95	\$ 0.09	\$ 0.36	\$ 18.39
<b>Non-Residential</b>									
<i>(Fee per 1,000 Building Square Foot)</i>									
Commercial	Exempt	\$ 1,884.95	\$ 13,462.20	\$ 1,689.92	Exempt	\$ 887.29	\$ 39.84	\$ 359.28	\$18,323.48
Office	Exempt	\$ 1,040.14	\$ 7,428.64	\$ 631.53	Exempt	\$ 1,950.08	\$ 87.56	\$ 222.76	\$11,360.71
Industrial	Exempt	\$ 240.67	\$ 1,718.83	\$ 1,295.13	Exempt	\$ 195.01	\$ 8.76	\$ 69.17	\$ 3,527.57

**Notes:**

1 An administrative fee (2% of each fee) is collected for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis.

**EXHIBIT "B"**

**DEVELOPMENT IMPACT FEE NEXUS STUDY**



# Final Comprehensive Development Impact Fee Nexus Study

City of Santee

December 2024

Prepared For:



Prepared By:



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## ***Table of Contents***

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<b>Section 1</b>	<b>Executive Summary .....</b>	<b>1</b>
	Introduction .....	1
	Program Administration Fee.....	5
	Fee Adjustment Procedures.....	6
	Timing of Fee Payment .....	7
<b>Section 2</b>	<b>Legal Context and Methodology .....</b>	<b>8</b>
	Nexus Requirement Summary .....	8
	AB602 .....	8
	Methodology.....	10
<b>Section 3</b>	<b>Population and Land Use Assumptions .....</b>	<b>11</b>
	Land Use Types .....	11
	Growth Forecasts .....	11
	Average Unit Sizes.....	14
<b>Section 4</b>	<b>Public Facilities Fee .....</b>	<b>15</b>
	Background .....	15
	Service Population .....	15
	Current Level of Service.....	15
	Planned Level of Service.....	17
	Fee Methodology.....	18
	Fee Summary.....	20
	Capital Improvement Projects and Revenue Projections .....	20
	Nexus Requirement Summary .....	22
<b>Section 5</b>	<b>Traffic Signal Fee .....</b>	<b>24</b>
	Background .....	24
	Trips .....	26
	Service Population .....	29
	Cost Summary .....	29
	Fee Methodology.....	29
	Fee Summary.....	31
	Reduced Traffic Fee.....	31
	Revenue Projections .....	32
	Current Level of Service.....	33
	Nexus Requirement Summary .....	33
<b>Section 6</b>	<b>Traffic Mitigation Fee .....</b>	<b>35</b>
	Background .....	35



	Service Population .....	36
	Cost Summary .....	36
	Fee Methodology.....	37
	Fee Summary.....	39
	Reduced Traffic Fee.....	39
	Revenue Projections .....	40
	Nexus Requirement Summary .....	41
<b>Section 7</b>	<b>Drainage Fee.....</b>	<b>43</b>
	Background .....	43
	Current Level of Service.....	43
	Planned Level of Service.....	45
	Fee Methodology.....	45
	Fee Summary.....	46
	Capital Improvement Projects and Revenue Projections .....	46
	Nexus Requirement Summary .....	47
<b>Section 8</b>	<b>Parks-in-Lieu Fee .....</b>	<b>50</b>
	Background .....	50
	Parkland .....	50
	Service Population .....	51
	Current Level of Service.....	51
	Planned Level of Service.....	52
	Fee Credits.....	53
	Fee Methodology.....	54
	Fee Summary.....	54
	Nexus Requirement Summary .....	55
<b>Section 9</b>	<b>Fire Facilities Fee .....</b>	<b>57</b>
	Background .....	57
	Service Population .....	57
	Cost Summary .....	57
	Fee Methodology.....	60
	Fee Summary.....	61
	Current Level of Service.....	62
	Capital Improvements and Revenue Projections .....	63
	Nexus Requirement Summary .....	64
<b>Section 10</b>	<b>Long Range Planning Fee .....</b>	<b>67</b>
	Background .....	67
	Current Level of Service.....	67

Planned Level of Service.....	68
Fee Methodology.....	69
Capital Improvement Projects and Revenue Projections .....	69
Nexus Requirement Summary .....	70
<b>Section 11 Program Administration Fee .....</b>	<b>72</b>
Background .....	72
Nexus Requirement Summary .....	74
<b>Section 12 Implementation and Administration .....</b>	<b>76</b>
Implementation.....	76
Fee Program Administrative Requirements .....	76
Fee Adjustment Procedures.....	78
Timing of Fee Payment .....	78
Credits and Reimbursement Policies .....	78
Administrative Fee.....	78
Programming Revenues with the CIP .....	79
Fee Reporting .....	79
Accessory Dwelling Units .....	79
Specialized Development Projects.....	80
Rebuild or Expansion Projects .....	80
<b>Appendix A Capital Improvement Program.....</b>	<b>81</b>

## Tables

Table 1-1: Summary of Proposed Development Impact Fees .....	3
Table 1-2: Comparison of Proposed and Existing Development Impact and In-Lieu Fees (Residential) .....	4
Table 1-3: Comparison of Proposed and Existing Development Impact and In-Lieu Fees (Non- Residential) .....	5
Table 3-1: Existing and Future Land Uses.....	12
Table 3-2: Existing Service Population .....	12
Table 3-3: Estimated Service Population at Buildout.....	13
Table 3-4: Persons per Household & Employment Density .....	13
Table 3-5: Residential Land Use Average Unit Size .....	14
Table 4-1: Existing Public Facilities .....	16
Table 4-2: Existing Level of Service per Resident .....	17
Table 4-3: Existing Level of Service for Parkland .....	18
Table 4-4: Population Allocation for Recreation Facilities.....	19
Table 4-5: Planned New Public Facilities.....	19
Table 4-6: Park Facilities Construction Costs per Resident.....	20
Table 4-7: Public Facility Cost per Resident .....	20
Table 4-8: Public Facilities Fee Cost Summary .....	20
Table 4-9: Public Facilities Fee Estimated Revenue at Buildout .....	21
Table 5-1: Traffic Signal Facilities – Planned Facilities.....	24
Table 5-2: Existing Traffic Signal Facilities (page 1 of 2).....	25
Table 5-3: Trip Rates per Land Use.....	27
Table 5-4: Existing Vehicle Trips .....	27
Table 5-5: New Vehicle Trips.....	28
Table 5-6: Total Vehicle Trips .....	28
Table 5-7: Traffic Signal Facilities Cost per Vehicle Trip .....	30
Table 5-8: Traffic Signal Existing Facilities Cost per Vehicle Trip.....	31
Table 5-9: Traffic Signal Fee Summary .....	31
Table 5-10: Anticipated Traffic Signal Fee Collection at Buildout .....	32
Table 5-11: Existing Level of Service per Vehicle Trip .....	33
Table 6-1: Traffic Mitigation Facilities – Planned Facilities .....	35
Table 6-2: Future Additional Trips.....	36
Table 6-3: Existing Trips .....	38
Table 6-4: Traffic Mitigation Facilities Cost per Vehicle Trip.....	39
Table 6-5: Traffic Mitigation Fee Summary .....	39
Table 6-6: Anticipated Traffic Mitigation Fee Collection at Buildout.....	41
Table 7-1: Existing Drainage Facilities.....	44
Table 7-2: Drainage Facilities Cost per Impervious Acre.....	45

Table 7-3: Drainage Fee Summary.....	46
Table 7-4: Anticipated Future Drainage Projects.....	47
Table 7-5: Drainage Fee Estimated Revenue at Buildout.....	47
Table 8-1: Parkland Inventory List.....	51
Table 8-2: Existing Level of Service per Resident.....	52
Table 8-3: Parkland Cost per Resident.....	54
Table 8-4: Parks-in-Lieu Fee Cost Summary.....	55
Table 9-1: Fire Facilities Inventory List.....	58
Table 9-2: Fire Facilities Planned Facilities.....	59
Table 9-3: Fire Facilities Level of Service per Capita.....	61
Table 9-4: Fire Facilities Fee Summary.....	62
Table 9-5: Fire Facilities Existing Level of Service.....	63
Table 9-6: Costs of Future Fire Facilities.....	64
Table 9-7: Anticipated Fire Facilities Estimated Revenue at Buildout.....	64
Table 10-1: Long Range Planning Elements Cost.....	67
Table 10-2: Long Range Planning Cost per Resident/Worker.....	68
Table 10-3: Long Range Planning Fee Summary.....	69
Table 10-4: Anticipated Long Range Planning Fee Estimated Revenue at Buildout.....	70
Table 11-1: Program Administration Fee.....	73

# Section 1 Executive Summary

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## Introduction

The City of Santee (City) is a suburban city located in San Diego County (County). Located in the eastern part of the San Diego metropolitan area, Santee is bordered by El Cajon on the south and southeast, the City of San Diego on the west and northwest, and the County of San Diego on east and northeast. The City is located just 18 miles from the Pacific Ocean and is bisected by the San Diego river, a large greenbelt that includes parks, trails, and over 1,100 acres of natural riparian habitat. Santee is connected to the coastline by State Route 52, a six-lane freeway that connects Interstate 5 in La Jolla to State Route 67. State Route 125 also intersects with State Route 52, forming a transportation hub in the heart of the City.

The City was incorporated in 1980 after beginning as a community of ranches originally named Cowleston after founder George A. Cowles. The City was renamed Santee in 1893 after Milton Santee, a local civil engineer and real estate developer. The City features extensive hiking and mountain biking trails, and the 700-acre Town Center district forms a downtown core comprised of business parks, high-density residential and retail businesses. The Town Center Community Park, located along the San Diego River, features a 15-acre sports field complex and an aquatics center.

As of January 1, 2023, the California Department of Finance (DOF) estimates that the City population is 59,227. As the resident population and non-resident employment in the City increase, there exists a correlating rise in the demand for public infrastructure and services to support growth within the City. California's Assembly Bill 1600 (AB1600) adopted in 1987 and codified as California Government Code Section 66000 et. seq., allows the City to impose Development Impact Fees on new development within the City. Development Impact Fees (DIFs) are a one-time charge on new development that is collected and used by the City to cover the cost of capital facilities, vehicles, and equipment that are required to serve new growth.

The City of Santee General Plan 2020 (General Plan) was adopted on August 23, 2003, and is comprised of the following nine elements: Land Use; Housing; Mobility; Recreation; Trails; Conservation; Noise; Safety; and Community Enhancement. The City's Housing Element was adopted in May 2022 in conformance with the 2021-2029 update cycle for jurisdictions in the San Diego Association of Governments (SANDAG) region and was reviewed with the rest of the General Plan to ensure internal consistency. The City's General Plan and updated Housing Element form the basis of the City's current development impact fee program along with land use projections and service population derived from the City Planning Department's land use analysis. As stated in the Housing Element, most of the City's residentially zoned land has already been developed with a diversity of housing types, including single-family homes, mobile home parks,

townhomes, condominiums and apartments. However, several hundred acres within the Specific Plan District and the Town Center District remain undeveloped and available for future housing development.

The Nexus Study is based on the General Plan Buildout, based on the land use projects derived from the Housing Element and City Planning Department's land use analysis. As stated in the Land Use chapter of the General Plan, the City's future is tied to the type and amount of new development it can accommodate at General Plan Buildout. Projecting future buildout capacity requires consideration of several variables and is based on assumed densities (dwelling units per acre) and intensity factors that include allowed lot coverage and floor-to-area ratios (FAR), parking requirements, etc. While some of today's developed lands may change in the coming years, most of the assumed City buildout is on remaining vacant lands planned for residential and employment-generating uses.

The City's Housing Element was adopted May 11, 2022. The Housing Element was updated in conformance with the 2021-2029 update cycle for jurisdictions in the SANDAG region and has been reviewed with the rest of the General Plan to ensure internal consistency. As portions of the General Plan are amended in the future, the Plan (including the Housing Element) will be reviewed to ensure that internal consistency is maintained.

The goal of the City is to develop a fee program that achieves the objectives laid out in the General Plan and associated Master Plans, balances fee levels with desired economic growth, and complies with the legal requirements of the Mitigation Fee Act (AB1600/Government Code Section 66000 et seq.), Assembly Bill 602 (AB602), and the standards established by *Nollan v. California Coastal Commission* (1987) and *Dolan v City of Tigard* (1994) which require that impact fees have an "essential nexus" to each development project they are charged on and must be charged in "rough proportionality" to the impact caused by the new development.

## **Nexus Study**

### **Purpose**

As development occurs in the City, new backbone infrastructure and capital facilities are required to mitigate the increased demand created by new residents and workers. Revenues from DIFs fund the construction of new backbone infrastructure and capital facilities as well as the related administrative costs through the City's fee program. The fee program contains separate fee categories for each type of infrastructure and capital facilities. Incorporated in this Nexus Study (Nexus Study, Study or Report) are the following fees:

- Public Facilities
- Traffic Signal
- Traffic Mitigation

- Drainage
- Parks-in-Lieu
- Fire Facilities
- Long Range Planning
- Program Administration

This Report is designed to satisfy the AB1600 Nexus requirements, AB602 requirements, and provide the necessary technical analysis to support the adoption of the updated fees. The fees will be effective 60 days after the City’s final action establishing and authorizing the collection of the fees.

## Results

### Updated Fees

Pursuant to AB602 guidance, residential development fees are proposed to be assessed on a per square foot basis. To yield consistency across fees assessed on non-residential land uses, non-residential development fees will be assessed per 1,000 building square foot. The Public Facilities Fee, which funds park and recreation facilities and the Park-in-Lieu, which funds park land acquisition will continue to not be assessed on non-residential development based on the assumption that non-residential development does not generate demand for park facilities. Fees on Accessory Dwelling Units, specialized projects, and rebuild projects are detailed further in Section 12: Implementation and Administration. **Table 1-1** shows a summary of the proposed fees.

**Table 1-1: Summary of Proposed Development Impact Fees**

Land Use	Public Facilities	Traffic Signal	Traffic Mitigation	Drainage	Park in-Lieu	Fire Facilities	Long Range Planning	Administration <sup>(1)</sup>	Total
<b>Residential</b>									
<i>(Fee per Square Foot)</i>									
Single Family	\$ 5.21	\$ 0.37	\$ 2.68	\$ 0.35	\$ 6.66	\$ 1.75	\$ 0.08	\$ 0.34	\$ <b>17.44</b>
Multi-Family	\$ 5.79	\$ 0.29	\$ 2.07	\$ 0.43	\$ 7.41	\$ 1.95	\$ 0.09	\$ 0.36	\$ <b>18.39</b>
<b>Non-Residential</b>									
<i>(Fee per 1,000 Building Square Foot)</i>									
Commercial	Exempt	\$ 1,884.95	\$ 13,462.20	\$ 1,689.92	Exempt	\$ 887.29	\$ 39.84	\$ 359.28	\$ <b>18,323.48</b>
Office	Exempt	\$ 1,040.14	\$ 7,428.64	\$ 631.53	Exempt	\$ 1,950.08	\$ 87.56	\$ 222.76	\$ <b>11,360.71</b>
Industrial	Exempt	\$ 240.67	\$ 1,718.83	\$ 1,295.13	Exempt	\$ 195.01	\$ 8.76	\$ 69.17	\$ <b>3,527.57</b>

Notes:

<sup>1</sup> An administrative fee (2% of each fee) is collected for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis.

### Proposed Fees Comparison with Existing Fees

**Table 1-2** compares the Proposed Fees against the Existing Fees for Residential Land Uses. Existing residential fees were converted from a fee per dwelling unit to per square foot. Fees for Fire Facilities, General Plan, and Program Administration are new proposed fees so there are no existing fees to compare to.

**Table 1-2: Comparison of Proposed and Existing Development Impact and In-Lieu Fees (Residential)**

<b>Single Family</b>	<b>Existing Fee <sup>(1)</sup></b>		<b>Proposed Fee</b>		<b>Percentage Change</b>
Public Facilities	\$	3.81	\$	5.21	37%
Traffic Signal	\$	0.22	\$	0.37	68%
Traffic Mitigation	\$	2.15	\$	2.68	25%
Drainage <sup>(2)</sup>	\$	2.07	\$	0.35	-83%
Park in-lieu	\$	4.59	\$	6.66	45%
Fire Facilities	\$	-	\$	1.75	N/A
General Plan	\$	-	\$	0.08	N/A
Administration	\$	-	\$	0.34	N/A
<b>TOTAL</b>	<b>\$</b>	<b>12.84</b>	<b>\$</b>	<b>17.44</b>	<b>36%</b>

<b>Multi Family</b>	<b>Existing Fee <sup>(1)</sup></b>		<b>Proposed Fee</b>		<b>Percentage Change</b>
Public Facilities	\$	4.73	\$	5.79	22%
Traffic Signal	\$	0.19	\$	0.29	52%
Traffic Mitigation	\$	1.84	\$	2.07	12%
Drainage	\$	1.60	\$	0.43	-73%
Park in-lieu	\$	5.76	\$	7.41	29%
Fire Facilities	\$	-	\$	1.95	N/A
General Plan	\$	-	\$	0.09	N/A
Administration	\$	-	\$	0.36	N/A
<b>TOTAL</b>	<b>\$</b>	<b>14.12</b>	<b>\$</b>	<b>18.39</b>	<b>30%</b>

Notes:

- 1 Existing fees were converted from a fee per dwelling unit to per square foot using the same residential size assumptions in this study to provide a more accurate comparison to the new fee structure.
- 2 Drainage Fee for existing Single Family takes the average of Land Uses: HL, R1, R1A, and R2.

**Table 1-3** compares the Proposed Fees against the Existing Fees for Non-Residential Land Uses. Office and Commercial land uses experience a large increase (126% and 39% respectively), mainly due to the Traffic Signal and Traffic Mitigation fees. The existing fees collected on these two land uses were abnormally low. Furthermore, the assumptions for non-residential development have changed significantly since the prior fee update, which greatly impacted the analysis.



**Table 1-3: Comparison of Proposed and Existing Development Impact and In-Lieu Fees (Non-Residential)**

<b>Commercial</b>	<b>Existing Fee</b>		<b>Proposed Fee</b>		<b>Percentage Change</b>
Public Facilities		Exempt		Exempt	Exempt
Traffic Signal	\$	1,627.00	\$	1,884.95	16%
Traffic Mitigation	\$	10,090.00	\$	13,462.20	33%
Drainage	\$	1,507.00	\$	1,689.92	12%
Park in-lieu		Exempt		Exempt	Exempt
Fire Facilities	\$	-	\$	887.29	N/A
General Plan	\$	-	\$	39.84	N/A
Administration	\$	-	\$	359.28	N/A
<b>TOTAL</b>	<b>\$</b>	<b>13,224.00</b>	<b>\$</b>	<b>18,323.48</b>	<b>39%</b>

<b>Office</b>	<b>Existing Fee</b>		<b>Proposed Fee</b>		<b>Percentage Change</b>
Public Facilities		Exempt		Exempt	Exempt
Traffic Signal	\$	487.00	\$	1,040.14	114%
Traffic Mitigation	\$	3,023.00	\$	7,428.64	146%
Drainage	\$	1,507.00	\$	631.53	-58%
Park in-lieu		Exempt		Exempt	Exempt
Fire Facilities	\$	-	\$	1,950.08	N/A
General Plan	\$	-	\$	87.56	N/A
Administration	\$	-	\$	222.76	N/A
<b>TOTAL</b>	<b>\$</b>	<b>5,017.00</b>	<b>\$</b>	<b>11,360.71</b>	<b>126%</b>

<b>Industrial</b>	<b>Existing Fee</b>		<b>Proposed Fee</b>		<b>Percentage Change</b>
Public Facilities		Exempt		Exempt	Exempt
Traffic Signal	\$	204.00	\$	240.67	18%
Traffic Mitigation	\$	1,262.00	\$	1,718.83	36%
Drainage	\$	1,507.00	\$	1,295.13	-14%
Park in-lieu		Exempt		Exempt	Exempt
Fire Facilities	\$	-	\$	195.01	N/A
General Plan	\$	-	\$	8.76	N/A
Administration	\$	-	\$	69.17	N/A
<b>TOTAL</b>	<b>\$</b>	<b>2,973.00</b>	<b>\$</b>	<b>3,527.57</b>	<b>19%</b>

## Program Administration Fee

The City oversees the implementation and administration of the DIF Program, consistent with the requirements of the Mitigation Fee Act. A two percent (2%) Program Administration Fee of the

overall Program costs is added to fund the costs of the City's management and ongoing fee program administration, collection, and reporting. This includes costs associated with City staff and consultant time, studies, and administration to support the program. Industry standard ranges from three to six percent (3-6%) of the fee for the administrative component of a development fee program. The administrative functions include, but are not limited to, the following:

- Annual fee adjustments
- Annual fee reporting
- Additional fee reporting every five years
- Posting of nexus studies and fee schedules on the City's website
- Nexus study updates every eight years (an AB602 requirement)
- Master Plans necessary to support the Nexus study updates
- Staff and consultant time related to fee preparation, collection, tracking, and administration
- Staff and consultant time needed to track credits and reimbursements for improvements constructed in the fee program

In addition to the aforementioned administrative activities, the City is responsible for both (i) using fee revenues to plan for and construct required capital facilities and (ii) pursue other funding sources, as required, to bridge financial gaps between what is collected and the actual cost to construct needed facilities. Furthermore, given the additional fee reporting requirements of AB516, posting of information per AB1483, Nexus Study updates every eight years per AB602, and additional staff time to administer this fee program and the potential for a Master Plan in the future to support a Nexus Study update, a two percent (2%) Program Administration Fee is necessary to fund these additional requirements.

## **Fee Adjustment Procedures**

The DIFs may be adjusted periodically to reflect revised facility requirements, receipt of funding from alternative sources (i.e., State or Federal grants), revised facilities or costs, changes in demographics, changes in the average unit square footage, or changes in the land use plan. In accordance with Santee Municipal Code section 12.30.050, Santee Development Impact Fees are automatically adjusted for inflation on July 1 of each year. The inflation adjustment is two percent or based on the previous calendar years increase in the San Diego Consumer Price Index (CPI-U: All Items) as published by the Bureau of Labor Statistics, whichever is higher. The City will amend the current municipal code to reflect adjusting the fees annually on July 1<sup>st</sup> of each year using the Construction Cost Index (CCI) for the 20-City Average, as reported by Engineering News Record (ENR), for a twelve-month period or a similar published index if the CCI Index is no longer available.

## **Timing of Fee Payment**

Fees will be collected at the time the building permit for the project is issued. All residential projects will pay a fee based on the livable square footage of the residential unit(s). For high-density residential projects (defined in the General Plan as high-density residential development with multi-family dwellings, including apartments and condominiums), the fees will be due at the time of the building permit for each building. For high-density residential projects with communal space, the non-residential communal portion (i.e., clubhouse, maintenance facility, gym, etc.) will not be assessed impact fees as the impact is assumed to be captured in the residential fees. Areas that are accessible by the public (i.e., leasing office) will be charged impact fees according to use.

## **Section 2 Legal Context and Methodology**

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### **Nexus Requirement Summary**

AB1600 was enacted by the State of California in 1987 creating the Mitigation Fee Act - Section 66000 et seq. of the Government Code. The Mitigation Fee Act requires that all public agencies satisfy the following requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project:

1. Identify the purpose of the fee.
2. Identify the use to which the fee is to be put. If the use is financing public facilities, the facilities shall be identified.
3. Determine how there is a reasonable relationship between the fees use and the type of development project on which the fee is imposed.
4. Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.
5. Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

The purpose of this report is to demonstrate that all fee components comply with the Mitigation Fee Act. The assumptions, methodologies, facility standards, costs, and cost allocation factors that were used to establish the nexus between the fees and the development on which the fees will be charged are summarized in subsequent sections of this Report.

### **AB602**

AB602, which was enacted by the State of California in 2021, amended Sections 65940.1 and 66019 of, and added Section 66016.5 to the Government Code. AB602 requires that if a local agency conducts and adopts an impact fee nexus study after January 1, 2022, the local agency shall follow all of the following standards and practices:

1. Before the adoption of an associated development fee, an impact fee nexus study shall be adopted.
2. When applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service, and include an explanation of why the new level of service is appropriate.
3. A nexus study shall include information that supports the local agency's actions, as required by subdivision (a) of Section 66001 of the Government Code.
4. If a nexus study supports the increase of an existing fee, the local agency shall review the assumptions of the nexus study supporting the original fee and evaluate the amount of fees collected under the original fee.

5. A nexus study adopted after July 1, 2022, shall calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development. A local agency that imposes a fee proportionately to the square footage of the proposed units of the development shall be deemed to have used a valid method to establish a reasonable relationship between the fee charged and the burden posed by the development. A nexus study is not required to comply with the requirements to calculate a fee imposed on a housing development project proportionally to the square footage of the proposed units if the local agency makes the following findings:
  - An explanation as to why square footage is not appropriate metric to calculate fees imposed on housing development project.
  - An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.
  - That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees.
6. Large jurisdictions shall adopt a capital improvement plan as a part of the nexus study.
7. All studies shall be adopted at a public hearing with at least 30 days' notice, and the local agency shall notify any member of the public that requests notice of intent to begin an impact fee nexus study of the date of the hearing.
8. Studies shall be updated at least every eight years, from the period beginning on January 1, 2022.
9. The local agency may use the impact fee nexus study template developed by the Department of Housing and Community Development pursuant to Section 50466.5 of the Health and Safety Code.

This report demonstrates that all fee components comply with AB602. An analysis of level of service for each applicable fee component is summarized in subsequent sections of this report. The methodologies performed to calculate the updated fees ensure that the costs for facilities are proportionately spread between existing and future users. Any existing deficiencies were removed and are not charged to new development.

## **Capital Improvement Plan**

AB602 states that large jurisdictions shall adopt a capital improvement plan (CIP) as part of the nexus study. This report includes the facilities to be adopted as the City's CIP for the DIF program in **Appendix A**.

## **Methodology**

Imposed fees require various findings to ensure that a reasonable relationship exists between the fee amount and the cost of the facility or portion of the facility attributable to the new development. Several methodologies are available to determine fee amounts. The most common methodologies are defined by the “Impact Fee Nexus Study Template” prepared for the California Department of Housing and Community Development by Turner Center for Housing Innovation at UC Berkeley. Choosing the appropriate methodology depends on the type of facility for which the fee is calculated and the availability of documentation to support the fee calculation. Following is a discussion of the methodologies available to calculate the separate fee components in this report.

### **Existing Inventory Method**

The existing inventory method, also known as the “incremental method” uses a facility standard based on the ratio of existing facilities to the demand on the facilities by the existing service population on a cost per unit or cost per square foot basis. Under this approach, new development funds the expansion of facilities at the same standard currently serving existing development. By definition, the existing inventory method ensures that no facility deficiencies are spread to future development. This method is often used when a long range plan for new facilities is not available.

### **Planned Facilities Method**

The planned facilities method calculates the proposed fee based on the ratio of planned facilities to the increase in demand associated with new development. This method is appropriate when planned facilities have been defined by a long range master plan or expenditure plan which includes specific facilities and cost estimates. As the Planned Facilities Method relies on a long range master plan that may change as the plan is implemented, fees based on this methodology need to be regularly updated to remain consistent with the project lists and current plans.

### **System Plan Method**

The system plan method utilizes an integrated approach to allocate the cost of existing facilities and the costs of planned facilities to the total development in the study area. This method is appropriate when calculating a systemwide fee in which new development will fund an integrated system of facilities at the future standard attributable to new development. By spreading the costs of an integrated system incorporating the existing facilities and planned facilities costs to the total development in the study area, this ensures that new development only pays their proportional share of the total system costs and is not responsible for rectifying any existing deficiencies.

## Section 3 Population and Land Use Assumptions

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### Land Use Types

To ensure a reasonable relationship between each fee and the type of development paying the fee, different land use types must be distinguished. The land use categories used in this analysis are defined below.

- **Single Family Residential (SFR):** Detached single-family dwelling units. Includes very low density, low density, and age-restricted units.
- **Multi-Family Residential (MFR):** Attached residential projects.
- **Accessory Dwelling Unit (ADU):** A second unit, attached or detached from a SFR.
- **Commercial:** All commercial, retail, educational, hotel/motel development, and mixed-use development.
- **Office:** All general, professional, and medical office development.
- **Industrial:** All manufacturing and warehouse development.

Some developments may include more than one land use type, such as an industrial warehouse with living quarters (a live-work designation) or a planned unit development with both single and multi-family uses. In these cases, the fees will be calculated separately for each land use type.

### Growth Forecasts

Growth projections are used as indicators of demand and projected revenue to fund the infrastructure identified in **Appendix A**. The City's existing population and Buildout population projections are critical assumptions used throughout the fee sections that follow in this report. The following resources were used as part of this analysis:

- Estimates of total development through Buildout were based on the City's land use plan from the City's Housing Element Cycle 2021-2029 and the City's Planning Department's land use analysis.
- Population projections were based on the land use projections and the estimated persons per household taken from the US Census American Community Survey.
- Existing population estimates are based on the existing land uses and persons per household taken from the US Census American Community Survey. Existing non-residential worker populations are based on non-residential land use data from the City's Planning Department and the corresponding employment densities.
- Worker projections are based on estimated buildout square footage and the employees per square feet assumption from the USGBC LEED BD+C: New Construction | v4 – Default Occupancy Counts.

**Table 3-1** identifies the existing and future residential units and non-residential square feet. The land use information is based on the City’s General Plan, City of Santee Housing Element Cycle 2021-2029, and City planning staff. The Office land use is treated as commercial use in the General Plan and Zoning Ordinance. For purpose of this analysis, 7.6% of Commercial / Office Land growth use is assumed as office space based on current GIS land use office and commercial acres.

**Table 3-1: Existing and Future Land Uses**

Land Use	Existing	Projected Growth <sup>(1)</sup>	Total (Buildout)
<b>Residential (Units)</b>			
Single Family	13,801	1,444	15,245
Multi Family	7,447	4,466	11,913
<i>Subtotal Residential</i>	<i>21,248</i>	<i>5,910</i>	<i>27,158</i>
<b>Non-Residential (SF) <sup>(1)</sup></b>			
Commercial	2,309,312	1,020,343	3,329,654
Office	189,943	83,924	273,868
Industrial	2,683,296	1,266,299	3,949,595
<i>Subtotal Non-Residential</i>	<i>5,182,551</i>	<i>2,370,566</i>	<i>7,553,117</i>

Notes

<sup>1</sup> Office land use is treated as commercial use in General Plan and Zoning Ordinance. For purpose of this analysis,

7.6% of Commercial/Office Land growth use is assumed as office space based on current GIS land use office and commercial acres.

**Table 3-2** identifies the existing service population. Non-residential buildings are typically occupied less than dwelling units, so it is reasonable to assume that average per-worker demand for services is less than average per-resident demand. The 0.37-weighting factor for workers is based upon a 45-hour work week (40 hours of work plus 1 hour lunch break) relative to a resident’s non-working time of 123 hours (168 hours per week less 45 work hours).

**Table 3-2: Existing Service Population**

Category	Total Persons	Weighting Factor <sup>(3)</sup>	Service Population
Residents <sup>(1)</sup>	58,086	1.00	58,086
Workers <sup>(2)</sup>	21,968	0.37	8,128
<b>Total</b>	<b>80,054</b>		<b>66,214</b>

Notes:

1 Based on the existing number of units and persons per household assumptions.

2 Employment data based on existing non-residential land use and the corresponding employment densities (Commercial: 1.82, Office: 4.0, Industrial: 0.4).

3 Workers are weighted at 0.37 based on a 45 hour work week relative to a resident’s time of 123 hours (168 hours per week less 45 work hours).



**Table 3-3** shows the estimated service population at Buildout.

**Table 3-3: Estimated Service Population at Buildout**

Category	Total Existing Persons	Total Future Growth	Total Persons	Weighting Factor <sup>(3)</sup>	Service Population
Residents <sup>(1)</sup>	58,086	14,815	72,901	1.00	72,901
Workers <sup>(2)</sup>	21,968	2,700	24,668	0.37	9,127
<b>Total</b>	<b>80,054</b>	<b>17,515</b>	<b>97,569</b>		<b>82,028</b>

Notes:

- 1 Based on projected growth in units and the resident per unit assumption (2.93 per single family and 2.37 for multi-family).
- 2 Based on projected growth in 1,000 SF of non-residential land use and the corresponding employment densities (Commercial: 1.82, Office: 4.0, Industrial: 0.4).
- 3 Workers are weighted at 0.37 based on a 45 hour work week relative to a resident's time of 123 hours (168 hours per week less 45 work hours).

## Occupant Density

Occupant densities ensure a reasonable relationship between the increase in service population and the amount of the fee. Developers pay the fee based on the square footage of additional housing units or building square feet of non-residential development, so the fee schedule must convert service population estimates to these measurements of project size. This conversion is done using the average occupant density factors by land use type shown in **Table 3-4**. The residential density factors were derived from the US Census American Community Survey while the non-residential densities were derived from the U.S. Green Building Council Default Occupancy Counts.

**Table 3-4: Persons per Household & Employment Density**

Land Use	Density Assumptions	
Residential <sup>(1)</sup>		
Single Family	2.93	Residents per dwelling unit
Multi-Family	2.37	Residents per dwelling unit
Non-Residential <sup>(2)</sup>		
Commercial	1.82	Employees per 1,000 square feet
Office	4.00	Employees per 1,000 square feet
Industrial	0.40	Employees per 1,000 square feet

Notes:

- 1 Residential residents per dwelling unit extrapolated from American Community Survey 2020 5-Year Estimates for the City of Santee: Table B25032 & B25033.
- 2 Non-Residential employment density's derived from the USGBC LEED BD+C: New Construction | v4 - Default Occupancy Counts.

## Average Unit Sizes

To meet AB602 requirement five (5), this Report calculated the average unit size for single family residential and multi-family units based on the estimated average size of planned new development within each land use category in the City. The average unit size is based on the livable square footage of the residential unit for all residential land uses. This Report derived the unit sizes from the City of Santee building permit records.

Basing the average unit size on livable square footage for all residential units is not only consistent with industry standard for fee calculations, it also provides a strong nexus between the impact of the unit and the fee amount. A good example of this industry standard are school fees in California. In California school fees are based on assessable space, which means a quantity equal to the area (expressed in square feet) within the perimeter of a residential structure, not including the carport, walkway, garage, overhang, patio, enclosed patio, detached accessory structure or similar structure.

As stated previously, to accurately capture the impact of a residential project on capital facilities for high-density multi-family residential projects with communal spaces, the communal spaces (i.e., clubhouse, maintenance facility, gym, etc.) will not be assessed impact fees as the impact is assumed to be captured in the residential fees. Areas that contain employees and are accessible by the public (i.e., leasing office) will be charged impact fees according to use. The non-residential area accessible by the public (i.e., leasing office) will be based on the useable size of that area. The usable square footage is the actual area of a space as measured within the demising exterior walls of that space. Including areas that contain employees that are accessible by the public captures the additional impact these new facilities will have on the backbone facilities in the City.

**Table 3-5** summarizes the estimated average size of planned new development within each residential land use category utilized for this study.

**Table 3-5: Residential Land Use Average Unit Size**

Land Use	Average SF Assumption
<b>Residential (Units) <sup>(1)</sup></b>	
Single Family	2,200
Multi-Family	1,600

Sources:

<sup>1</sup> City of Santee Building Permit records.

The City will monitor the average size of housing units in the City based on new developments on an annual basis and if the size of units on average are significantly different than anticipated, the fees will be updated as part of the annual update for the fee adjustment to reflect this change in order to ensure the fee program collects the anticipated level of funding.

## Section 4 Public Facilities Fee

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### Background

This section presents an analysis of the need for additional passive and active park facilities and recreational community buildings to accommodate new development in the City and the fees that are necessary in order to ensure that new development provides adequate funding to meet those needs. This Nexus Study updates the methodology of the existing Public Facilities Fee and recommends updated fees.

The Public Facilities Fee is made up of two components, Park Construction and Recreation Facilities such as community centers. Residential development in the City will pay the Public Facilities Fee at building permit issuance.

For the Park Construction Component, the park cost was estimated based on the existing City adopted standard of five (5) acres of developed parkland per 1,000 residents. The Public Facilities Fee is for facility development cost only and does not include parkland acquisition costs, which is acquired through the Quimby Act which requires developers to either dedicate land to satisfy their parkland requirement or pay an in-lieu fee. Please see **Chapter 8** of this study for further detail on the Parks-in-Lieu Fee. The Public Facilities Fee applies only to new residential development.

The Public Facilities Fee also includes the cost of recreation facilities. The Public Facilities Fee recreation component is calculated using the Planned Facilities Methodology taking into account the cost of future recreation facilities.

### Service Population

The Public Facilities Fee is not applied to non-residential development because workers typically do not use park and community recreation facilities.

### Current Level of Service

Per AB602, when applicable, the nexus study shall identify the existing level of service for each facility, identify the proposed new level of service, and include an explanation of why the new level of service is appropriate. **Table 4-1** describes the existing Public Facilities provided by the City using facility information and valuation based upon Property Insurance valuation.

**Table 4-1: Existing Public Facilities**

Facility	Address	Size	Cost Per Unit	Total Cost
<b>Recreation Centers</b>		<i>SF</i>		
Santee Teen Center @ Big Rock Park	8125 Arlette St.	1,648	\$	204,387
City Hall - Building 7	10601 - 10629 Magnolia Ave.	6,222	\$	1,333,423
City Hall - Building 8A & 8P	10601 - 10629 Magnolia Ave.	6,222	\$	1,307,487
<b>Subtotal Recreation Centers</b>				<b>\$ 2,845,297</b>
<b>Recreation Facilities</b>		<i>SF</i>		
City of Santee Aquatic Center (operated by YMCA)	10123 Riverwalk Drive	25,116	\$	3,621,546
Town Center Community Park, Sports Complex (operated by Sportsplex USA)	9951 Riverwalk Drive	7,527	\$	3,320,484
<b>Subtotal Recreation Facilities</b>				<b>\$ 6,942,030</b>
<b>Park Facilities</b>		<i>Acre</i>		
Big Rock Park	8125 Arlette St.	5.00	\$ 725,000	\$ 3,625,000
Deputy Ken Collier Park	9206 Via De Cristina	0.51	\$ 725,000	\$ 369,750
Mast Park	9125 Carlton Hills Blvd.	61.16	\$ 725,000	\$ 44,341,000
Mast Park West Trail	9200 Carlton Hills Blvd.	43.26	\$ 725,000	\$ 31,363,500
Shadow Hill Park	9161 Shadow Hill Rd.	5.69	\$ 725,000	\$ 4,125,250
Sky Ranch Park	5850 Cala Lily St.	1.36	\$ 725,000	\$ 986,000
Town Center Park - East	550 Park Center Dr.	55.00	\$ 725,000	\$ 39,875,000
Town Center Park - West	9545 Cuyamaca St.	10.20	\$ 725,000	\$ 7,395,000
Walker Preserve	9500 Magnolia Ave	105.08	\$ 725,000	\$ 76,183,000
West Hills Park	8790 Mast Blvd.	8.41	\$ 725,000	\$ 6,097,250
Woodglen Vista Park	10250 Woodglen Vista Dr.	15.00	\$ 725,000	\$ 10,875,000
Weston Park	9050 Trailmark Way	4.47	\$ 725,000	\$ 3,240,750
<b>Subtotal Park Facilities</b>				<b>\$ 228,476,500</b>
<b>Total Facilities</b>				<b>\$ 238,263,827</b>

**Table 4-2** calculates the existing level of service per resident by dividing the total cost of the existing Public Facilities by the existing resident population. The existing level of service exceeds the proposed fee level.

**Table 4-2: Existing Level of Service per Resident**

Description	Value
<b>Existing Facilities</b>	
Recreation Centers	\$ 2,845,297
Recreation Facilities	\$ 6,942,030
Park Facilities <sup>(1)</sup>	\$ 228,476,500
<i>Subtotal Facilities</i>	\$ 238,263,827
<i>Soft Costs</i> <sup>(2)</sup>	\$ 95,305,531
<i>Existing Fund Balance</i>	\$ 8,921,073
<b>Total Costs</b>	<b>\$ 342,490,431</b>
<b>Existing Service Population</b> <sup>(3)</sup>	<b>58,086</b>
<b>Total Existing Level of Service per Resident</b>	<b>\$ 5,896.26</b>

Notes:

- 1 Existing Facilities values derived from insurance valuation of existing Recreation buildings and Park Facilities Costs valued at \$725,000/acre.
- 2 Soft Costs include: 10% - Construction Contingency, 15% - Design/Environmental, and 15% - Construction Admin/Inspection.
- 3 Existing Service population comprises of City resident population and worker population (weighted at 0.37 based on a 45 hour work week).

## Planned Level of Service

The City has established a goal for parks at five (5) acres of developed public parkland per 1,000 residents, per the General Plan and Parks and Recreation Master Plan. This analysis is based on the existing City standard of five (5) acres of parkland per 1,000 residents, where new development will contribute and develop five (5) acres of developed public parkland per 1,000 residents. New development will be required to meet the standard of five (5) acres of developed public parkland per 1,000 residents with this fee. Applying the General Plan standard to new development is consistent with the Mitigation Fee Act, as outlined in Government Code Section 66001, “A fee shall not include the costs attributable to existing deficiencies in public facilities, but may include the costs attributable to the increased demand for public facilities reasonably related to the development project in order to (1) refurbish existing facilities to maintain the existing level of service or (2) achieve an adopted level of service that is consistent with the general plan”.

As detailed in **Table 4-3**, the existing level of service is identified and exceeds this City Standard. In compliance with Government Code Section 66001, the City Standard is utilized for the Park Facilities Fee as it is a City Standard set by the adopted General Plan. New development is expected to pay the fee that results in meeting the City Standard and will not be used to fund existing deficiencies.

The recreation component is new developments’ fair share of planned recreation facilities in the City.

**Table 4-3: Existing Level of Service for Parkland**

Description	Acres
<b>Existing Parkland <sup>(1)</sup></b>	
Park Acreages	315.14
<b>Existing Service Population <sup>(2)</sup></b>	<b>58,086</b>
<b>Total Existing Level of Service per Resident</b>	<b>5.43</b>

Notes:

1 Existing parkland data from the City of Santee.

2 Existing Service population comprises of just residents and does not factor in non-residential.

## Fee Methodology

The Public Facilities Fee is calculated using the Planned Facilities Methodology taking into account the future recreation facilities and the General Plan Standard taking into account City established park acreage standard new development contributes towards. As stated in the “Impact Fee Nexus Study Template” prepared for the California Department of Housing and Community Development by Turner Center for Housing Innovation at UC Berkeley, the Planned Facility Method “Estimates the costs for future facilities needed to serve new development based on a long range expenditure plan for these future facility costs.” This method is appropriate when planned facilities are mostly for the benefit of new development. Per the “Impact Fee Nexus Template”, the Planned Facilities Methodology estimates the costs for future facilities needed to serve new development based on a long range expenditure plan for these future facility costs. This should include identifying what types of public facilities will be needed in the future to serve new development and their associated costs, which may include refurbishment of existing facilities to maintain the existing level of service or achieving an adopted level of service that is consistent with the General Plan.

The park facilities component uses the Planned Facility Methodology based on the General Plan Standard methodology for calculating the fee. The fees are based on the future developed public parkland needed to maintain the adopted General Plan standard of five (5) acres of parkland per 1,000 residents.

**Table 4-4** calculates new developments fair share of recreation facilities based on new future residents as a percentage of the total residents at Buildout.

**Table 4-4: Population Allocation for Recreation Facilities**

Description	Value
<b>Population</b>	
Existing Service Population (Residents)	58,086
Total Buildout Service Population (Residents)	72,901
<b>Net Future Population</b>	<b>14,815</b>
<b>Population Allocation</b>	
Existing Service Population	80%
Future Additional Population	20%
<b>Total Population</b>	<b>100%</b>

**Table 4-5** calculates the Recreation Cost per resident by summing up future planned facilities costs attributable to the fee program, allocates the cost to new development based on population, and divides by the future service population. Planned Recreation Facilities were sourced from the City of Santee’s AB1600 Annual and Five-Year Report (2023).

**Table 4-5** shows the percent attributable to new development.

**Table 4-5: Planned New Public Facilities**

Description	Construction Cost	Size (SF)	Attributable to Fee Program <sup>3</sup>	Cost Attributable to Fee Program
<b>Recreation Facilities</b>				
Santee Community Center <sup>(1)</sup>	\$ 21,000,000	12,500	20%	\$ 4,200,000
<b>Total Recreation Facilities Cost</b>				<b>\$ 4,200,000</b>
<b>Future Service Population<sup>(2)</sup></b>				<b>14,815</b>
<b>Recreation Cost per Resident</b>				<b>\$ 283.50</b>

Notes:

- 1 Other funding sources for this community center, including existing fund balance, are shown in the adopted Santee CIP 2024.
- 2 Future Service Population does not include workers.
- 3 Costs attributable to the fee program are based on population growth.

**Table 4-6** calculates the Park Facilities cost per resident by dividing the cost of park construction per acre by the City standard of 5.0 acres of parkland per 1,000 residents. Fee revenues may be used to construct park improvements and facilities on land dedicated by developers in accordance with the City’s Quimby Ordinance or through land purchased through the payment of the proposed Parks-in-Lieu Fee (see **Chapter 8**).

**Table 4-6: Park Facilities Construction Costs per Resident**

<b>Park Construction</b>		
Park Construction Cost per Acre <sup>(1)</sup>	\$	725,000
Required Acres/1,000 Residents <sup>(2)</sup>		5.0
<b>Park Facilities Cost per Resident</b>	<b>\$</b>	<b>3,625.00</b>

Notes:

- 1 Park Construction Cost per acre estimated based on last City Neighborhood park construction cost (Weston Park).
- 2 The City's Parks and Recreation Master Plan sets the City's standard of public parkland at 5 acres for every 1,000 people.

**Table 4-7** identifies the public facilities cost per capita by taking the future cost of public facilities improvements and dividing by the future service population.

**Table 4-7: Public Facility Cost per Resident**

<b>Public Facilities Cost per Resident</b>		
Recreation Cost per Resident	\$	283.50
Park Facilities Cost per Resident	\$	3,625.00
<b>Total Cost per Resident</b>	<b>\$</b>	<b>3,908.50</b>

## Fee Summary

The Public Facilities Fee per unit is calculated by multiplying the cost per capita by the average number of residents per unit type (density). The fee per unit must then be converted to a fee per square foot by taking the total fee per unit and dividing by the estimated average unit size for each land use to arrive at the fee per square foot. These calculations are shown in **Table 4-8**.

**Table 4-8: Public Facilities Fee Cost Summary**

Land Use	Cost Per Resident	Density	Average Unit	
			Size (SF)	Fee
<b>Residential</b>			(per Unit)	(per SF)
Single Family	\$ 3,908.50	2.93	\$ 11,451.91	2,200 \$ 5.21
Multi Family	\$ 3,908.50	2.37	\$ 9,263.15	1,600 \$ 5.79

## Capital Improvement Projects and Revenue Projections

Based upon the projected new population growth, new development will contribute roughly 74 acres to the City's park system. Given the nature of new development and the fact that neighborhood parks are typically built and dedicated by the developer, the exact identification of future parks are difficult to predict.



Santee Municipal Code (SMC) Chapter 12.40, Park Lands Dedication establishes the provisions for dedication of land, payment of in-lieu fee or a combination of both for the purpose of providing park and recreation facilities to serve future residents of a subdivision development. In most cases, developers build new neighborhood parks on behalf of the City as a condition of residential subdivision construction and to fulfill their Quimby park acreage dedication requirements. Developer-built parks can often be delivered faster than City-built park projects due to economies of scale as developers are already building within their subdivisions and the constraint in City staff resources. Developers who build and dedicate parks, will be given credits against their park component of the Public Facilities Fee. Due to this requirement, it is not possible nor necessary to include a CIP list for neighborhood parks. Should the park construction component of the Public Facilities Fee be collected, the City will allocate these to new parks through the City’s CIP process.

As for Community Parks, developers typically pay the fee instead of building the community park due to the large size and advanced planning community parks require, however in some cases community parks are built by developers. The Fanita Ranch Specific Plan includes 31.2 acres for a community park, which includes 19.7 active acres and 11.5 passive community park. Per the public park credit provisions set forth in City’s Municipal Code Section 12.40.110, developed park land dedicated to and maintained by the City of Santee will receive up to 100 percent park credit. Developed park land maintained by an HOA and trail systems will receive up to 50 percent credit per the private park credit provisions in SMC Section 12.40.100. Per the Fanita Ranch Specific Plan, the developer plans to dedicate this land. The Community Park is included in the CIP, which is **Table A-1 in Appendix A**.

**Table 4-9** summarizes the anticipated Public Facilities Fee revenue. The revenue will be available to expand the City’s Park and Recreation facilities to meet the needs of new residents. Based on the population estimates in this Nexus Study and using the City General Plan standard of 5 acres per 1,000 residents, it is anticipated that approximately 74.08 additional acres of parks facilities are needed to meet the needs of the City, plus recreation facilities, at Buildout at a cost of approximately \$58 million.

**Table 4-9: Public Facilities Fee Estimated Revenue at Buildout**

Land Use	Proposed Fee <sup>(1)</sup>	Anticipated Growth	SF Assumptions	Anticipated Fee Collection at Buildout <sup>(2)</sup>
<b>Residential</b>	(per SF)	(units)		
Single Family	\$ 5.21	1,444	2,200	\$ 16,551,128
Multi Family	\$ 5.79	4,466	1,600	\$ 41,373,024
<b>Total</b>				<b>\$ 57,924,152</b>

Notes:

- 1 The proposed fee does not include the administrative portion of the fee.
- 2 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.

## Nexus Requirement Summary

The Public Facilities Fee component of the DIF program meets the Mitigation Fee Act Requirements, as described in this section.

### ***Requirement 1: Identify the purpose of the fee.***

The purpose of the Public Facilities Fee is to fund the park and recreation facility needs generated by new development in the City. Each new resident creates a demand for additional park and recreation facilities. The City's adopted standard is to provide 5 acres of parkland for each 1,000 residents. In order to accommodate these needs, new park facilities will be built and/or existing park facilities will be expanded. The City has planned future recreation facilities and each new resident creates a demand for additional recreation facilities. In order to accommodate these needs, new recreation facilities will be built or existing recreation facilities will be expanded. **Table 4-6** and **Table 4-7** calculate the parks and recreation cost per capita based on the City standard for parks and the estimated construction cost and planned recreation facilities.

### ***Requirement 2: Identify the use of the fee.***

The Public Facilities Fee will be used to fund new park and recreation development in order to meet the City's General Plan and Parks and Recreation Master Plan standards discussed in this chapter. Park expansion is necessary to meet the City's adopted standards of five acres of parkland for each 1,000 new residents. In most cases, developers build new neighborhood parks on behalf of the City as a condition of residential subdivision construction and to fulfill their Quimby park acreage dedication requirements. The location of the neighborhood parks will be determined based on the location of the new development project, as they are typically located within each development. The recreation component of the fee will be used to fund new or expand existing recreation facilities, such as the planned Community Center. The City has 31.2 acres of community park planned in Fanita Ranch, and it is anticipated that the developer will dedicate this acreage for the City to develop. As future developments come online and the Public Facilities Fee is collected, the City will identify future community park sites to program the remaining acres. The anticipated fee revenue to fund these facilities at Buildout is shown on **Table 4-9**.

### ***Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.***

The fee will be used to fund new parks and recreation facilities that are necessary to serve the increased residents in the City. New residential development generates additional residents which increases the demand for park and recreation facilities. The Public Facilities Fee is calculated using the City's General Plan standard of five (5) acres of park per 1,000 residents and planned recreation facilities. Residential development is responsible for paying its fair share to meet the City's standard and the cost of recreation facilities attributable to new development. Non-residential uses do not pay the fee since they do not generate additional residents and workers have minimal impact on the City's park and recreation system.

**Table 4-6** and **Table 4-7** calculate the cost per capita and then allocates the cost to each development type based on the estimated persons per household. **Table 4-8** then calculates the cost per square foot for the residential units based on the estimated average unit size. By basing the fee on the size of the unit and the estimated number of new residents that is anticipated to be generated by the addition of that square footage, the fee is directly correlated to the increased need for new parks.

***Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.***

Each new residential development is anticipated to generate new residents. The addition of new residents creates the need for new parks and recreation facilities to meet the City's General Plan park standard of five (5) acres per 1,000 residents and planned recreation facilities. The fee is directly correlated to the number of new residents expected to be generated by each type of development. Non-residential development does not pay for parks as non-residential developments do not generate a significant demand for park and recreation facilities. Residential development pays its fair share based on the estimated persons the new unit is expected to generate.

***Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.***

As new residential units are constructed, new park facilities are necessary to meet the City's General Plan standard of 5 acres of park per 1,000 residents. New recreation facilities are necessary based on new developments fair share of the planned facilities. The Public Facilities Fee is calculated by totaling the Recreation (**Table 4-6**) and Park Facilities (**Table 4-7**) costs per resident. The cost per capita is then allocated to each residential land use based on the persons per household each unit is expected to generate and divided by the average unit size in square feet to determine the fee per square foot as shown in **Table 4-8**. Since the need for park and recreation facilities is based on the number of new residents, calculating the fee based on the number of persons each unit is expected to generate and converting to a fee per square feet, ensures that each new residential unit is paying only its fair share of the required facilities.

By determining the fee based on the estimated new residents that would be generated by new development, each new residential unit is paying only its fair share of the facilities required. Non-residential land uses are not assessed a Public Facilities Fee as non-residential development will not generate an increase in park and recreation facility demand.

## Section 5 Traffic Signal Fee

### Background

This section presents an analysis of the City’s Traffic Signal Fee. The proposed Citywide Traffic Signal Fee covers the costs of maintaining existing traffic signals and construction of new traffic signals to meet the needs of new development. The Traffic Signal Fee uses the System Plan Method to calculate the fee. The System Plan Method utilizes an integrated approach to allocate the cost of existing facilities and the costs of planned facilities to the total development in the study area.

As shown in **Table 5-1**, the future traffic signal facilities costs were developed by the City based on facilities necessary to serve new development.

**Table 5-1: Traffic Signal Facilities – Planned Facilities**

Facility/Project	Major Street	Minor Street	Unit	Unit Cost	Total Cost
<b>Traffic Signal</b>			<b>Phases</b>		
New Signal - 6 Phase Signal	Magnolia Ave	Princess Joann Rd	6	415,000	\$ 415,000.00
New Signal - 6 Phase Signal	Cottonwood Ave	Riverview Pkwy	6	415,000	\$ 415,000.00
New Signal - 8 Phase Signal	Woodside Ave	Mission Del Magnolia / Riderwood Terrace	8	450,000	\$ 450,000.00
New Signal - 8 Phase Signal	Mission Gorge Rd	Marrokal Ln	6	415,000	\$ 415,000.00
New Pedestrian Signal - Hawk	Mission Gorge Rd	Forester Creek	n/a	220,000	\$ 220,000.00
New Pedestrian Signal - Hawk	Cuyamaca St	South River Trail	n/a	220,000	\$ 220,000.00
New Pedestrian Signal - Hawk	Prospect Ave	Forester Creek	n/a	220,000	\$ 220,000.00
<i>Subtotal Traffic Signal</i>					\$ 2,355,000.00
<b>Traffic Signal Modifications</b>			<b>QTY</b>		
Update/replace traffic signal cabinet and controllers	Various	-	4	\$ 49,000	\$ 196,000.00
Pedestrian Ramp Upgrades	Various	-	11	\$ 9,800	\$ 107,800.00
Audible Pedestrian Signal Button Installation	Various	-	28	\$ 14,000	\$ 392,000.00
Smart Signals and Controller/Detection Upgrades	Various Arterials	-	21	\$ 80,000	\$ 1,680,000.00
Signal Modification	Carlton Oaks Dr	Wethersfield Rd	n/a		\$ 439,000.00
Signal Modification	Mast Blvd	Carlton Hills Blvd	n/a		\$ 203,900.00
<i>Subtotal Traffic Signal Modifications</i>					\$ 3,018,700.00
<b>Communications</b>			<b>QTY</b>		
Install new fiberoptic communication	Magnolia Ave	Park Center to Riverview Pkwy	2,000	\$ 108	\$ 56,000.00
Install new fiberoptic communication	Mission Gorge Rd	Fanita to Father Junipero	10,500	\$ 108	\$ 504,000.00
<i>Subtotal Communications</i>					\$ 560,000.00
<b>Total Traffic Signal Facilities Costs<sup>(1)</sup></b>					<b>\$ 5,933,700.00</b>

1 Item costs include markup for design (15%), construction admin (15%), Contingency (10%).

**Table 5-2** describes the existing Traffic Signal Facilities provided by the City using facility information and valuation based upon Property Insurance valuation.

**Table 5-2: Existing Traffic Signal Facilities (page 1 of 2)**

Facility	Major Street	Minor Street	Unit	Total Cost
<b>Traffic Signal</b>			<b>Phases</b>	
Traffic Signal City ID #1	Mast Boulevard	West Hills High School	6	\$ 375,000.00
Traffic Signal City ID #2	Mast Boulevard	Weston Drive	8	\$ 410,000.00
Traffic Signal City ID #3	Mast Boulevard	Medina Drive	6	\$ 375,000.00
Traffic Signal City ID #4	Mast Boulevard	Pebble Beach Drive	6	\$ 375,000.00
Traffic Signal City ID #5	Mast Boulevard	Fanita Parkway	8	\$ 410,000.00
Traffic Signal City ID #6	Mast Boulevard	Carlton Hills Boulevard	8	\$ 410,000.00
Traffic Signal City ID #7	Mast Boulevard	Halberns Boulevard	6	\$ 375,000.00
Traffic Signal City ID #8	Mast Boulevard	Cuyamaca Street	8	\$ 410,000.00
Traffic Signal City ID #9	Mast Boulevard	Billeer Drive	6	\$ 375,000.00
Traffic Signal City ID #10	Mast Boulevard	Park Center Drive	6	\$ 375,000.00
Traffic Signal City ID #11	Mast Boulevard	Magnolia Avenue	8	\$ 410,000.00
Traffic Signal City ID #12	Mission Gorge Road	Father Junipero Serra Trail	6	\$ 375,000.00
Traffic Signal City ID #13	Mission Gorge Road	West Hills Parkway	8	\$ 410,000.00
Traffic Signal City ID #14	Mission Gorge Road	Rancho Fanita Drive	6	\$ 375,000.00
Traffic Signal City ID #15	Mission Gorge Road	Big Rock Road	6	\$ 375,000.00
Traffic Signal City ID #16	Mission Gorge Road	Mesa Road	6	\$ 375,000.00
Traffic Signal City ID #17	Mission Gorge Road	Fanita Drive	8	\$ 410,000.00
Traffic Signal City ID #18	Mission Gorge Road	Carlton Hills Boulevard	8	\$ 410,000.00
Traffic Signal City ID #19	Mission Gorge Road	Marketplace / Kohls	8	\$ 410,000.00
Traffic Signal City ID #20	Mission Gorge Road	Post Office / Lowes	6	\$ 375,000.00
Traffic Signal City ID #21	Mission Gorge Road	Town Center Parkway / Olive Lane	8	\$ 410,000.00
Traffic Signal City ID #22	Mission Gorge Road	Cuyamaca Street	8	\$ 410,000.00
Traffic Signal City ID #23	Mission Gorge Road	Mission Greens Road	8	\$ 410,000.00
Traffic Signal City ID #24	Mission Gorge Road	Riverview Parkway / Tamberly Way	8	\$ 410,000.00
Traffic Signal City ID #25	Mission Gorge Road	Coltonwood Avenue	6	\$ 375,000.00
Traffic Signal City ID #26	Mission Gorge Road	Edgemoor Drive	6	\$ 375,000.00
Traffic Signal City ID #27	Mission Gorge Road	Magnolia Avenue / Woodside Avenue	8	\$ 410,000.00
Traffic Signal City ID #28	Cuyamaca Street	Prospect Avenue	8	\$ 410,000.00
Traffic Signal City ID #29	Cuyamaca Street	Buena Vista Avenue	6	\$ 375,000.00
Traffic Signal City ID #30	Cuyamaca Street	Trolley Square	8	\$ 410,000.00
Traffic Signal City ID #31	Cuyamaca Street	Town Center Parkway	8	\$ 410,000.00
Traffic Signal City ID #32	Cuyamaca Street	Riverpark Drive	6	\$ 375,000.00
Traffic Signal City ID #33	Cuyamaca Street	Riverwalk Drive	6	\$ 375,000.00
Traffic Signal City ID #34	Magnolia Avenue	Prospect Avenue	8	\$ 410,000.00
Traffic Signal City ID #35	Magnolia Avenue	Alexander Way	6	\$ 375,000.00
Traffic Signal City ID #36	Magnolia Avenue	Rockvill Street	8	\$ 410,000.00
Traffic Signal City ID #37	Magnolia Avenue	Riverview Parkway / New Frontier	8	\$ 410,000.00
Traffic Signal City ID #38	Magnolia Avenue	Park Center Drive	6	\$ 375,000.00
Traffic Signal City ID #39	Magnolia Avenue	Braverman Drive	6	\$ 375,000.00
Traffic Signal City ID #40	Magnolia Avenue	Carefree Drive	6	\$ 375,000.00
Traffic Signal City ID #41	Magnolia Avenue	2nd Street	6	\$ 375,000.00
Traffic Signal City ID #42	Magnolia Avenue	El Nopal	8	\$ 410,000.00

**Table 5-2: Existing Traffic Signal Facilities (page 2 of 2)**

Facility	Major Street	Minor Street	Unit	Total Cost
<b>Traffic Signal</b>			<b>Phases</b>	
Traffic Signal City ID #43	Magnolia Avenue	Woodglen Vista / Len Street	8	\$ 410,000.00
Traffic Signal City ID #44	Prospect Avenue	Fanita Drive	8	\$ 410,000.00
Traffic Signal City ID #45	Prospect Avenue	Ellsworth Lane	6	\$ 375,000.00
Traffic Signal City ID #46	Prospect Avenue	Atlas View Drive	6	\$ 375,000.00
Traffic Signal City ID #47	Prospect Avenue	Olive Lane	8	\$ 410,000.00
Traffic Signal City ID #48	Prospect Avenue	Cottonwood Avenue	6	\$ 375,000.00
Traffic Signal City ID #49	Prospect Avenue	Graves Avenue	6	\$ 375,000.00
Traffic Signal City ID #50	Carlton Hills Boulevard	Willowgrove Avenue	6	\$ 375,000.00
Traffic Signal City ID #51	Carlton Hills Boulevard	Carlton Oaks Drive	8	\$ 410,000.00
Traffic Signal City ID #52	Carlton Hills Boulevard	Stoyer Drive	6	\$ 375,000.00
Traffic Signal City ID #53	Carlton Oaks Drive	Fanita Parkway	6	\$ 375,000.00
Traffic Signal City ID #54	Carlton Oaks Drive	Pebble Beach Drive	6	\$ 375,000.00
Traffic Signal City ID #55	Carlton Oaks Drive	Wethersfield Road	8	\$ 410,000.00
Traffic Signal City ID #56	Town Center Parkway	Costco / Walmart	6	\$ 375,000.00
Traffic Signal City ID #57	Town Center Parkway	Buffalo Wild Wings	6	\$ 375,000.00
Traffic Signal City ID #58	Town Center Parkway	Riverview Parkway	8	\$ 410,000.00
Traffic Signal City ID #59	Post Office	Lowes	4	\$ 345,000.00
Traffic Signal City ID #60	Trolley Square South		4	\$ 345,000.00
Traffic Signal City ID #61	Trolley Square North		4	\$ 345,000.00
Traffic Signal City ID #62	Woodside Avenue	Davidann Road	6	\$ 375,000.00
<i>Subtotal Traffic Signal</i>				\$ 24,105,000.00
<b>Communications</b>			<b>LF</b>	
Interconnect	Citywide	Citywide	74,500	\$ 10,430,000.00
Wireless	Citywide	Citywide	12	\$ 46,800.00
<i>Subtotal Communications</i>				\$ 10,476,800.00
<b>Total Facilities</b>				<b>\$ 34,581,800.00</b>

## Trips

To calculate the Traffic Signal Fee and the Traffic Mitigation Fee, this study uses Institute of Transportation Engineers (ITE) common Trip Generation Rates sourced from the ITE Trip Generation Manual, 11th Edition as the base for trip generation assumptions. It is based on the average daily trips which means the total of all one-direction vehicle movements with either the origin or destination inside the study site that includes existing, primary, pass by, and diverted linked trips and is calculated in accordance with the procedures contained in Trip Generation Manual, 11th Edition published by the ITE. For the Traffic Signal Fee, these assumptions are used to calculate the total cost per capita. For the Traffic Mitigation Fee, these assumptions are also used to calculate the proportion of planned facilities that are attributable to new development. **Table 5-3** identifies the Trip Rates per land use. The trip rates are multiplied against the land uses from **Table 3-1** in **Section 3** to calculate the vehicle trips.

**Table 5-3: Trip Rates per Land Use**

Land Use	Unit	Trip Generation Rate
<b>Residential</b>		
Single Family	Per Dwelling Unit	10.00
Multi Family <sup>(1)</sup>	Per Dwelling Unit	5.64
<b>Non-Residential</b>		
Commercial <sup>(2)</sup>	Per 1,000 Building SF	22.87
Office	Per 1,000 Building SF	12.62
Industrial <sup>(3)</sup>	Per 1,000 Building SF	2.92

Notes:

- 1 Trip Generation for Multi-Family uses the average of the trip generation assumption for multifamily low-rise and mid-rise housing.
- 2 ITE Trip Generation Manual, 10th Edition notes all Retail and Services land uses are entitled to a "pass-by" trip reduction between 40%-60%. This study assumes a 50% trip reduction for commercial/retail center (shop center and strip retail plaza).
- 3 Industrial assumption is the average of general light industrial, industrial park, manufacturing, and warehousing.

To calculate the Existing Trips per land use (as shown in **Table 5-4**), existing residential units and existing non-residential building square footage (per 1,000 SF) is multiplied by the Trips per Unit or Trips per 1,000 square feet assumptions respectively from **Table 5-3**.

**Table 5-4: Existing Vehicle Trips**

Land Use	Existing Units / SF	Trips per Unit / 1,000 Bldg. SF	Total Trips (Rounded)
<b>Residential</b>			
	<u>Units</u>	<u>per Unit</u>	
Single Family	13,801	10.00	138,010
Multi Family	7,447	5.64	42,001
<b>Non-Residential</b>			
	<u>1,000 Building SF</u>	<u>per 1,000 Building SF</u>	
Commercial <sup>1</sup>	2,309	22.87	52,807
Office	190	12.62	2,398
Industrial	2,683	2.92	7,834
<b>Total</b>			<b>243,050</b>

Notes:

- 1 ITE Trip Generation Manual, 10th Edition notes all Retail and Services land uses are entitled to a "pass-by" trip reduction between 40%-60%. This study assumes a 50% trip reduction for commercial/retail center (strip commercial).

To calculate the New Trips per land use (as shown in **Table 5-5**), projected new residential units and projected new non-residential building square footage (per 1,000 SF) is multiplied by the Trips per Unit or Trips per 1,000 square feet assumptions respectively from **Table 5-3**.

**Table 5-5: New Vehicle Trips**

Land Use	Additional Units / SF	Trips per Unit / 1,000 Bldg. SF	Total Trips (Rounded)
<b>Residential</b>	<u>Units</u>	<u>per Unit</u>	
Single Family	1,444	10.00	14,440
Multi Family	4,466	5.64	25,188
<b>Non-Residential</b>	<u>1,000 Building SF</u>	<u>per 1,000 Building SF</u>	
Commercial <sup>1</sup>	1,020	22.87	23,327
Office	84	12.62	1,060
Industrial	1,266	2.92	3,697
<b>Total</b>			<b>67,712</b>

Notes:

1 ITE Trip Generation Manual, 10th Edition notes all Retail and Services land uses are entitled to a "pass-by" trip reduction between 40%-60%. This study assumes a 50% trip reduction for commercial/retail center (strip commercial).

**Table 5-6** calculates the buildout trips using the buildout land uses multiplied by the Trips per Unit or Trips per 1,000 square feet assumptions respectively from **Table 5-3**.

**Table 5-6: Total Vehicle Trips**

Land Use	Total Units / SF	Trips per Unit / 1,000 Bldg. SF	Total Trips (Rounded)
<b>Residential</b>	<u>Units</u>	<u>per Unit</u>	
Single Family	15,245	10.00	152,450
Multi Family	11,913	5.64	67,189
<b>Non-Residential</b>	<u>1,000 Building SF</u>	<u>per 1,000 Building SF</u>	
Commercial <sup>1</sup>	3,329	22.87	76,134
Office	274	12.62	3,458
Industrial	3,949	2.92	11,531
<b>Total</b>			<b>310,762</b>

Notes:

1 ITE Trip Generation Manual, 10th Edition notes all Retail and Services land uses are entitled to a "pass-by" trip reduction between 40%-60%. This study assumes a 50% trip reduction for commercial/retail center (strip commercial).



## Service Population

Demand for traffic signal facilities is based on the total trips generated at Buildout conditions. The Traffic Signal Fee utilizes the land use trip generation assumptions presented in **Table 5-6** for the various residential and non-residential land uses based on Institute of Transportation Engineers common Trip Generation Rates (average daily trips) sourced from the ITE Trip Generation Manual, 11th Edition.

## Cost Summary

The Traffic Signal Fee will fund the expansion and construction of new traffic signal facilities necessary to serve new growth. These facilities will be necessary to meet the demands of the growth of the City at Buildout. The cost for the Traffic Signal Fee is based on the integrated cost of the current and future facilities. As new development occurs, there are additional trips associated with the new development, which correlates to a need for additional traffic signal improvements. The Nexus Study acknowledges that the existing development will also benefit from these transportation improvements once they are constructed and therefore existing development has a fair share of these improvements. New development also benefits from the existing network of traffic signals and improvements and therefore new development will fund the integrated system of facilities at the existing standard attributable to new development.

The City will review the potential funding sources for traffic signal projects to determine the appropriate funding mechanisms as projects move forward as well as identify funding sources through the CIP process and identify action plans in updates to the City's Strategic Plan. It is important for new development to fund their fair share of their impact on transportation facilities.

## Fee Methodology

The Traffic Signal Fee uses the System Plan Method to calculate the fee. As stated in the “Impact Fee Nexus Study Template” prepared for the California Department of Housing and Community Development by Turner Center for Housing Innovation at UC Berkeley, the System Plan Method utilizes an integrated approach to allocate the cost of existing facilities and the costs of planned facilities to the total development in the study area. This method is appropriate when calculating a systemwide fee in which new development will fund an integrated system of facilities at the future standard attributable to new development. By spreading the costs of an integrated system incorporating the existing facilities and planned facilities costs to the total development in the study area, this ensures that new development only pays their proportional share of the total system costs and is not responsible for rectifying any existing deficiencies.

The Traffic Signal Fee is calculated based on the cost per trip generated by existing and new development. The total cost of the facilities identified in **Table 5-1** and **Table 5-2** is spread over the anticipated total number of trips at buildout (existing and generated by future development), as shown in **Table 5-6**, to calculate the cost per trip. The cost per trip is calculated by taking the total cost of traffic signal facilities, calculating the existing trips and future additional trips, dividing the total cost by the total trips to derive at a cost per trip. This calculation is shown in **Table 5-7**.

**Table 5-7: Traffic Signal Facilities Cost per Vehicle Trip**

	Value
<b>Existing Facilities <sup>(1)</sup></b>	
Traffic Signal	\$ 24,105,000
Communications	\$ 10,476,800
<i>Subtotal Existing Facilities</i>	<i>\$ 34,581,800</i>
<i>Soft Costs <sup>(2)</sup></i>	<i>\$ 13,832,720</i>
<i>Existing Fund Balance</i>	<i>\$ 353,190</i>
<b>Total Existing Costs</b>	<b>\$ 48,767,710</b>
<b>New Facilities <sup>(3)</sup></b>	
Traffic Signal	\$ 2,355,000
Traffic Signal Modifications	\$ 3,018,700
Communications	\$ 560,000
<i>Subtotal New Facilities</i>	<i>\$ 5,933,700</i>
<i>Soft Costs <sup>(2)</sup></i>	<i>\$ -</i>
<b>Total New Costs</b>	<b>\$ 5,933,700</b>
<b>Total Traffic Signal Cost</b>	<b>\$ 54,701,410</b>
<b>Total Buildout Trip Generation <sup>(4)</sup></b>	<b>310,762</b>
<b>Cost per Trip</b>	<b>\$ 176.02</b>

Notes:

1 Existing Facilities values derived from City Engineer cost estimate of replacement value of existing facilities.

2 Soft Costs include 10% - Construction Contingency, 15% - Design and Environmental, and 15% - Construction Admin/Inspection.

3 Based on new facilities provided by the City.

4 Total Trip Generation derived using existing residential units and non-residential land use assumptions.

The Traffic Signal Fee calculated on **Table 5-7** is the maximum justifiable fee using the System Plan method, but **Table 5-8** shows the fee calculation for the fee used in this analysis based on the facilities necessary to serve new development. The Traffic Signal Fee used in this analysis is calculated based on the cost per trip generated by new development. The total cost of the facilities identified in **Table 5-1** is spread over the anticipated total number of trips at buildout (generated by future development), as shown in **Table 5-5**, to calculate the cost per trip. This calculation is shown in **Table 5-8**.

**Table 5-8: Traffic Signal Existing Facilities Cost per Vehicle Trip**

Cost per Trip	
Traffic Signal Facilities	\$ 5,933,700.00
Less Fund Balance <sup>(1)</sup>	\$ (353,190.00)
Total Traffic Signal Facilities	\$ 5,580,510.00
Additional Trip Generation	\$ 67,712
<b>Cost per Trip</b>	<b>\$ 82.42</b>

Notes:

1 Fund Balance as of 06/30/2024 and provided by the City's Finance Department.

## Fee Summary

The Traffic Signal Fee for new development is calculated by multiplying the cost per trip identified in **Table 5-8** by trip generation rate for each land use. The residential fee per unit is converted to a fee per square foot by dividing the fee per unit by the unit size estimated in **Table 3-5**. **Table 5-9** shows the proposed new Traffic Signal Fees for new development.

**Table 5-9: Traffic Signal Fee Summary**

Land Use	Cost Per Trip	Trip Generation <sup>(1)</sup>	Fee	Average Unit Size (SF)	Fee
<b>Residential</b>			(per Unit)		(per SF)
Single Family	\$ 82.42	10.00	\$ 824.20	2,200	\$ 0.37
Multi Family	\$ 82.42	5.64	\$ 464.85	1,600	\$ 0.29
<b>Non-Residential</b>			(per 1,000 SF)		
Commercial <sup>(2)</sup>	\$ 82.42	22.87	\$ 1,884.95		
Office	\$ 82.42	12.62	\$ 1,040.14		
Industrial	\$ 82.42	2.92	\$ 240.67		

Notes:

- 1 Institute of Transportation Engineers common Trip Generation Rates (PM Trip Rate) sourced from the ITE Trip Generation Manual, 11th Edition.
- 2 ITE Trip Generation Manual, 10th Edition notes all Retail and Services land uses are entitled to a "pass-by" trip reduction between 40-60%. This study assumes a 50% trip reduction for commercial.

## Reduced Traffic Fee

Residential developments near transit stations generate fewer trips than traditional land use configurations that rely on vehicles as the primary mode of transportation. According to various transportation studies, measurable trip reductions result for projects that are near transit stations and where there are a diversity of land uses that promote connectivity and walkability. To account for the reduced trip rates generated by projects meeting the above characteristics, an additional trip adjustment factor is applied to new residential land uses meeting the following criteria:

1. The housing development is located within one-half mile of a transit station and there is direct access between the project and the transit station along a barrier-free walkable pathway not exceeding one-half mile in length.
2. Convenience retail uses, including a store that sells food, are located within one-half mile of the housing development.
3. The housing development provides either the minimum number of parking spaces required by the local ordinance, or for residential units, no more than one onsite parking space for zero to two bedroom units, and two onsite parking spaces for three or more bedroom units, whichever is less.

For purposes of this reduction, the definition of transit station shall be defined by California Government Code Section 65460.1, “Transit station” means a rail or light-rail station, ferry terminal, bus hub, or bus transfer station. Also, a “housing development” shall be defined by California Government Code Section 66005.1, which is a development project with common ownership and financing consisting of residential use or mixed use where not less than 50 percent of the floorspace is for residential use.

Commercial trips often coincide with other trips (i.e., Person A stops by the store on their way home from work, Person B stops by a restaurant after grocery shopping, etc.) This “pass-by” trip reduction amount is factored into the Commercial trip generation estimates (**Table 5-3**) as well as the fee for commercial land use in **Table 5-9**.

## Revenue Projections

**Table 5-10** summarizes the anticipated Traffic Signal Fee revenue collected at Buildout. The revenue will be used to fund the traffic signal facilities shown on **Table 5-1**.

**Table 5-10: Anticipated Traffic Signal Fee Collection at Buildout**

Land Use	Proposed Fee <sup>(1)</sup>	Anticipated Growth	SF Assumptions	Anticipated Fee Collection at Buildout <sup>(2)</sup>
<b>Residential</b>	(per SF)	(Units)	(SF)	
Single Family	\$ 0.37	1,444	2,200	\$ 1,175,416
Multi Family	\$ 0.29	4,466	1,600	\$ 2,072,224
<b>Non-Residential</b>	(per 1,000 SF)	(1,000 SF)		
Commercial	\$ 1,884.95	1,020.34		\$ 1,923,290
Office	\$ 1,040.14	83.92		\$ 87,289
Industrial	\$ 240.67	1,266.30		\$ 304,760
<b>Total</b>				<b>\$ 5,562,979</b>

Notes:

1 The proposed fee does not include the administrative portion of the fee.

2 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding. Rounded to nearest dollar.

## Current Level of Service

Per AB602, when applicable, the nexus study shall identify the existing level of service for each traffic signal facility, identify the proposed new level of service, and include an explanation of why the new level of service is appropriate. As shown on **Table 5-11**, the proposed Traffic Signal Fee is less than the existing level of service.

**Table 5-11: Existing Level of Service per Vehicle Trip**

Description	Value
<b>Existing Facilities <sup>(1)</sup></b>	
Traffic Signal	\$ 24,105,000
Communications	\$ 10,476,800
<i>Subtotal Facilities</i>	\$ 34,581,800
<i>Soft Costs <sup>(2)</sup></i>	\$ 13,832,720
<i>Existing Fund Balance</i>	\$ 353,190
<b>Total Costs</b>	<b>\$ 48,767,710</b>
<b>Existing Trip Generation <sup>(3)</sup></b>	<b>243,050</b>
<b>Cost per Trip</b>	<b>\$ 200.65</b>

Notes:

- 1 Existing Facilities values derived from City Engineer cost estimate of replacement value of existing facilities.
- 2 Soft Costs include 10% - Construction Contingency, 15% - Design and Environmental, and 15% - Construction
- 3 Existing Trip Generation derived using existing residential units and non-residential land use assumptions.

## Nexus Requirement Summary

The proposed Traffic Signal Fee meets the Mitigation Fee Act Requirements, as described in this section.

### ***Requirement 1: Identify the purpose of the fee.***

The purpose of the Traffic Signal Fee is to fund planned traffic signal facilities included in **Table 5-1** to serve future development. In order to accommodate this need, new facilities must be built and/or existing facilities expanded.

### ***Requirement 2: Identify the use of the fee.***

The fee will be used to fund the planned traffic signal facilities identified in **Table 5-1** that are necessary to serve increased demand. The City identified these future projects as the facilities that are required to mitigate the impact of new development in the City.

### ***Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.***

The Traffic Signal Fee will be used to fund the new traffic signal facilities and improvements that are necessary to serve the increase in transportation demand due to new development. The cost of

the improvements is spread to each land use based on the number of trips generated by each land use. This correlation to trips ensures that each new development pays their fair share of the transportation costs.

The cost per trip calculations is shown in **Table 5-8**. The fee calculation is shown in **Table 5-9**.

***Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.***

Each new residential and non-residential development within the City will generate additional trips that incrementally adds to the need for new traffic infrastructure and facilities to serve the increased residents and businesses within the City and ensure that traffic facilities can accommodate the increased demand. These facilities are provided by the City. Each new residential and non-residential development pays an impact fee based on the additional trips that is expected to be generated by the new development. To accommodate these additional trips, new traffic signal improvements will be needed city-wide. Utilizing trips generated by each development ensures that each type of development pays their fair share of the required new traffic signal facilities. This calculation is shown in **Table 5-9**.

***Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.***

The Traffic Signal fee is based on the System Plan Method, which estimates the costs for an integrated system of existing and future facilities. The traffic signal facilities that are necessary for the new development are summarized in the planned improvements presented in **Table 5-1**. The existing traffic signal facilities are shown on **Table 5-2**. Each land use pays their fair share of costs based on the number of trips generated by that land use as shown in **Table 5-7**. The Traffic Signal Fee is calculated based on the cost per trip generated by existing and new development divided by the Buildout service population. The total cost of the facilities identified in **Table 5-1** and **Table 5-2** is spread over the anticipated total number of trips at buildout (existing and generated by future development), as shown in **Table 5-6**, to calculate the cost per trip. Utilizing trips ensures that each development pays their fair share of the cost.

## Section 6 Traffic Mitigation Fee

### Background

This section presents an analysis of the City’s Traffic Mitigation Fee. The proposed Citywide Traffic Mitigation Fee covers the construction of new traffic facilities to meet the needs of new development.

As shown in **Table 6-1**, the future traffic mitigation facilities were developed by the City of Santee based on facilities necessary to serve new development. Facilities are based on the adopted FY 2024-2028 Capital Improvement Program Budget. The City does not anticipate any future major Traffic Mitigation improvements beyond the facilities identified in the CIP. If the City does determine future Traffic Mitigation improvements need to be added to the fee program, the fee would need to be updated.

**Table 6-1: Traffic Mitigation Facilities – Planned Facilities**

Facility	Description	Total Project Cost	Percent Attributable to	
			New Development <sup>(1)</sup>	Fee Program Cost
<b>Traffic Mitigation Facility</b>				
Cottonwood Avenue River Crossing <sup>(2)</sup>	Extend Cottonwood Avenue from Riverview Parkway to northern end of Cottonwood Avenue	\$ 20,786,000	100%	\$ 20,786,000
Cottonwood Avenue Widening and Sidewalk Improvements	Widen Cottonwood Avenue and install street improvements between Mission Gorge Road and Prospect Avenue	\$ 12,130,000	21.79%	\$ 2,643,008
Graves Avenue Street Improvements	Widen Graves Avenue from Pepper Drive to Prospect Avenue	\$ 7,544,000	21.79%	\$ 1,643,764
Magnolia Avenue Widening	Widen the west side of Magnolia Avenue from the San Diego River to Park Avenue	\$ 4,786,000	21.79%	\$ 1,042,823
Median Modification - Mission Gorge Road at Marketplace	Realign center median on Mission Gorge Road at Marketplace and Post office to accommodate existing traffic volumes on Mission Gorge Road.	\$ 560,000	21.79%	\$ 122,019
Olive Lane Improvements	Widen Olive Lane from the Forester Creek Bridge to Mission Gorge Road and install street improvements.	\$ 2,850,000	21.79%	\$ 620,987
Prospect Avenue Improvements - West	Widen Prospect Avenue from Mesa Road to Fanita Drive. Install street improvements and purchase right-of-way.	\$ 21,267,000	21.79%	\$ 4,633,871
<b>Subtotal Traffic Mitigation Facilities</b>		<b>\$ 69,923,000</b>		<b>\$ 31,492,471.65</b>
<b>Soft Cost: Construction Contingency (10%)</b>				<b>\$ 3,149,247.17</b>
<b>Soft Cost: Design and Environmental (15%)</b>				<b>\$ 4,723,870.75</b>
<b>Soft Cost: Construction Administration and Inspection (15%)</b>				<b>\$ 4,723,870.75</b>
<b>Total Traffic Mitigation Facilities Costs</b>				<b>\$ 44,089,460.32</b>

**Notes:**

- 1 Percent attributable to new development based upon additional trips generated by new development over total existing and new trips.
- 2 Cottonwood Avenue River Crossing project is fully attributable to new development based on conversations with the City and the project is in a fully undeveloped area.

**Source:**

Adopted FY 2024-2028 Capital Improvement Program Budget.

## Service Population

Demand for traffic mitigation facilities is based on the additional trips that will be generated by new development through Buildout conditions. The Traffic Mitigation Fee utilizes the land use trip generation assumptions presented in **Table 6-2** for the various residential and non-residential land uses based on Institute of Transportation Engineers common Trip Generation Rates (PM Trip Rate) sourced from the ITE Trip Generation Manual, 11th Edition.

**Table 6-2: Future Additional Trips**

Land Use	Additional Units / SF	Trips per Unit / 1,000 Bldg. SF	Total Trips (Rounded)
<b>Residential</b>	<u>Units</u>	<u>per Unit</u>	
Single Family	1,444	10.00	14,440
Multi Family	4,466	5.64	25,188
<b>Non-Residential</b>	<u>1,000 Building SF</u>	<u>per 1,000 Building SF</u>	
Commercial <sup>1</sup>	1,020	22.87	23,327
Office	84	12.62	1,060
Industrial	1,266	2.92	3,697
<b>Total</b>			<b>67,712</b>

Notes:

1 ITE Trip Generation Manual, 10th Edition notes all Retail and Services land uses are entitled to a "pass-by" trip reduction between 40%-60%. This study assumes a 50% trip reduction for commercial/retail center (strip commercial).

## Cost Summary

The Traffic Mitigation Fee will fund the expansion and construction of new traffic mitigation facilities necessary to serve new growth. These facilities will be necessary to meet the demands of the growth of the City at Buildout. The percent attributable to new development is calculated as the proportion of new vehicle trips that will be generated by new growth in the City over the total trips at buildout, which is shown below. The cost attributable to the Cottonwood Avenue River Crossing project is 100 percent as this improvement is surrounded by undeveloped land and it is necessary to support new development.



Description	Source	Value
<b>Trips</b>		
Existing Trips	Table 5-4	243,050
Total Buildout Trips	Table 5-6	310,762
<b>Net Future Trips</b>		<b>67,712</b>
<b>Trips Allocation</b>		
Existing Trips		78.21%
Future Trips		21.79%
<b>Total Trips</b>		<b>100.00%</b>

As new development occurs, there are additional trips associated with the new development, which correlates to a need for additional traffic mitigation improvements. The Nexus Study acknowledges that the existing development will benefit from these transportation improvements once they are constructed and therefore existing developments' fair share of the improvements (based on trip generation rates) is allocated to existing development and is not spread to new development.

The City will review the potential funding sources for transportation projects to determine the appropriate funding mechanisms as transportation projects move forward as well as identify funding sources through the CIP process and identify action plans in updates to the City's Strategic Plan. It is important for new development to fund their fair share of their impact on transportation facilities. As new development will impact the existing transportation infrastructure, this is a conservative approach that does not burden new development with any existing deficiencies.

## Fee Methodology

The Traffic Mitigation Fee uses the Planned Facilities Method to calculate the fee. As stated in the "Impact Fee Nexus Study Template" prepared for the California Department of Housing and Community Development by Turner Center for Housing Innovation at UC Berkeley, the Planned Facilities Method calculates the proposed fee based on the ratio of planned facilities to the increase in demand associated with new development. This method is appropriate when planned facilities have been defined by a long range master plan or expenditure plan which includes specific facilities and cost estimates. As the Planned Facilities Method relies on a long range master plan that may change as the plan is implemented, fees based on this methodology need to be regularly updated to remain consistent with the project lists and current plans.

In order to distribute the share of project costs to each land use type, the total trips generated by new development must be calculated. To calculate the total number of new trips attributable to new development within the City Buildout, the growth projections, detailed in Chapter 3, are multiplied by the corresponding trip generation rates as derived from the Institute of Transportation

Engineers (ITE). The Traffic Mitigation Fee is calculated based on the cost per trip generated by new development. The total cost of the facilities attributed to new development identified in **Table 6-1** is spread over the anticipated number of trips that will be generated by future development (as shown in **Table 6-2**) to calculate the cost per trip.

Residential trips are calculated by multiplying the anticipated growth in residential units by the corresponding density’s trip generation rates. Non-residential trips were calculated by multiplying the anticipated growth in 1,000 building square feet with the corresponding trip generation rates. Commercial trips often coincide with other trips (i.e., Person A stops by the store on their way home from work, Person B stops by a restaurant after grocery shopping, etc.). Pass-by trips are a subset of trips traveling on a road that stops by a near-by commercial development. They are not new trips. The ITE Trip Generation Manual, 11th Edition notes all Retail and Services land uses are entitled to a "pass-by" trip reduction between forty to sixty percent (40-60%). This study assumes a fifty percent (50%) trip reduction for commercial.

To calculate the total number of new trips attributable to new development through Buildout, the growth projections, detailed in Chapter 3, are multiplied by the corresponding trip generation rates identified in **Table 6-2**.

**Table 6-3** calculates the total number of existing trips attributable to existing development. The existing land uses and employees, detailed within Chapter 3, are multiplied by the corresponding trip generation rates identified in **Table 6-3**. **Table 6-3** displays the ITE Trip Generation Manual, 11th Edition trip generation rates for the land use types within this fee program. The existing trips are calculated to determine future developments responsibility as the total transportation cost is allocated between existing and future trips.

**Table 6-3: Existing Trips**

Land Use	Existing Units / SF	Trips per Unit / 1,000 Bldg. SF	Total Trips (Rounded)
<b>Residential</b>	<u>Units</u>	<u>per Unit</u>	
Single Family	13,801	10.00	138,010
Multi Family	7,447	5.64	42,001
<b>Non-Residential</b>	<u>1,000 Building SF</u>	<u>per 1,000 Building SF</u>	
Commercial <sup>1</sup>	2,309	22.87	52,807
Office	190	12.62	2,398
Industrial	2,683	2.92	7,834
<b>Total</b>			<b>243,050</b>

Notes:

<sup>1</sup> ITE Trip Generation Manual, 10th Edition notes all Retail and Services land uses are entitled to a "pass-by" trip reduction between 40%-60%. This study assumes a 50% trip reduction for commercial/retail center (strip commercial).

The cost per trip is calculated by taking the total cost of the improvements identified as attributable to future within the City and dividing it by the future trips to determine the cost per trip. This calculation is shown in **Table 6-4**.

**Table 6-4: Traffic Mitigation Facilities Cost per Vehicle Trip**

<b>Cost per Trip</b>	
Traffic Mitigation Facilities	\$ 44,089,460.32
Less Fund Balance <sup>(1)</sup>	\$ (4,231,223.00)
<i>Total Mitigation Cost</i>	\$ 39,858,237.32
Trip Generation	\$ 67,712
<b>Cost per Trip</b>	<b>\$ 588.64</b>

Notes:

- 1 Fund Balance as of 06/30/2024 and provided by the City's Finance Department.

## Fee Summary

The Traffic Mitigation Fee for new development is calculated by multiplying the cost per trip identified in **Table 6-4** by trip generation rate for each land use. The residential fee per unit is converted to a fee per square foot by dividing the fee per unit by the unit size estimated in **Table 3-4**. **Table 6-5** shows the proposed new Traffic Mitigation Fees for new development.

**Table 6-5: Traffic Mitigation Fee Summary**

Land Use	Cost Per Trip	Trip Generation <sup>(1)</sup>	Fee	Average Unit Size (SF)	Fee
			(per Unit)		(per SF)
<b>Residential</b>					
Single Family	\$ 588.64	10.00	\$ 5,886.40	2,200	\$ 2.68
Multi Family	\$ 588.64	5.64	\$ 3,319.93	1,600	\$ 2.07
			(per 1,000 SF)		
<b>Non-Residential</b>					
Commercial <sup>(2)</sup>	\$ 588.64	22.87	\$ 13,462.20		
Office	\$ 588.64	12.62	\$ 7,428.64		
Industrial	\$ 588.64	2.92	\$ 1,718.83		

Notes:

- 1 Institute of Transportation Engineers common Trip Generation Rates (PM Trip Rate) sourced from the ITE Trip Generation Manual, 11th Edition.
- 2 ITE Trip Generation Manual, 10th Edition notes all Retail and Services land uses are entitled to a "pass-by" trip reduction between 40-60%. This study assumes a 50% trip reduction for commercial.

## Reduced Traffic Fee

Residential developments near transit stations generate fewer trips than traditional land use configurations that rely on vehicles as the primary mode of transportation. According to various

transportation studies, measurable trip reductions result for projects that are near transit stations and where there are a diversity of land uses that promote connectivity and walkability. To account for the reduced trip rates generated by projects meeting the above characteristics, an additional trip adjustment factor is applied to new residential land uses meeting the following criteria:

4. The housing development is located within one-half mile of a transit station and there is direct access between the project and the transit station along a barrier-free walkable pathway not exceeding one-half mile in length.
5. Convenience retail uses, including a store that sells food, are located within one-half mile of the housing development.
6. The housing development provides either the minimum number of parking spaces required by the local ordinance, or for residential units, no more than one onsite parking space for zero to two bedroom units, and two onsite parking spaces for three or more bedroom units, whichever is less.

For purposes of this reduction, the definition of transit station shall be defined by California Government Code Section 65460.1, “Transit station” means a rail or light-rail station, ferry terminal, bus hub, or bus transfer station. Also, a “housing development” shall be defined by California Government Code Section 66005.1, which is a development project with common ownership and financing consisting of residential use or mixed use where not less than 50 percent of the floorspace is for residential use.

Commercial trips often coincide with other trips (i.e., Person A stops by the store on their way home from work, Person B stops by a restaurant after grocery shopping, etc.) This “pass-by” trip reduction amount is factored into the Commercial trip generation estimates (**Table 6-2**) as well as the fee for commercial land use in **Table 6-5**.

## Revenue Projections

**Table 6-6** summarizes the anticipated Traffic Mitigation Fee revenue collected at Buildout. The revenue will be used to fund the traffic mitigation facilities shown on **Table 6-1**.

**Table 6-6: Anticipated Traffic Mitigation Fee Collection at Buildout**

Land Use	Proposed Fee <sup>(1)</sup>	Anticipated Growth	SF Assumptions	Anticipated Fee Collection at Buildout <sup>(2)</sup>
<b>Residential</b>	(per SF)	(units)		
Single Family	\$ 2.68	1,444	2,200	\$ 8,513,824
Multi Family	\$ 2.07	4,466	1,600	\$ 14,791,392
<b>Non-Residential</b>	(per 1,000 SF)	(1,000 SF)	(1,000 SF)	
Commercial	\$ 13,462.20	1,020.34		\$ 13,736,021
Office	\$ 7,428.64	83.92		\$ 623,411
Industrial	\$ 1,718.83	1,266.30		\$ 2,176,554
<b>Total</b>				<b>\$ 39,841,202</b>

Notes:

1 The proposed fee does not include the administrative portion of the fee.

2 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.

## Nexus Requirement Summary

The proposed Traffic Mitigation Fee meets the Mitigation Fee Act Requirements, as described in this section.

### *Requirement 1: Identify the purpose of the fee.*

The purpose of the Traffic Mitigation Fee is to fund new developments’ share of planned traffic mitigation facilities included in **Table 6-1** to serve future development. In order to accommodate this need, new facilities must be built and/or existing facilities expanded.

### *Requirement 2: Identify the use of the fee.*

The fee will be used to fund the planned traffic mitigation facilities identified in **Table 6-1** and detailed in **Appendix B**, that are necessary to serve increased demand. The improvements were identified through the current City Adopted FY 2024-2028 Capital Improvement Program Budget, City identified projects, and additional City discussions, as the facilities that are required to mitigate the impact of new development in the City.

### *Requirement 3: Determine how there is a reasonable relationship between the fee’s use and the type of development project on which the fee is imposed.*

The Traffic Mitigation Fee will be used to fund new developments’ share of the new traffic mitigation facilities and improvements that are necessary to serve the increase in transportation demand due to new development. The cost of the improvements is spread to each land use based on the number of trips generated by each land use. This correlation to trips ensures that each new development pays their fair share of the transportation costs.

The cost per trip calculations is shown in **Table 6-4**. The fee calculation is shown in **Table 6-5**.

***Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.***

Each new residential and non-residential development within the City will generate additional trips that incrementally adds to the need for new traffic infrastructure and facilities to serve the increased residents and businesses within the City and ensure that traffic facilities can accommodate the increased demand. These facilities were identified through City discussions based on future growth of the City. Each new residential and non-residential development pays an impact fee based on the additional trips that is expected to be generated by the new development. To accommodate these additional trips, new traffic mitigation improvements will be needed city-wide. Utilizing trips generated by each development ensures that each type of development pays their fair share of the required new traffic mitigation facilities. This calculation is shown in **Table 6-4**.

***Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.***

The transportation facilities that are necessary for the new development are summarized in the planned improvements presented in **Table 6-1**. Each land use pays their fair share of costs based on the number of trips generated by that land use as shown in **Table 6-2**. Existing development is netted out from the analysis based on existing trips (calculated on **Table 6-3**), to ensure that future land uses only pays their fair share of the traffic improvements, as calculated in **Table 6-1**. The cost per trip is then spread to each land use based on the Institute of Transportation Engineers common Trip Generation Rates (PM Trip Rate) sourced from the ITE Trip Generation Manual, 11th Edition rates. This calculation is shown in **Table 6-4**. Utilizing trips ensures that each development pays their fair share of the cost.

## Section 7 Drainage Fee

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### Background

The Drainage Fee is collected for the purpose of maintaining and servicing the existing drainage facilities in the City. The Drainage Fee is calculated using the Existing Inventory Methodology. The existing inventory method uses a facility standard based on the ratio of existing facilities to the existing service population on a cost per unit or cost per square foot basis. Under this approach, new development funds the expansion of facilities at the same standard currently serving existing development. By definition, the existing inventory method ensures that no facility deficiencies are spread to future development. This method is often used when a long range plan for new facilities is not available. An inventory of existing drainage facilities was provided by the City using GIS inventory of drainage facilities the City currently operates and maintains.

### Current Level of Service

The current level of service is based on the value of the Drainage Facilities as shown below in **Table 7-1**.

To determine the current level of service, the value of the existing drainage facilities the cost per impervious acre is calculated in **Table 7-2** by totaling the costs associated with the existing drainage facilities, adding the existing fund balance, and dividing by the existing developable impervious acres.

**Table 7-1: Existing Drainage Facilities**

Facility	Quantity	Unit	Cost Per Unit	Total Cost
<b>Inlets</b>				
Catch Basin	331	EA	\$ 10,000	\$ 3,310,000
Type A	51	EA	\$ 10,000	\$ 510,000
Type B	817	EA	\$ 10,000	\$ 8,170,000
Type C	42	EA	\$ 15,000	\$ 630,000
Type J	16	EA	\$ 10,000	\$ 160,000
Other	286	EA	\$ 10,000	\$ 2,860,000
<i>Subtotal Inlets</i>				\$ 15,640,000
<b>Cleanouts</b>				
Type A	700	EA	\$ 8,500	\$ 5,950,000
Type B	119	EA	\$ 10,000	\$ 1,190,000
Other	116	EA	\$ 8,500	\$ 986,000
<i>Subtotal Cleanouts</i>				\$ 8,126,000
<b>Headwalls</b>				
Straight (Type A)	236	EA	\$ 8,000	\$ 1,888,000
Wing (Type U)	106	EA	\$ 8,500	\$ 901,000
Type L	12	EA	\$ 8,000	\$ 96,000
Other	130	EA	\$ 8,000	\$ 1,040,000
<i>Subtotal Headwalls</i>				\$ 3,925,000
<b>Pipelines</b>				
36" Diameter Storm Drain	32,262	LF	\$ 350	\$ 11,291,700
39" Diameter Storm Drain	1,470	LF	\$ 400	\$ 588,000
42" Diameter Storm Drain	27,720	LF	\$ 450	\$ 12,474,000
45" Diameter Storm Drain	616	LF	\$ 475	\$ 292,600
48" Diameter Storm Drain	17,364	LF	\$ 500	\$ 8,682,000
54" Diameter Storm Drain	17,135	LF	\$ 700	\$ 11,994,500
60" Diameter Storm Drain	6,944	LF	\$ 850	\$ 5,902,400
66" Diameter Storm Drain	5,070	LF	\$ 900	\$ 4,563,000
69" Diameter Storm Drain	487	LF	\$ 925	\$ 450,475
72" Diameter Storm Drain	2,739	LF	\$ 950	\$ 2,602,050
84" Diameter Storm Drain	1,150	LF	\$ 1,200	\$ 1,380,000
96" Diameter Storm Drain	487	LF	\$ 1,500	\$ 730,500
<i>Subtotal Pipelines</i>				\$ 60,951,225
<b>Subtotal Facilities</b>				<b>\$ 88,642,225</b>
<b>Soft Costs</b>				
Construction Contingency (10%)				\$ 8,864,223
Design and Environmental (15%)				\$ 13,296,334
Construction Admin / Inspection (15%)				\$ 13,296,334
<b>Total Facilities</b>				<b>\$ 124,099,115</b>



**Table 7-2: Drainage Facilities Cost per Impervious Acre**

Description	Value
<b>Existing Facilities <sup>(1)</sup></b>	
Inlets	\$ 15,640,000
Cleanouts	\$ 8,126,000
Headwalls	\$ 3,925,000
Pipelines	\$ 60,951,225
<i>Subtotal Costs</i>	<i>\$ 88,642,225</i>
<i>Soft Costs</i>	<i>\$ 35,456,890</i>
<i>Existing Fund Balance</i>	<i>\$ 1,524,379</i>
<b>Total Costs</b>	<b>\$ 125,623,494</b>
<b>Existing Impervious Acres <sup>(2)</sup></b>	<b>6,044</b>
<b>Existing Cost per Impervious Acre</b>	<b>\$ 20,784.83</b>

Notes:

- 1 Existing Facilities values derived from City Engineer cost estimate of replacement value of existing facilities.
- 2 Existing acres in City identified in the Master Drainage Study Update (2023). Excludes park/open space and right of way acres.

## Planned Level of Service

The City’s drainage facilities serve both residents and businesses. Demand for services and associated facilities, is based on the City’s impervious acres. The City plans to maintain the current level of service cost per impervious acre, as shown on **Table 7-2**, with appropriate participation from new development. Per AB602, when applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service, and include an explanation of why the new level of service is appropriate. This Nexus Study identifies the existing level of service per impervious acre and based on the Nexus Study analysis and discussions with City staff, it has been deemed appropriate to maintain the existing level of service. As described below, this ensures that no facility deficiencies are spread to future development.

## Fee Methodology

The Drainage Fee uses the Existing Inventory Method methodology for calculating the fee. As stated in the “Impact Fee Nexus Study Template” prepared for the California Department of Housing and Community Development by Turner Center for Housing Innovation at UC Berkeley, with the Existing Inventory Method “New development will fund the expansion of facilities at the same standard as currently used to service existing development.” The fees are calculated based on the value of current facilities divided by existing impervious area. Future development will fund facilities at this same standard, which assumes that future facilities will be needed at the same level as current drainage facilities.

## Fee Summary

The Drainage Fee is distributed across the various land uses by multiplying by the impervious factor assumptions to calculate a fee per acre, which is then divided by residential unit density and non-residential floor area ratio assumptions to calculate the fee per unit. This fee per unit is then divided by the average unit assumption for Single Family and Multi-Family to reach a fee per square foot for residential land uses and a fee per 1,000 square feet for non-residential land uses (as shown in **Table 7-3**).

**Table 7-3: Drainage Fee Summary**

Land Use	Impervious Factor <sup>(1)</sup>	Cost per Impervious Acre	Fee per Acre	Residential Unit Density / FAR <sup>(2)</sup>	Fee per Unit	Average Unit Size (SF) / FAR Conversion <sup>(3)</sup>	Fee
					(per Unit)		(per SF)
<b>Residential</b>							
Single Family <sup>(4)</sup>	26%	\$ 20,784.83	\$ 5,404.06	7.00	\$ 772.01	2,200	\$ 0.35
Multi Family <sup>(5)</sup>	73%	\$ 20,784.83	\$ 15,172.93	22.00	\$ 689.68	1,600	\$ 0.43
<b>Non-Residential</b>							(per 1,000 SF)
Commercial	85%	\$ 20,784.83	\$ 17,667.11	0.24		10.45	\$ 1,689.92
Office	90%	\$ 20,784.83	\$ 18,706.35	0.68		29.62	\$ 631.53
Industrial	95%	\$ 20,784.83	\$ 19,745.59	0.35		15.25	\$ 1,295.13

**Notes:**

- 1 Impervious Factor identified in the Master Drainage Study Update (2023) Table 3-3. The impervious factor represents an estimate of the percentage of surface area that will generate storm water run-off.
- 2 Residential Unit Density assumes the median of the land use zones included in the Single Family and Multi-Family groupings. Floor Area Ratio based off City provided Impact Fee Unit Assessments Spreadsheet.
- 3 Average unit size based on planned new development in the City of Santee. Floor Area Ratios used to convert EDU per Acre to per KSF: Commercial (0.24), Office (0.68), and Industrial (0.35).
- 4 Single Family includes HL, R1, R1-A, R2, and R7 land use data from the Master Drainage Study Update (2023). Impervious Factor takes the average and Residential Density takes the median of these land use zones.
- 5 Multi Family includes R14 and R22 land use data from the Master Drainage Study Update (2023). Impervious Factor takes the average and Residential Density takes the median of these land use zones.

## Capital Improvement Projects and Revenue Projections

**Table 7-4** summarizes the anticipated future facilities needed for new development.

**Table 7-4: Anticipated Future Drainage Projects**

Project ID	Project Name	Construction Cost	Construction Contingency	Subtotal Construction	Design/Permitting	Project Total Cost
Project 1A	Las Colinas Channel Culvert and Upsizing	\$ 2,340,000	\$ 710,000	\$ 3,050,000	\$ 1,220,000	\$ 4,270,000
Project 1B	Cottonwood Ave to Mission Gorge Storm Drain Upsize	\$ 430,000	\$ 130,000	\$ 560,000	\$ 230,000	\$ 790,000
Project 1C	Mission Gorge Culvert Project	\$ 840,000	\$ 260,000	\$ 1,100,000	\$ 440,000	\$ 1,540,000
Project 2	Buena Vista Channel Upsizing	\$ 1,870,000	\$ 570,000	\$ 2,440,000	\$ 980,000	\$ 3,420,000
Project 3.1A	Cottonwood Ave - Las Brisas Dr to Mission Gorge Rd Storm Drain Upsize	\$ 340,000	\$ 110,000	\$ 450,000	\$ 180,000	\$ 630,000
Project 3.1B	Cottonwood Ave - Happy Ln and Mission Gorge Rd Storm Drain Improvements	\$ 140,000	\$ 50,000	\$ 190,000	\$ 80,000	\$ 270,000
Project 3.2	Cottonwood Ave - El Toro Ln and Buena Vista Ave Storm Drain	\$ 220,000	\$ 70,000	\$ 290,000	\$ 120,000	\$ 410,000
Project 3.3	Cottonwood Ave - Prospect Ave and Hwy 52 Storm Drain	\$ 280,000	\$ 90,000	\$ 370,000	\$ 150,000	\$ 520,000
Project 4.1	South Mission Gorge Rd - Olive Ln and Forester Creek Storm Drain Upsize and Extension	\$ 1,380,000	\$ 420,000	\$ 1,800,000	\$ 720,000	\$ 2,520,000
Project 4.2	North Mission Gorge Rd - Town Center Pkwy and Carlton Hills Storm Drain Extension	\$ 200,000	\$ 60,000	\$ 260,000	\$ 110,000	\$ 370,000
Project 5.1	Shadow Hill Rd and Woodside Ave Drainage Improvements	\$ 1,440,000	\$ 440,000	\$ 1,880,000	\$ 760,000	\$ 2,640,000
Project 5.2	Northcote Rd and Woodside Ave Drainage Improvements	\$ 2,420,000	\$ 730,000	\$ 3,150,000	\$ 1,260,000	\$ 4,410,000
Project 6	Pepper Dr and Graves Ave Drainage Improvements	\$ 530,000	\$ 160,000	\$ 690,000	\$ 280,000	\$ 970,000
Project 7	Prospect Ave to San Diego River Storm Drain	\$ 1,420,000	\$ 430,000	\$ 1,850,000	\$ 740,000	\$ 2,590,000
<b>Total Facilities</b>		<b>13,850,000</b>	<b>4,230,000</b>	<b>18,080,000</b>	<b>7,270,000</b>	<b>25,350,000</b>

Source:

City of Santee Master Drainage Study Update, prepared by Rick Engineering Company (July 20, 2023).

Table 7-5 summarizes the anticipated Drainage Fee revenue that will be utilized to fund the construction and/or expansion of drainage facilities that will serve new development.

**Table 7-5: Drainage Fee Estimated Revenue at Buildout**

Land Use	Proposed Fee <sup>(1)</sup>	Anticipated Growth	SF Assumptions	Anticipated Fee Collection at Buildout <sup>(2)</sup>
<b>Residential</b>	(per SF)	(units)		
Single Family	\$ 0.35	1,444	2,200	\$ 1,111,880
Multi Family	\$ 0.43	4,466	1,600	\$ 3,072,608
<b>Non-Residential</b>	(per 1,000 SF)	(1,000 SF)		
Commercial	\$ 1,689.92	1020.34		\$ 1,724,293
Office	\$ 631.53	83.92		\$ 52,998
Industrial	\$ 1,295.13	1266.30		\$ 1,640,023
<b>Total</b>				<b>\$ 7,601,802</b>

Notes:

- The proposed fee does not include the administrative portion of the fee.
- Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.

## Nexus Requirement Summary

The Drainage Fee component of this DIF Study meets the Mitigation Fee Act Requirements, as described in this section.

***Requirement 1: Identify the purpose of the fee.***

The purpose of the Drainage Fee is to fund the Drainage Facilities needs generated by new development in the City, such as new or expanded drainage facilities in the City. Each new resident and worker create additional impervious acres which creates a demand for additional drainage facilities. In order to accommodate these needs, new drainage facilities will be built and/or existing facilities will be expanded.

***Requirement 2: Identify the use of the fee.***

The Drainage Fee will be used to fund new drainage facilities in order to maintain the City's existing level of service. The anticipated new facilities are show on **Table 7-4** and the associated fee revenue at Buildout is shown on **Table 7-5**, which will be used to fund new or expanded drainage facilities.

***Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.***

The fee will be used to fund new drainage facilities that are necessary to serve the increased impervious acres in the City. New development generates additional impervious acres which increases the demand for drainage facilities. The existing inventory method uses a facility standard based on the ratio of existing facilities to the existing service population on a cost per unit or cost per square foot basis. Under this approach, new development funds the construction of new facilities or the expansion of facilities at the same standard currently serving existing development. By definition, the existing inventory method ensures that no facility deficiencies are spread to future development.

**Table 7-1** identifies the existing drainage facilities and **Table 7-2** calculates the existing cost per impervious acre. The cost per impervious acre is then allocated to each development type based on the impervious factor. The cost per acre is then multiplied by the residential density (dwelling units per acre) and the non-residential floor area ratio for a fee per unit for residential and per 1,000 square feet for non-residential. Finally, the estimated persons per household and employees per 1,000 square feet is applied to the fee. **Table 7-3** calculates the cost per square foot for the residential units based on the estimated average unit size and cost per 1,000 square feet for non-residential. Calculating the fees based on the anticipated impervious acres ensures a reasonable relationship between the fees use and the type of development planned to be built.

***Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.***

Each new development is anticipated to generate additional impervious acres that require drainage facilities. The addition of new residents and workers creates the need for new or expanded drainage facilities to maintain the City's existing level of service. The Drainage Fee is based on the

additional impervious acres created by the new development and the impervious factor for each land use. This ensures that the need for the facilities is directly related to a particular development's impact.

***Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.***

As new development is constructed, new or expanded drainage facilities are needed to meet the City's existing level of service for drainage facilities. The fee is based on the Existing Inventory Method.

The existing level of service is calculated by taking the total drainage facilities cost and dividing it by the existing impervious acres to derive the existing level of service cost per impervious acre as shown in **Table 7-2**. The fee for each land use is then calculated by multiplying the cost per impervious acre by the impervious factor assumptions to calculate a fee per acre, which is then divided by residential unit density and non-residential floor area ratio assumptions to calculate the fee per unit. This fee per unit is then divided by the average unit assumption for Single Family and Multi-Family to reach a fee per square foot for residential land uses and a fee per 1,000 square feet for non-residential land uses as shown in **Table 7-3**. Since the need for the facilities directly correlates to the addition of new residents and workers, determining the fee based on the projected equivalent residents for each land use ensures that new development pays for their fair share of the required future facilities.

## **Section 8 Parks-in-Lieu Fee**

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### **Background**

Parkland acquisition under the Quimby Act allows for developers to either dedicate land to satisfy their parkland requirement or pay an in-lieu fee. Parks-in-lieu fees are not charged on non-residential land uses.

Residential development in the City will pay the Parks-in-Lieu Fee at building permit issuance. The park cost was estimated based on the existing City adopted standard of five (5) acres of parkland per 1,000 residents. Parkland acquisition under the Quimby Act requires developers to either dedicate land to satisfy their parkland requirement or pay an in-lieu fee. The in-lieu fee is dependent upon appraised land cost and thus, the amount should be agreed upon between the City and the developer when the land dedication is triggered. The City has an existing Quimby in-lieu fee (also known as a Park In-Lieu Fee). As noted in the General Plan, Park In-Lieu Fees stem from the Quimby Act. Quimby provides for the dedication of land for parks, or in certain instances (i.e. a subdivision is small), a fee in-lieu of dedicating land is provided. It is important to note that for the Park In-Lieu Fee, infill projects are exempt, and the fee applies primarily to parkland and land improvements in new neighborhoods.

### **Parkland**

AB1191, also known as the Quimby Act, was established by the California State Legislature in 1965 and codified as California Government Code Section 66477. The Quimby Act outlines the requirements for imposing fees or land dedication for park purposes with a minimum of three (3) acres and a maximum of five (5) acres of green space per 1,000 residents. The Quimby Act allows the legislative body of a city or county, by ordinance, to require the dedication of land or impose a requirement of the payment of fees in-lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative tract map or parcel map.

Currently, per the City's municipal code 12.40.060, the applicant for any development must, as a condition of approval of the development, dedicate land, pay fees in lieu of land, or a combination of both, pursuant to that chapter for the purpose of providing park or recreation facilities to serve future residents of such development. As stated in municipal code 12.40.070, the City imposes the in-lieu fee a Parks Land Dedication based on five (5) acres per 1,000 residents or the payment of the in-lieu fee. The amount of a fee in lieu of land to be paid pursuant to this municipal code chapter is set by resolution of the City Council and is based on the City-wide average of land available for park purposes within the urbanized area of the City, plus the estimated cost for developing said land into usable parks. The fee is automatically adjusted for inflation on July 1 of each year. The inflation adjustment is two percent or based on the previous calendar year's increase in the San Diego Consumer Price Index (CPI-U: All Items) as published by the Bureau of Labor

Statistics, whichever is higher. The fees received under this chapter are deposited in the park in lieu fund and must be used for the purchase, development and/or rehabilitation of park and recreational facilities.

## Service Population

The Parks-in-Lieu Fee is not applied to non-residential development because workers typically do not use parkland.

## Current Level of Service

Per data provide by the City, the City has a total of 315.14 acres of developed parkland as shown in **Table 8-1**. Based on a population of approximately 58,086, there are 5.43 acres of existing parkland per 1,000 persons/residents as shown in **Table 8-2**. Thus, the current parkland is more than the standard of 5 acres per 1,000 people on a citywide level.

**Table 8-1: Parkland Inventory List**

Facility	Address	Acres
<b>Parks</b>		
Big Rock Park	8125 Arlette St.	5.00
Deputy Ken Collier Park	9206 Via De Cristina	0.51
Mast Park	9125 Carlton Hills Blvd.	61.16
Mast Park West Trail	9200 Carlton Hiulls Blvd.	43.26
Shadow Hill Park	9161 Shadow Hill Rd.	5.69
Sky Ranch Park	5850 Cala Lily St	1.36
Town Center Park - East	550 Park Center Dr.	55.00
Town Center Park - West	9545 Cuyamaca St	10.20
Walker Preserve	9500 Magnolia Ave	105.08
West Hills Park	8790 Mast Blvd.	8.41
Woodglen Vista Park	10250 Woodglen Vista Dr.	15.00
Weston Park	9050 Trailmark Way	4.47
<b>Total Facilities</b>		<b>315.14</b>

Source:

Park data provided by the City of Santee.

**Table 8-2: Existing Level of Service per Resident**

Description	Acres
<b>Existing Parkland <sup>(1)</sup></b>	
Park Acreages	315.14
<b>Existing Service Population <sup>(2)</sup></b>	<b>58,086</b>
<b>Total Existing Level of Service per Resident</b>	<b>5.43</b>

Notes:

1 Existing parkland data from the City of Santee.

2 Existing Service population comprises of just residents and does not factor in non-residential.

## Planned Level of Service

AB1191, also known as the Quimby Act, was established by the California State Legislature in 1965 and codified as California Government Code Section 66477. The Quimby Act outlines the requirements for imposing fees or dedicating land for park purposes with a minimum of three (3) acres and a maximum of five (5) acres of green space per 1,000 residents. The Quimby Act authorized cities to require dedication of land or impose a requirement of the payment of fees in-lieu thereof, or a combination of both, for park and recreational purposes as a condition of approval of a tentative map or parcel map. Per the City’s municipal code section 12.40.060, except as otherwise provided in that section, only the payment of fees is required for developments containing 50 or fewer parcels, except that when a condominium project, stock cooperative, or community apartment project, as those terms are defined in Sections 4105, 4125, and 4190 of the Civil Code, exceed 50 dwelling units, dedication of land may be required, even though the number of parcels may be less than 50. An applicant for a development containing 50 or fewer parcels may offer to dedicate land in lieu of paying fees, in which event the City Council may elect to accept the land or require the payment of fees, or a combination of both, and in making such election will consider the factors set forth in this section,

1. For developments containing more than 50 parcels, the City Council determines whether to require dedication of land, payment of a fee in lieu of land, or a combination of both, for developments containing more than 50 parcels. In making this determination, the City Council considers the following factors:
2. Conformity of lands offered for dedication with the recreation element of the General Plan;
3. The topography, soils, soil stability, drainage, access, location and general utility of land in the development available for dedication;
4. The size and shape of the development and land available for dedication;



5. The amount, usability, and location of publicly owned property available for combination with dedicated lands in the formation of local park and recreation facilities;
6. The recreation facilities to be privately owned and maintained by future residents of the development.

Currently, per the City’s municipal code 12.40.060, the applicant for any development must, as a condition of approval of the development, dedicate land, pay fees in lieu of land, or a combination of both, pursuant to this chapter for the purpose of providing park or recreation facilities to serve future residents of such development. As stated in municipal code 12.40.070, the City imposes the in-lieu fee a Parks Land Dedication based on five (5) acres per 1,000 residents or the payment of the in-lieu fee. This analysis is based on the existing Quimby standard of five (5) acres of parkland per 1,000 residents, where new development will contribute and develop five (5) acres of parkland per 1,000 residents. Developers can either dedicate land to satisfy their parkland requirement or pay the in-lieu fee. The City is currently meeting this goal.

## **Fee Credits**

### **Credit for Private Parks:**

As stated in the City’s municipal code section 12.40.100, where a development provides a private area for park and recreational purposes and such area is to be privately owned and maintained by the future owner(s) of the development, such area may be credited against up to 50% of the requirement of land dedication or fees payment, if the Director determines that it is in the public interest to do so, and that all of the following standards either have been or will be met prior to approval of the final subdivision map:

- A. That yards, court areas, setbacks, and other open areas, required to be maintained by the zoning and building ordinances and other regulations, will not be included in the computation of such private areas;
- B. That the private ownership and maintenance of the area will be adequately provided for by recorded written agreement, covenants or restrictions;
- C. That the use of the private area is restricted for park and recreational purposes by an open space easement or other instrument approved by the City Attorney;
- D. That the proposed private area is reasonably adaptable for use for park or recreational purposes, taking into consideration such factors as size, shape, topography, geology, access, and location;
- E. That the facilities proposed:

1. Are in substantial accordance with the provisions of the recreation element of the General Plan, or adopted community or specific plans,
2. Are appropriate to the recreation needs of the future residents of the development, and
3. Will substitute for the park lands otherwise required to be dedicated in meeting the recreation needs of the residents.

**Credit for Public Parks:**

As stated in the City’s municipal code section 12.40.120, when an applicant has dedicated a park to the public to serve a subdivision for which a tentative map was filed, the City Council may, pursuant to Sections 12.40.060 and 12.40.070, allow the following credits for such park:

- A. A credit against up to 100% of the requirement for land dedication;
- B. A credit against up to 100% of fee payment required by this chapter for building permits to construct dwellings on the subdivision lots served by the dedicated public park; or
- C. A credit against fees required for such building permits for the value of improvements to such park installed or constructed by the applicant; provided that such credit must not exceed the value of improvements normally authorized by the City for similar parks.

**Fee Methodology**

Table 8-3 shows the parkland cost per resident. Based on data from CoStar, completed in August 2023, the estimated cost per acre for parkland acquisition is approximately \$1.0 million.

**Table 8-3: Parkland Cost per Resident**

Park In-Lieu		
Park Land Cost per Acre <sup>(1)</sup>	\$	1,000,000
Required Acres/1,000 Residents		5.0
Land Acquisition Cost per Resident	\$	5,000.00

Notes:

<sup>1</sup> Land cost derived from median of CoStar Sale Comps Map & List Report (08/24/2023) provided by the City, rounded to \$1,000,000.

**Fee Summary**

Currently, per the City’s municipal code 12.40.060, the applicant for any development must, as a condition of approval of the development, dedicate land, pay fees in lieu of land, or a combination of both, pursuant to this chapter for the purpose of providing park or recreation facilities to serve

future residents of such development. As stated in municipal code 12.40.070, the City imposes the in-lieu fee based on five (5) acres per 1,000 residents or the payment of the in-lieu fee. The Parks-in-Lieu Fee per unit is calculated by multiplying the cost per resident by the average number of residents per unit type (density). The fee per unit must then be converted to a fee per square foot (SF) by taking the total fee per unit and dividing by the estimated average unit size for each land use to arrive at the fee per square foot. These calculations are shown in **Table 8-4**.

**Table 8-4: Parks-in-Lieu Fee Cost Summary**

Land Use	Cost Per Resident	Density	Fee	Average Unit Size (SF)	Fee
<b>Residential</b>			(per Unit)		(per SF)
Single Family	\$ 5,000	2.93	\$ 14,650.00	2,200	\$ 6.66
Multi Family	\$ 5,000	2.37	\$ 11,850.00	1,600	\$ 7.41

Note that applicants can either dedicate land, pay fees in lieu of land, or a combination of both.

## Nexus Requirement Summary

The Parks-in-Lieu Fee meets the Mitigation Fee Act Requirements, as described in this section.

### *Requirement 1: Identify the purpose of the fee.*

The purpose of the Parks-in-Lieu Fee is to fund the parkland needs generated by new development in the City. Each new resident creates a demand for parkland. The Quimby standard for the City is five (5) acres of parkland for each 1,000 residents. In order to accommodate these needs, new parkland will be dedicated, an in-lieu fee will be paid for parkland acquisition, or a combination of both. **Table 8-3** calculates the parkland cost per resident based on the City’s Quimby standard for parks and the estimated land acquisition cost.

### *Requirement 2: Identify the use of the fee.*

The Parks-in-Lieu Fee will be used to fund new parkland based on the Quimby standard. New parkland will be dedicated, an in-lieu fee will be paid for parkland acquisition, or a combination of both.

### *Requirement 3: Determine how there is a reasonable relationship between the fee’s use and the type of development project on which the fee is imposed.*

The fee will be used to fund new neighborhood, mini and community parks that are necessary to serve the increased residents in the City. New residential development generates additional residents which increases the demand for parkland. The Parks-in-Lieu Fee is calculated using the

Quimby standard of five (5) acres of park per 1,000 residents. Residential development is responsible for paying its fair share to meet the Quimby requirements. Non-residential uses do not pay the fee since they do not generate additional residents and workers have minimal impact on the City's park system.

**Table 8-3** calculates the cost per resident. **Table 8-4** then allocates the cost to each development type based on the estimated persons per household and calculates the cost per square foot for the residential units based on the estimated average unit size. By basing the fee on the size of the unit and the estimated number of new residents that is anticipated to be generated by the addition of that square footage, the fee is directly correlated to the increased need for new parks.

***Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.***

Each new residential development is anticipated to generate new residents. The addition of new residents creates the need for new parkland to meet the City's Quimby requirement of five (5) acres per 1,000 residents. The fee is directly correlated to the number of new residents expected to be generated by each type of development. Non-residential development does not pay for parks as non-residential developments do not generate a significant demand for parkland. Residential development pays its fair share based on the estimated persons the new unit is expected to generate.

***Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.***

As new residential units are constructed, new parks are necessary to meet the City's Quimby requirement of five (5) acres of park per 1,000 residents. The Parks-in-Lieu Fee is calculated by taking the cost per acre of park acquisition times five (5) acres of parks per 1,000 future residents to determine the cost per resident, as shown in **Table 8-3**. The cost per resident is then allocated to each residential land use based on the persons per household each unit is expected to generate and divided by the average unit size in square feet to determine the fee per square foot as shown in **Table 8-4**. Since the need for parkland is based on the number of new residents, calculating the fee based on the number of persons each unit is expected to generate and converting to a fee per square feet, ensures that each new residential unit is paying only its fair share of the required facilities.

By determining the fee based on the estimated new residents that would be generated by new development, each new residential unit is paying only its fair share of the parkland required to meet the City's Quimby requirement. In order to accommodate these needs, new parkland will be dedicated, an in-lieu fee will be paid for parkland acquisition, or a combination of both. Non-residential land uses are not assessed a Parks-in-Lieu Fee as non-residential development will not generate an increase in parkland demand.

## Section 9 Fire Facilities Fee

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### Background

The Fire Facilities Fee is a new proposed DIF that will be used to help fund the construction of new fire stations and the procurement of apparatus to serve the City. The Fire Facilities Fee is calculated using the System Plan Method. The System Plan Method utilizes an integrated approach to allocate the cost of existing facilities and the costs of planned facilities to the total development in the study area. An inventory of existing fire facilities and equipment was provided by the City using facility information and valuation based upon Property Insurance valuation.

### Service Population

Demand for fire facilities is based on the total new residents and employees generated at Buildout conditions.

### Cost Summary

The Fire Facilities Fee will fund the construction of new fire stations and apparatus to serve the City. These facilities will be necessary to meet the demands of the growth of the City at Buildout. The cost for the Fire Facilities Fee is based on the integrated cost of the current and future facilities. As new development occurs, there are new residents and employees associated with the new development, which correlates to a need for additional fire improvements. The Nexus Study acknowledges that the existing development will also benefit from these fire improvements once they are constructed and therefore existing development has a fair share of these improvements. New development also benefits from the existing fire facilities and therefore new development will fund the integrated system of facilities at the existing standard attributable to new development.

**Table 9-1** shows the City's current fire inventory of fire stations, vehicles and equipment that serve the City.

**Table 9-1: Fire Facilities Inventory List**

Facility	Description 1	SF	Cost
<b>Fire Stations<sup>(1)</sup></b>			
Fire Station 4	8950 Cottonwood Ave.	15,185	\$ -
Fire Station 5	9130 Carlton Oaks Drive	8,118	\$ -
<i>Subtotal Fire Stations</i>			\$ -
<b>Fire Apparatus</b>			
Engine 5	Type I		\$ 559,899.00
Engine 205	Type I		\$ 650,000.00
Engine 4	Type I		\$ 604,402.97
Engine 6128	Type I		\$ 345,000.00
Engine (New Order)	Type I		\$ 1,020,779.97
Brush 4	Type III		\$ 371,036.91
Truck 4	Aerial		\$ 1,080,907.28
Reserve Engine	Type I		\$ 650,000.00
Reserve Engine	Type I		\$ 650,000.00
Medic 4	Ford Ambulance		\$ 254,865.01
Medic 5	Ford Ambulance		\$ 211,501.46
BLS 4	Ford Ambulance		\$ 153,700.00
Reserve Ambulance	Ford Ambulance		\$ 170,050.71
Reserve Ambulance	Ford Ambulance		\$ 160,068.34
Reserve Ambulance	Ford Ambulance		\$ 172,661.16
Patrol 4	Type 6		\$ 280,000.00
<i>Subtotal Fire Apparatus</i>			\$ 7,334,872.81
<b>Support Vehicles</b>			
Carson Trailer	REMS Trailer		\$ 19,200.00
Ford F-150	Squad		\$ 39,123.47
Ford F-150	Battalion 2		\$ 79,058.89
Ford F-150	Battalion 2		\$ 39,123.47
Ford F-250	Mechanic		\$ 51,280.00
Ford F-350	Tow Vehicle		\$ 69,000.00
Ford Explorer	Fire Chief		\$ 36,143.85
Ford Explorer	Fire Marshal		\$ 30,618.41
Ford Explorer		4204	\$ 30,618.41
Ford Escape Hybrid	Pool Car		\$ 27,746.00
Chevy Tahoe		4202	\$ 113,000.00
Polaris			\$ 26,934.70
<i>Subtotal Support Vehicles</i>			\$ 561,847.20
<b>Equipment (outfitting engines, trucks, ambulance, vehicles)</b>			
Type 1 Engine	Equipment Cost	5.00	\$820,850.00
Type 3 Engine	Equipment Cost	1.00	\$133,014.00
Type 6 Engine	Equipment Cost	1.00	\$151,304.00
Truck 4	Equipment Cost	1.00	\$313,016.00
Ambulance	Equipment Cost	6.00	\$897,396.00
Battalion 2	Equipment Cost	2.00	\$109,336.00
Squad	Equipment Cost	1.00	\$124,128.00
Polaris	Equipment Cost	1.00	\$9,000.00
Fire Chief/Deputy Chief Vehicles	Equipment Cost	3.00	\$149,000.00
PPE	Equipment Cost	112.00	\$544,800.00
Tow Vehicle	Equipment Cost	1.00	\$32,520.00
<i>Subtotal Equipment</i>			\$ 3,284,364.00
<b>Total Facilities (Rounded)</b>			<b>\$ 11,181,084</b>

Notes:

- 1 Fire Facilities identified in the Santee Fire Department Community Risk Assessment Long-Range Master Plan (March 2023). Existing cost not included as facilities will be rebuilt and expanded. Fleet maintenance facility is included in the future facilities as well.
- 2 Fire Station Cost is based on appraised insurance value (2017) provided by the City (09/05/23).
- 3 Fire equipment cost provided by the Santee Fire Department (3/18/2024).

Table 9-2 shows the City’s planned fire stations, vehicles and equipment that serve the City.

**Table 9-2: Fire Facilities Planned Facilities**

Facility	Description	SF/Number	Cost
<b>Fire Stations/Facilities</b>			
Fire Station 4 Rebuild		18,000	\$25,200,000.00
Fire Station 5 Replacement		10,000	\$14,000,000.00
Fire Station 20 Construction <sup>(1)</sup>		13,000	\$21,000,000.00
Fire Station 28 Construction <sup>(1)</sup>		10,000	\$16,000,000.00
Fleet Maintenance Facility		4,141	\$5,797,400.00
<i>Subtotal Fire Stations/Facilities</i>			<i>\$81,997,400.00</i>
<b>Fire Apparatus</b>			
Engine 5	Type I		\$1,200,000.00
Engine 205	Type I		\$1,200,000.00
Engine 4	Type I		\$1,200,000.00
Engine 6128	Type I		\$0.00
Brush 4	Type III		\$690,000.00
Truck 4	Aerial		\$2,060,000.00
Patrol 4	Type 6		\$300,000.00
Reserve Engine	Type I		\$1,200,000.00
Reserve Engine	Type I		\$1,200,000.00
Medic 4	Ford Ambulance		\$340,000.00
Medic 5	Ford Ambulance		\$340,000.00
Remount Ambulance	Ford Ambulance		\$340,000.00
Remount Ambulance	Ford Ambulance		\$340,000.00
Remount Ambulance	Ford Ambulance		\$340,000.00
Remount Ambulance	Ford Ambulance		\$340,000.00
<i>Subtotal Fire Apparatus</i>			<i>\$11,090,000.00</i>
<b>Support Vehicles</b>			
Carson Trailer	REMS Trailer		\$16,000.00
Ford F-350	Squad		\$100,000.00
Ford F-150	Battalion 2		\$80,000.00
Ford F-150	Battalion 2		\$80,000.00
Ford F-250	Mechanic		\$80,000.00
Ford Explorer	Deputy Chief		\$57,000.00
Ford Explorer	Fire Marshal		\$57,000.00
Chevy Tahoe	4202		\$98,000.00
Ford Escape Hybrid	Pool Car		\$19,000.00
Polaris	REMS Unit		\$24,000.00
<i>Subtotal Support Vehicles</i>			<i>\$611,000.00</i>
<b>Equipment (outfitting engines, trucks, ambulance, vehicles)</b>			
Type 1 Engine	Equipment Cost	5.00	\$820,850.00
Type 3 Engine	Equipment Cost	1.00	\$133,014.00
Type 6 Engine	Equipment Cost	1.00	\$151,304.00
Truck 4	Equipment Cost	1.00	\$313,016.00
Ambulance	Equipment Cost	6.00	\$897,396.00
Battalion 2	Equipment Cost	2.00	\$109,336.00
Squad	Equipment Cost	1.00	\$124,128.00
Polaris	Equipment Cost	1.00	\$9,000.00
Fire Chief/Deputy Chief Vehicles	Equipment Cost	2.00	\$99,332.00
PPE	Equipment Cost	112.00	\$544,800.00
<i>Subtotal Equipment</i>			<i>\$3,202,176.00</i>
<b>Total Facilities (Rounded)</b>			<b>\$96,900,576.00</b>

Notes:

1 Based on the construction cost of \$21,000,000 for Station 20 based upon the figures the City received from their designer.

Source: Santee Fire Department (3/18/2024).

## Fee Methodology

The Fire Facilities Fee uses the System Plan Method to calculate the fee. As stated in the “Impact Fee Nexus Study Template” prepared for the California Department of Housing and Community Development by Turner Center for Housing Innovation at UC Berkeley, the System Plan Method utilizes an integrated approach to allocate the cost of existing facilities and the costs of planned facilities to the total development in the study area. This method is appropriate when calculating a systemwide fee in which new development will fund an integrated system of facilities at the future standard attributable to new development. By spreading the costs of an integrated system incorporating the existing facilities and planned facilities costs to the total development in the study area, this ensures that new development only pays their proportional share of the total system costs and is not responsible for rectifying any existing deficiencies.

The total fire facilities value is divided by the existing service population to establish the level of service per resident/worker as shown in **Table 9-3**.



**Table 9-3: Fire Facilities Level of Service per Capita**

Description	Value
<b>Existing Facilities <sup>(1)</sup></b>	
Fire Stations <sup>(2)</sup>	\$ -
Fire Apparatus	\$ 7,334,873
Support Vehicles	\$ 561,847
Equipment (outfitting engines, trucks, ambulance, vehicles)	\$ 3,284,364
<i>Subtotal Facilities</i>	\$ 11,181,084
<i>Existing Fund Balance</i>	<i>n/a</i>
<b>Total Existing Costs</b>	<b>\$ 11,181,084</b>
<b>New Facilities <sup>(3)</sup></b>	
Fire Stations/Facilities	\$ 81,997,400
Fire Apparatus	\$ 11,090,000
Support Vehicles	\$ 611,000
Equipment (outfitting engines, trucks, ambulance, vehicles)	\$ 3,202,176
<i>Subtotal Facilities</i>	\$ 96,900,576
<b>Total Future Costs</b>	<b>\$ 96,900,576</b>
<b>Total Fire Costs</b>	<b>\$ 108,081,660</b>
<b>Total Buildout Service Population</b>	<b>82,028</b>
<b>Total Cost per Resident</b>	<b>\$ 1,317.62</b>
<b>Total Cost Service per Worker</b>	<b>\$ 487.52</b>

Notes:

- 1 Fire Facilities identified in the Santee Fire Department Community Risk Assessment Long-Range Master Plan (March 2023).
- 2 Existing cost not included as facilities will be rebuilt and expanded. Fleet maintenance facility is included in the future facilities as well.
- 3 Santee Fire Department (3/18/2024).

## Fee Summary

The Fire Facility Fee per unit is calculated by multiplying the cost per capita by the average number of resident equivalents per unit type (density). The cost per capita for non-residential land uses is weighted using the factors shown in **Table 3-4**. For residential uses, the fee per unit must then be converted to a fee per square foot for each unit type by dividing by the average size of each unit. **Table 9-4** summarizes these calculations.

**Table 9-4: Fire Facilities Fee Summary**

Land Use	Cost Per Resident / Worker	Density	Fee	Average Unit Size (SF)	Fee
<b>Residential</b>			(per Unit)		(per SF)
Single Family	\$ 1,317.62	2.93	\$ 3,860.63	2,200	\$ 1.75
Multi Family	\$ 1,317.62	2.37	\$ 3,122.76	1,600	\$ 1.95
<b>Non-Residential</b>			(per 1,000 SF)		
Commercial	\$ 487.52	1.82	\$ 887.29		
Office	\$ 487.52	4.00	\$ 1,950.08		
Industrial	\$ 487.52	0.40	\$ 195.01		

### Current Level of Service

Per AB602, when applicable, the nexus study shall identify the existing level of service for the fire facilities, identify the proposed new level of service, and include an explanation of why the new level of service is appropriate. As shown on **Table 9-5**, the proposed Fire Facilities Fee is less than the existing level of service.

The Fire Facility Fee includes the facilities that are needed to serve the City at buildout and calculates the percentage attributable to new development based on new developments' proportional share of the new facilities. The percentage attributable to new development is then applied to the costs of the facilities. This methodology conservatively ensures that new development is only funding their proportionate share of the total facilities. As shown in the Nexus Study analysis, based on the cost per capita of the existing facilities, the level of service per capita for existing facilities is lower than the level of service planned for build out. This analysis is based on existing and planned facilities and new developments' proportional fair share of these planned facilities; therefore, this Nexus Study makes the required nexus findings per AB 602.

Government Code section 66001(g) states, "A fee shall not include the costs attributable to existing deficiencies in public facilities, but may include the costs attributable to the increased demand for public facilities reasonably related to the development project in order to (1) refurbish existing facilities to maintain the existing level of service, or (2) achieve an adopted level of service that is consistent with the general plan." The CIP, shown in Appendix A, will adopt the new level of service. Furthermore, as shown in **Table 9-3**, the new level of service is the same for both existing residents and new development. The City is not requiring new development to build out at a higher level of service than what is being placed on existing residents at buildout. Rather, the planned level of service, reflected in the City's Capital Improvement Plan for the Fire Facilities Fee, will provide the higher, adopted level of service for both existing residents and future development to be funded by both existing residents and future development. Moreover, the use of a new, increased

level of service is appropriate where, as here, the existing level of service is too low to meet the City’s desired standards and future facility needs.

As residents and employees occupying future development projects become existing residents, they will generate general fund revenues for the City through the payment of property and sales taxes. These general fund revenues can be used for general government purposes throughout the City, including the operation and maintenance of fire and other public facilities and the provision of ongoing government services to the existing population. While the City has the discretion to use general fund revenues to fund the existing population’s fair share costs of future general governmental facilities, these revenues may also be used for any other legal general government service. In contrast, the Fire Facilities fee revenues may only be used to pay for the costs of fire facilities related to new development.

**Table 9-5: Fire Facilities Existing Level of Service**

Description	Value
<b>Existing Facilities <sup>(1)</sup></b>	
Fire Stations (1)	\$ 7,790,819
Fire Apparatus	\$ 7,334,873
Support Vehicles	\$ 561,847
Equipment (outfitting engines, trucks, ambulance, vehicles)	\$ 3,284,364
<i>Subtotal Facilities</i>	\$ 18,971,903
<i>Soft Costs <sup>(2)</sup></i>	\$ 3,116,328
<b>Total Costs</b>	<b>\$ 22,088,231</b>
<b>Existing Service Population</b>	<b>66,214</b>
<b>Total Existing Level of Service per Resident</b>	<b>\$ 333.59</b>
<b>Total Existing Level of Service per Worker</b>	<b>\$ 123.43</b>

Notes:

- 1 Fire Facilities identified in the Santee Fire Department Community Risk Assessment Long-Range Master Plan (March 2023). Fire station cost included here to show total existing level of service.
- 2 Soft Costs include 10% - Construction Contingency, 15% - Design and Environmental, and 15% - Construction Admin/Inspection. These are applied only to the Fire Stations costs (CIP Structures).

## Capital Improvements and Revenue Projections

**Table 9-7** summarizes the anticipated Fire Facilities Fees. The revenue will be applied to future fire stations and fire equipment to meet the needs of new development. According to discussions with the Fire Chief, the current fire stations are at full capacity and cannot accommodate any additional expansion to meet additional demand. At full Buildout, an additional two fire stations will be needed. The two additional fire stations will also require fire apparatuses, ambulances, and other equipment. Those costs are also shown on **Table 9-2**. Furthermore, the current stations will

need to be rebuilt/replaced. Finally, the fleet maintenance facility will need to be rebuilt as well. **Table 9-6** shows the construction costs for these facilities are shown below:

**Table 9-6: Costs of Future Fire Facilities**

Facility	SF/Number	Cost
<b>Fire Stations/Facilities</b>		
Fire Station 4 Rebuild	18,000	\$25,200,000.00
Fire Station 5 Replacement	10,000	\$14,000,000.00
Fire Station 20 Construction	13,000	\$21,000,000.00
Fire Station 28 Construction	10,000	\$16,000,000.00
Fleet Maintenance Facility	4,141	\$5,797,400.00
<i>Subtotal Fire Stations/Facilities</i>		<i>\$81,997,400.00</i>

**Table 9-7** shows the anticipated fee revenue at Buildout.

**Table 9-7: Anticipated Fire Facilities Estimated Revenue at Buildout**

Land Use	Proposed Fee <sup>(1)</sup>	Anticipated Growth (units)	Average Unit Size (SF)	Anticipated Growth	Anticipated Fee Collection at Buildout <sup>(2)</sup>
<b>Residential</b>	(per SF)			(Total SF)	
Single Family	\$ 1.75	1,444	2,200	3,176,800	\$ 5,559,400.00
Multi Family	\$ 1.95	4,466	1,600	7,145,600	\$ 13,933,920.00
<b>Non-Residential</b>	(per 1,000 SF)	(1,000 SF)			
Commercial	\$ 887.29	1,020.34			\$ 905,337.48
Office	\$ 1,950.08	83.92			\$ 163,650.71
Industrial	\$ 195.01	1,266.30			\$ 246,941.16
<b>Total</b>					<b>\$ 20,809,249.36</b>

Notes:

1 The proposed fee does not include the administrative portion of the fee.

2 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.

## Nexus Requirement Summary

The Fire Facilities Fee component of this DIF Study meets the Mitigation Fee Act Requirements, as described in this section.

### *Requirement 1: Identify the purpose of the fee.*

The purpose of the Fire Facilities Fee is to fund new development’s fair-share portion of new fire facilities, such as new fire stations, vehicles and fire equipment required for the additional fire

personnel that are necessary to mitigate the impacts of new development. Each new resident and worker creates a demand for additional fire facilities. In order to accommodate these needs, new fire facilities will be built and/or existing facilities will be expanded per capita/worker.

***Requirement 2: Identify the use of the fee.***

The Fire Facilities Fee will be used to fund new development's fair-share portion of the fire facilities, new fire stations, vehicles and fire equipment required to serve new development in order to maintain the City's existing level of service. The anticipated fee revenue at Buildout is shown on **Table 9-7**. The capital improvement projects are identified in **Appendix A**.

***Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.***

The fee will be used to fund new fire facilities that are necessary to serve the increased residents and workers in the City. New development generates additional residents and workers which increases the demand for fire facilities. The System Plan Method calculates the proposed fee utilizing the totality of the existing and proposed improvements and subsequently dividing by the service population, future development funds an integrated system of facilities at the future standard applicable to new development. As the System Plan Method spreads the totality of fire facilities improvements based on the total demand at the horizon year, existing deficiencies are by definition not being spread to future development.

**Table 9-1** identifies the existing fire facilities, **Table 9-2** shows the future fire facilities, and **Table 9-3** calculates the existing cost per capita/worker. Workers are weighted less than residents to reflect lower per capita service demand. Non-residential buildings are typically occupied less than dwelling units, so it is reasonable to assume that average per-worker demand for services is less than average per-resident demand. The 0.37-weighting factor for workers is based upon a 45-hour work week (40 hours of work plus 1 hour lunch break) relative to a resident's non-working time of 123 hours (168 hours per week less 45 work hours).

The cost per capita/worker is then allocated to each development type based on the estimated persons per household and employees per 1,000 square feet. **Table 9-4** calculates the cost per square foot for the residential units based on the estimated average unit size and cost per 1,000 square feet for non-residential. Calculating the fees based on the new residents or employees generated ensures a reasonable relationship between the fees use and the type of development project.

***Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.***

Each new development is anticipated to generate new residents and workers. The addition of new residents and workers creates the need for new fire facilities to maintain the City's existing level

of service. The Fire Facilities Fee is based on the number of applicable workers and/or residents each new development is expected to generate, thus ensuring that the need for the facilities is directly related to a particular development's impact. New workers generate a smaller demand than a resident, thus one worker is considered, on average, as equivalent to 0.37 that of a resident. The fee for each unit type is calculated in **Table 9-4**.

***Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.***

The Fire Facilities fee is based on the System Plan Method, which estimates the costs for an integrated system of existing and future facilities. The fire facilities that are necessary for the new development are summarized in the planned improvements presented in **Table 9-2**. The existing facilities are shown on **Table 9-1**. **Table 9-3** calculates the total cost per capita based on the total planned and existing cost divided by the Buildout population. The fee for each land use is then calculated by multiplying the cost per capita/worker by the projected number of new resident equivalents that each land use will generate and converting to a fee per square foot for residential and a fee per 1,000 square foot for non-residential land uses as shown in **Table 9-4**. Since the need for the facilities directly correlates to the addition of new residents and workers, determining the fee based on the equivalent residents each land use is expected to generate ensures that each new development pays for their fair share of the required future facilities.

## Section 10 Long Range Planning Fee

### Background

This section presents an analysis of the new proposed Long Range Planning Fee. The Long Range Planning Fee is a new proposed fee and will be collected for the purpose of contributing to fund updates to the City’s General Plan Elements and Sustainable Santee Plan. The General Plan is made up of multiple elements that are updated periodically to account for changes in the City over time. The State of California requires that among these elements be included: Land Use, Conservation, Noise, Environmental Justice, Circulation, Open Space, Safety, Air Quality, and Housing. The City of Santee combines the Safety and Environmental Justice elements and additionally includes a Recreation element.

The City most recently completed an update to the Housing Element in 2022. The next upcoming scheduled update is the Land Use Element, which will be completed in 2024.

### Current Level of Service

**Table 10-1** describes the planned components of the General Plan update and the Sustainable Santee Plan and their associated costs. **Table 10-2** calculates new developments fair share of the cost based on the population allocation between existing and new service population.

**Table 10-1: Long Range Planning Elements Cost**

Long Range Planning Documents	Scheduled		Cost
	Last Updated	Next Update	
<b>General Plan Elements <sup>(1)</sup></b>			
Land Use <sup>(2)</sup>	2003	2024	\$ 680,000
Housing <sup>(3)</sup>	2022	2028	\$ 300,000
Mobility <sup>(3)</sup>	2017	2030	\$ 400,000
Recreation (Parks & Recreation Master Plan) <sup>(4)</sup>	2017	2030	\$ 75,000
Trails (ATP)	2003	2030	\$ 300,000
Conservation (Subarea Plan) <sup>(5)</sup>	2003	2075	\$ 2,800,000
Noise <sup>(4)</sup>	2003	2030	\$ 75,000
Safety & Environmental Justice <sup>(2)</sup>	2003	2024	\$ 90,000
Community Enhancement <sup>(4)</sup>	2003	2030	\$ 75,000
<b>Total Elements</b>			<b>\$ 4,795,000</b>
<b>Sustainable Santee Plan</b>	2019	TBD	<b>\$ 130,000</b>
<b>Total</b>			<b>\$ 4,925,000</b>

Notes:

- 1 General plan is made up of multiple elements that are updated periodically to account for changes in the City over time.
- 2 Cost is based on the City budgeted amount for planned update.
- 3 Cost based on actual costs of last update.
- 4 Cost based on actual costs of Parks and Recreation Master Plan Update.
- 5 Cost based on actual costs incurred in the Subarea Plan. The Conservation Element includes Open Space, which was funded by Council and is required to be updated sooner than 2075.

Source:

City provided information.

The future developments fair share of the General Plan updates allocated to new development based on the allocation of future population to Buildout population. The total cost for future development is then divided by the future service population to establish the total cost per resident/worker as shown in **Table 10-2**.

**Table 10-2: Long Range Planning Cost per Resident/Worker**

Description	Value
<b>Future Facilities</b>	
Long Range Planning Updates	\$ 4,925,000
<b>Population</b>	
Existing Service Population	66,214
Total Buildout Service Population	82,028
<b>Net Future Population</b>	<b>15,814</b>
<b>Population Allocation</b>	
Existing Service Population	81%
Future Additional Population	19%
<b>Total Population</b>	<b>100%</b>
<b>Cost Allocation</b>	
Existing Service Population	\$ 3,989,250
Future Additional Population	\$ 935,750
<b>Total</b>	<b>\$ 4,925,000</b>
<b>Total Cost per Resident</b>	<b>\$ 59.17</b>
<b>Total Cost per Worker</b>	<b>\$ 21.89</b>

## Planned Level of Service

The City plans to allocate the fair share cost of the Long Range Planning documents to new development, as shown on **Table 10-2**. Per AB602, when applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service, and include an explanation of why the new level of service is appropriate. This Nexus Study identified the total cost for future General Plan updates and Sustainable Santee Plan and allocated the cost proportionally between existing and new development. The City will have to use other funding sources such as General Fund revenue or Grants to fund existing developments share of the cost.



## Fee Methodology

The Long Range Planning Fee is calculated using the Planned Facility Method. As stated in the “Impact Fee Nexus Study Template” prepared for the California Department of Housing and Community Development by Turner Center for Housing Innovation at UC Berkeley, the Planned Facility Method “Estimates the costs for future facilities needed to serve new development based on a long range expenditure plan for these future facility costs.” This method is appropriate when planned facilities are mostly for the benefit of new development.

The Long Range Planning Fee per unit is calculated by multiplying the cost per resident/worker by the average number of resident/worker equivalents per unit type (density). The cost per capita for non-residential land uses is weighted using the factors shown in **Table 3-4**. For residential uses, the fee per unit must be converted to a fee per square foot for each unit type by dividing by the average size of each unit. **Table 10-3** summarizes these calculations.

**Table 10-3: Long Range Planning Fee Summary**

Land Use	Cost Per Resident /		Density	Fee	Average Unit	
	Worker				Size (SF)	Fee
<b>Residential</b>				(per Unit)		(per SF)
Single Family	\$	59.17	2.93	\$	173.37	2,200 \$ 0.08
Multi Family	\$	59.17	2.37	\$	140.23	1,600 \$ 0.09
<b>Non-Residential</b>				(per 1,000 SF)		
Commercial	\$	21.89	1.82	\$	39.84	
Office	\$	21.89	4.00	\$	87.56	
Industrial	\$	21.89	0.40	\$	8.76	

## Capital Improvement Projects and Revenue Projections

**Table 10-1** shows the planned future projects to be funded by this fee. **Table 10-4** summarizes the anticipated Long Range Planning Fee revenues collected at Buildout. To ensure that the City can meet the needs of the growing community, the City may choose to introduce additional elements to the General Plan.

Using actual costs from previous General Plan updates and budgeted costs for future updates, additional elements may cost between \$75,000 and \$2,800,000 each. Revenues collected through development impact fees will not fully fund the currently planned updates. **Table 10-4** shows the approximate Long Range Planning Fee revenues collected at Buildout.

**Table 10-4: Anticipated Long Range Planning Fee Estimated Revenue at Buildout**

Land Use	Proposed Fee <sup>(1)</sup>	Anticipated Growth (units)	Anticipated Growth	Anticipated Fee Collection at Buildout <sup>(2)</sup>
<b>Residential</b>	(per SF)		(Total SF)	
Single Family	\$ 0.08	1,444	3,176,800	\$ 254,144.00
Multi Family	\$ 0.09	4,466	7,145,600	\$ 643,104.00
<b>Non-Residential</b>	(per 1,000 SF)	(1,000 SF)		
Commercial	\$ 39.84	1,020.34		\$ 40,650.35
Office	\$ 87.56	83.92		\$ 7,348.04
Industrial	\$ 8.76	1,266.30		\$ 11,092.79
<b>Total</b>				<b>\$ 956,339.17</b>

Notes:

1 The proposed fee includes the administrative portion of the fee.

2 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.

## Nexus Requirement Summary

The Long Range Planning Fee component of this DIF Study meets the Mitigation Fee Act Requirements, as described in this section.

### *Requirement 1: Identify the purpose of the fee.*

The purpose of the Long Range Planning Fee is to fund new development’s fair-share portion of updates to the General Plan elements that are necessary to mitigate the impacts of new development. New residents and workers change the landscape of the City and necessitate updates to the General Plan and Sustainable Santee Plan.

### *Requirement 2: Identify the use of the fee.*

The Long Range Planning Fee will be used to fund new development’s fair-share portion of the General Plan and Sustainable Santee Plan based on the allocation of costs to existing and new development based on the service population. The anticipated fee revenue at Buildout is shown on using actual costs from previous updates and budgeted costs for future updates, additional elements may cost between \$75,000 and \$2,800,000 each. Revenues collected through development impact fees will not fully fund the currently planned updates. **Table 10-4** shows the approximate Long Range Planning Fee revenues collected at Buildout.

### *Requirement 3: Determine how there is a reasonable relationship between the fee’s use and the type of development project on which the fee is imposed.*

The fee will be used to fund new General Plan and Sustainable Santee Plan updates that are necessary to serve the increased residents and workers in the City. New development generates

additional residents and workers which changes the planning landscape of the City. The Planned Facility Method estimates the costs for future facilities needed to serve new development based on a long range expenditure plan for these future facility costs.” **Table 10-1** identifies the future general plan costs and **Table 10-2** new developments fair share of the cost and the cost per resident/worker. Workers are weighted less than residents to reflect lower per capita service demand. Non-residential buildings are typically occupied less intensively than dwelling units, so it is reasonable to assume that average per-worker demand for services is less than average per-resident demand. The 0.37-weighting factor for workers is based upon a 45-hour work week (40 hours of work plus 1 hour lunch break) relative to a resident’s non-working time of 123 hours (168 hours per week less 45 work hours).

The cost per capita/worker is then allocated to each development type based on the estimated persons per household and employees per 1,000 square feet. **Table 10-3** calculates the cost per square foot for the residential units based on the estimated average unit size and cost per 1,000 square feet for non-residential. Calculating the fees based on the new residents or employees generated ensures a reasonable relationship between the fees use and the type of development project.

***Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.***

Each new development is anticipated to generate new residents and workers. The addition of new residents and workers creates the need for updates to the Long Range Planning documents. The Long Range Planning Fee is based on the number of applicable workers and/or residents each new development is expected to generate, thus ensuring that the need for the updates is directly related to a particular development’s impact. New workers generate a smaller demand than a resident, thus one worker is considered, on average, as equivalent to 0.37 that of a resident. The fee for each unit type is calculated in **Table 10-3**.

***Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.***

As new development is constructed, new updates to the General Plan elements are needed for these planning documents. The fee is based on the Planned Facility Method and the total cost of the future updates is allocated between the existing service population and the new service population. Therefore, new development pays their fair share of the of the costs for of the General Plan and other Long Range Planning documents.

## Section 11 Program Administration Fee

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### Background

The City, with assistance from consultants, oversees the implementation and administration of the existing and future Fee Program, consistent with the requirements of the Mitigation Fee Act. AB602, which came into effect on January 1, 2022, adds additional nexus study requirements. Furthermore, AB1483, which became effective January 1, 2020, requires that public agencies make certain information available on their website, increasing the administrative responsibilities of the City.

A two percent (2%) Administrative Fee is added to fund the costs of the City's management and ongoing fee program administration, collection, and reporting, based on an analysis of the cost administrative cost necessary to support the DIF Program. This includes costs associated with City staff and consultant time, studies, and administration to support the program. Furthermore, AB602, adds additional administration and reporting cities are responsible for meeting. Industry standard ranges from three to six percent (3-6%) of the fee for the administrative component of a development fee program. The administrative functions include, but are not limited to, the following:

- Annual fee adjustments
- Annual fee reporting
- Additional fee reporting every five years
- Posting of nexus studies and fee schedules on the City's website
- Nexus study updates every eight years (an AB602 requirement)
- Master Plans necessary to support the Nexus study updates
- Staff and consultant time related to fee preparation, collection, tracking, and administration
- Staff and consultant time needed to track credits and reimbursements for improvements constructed in the fee program

In addition to the aforementioned administrative activities, the City is responsible for both (i) using fee revenues to plan for and construct required capital facilities and (ii) pursue other funding sources, as required, to bridge financial gaps between what is collected and the actual cost to construct needed facilities. A flat fee will impair the City's ability to abide by AB602's rigorous requirements.

Consistent with the Mitigation Fee Act, the Administrative Fee will be collected to fund the cost of the program administrative activities, such as administration, collection, and reporting. The

costs to administer will vary each year. In addition to annual program reporting activities and additional fee reporting requirements every five years, AB602 requires the Nexus Study must be updated at least every eight years.

**Table 11-1** shows the proposed Program Administration Fee as two percent (2%) of the total Impact Fees charged on each project.

**Table 11-1: Program Administration Fee**

Land Use	Public Facilities	Traffic Signal	Traffic Mitigation	Drainage	Park in-Lieu	Fire Facilities	Long Range Planning	Administration <sup>(1)</sup>
<b>Residential</b>								
<i>(Fee per Square Foot)</i>								
Single Family	\$ 5.21	\$ 0.37	\$ 2.68	\$ 0.35	\$ 6.66	\$ 1.75	\$ 0.08	\$ 0.34
Multi-Family	\$ 5.79	\$ 0.29	\$ 2.07	\$ 0.43	\$ 7.41	\$ 1.95	\$ 0.09	\$ 0.36
<b>Non-Residential</b>								
<i>(Fee per 1,000 Building Square Foot)</i>								
Commercial	Exempt	\$ 1,884.95	\$ 13,462.20	\$ 1,689.92	Exempt	\$ 887.29	\$ 39.84	\$ 359.28
Office	Exempt	\$ 1,040.14	\$ 7,428.64	\$ 631.53	Exempt	\$ 1,950.08	\$ 87.56	\$ 222.76
Industrial	Exempt	\$ 240.67	\$ 1,718.83	\$ 1,295.13	Exempt	\$ 195.01	\$ 8.76	\$ 69.17

Notes:

1 An administrative fee (2% of each fee) is collected for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis.

It is anticipated that administrative costs will continue to increase due to the additional requirements of the state legislation. It is also anticipated that revenue and expenditures will vary year to year due to the cyclical nature of five-year reporting requirements, nexus study updates, and the housing market.

The table below estimates the City’s administrative cost for the fee program and the fee revenue generated. The City’s average annual cost for staff time is based on the City’s current cost related to development impact fee administration. This includes the cost of the Nexus Study, which the City would incur every eight years. Therefore, the annual cost is divided by eight. Given the increase of state legislation, reporting requirements, potential questions, and agreements, the table below estimates additional staff time moving forward. Given the cyclical nature of nexus updates, reporting requirements, and master plans, the cost are shown for those over eight years, based on the escalated cost of the current nexus study, staff time, and other estimated cost. The fee revenue is shown assuming a 2050 Buildout. While the fee revenue is higher, it is assumed that the costs shown are very conservative and a surplus would be needed for additional studies or additional future requirements.

Fiscal Year	Annual Escalation	Staff Time <sup>1</sup>	Nexus Study <sup>2</sup>	Master Plan <sup>3</sup>	AB1600 Reporting <sup>4</sup>	Total
Current	3%	\$ 12,346	\$ 7,624	\$ 37,500	\$ 9,074	\$ 66,544
FY 25-26		\$ 12,716	\$ 7,852	\$ 38,625	\$ 9,346	\$ 68,540
FY 26-27		\$ 13,098	\$ 8,088	\$ 39,784	\$ 9,626	\$ 70,596
FY 27-28		\$ 13,491	\$ 8,331	\$ 40,977	\$ 9,915	\$ 72,714
FY 28-29		\$ 13,491	\$ 8,331	\$ 40,977	\$ 9,915	\$ 72,714
FY 29-30		\$ 13,896	\$ 8,581	\$ 42,207	\$ 15,213	\$ 79,895
FY 30-31		\$ 14,312	\$ 8,838	\$ 43,473	\$ 10,669	\$ 77,292
FY 31-32		\$ 14,742	\$ 9,103	\$ 44,777	\$ 10,989	\$ 79,611
FY 32-33		\$ 15,184	\$ 9,376	\$ 46,120	\$ 11,319	\$ 81,999
Total (rounded)		\$ 151,400	\$ 93,500	\$ 459,900	\$ 116,700	\$ 821,500
<b>Annual Average (rounded)</b>		<b>\$ 18,900</b>	<b>\$ 11,700</b>	<b>\$ 57,500</b>	<b>\$ 14,600</b>	<b>\$ 102,700</b>

**Average Annual Revenue (assuming 2050 Buildout)<sup>5</sup> \$ 158,669**

<sup>1</sup> Includes average annual staff time based on actual cost incurred by staff over the past two years. Cost related to the Nexus Study was divided by 8 years. Additional staff time related to posting of information per AB 1483, additional staff time to administer this fee program, fee credits/reimbursements, additional legislative requirements and legal review, and other administrative duties related to the fee program. Cost related to the staff time for the master plans is included.

<sup>2</sup> Projected annual cost based on 8 years for the next Nexus Study update. Based on the current cost for the Nexus Study.

<sup>3</sup> Assumes two Master Plans to support the Nexus Study every 8 years. Assumes \$150,000 for each in FY 23-24 cost.

<sup>4</sup> Assumed additional costs starting in FY 24-25 for AB516 requirements and additional cost in FY 29-30 for the five-year reporting requirements.

<sup>5</sup> Estimated annual revenue is slightly higher, but the estimated revenue is cyclical in nature and the City is responsible for both (i) using fee revenues to plan for and construct required capital facilities and (ii) pursuing other funding sources, as required, to bridge financial gaps between what is collected and the actual cost to construct needed facilities. The cost shown in this table is conservative for the administrative cost burden for the City.

## Nexus Requirement Summary

AB 1600 requires that public agencies satisfy five requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project. The required findings are as follows.

### *Requirement 1: Identify the purpose of the fee.*

The purpose of the Program Administration Fee is to provide the funding necessary to administer and update the Fee Program. This includes consultant and City staff time related to services such as providing fee quotes, updating the fee program, tracking revenue and expenditures, updating the City's website, and preparing annual and five-year reports.

***Requirement 2: Identify the use of the fee.***

The Program Administration Fee will be used to fund the management and administration of the Fee Program. This includes consultant and City staff time related to services such as posting of nexus studies and fee schedules on the City’s website, annual fee adjustments, annual fee reporting, additional fee reporting every five years, application and tracking of fee credits/reimbursements, periodic nexus study updates, staff and consultant time related to fee preparation, collection, tracking and administration.

***Requirement 3: Determine how there is a reasonable relationship between the fee’s use and the type of development project on which the fee is imposed.***

New residents and workers that result from new development increases the demand for new infrastructure and facilities. These new infrastructure and facility projects will be funded through the Fee program, which requires City and consultant staff time to manage and administer. The Program Administration Fee is a two percent (2%) mark-up of the DIFs.

***Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.***

Each new development adds residents or workers to the City and in order to maintain the City’s desired level of service, public facilities, traffic facilities (including traffic signals), drainage, fire facilities must be built and parkland acquired, and general plan documents completed. These facilities are funded through the DIFs. To ensure these fees for new development are administered according to state law, regular updates, tracking and reporting, staff time is required. In addition, City staff must provide fee quotes for new development. To collect the funding for these resulting activities, the Program Administration Fee is based on a two percent (2%) mark-up of the Fee Program as summarized in **Table 11-1**. Using a percentage of the DIFs, ensures that each new development is charged their fair share. A two percent (2%) fee is below the industry standard range of three to six percent (3-6%).

***Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.***

The Program Administration Fee provides the funding to administer the DIFs. Having an adopted a policy of collecting a two percent (2%) mark-up to administer fee programs is slightly below the industry standard and effective. Since this fee is calculated as a mark-up of the other DIFs as summarized in **Table 11-1**, each land use pays for their fair share of the management costs based on their impact to the City’s infrastructure.

## **Section 12      Implementation and Administration**

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### **Implementation**

According to the California Government Code, prior to levying a new fee or increasing an existing fee, an agency must hold at least one open and public meeting with at least 30 days' notice. In addition, notice of the time and place of the meeting, including a general explanation of the matter to be considered, and a statement that the data required by this section is available, shall be mailed at least 14 days prior to the meeting to any interested party who files a written request with the local agency for mailed notice of the meeting on new or increased fees or service charges. Any written request for mailed notices shall be valid for one year from the date on which it is filed unless a renewal request is filed. At least ten days prior to this meeting, the agency must make data on infrastructure costs and funding sources available to the public. Notice of the time and place of the meeting and a general explanation of the matter are to be published in accordance with Section 6062a of the Government Code, which states that publication of notice shall occur for ten days in a newspaper regularly published once a week or more. The new or increased fees shall be effective no earlier than 60 days following the final action on the adoption or increase of the fees.

### **Fee Program Administrative Requirements**

The Government Code requires the City to report every year and every fifth year certain financial information regarding the fees. The City must make available within 180 days after the last day of each fiscal year the following information from the prior fiscal year:

1. A brief description of the type of fee in the account or fund.
2. The amount of the fee.
3. The beginning and ending balance in the account or fund.
4. The amount of the fee collected and the interest earned.
5. An identification of each public improvement for which fees were expended and the amount of expenditures.
6. An identification of an approximate date by which time construction on the improvement will commence if it is determined that sufficient funds exist to complete the project.
7. A description of each interfund transfer or loan made from the account and when it will be repaid.
8. Identification of any refunds made once it is determined that sufficient monies have been collected to fund all fee related projects.

Beginning in 2024, the code has been expanded to include and expand on some of the requirements. The following requirement was added:



An identification of each improvement identified pursuant to requirement #6 listed on a previous report and whether construction began on the approximate date noted within that report. If construction did not commence by the approximate date provided in the previous report, identify the reason for the delay and a revised approximate commencement date.

In addition, requirement 8 was expanded to now require the following information:

Identification of any refunds made and the number of persons or entities identified to receive those refunds once it is determined that sufficient monies have been collected to fund all fee related projects.

The City must make this information available for public review and must also present it at the next regularly scheduled public meeting not less than 15 days after this information is made available to the public.

For the fifth fiscal year following the first deposit into the account or fund, and every five years thereafter, the City must make the following findings with respect to any remaining funds in the fee account, regardless of whether those funds are committed or uncommitted:

1. Identify the purpose to which the fee is to be put.
2. Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.
3. Identify all sources and amounts of funding anticipated to complete financing any incomplete improvements.
4. Designate the approximate dates on which funding in item (3) above is expected to be deposited into the fee account.

Based on new legislation, a local agency shall inform a person paying a fee subject of both of the following:

- The person's right to request an audit pursuant to Section 66023.
- The person's right, pursuant to paragraph (1) of subdivision (b), to file a written request for mailed notice of the local agency's meeting to review the information made public pursuant to paragraph (1) of subdivision (b).

A local agency shall provide a person paying a fee subject to this section a link to the page on the local agency's internet website where the information made public pursuant to paragraph (1) of subdivision (b) is available for review.

## **Fee Adjustment Procedures**

The DIFs may be adjusted periodically to reflect revised facility requirements, receipt of funding from alternative sources (i.e., state or federal grants), revised facilities or costs, changes in demographics, changes in the average unit square footage, or changes in the land use plan. In accordance with Santee Municipal Code section 12.30.050, Santee Development Impact Fees are automatically adjusted for inflation on July 1 of each year. The inflation adjustment is two percent or based on the previous calendar years increase in the San Diego Consumer Price Index (CPI-U: All Items) as published by the Bureau of Labor Statistics, whichever is higher. The Municipal Code will need to be updated to adjusting annually on July 1<sup>st</sup> based on the Construction Cost Index (CCI) for the 20-City Average as reported by Engineering News Record (ENR) for a twelve-month period or a similar published index if the CCI Index is no longer available.

## **Timing of Fee Payment**

Fees will be collected at the time the building permit for the project is issued. All residential projects will pay a fee based on the livable square footage of the residential unit(s). For high-density residential projects, the fee will be due at the time of the building permit for each building. For high-density residential projects, the non-residential communal portion (i.e., clubhouse, maintenance facility, gym, etc.) will not be assessed impact fees as the impact is assumed to be captured in the residential fees. Area that are accessible by the public (i.e., leasing office) will be charged impact fees according to use.

## **Credits and Reimbursement Policies**

The City may provide fee credits or reimbursements to developers who dedicate land or construct eligible facilities. Fee credits or reimbursements may be provided up to the cost of the improvement, as shown in this study, subject to periodic inflation adjustments, or the actual cost paid by the developer, whichever is lower. For construction cost overruns, only that amount shown in the study, subject to periodic inflation adjustments, would be credited or reimbursed. The City will evaluate the appropriate fee credit or reimbursement based on the value of the dedication or improvement. Credits or reimbursements may be repaid based on the priority of the capital improvements, as determined by the City. The City will determine fee credits and reimbursements on a case-by-case basis and possibly through the use of a development agreement.

## **Administrative Fee**

A Program Administrative Fee of two (2) percent of the total DIF Program cost is included as its own fee and may be used for costs for legal, accounting, and other administrative support and development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis. Additionally, the administrative fee may be used to fund the impact fee nexus study updates that must be updated at

a minimum every eight (8) years pursuant to AB602. Please refer to Section 11 for a breakdown of the administration fee and additional information.

## **Programming Revenues with the CIP**

The City should maintain its CIP to adequately plan for future infrastructure needs. The CIP should commit all projected fee revenues and fund balances to specific projects that are necessary to serve growth as described in this report. The use of the CIP provides documentation necessary for the City to hold funds in a project account for longer than five years if necessary to collect sufficient funds to complete a project. In addition, the CIP is required per AB602. This report outlines the projects that are to be funded with the fee program and forms the basis of the CIP, as shown in **Appendix A**.

## **Fee Reporting**

Assembly Bill No. 1483, which became effective January 1, 2020, requires that public agencies make the following information available on their website. The following information must be provided:

1. A current schedule of fees, exactions, and affordability requirements imposed by the city, county, or special district, including any dependent special districts, of the city or county applicable to a proposed housing development project, which shall be presented in a manner that clearly identifies the fees, exactions, and affordability requirements that apply to each parcel.
2. All zoning ordinances and development standards, which shall specify the zoning, design, and development standards that apply to each parcel.
3. The list of information required to be compiled pursuant to Section 65940.
4. The current and five previous annual fee reports or the current and five previous annual financial reports, which were required pursuant to subdivision.
5. An archive of impact fee nexus studies, cost of service studies, or equivalent, conducted by the city, county, or special district on or after January 1, 2018.

Any updates to the above information must be available within 30 days.

## **Accessory Dwelling Units**

An Accessory Dwelling Unit (ADU) is a second unit that is attached or detached from a single-family home. In accordance with Assembly Bill No. 881 approved on October 9, 2019, fees will not be charged for an ADU that is less than 750 square feet. For an ADU that is 750 square feet or larger, the ADU will be charged proportionately in relation to the square footage of the primary dwelling unit. Since the residential fees are now being charged on a square footage basis, ADU fees will be calculated by multiplying the Single-Family Residential fee by the ADU's square footage.

## **Specialized Development Projects**

The fees in this Report may not apply to specialized development projects such as golf courses, cemeteries, sports stadium, or other specialized land uses. For specialized development projects the City will review the development's impacts to determine the applicable fees. The fee rates presented in this Report may be reduced, exempted, or waived under certain circumstances as determined by the City. Any exemption or reduction in fees will be based on the City's independent analysis and review of the subject property. In addition, for reuse, density increasing, or rezone projects, the developer shall only be responsible for paying fees for the intensification of the development. In cases of disaster, impact fees will not be charged on the rebuilding of the structures that were affected by the disaster to the extent that the overall size and use of the new structure is similar to the structure destroyed by the disaster. The City will review the development's increased impacts to determine the applicable fees.

Some developments may include more than one land use type. In these cases, the fee is calculated separately for each land use. The City has the discretion to impose the fees based on the specific aspects of a proposed development regardless of zoning. The fee imposed should be based on the land use type that most closely represents the impacts of the development.

## **Rebuild or Expansion Projects**

For reuse, expansions, density increasing, or rezone projects, the developer shall only be responsible for paying fees for the intensification or expansion. For example, if a homeowner wishes to build an addition to their home that is 100 square feet, the homeowner would be responsible for paying fees for the 100 square foot addition. The City will review the new development's impacts to determine the applicable fees on a case-by-case basis.

In cases of rebuilding a structure after a demolition, impact fees will not be assessed on the rebuild to the extent that the overall size and use of the new structure is similar to the structure prior to demolition. Similarly, in cases of disaster, impact fees will not be charged on the rebuilding of the structures that were affected by the disaster to the extent that the overall size and use of the new structure is the same as the structure destroyed by the disaster. Impact fees for the new structure will be calculated based on the new rebuilt structure and the fees paid for the previous structure, and the difference between these fees will be assessed. No refunds will be made for rebuilds that have a lower impact fee than the previous structure.

## **Appendix A: Capital Improvement Plan**

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**Table A-1: Capital Improvement Plan (Page 1 of 2)**

Projects	Total Project Cost	Other Funding Expected	DIF Project Cost
<b>Public Facilities</b>			
Santee Community Center	\$ 21,000,000	\$ 16,800,000	\$ 4,200,000
Future Park Recreation Facilities (assumes 74.08 acres) <sup>(1)</sup>	\$ 53,708,000	\$ -	\$ 53,708,000
<i>Subtotal Public Facilities</i>	<i>\$ 74,708,000</i>	<i>\$ 16,800,000</i>	<i>\$ 57,908,000</i>
<b>Traffic Signal</b>			
6 Phase Signal (Magnolia Ave & Princess Joann Rd)	\$ 415,000	\$ -	\$ 415,000
6 Phase Signal (Cottonwood Ave & Riverview Pkwy)	\$ 415,000	\$ -	\$ 415,000
8 Phase Signal (Woodside Ave & Mission Del Magnolia/Riderwood Terrance)	\$ 450,000	\$ -	\$ 450,000
6 Phase Signal (Mission Gorge Rd & Marrokal Ln)	\$ 415,000	\$ -	\$ 415,000
Pedestrian Signal - Hawk (Mission Gorge Rd & Forester Creek)	\$ 220,000	\$ -	\$ 220,000
Pedestrian Signal - Hawk (Cuyamaca St & South River Trail)	\$ 220,000	\$ -	\$ 220,000
Pedestrian Signal - Hawk (Prospect Ave & Forester Creek)	\$ 220,000	\$ -	\$ 220,000
Update/replace traffic signal cabinet and controllers	\$ 196,000	\$ -	\$ 196,000
Pedestrian Ramp Upgrades	\$ 107,800	\$ -	\$ 107,800
Audible Pedestrian Signal Button Installation	\$ 392,000	\$ -	\$ 392,000
Smart Signals and Controller/Detection Upgrades	\$ 1,680,000	\$ -	\$ 1,680,000
Signal Modification (Carlton Oaks Dr & Wethersfield Rd)	\$ 439,000	\$ -	\$ 439,000
Signal Modification (Mast Blvd & Calton Hills Blvd)	\$ 203,900	\$ -	\$ 203,900
Install new fiberoptic communication	\$ 216,000	\$ 160,000	\$ 56,000
Install new fiberoptic communication	\$ 1,134,000	\$ 630,000	\$ 504,000
<i>Subtotal Traffic Signal</i>	<i>\$ 6,723,700</i>	<i>\$ 790,000</i>	<i>\$ 5,933,700</i>
<b>Traffic Mitigation</b>			
Cottonwood Avenue River Crossing	\$ 20,786,000	\$ -	\$ 20,786,000
Cottonwood Avenue Widening and Sidewalk Improvements	\$ 12,130,000	\$ 9,486,992	\$ 2,643,008
Graves Avenue Street Improvements	\$ 7,544,000	\$ 5,900,236	\$ 1,643,764
Magnolia Avenue Widening	\$ 4,786,000	\$ 3,743,177	\$ 1,042,823
Median Modification - Mission Gorge Road at Marketplace	\$ 560,000	\$ 437,981	\$ 122,019
Olive Lane Improvements	\$ 2,850,000	\$ 2,229,013	\$ 620,987
Prospect Avenue Improvements - West	\$ 21,267,000	\$ 16,633,129	\$ 4,633,871
<i>Subtotal Traffic Mitigation</i>	<i>\$ 69,923,000</i>	<i>\$ 38,430,528</i>	<i>\$ 31,492,472</i>

**Table A-1: Capital Improvement Plan (Page 1 of 2)**

Projects	Total Project Cost	Other Funding Expected	DIF Project Cost
<b>Drainage</b>			
Project 1A	\$ 4,270,000	\$ -	\$ 4,270,000
Project 1B	\$ 790,000	\$ -	\$ 790,000
Project 1C	\$ 1,540,000	\$ -	\$ 1,540,000
Project 2	\$ 3,420,000	\$ -	\$ 3,420,000
Project 3.1A	\$ 630,000	\$ -	\$ 630,000
Project 3.1B	\$ 270,000	\$ -	\$ 270,000
Project 3.2	\$ 410,000	\$ -	\$ 410,000
Project 3.3	\$ 520,000	\$ -	\$ 520,000
Project 4.1	\$ 2,520,000	\$ -	\$ 2,520,000
Project 4.2	\$ 370,000	\$ -	\$ 370,000
Project 5.1	\$ 2,640,000	\$ -	\$ 2,640,000
Project 5.2	\$ 4,410,000	\$ -	\$ 4,410,000
Project 6	\$ 970,000	\$ -	\$ 970,000
Project 7	\$ 2,590,000	\$ -	\$ 2,590,000
<i>Subtotal Drainage</i>	<i>\$ 25,350,000</i>	<i>\$ -</i>	<i>\$ 25,350,000</i>
<b>Park In-Lieu</b>			
Future Park Land (assumes 74.08 acres) <sup>(1)</sup>	\$ 74,080,000	\$ -	\$ 74,080,000
<i>Subtotal Park In-Lieu</i>	<i>\$ 74,080,000</i>	<i>\$ -</i>	<i>\$ 74,080,000</i>
<b>Fire Facilities<sup>(2)</sup></b>			
Fire Station 4 Rebuild	\$ 25,200,000	\$ -	\$ 25,200,000
Fire Station 5 Replacement	\$ 14,000,000	\$ -	\$ 14,000,000
Fire Station 20 Construction	\$ 21,000,000	\$ -	\$ 21,000,000
Fire Station 28 Construction	\$ 16,000,000	\$ -	\$ 16,000,000
Fleet Maintenance Facility	\$ 5,797,400	\$ -	\$ 5,797,400
<i>Subtotal Fire Facilities</i>	<i>\$ 81,997,400</i>	<i>\$ -</i>	<i>\$ 81,997,400</i>
<b>Long Range Planning</b>			
Land Use Element	\$ 680,000	Potential Grants	\$ 680,000
Housing Element	\$ 300,000	Potential Grants	\$ 300,000
Mobility Element	\$ 400,000	Potential Grants	\$ 400,000
Recreation Element	\$ 75,000	Potential Grants	\$ 75,000
Trails (ATP)	\$ 300,000	Potential Grants	\$ 300,000
Conservation Element (Subarea Plan)	\$ 2,800,000	Potential Grants	\$ 2,800,000
Noise Element	\$ 75,000	Potential Grants	\$ 75,000
Safety & Environmental Justice Element	\$ 90,000	Potential Grants	\$ 90,000
Community Enhancement Element	\$ 75,000	Potential Grants	\$ 75,000
Sustainable Santee Plan	\$ 130,000	Potential Grants	\$ 130,000
<i>Subtotal Long Range Planning</i>	<i>\$ 4,925,000</i>	<i>\$ -</i>	<i>\$ 4,925,000</i>
<b>Total (Rounded)</b>	<b>\$ 337,707,100</b>	<b>\$ 56,020,528</b>	<b>\$ 281,686,572</b>

Notes:

1 The specific location of park improvements will be dictated by the individual developments and cannot be determined at this time. The assumed acreage is calculated using the General Plan standard of 5 acres per 1,000 people and growth assumptions in the City.

2 Fire Facilities identified in the Santee Adopted Capital Improvement Program (Fiscal Years 2024-28) and by the Fire Chief.

**MEETING DATE** January 22, 2025

**ITEM TITLE** RESOLUTION OF THE CITY COUNCIL AUTHORIZING THE SUBMITTAL OF A GRANT APPLICATION TO THE COUNTY OF SAN DIEGO FOR THE COMMUNITY ENHANCEMENT PROGRAM FOR FY 2024-2025 TO ENHANCE ARTS AND CULTURE IN SANTEE, COMMITTING TO PROVIDE MATCHING FUNDS, AND APPROVING THE PARTNERSHIP BETWEEN THE CITY OF SANTEE AND COUNTY OF SAN DIEGO.

**DIRECTOR/DEPARTMENT** Nicolas Chavez, Community Services

**SUMMARY**

The San Diego County Arts and Culture Commission and Office of Economic Development & Government Affairs, in partnership with the Prebys Foundation, have launched a new matching grant program to boost funding for local arts and cultural events and projects.

Starting Dec. 1 and until Jan. 31, 2025, organizations can apply for County Community Enhancement grants and receive dollar-for-dollar matching funds from the Prebys Foundation when hiring artists or cultural practitioners for events and projects.

Grant amounts to organizations will range from \$2,500 to \$5,000 and could be put toward murals, public art pieces, cultural performances and more. When matched, the partnership will fund projects of \$5,000 to \$10,000.

The City of Santee will be requesting \$5,000 in matching funds to support two activities: (1) Enhancing cultural arts at the annual Discover Your Community event on March 15, 2025. An example is contracting cultural practitioners like Native American performers or a community drum circle experience; (2) The second activity will launch a program called Art in the Parks. While emphasizing the City's Core Community Values the City will commission artists for three (3) utility boxes in three (3) different parks. Once the artist and design have been approved, community members will have the opportunity to help implement the art projects.

**FINANCIAL STATEMENT** *dy*

Funding of \$5,000 for the matching component of the grant is included in the FY 2024-25 City Council Operating budget under the Diversity, Equity, and Inclusion appropriation.

**CITY ATTORNEY REVIEW**  N/A •  Completed

**RECOMMENDATION**

Adopt Resolution authorizing the submission of grant funding request through the County of San Diego for Community Enhancement Program for FY 2024-2025.

**ATTACHMENT**

Resolution





**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, APPROVING A GRANT APPLICATION TO THE COUNTY OF SAN DIEGO FOR THE COMMUNITY ENHANCEMENT PROGRAM FOR FY 2024-2025 TO ENHANCE ARTS AND CULTURE IN SANTEE, COMMITTING TO PROVIDE MATCHING FUNDS, AND APPROVING THE PARTNERSHIP BETWEEN THE CITY OF SANTEE AND COUNTY OF SAN DIEGO**

**WHEREAS**, the City desires to apply for County of San Diego grant funding through the County of San Diego's Community Enhancement Program for FY24/25 to enhance arts and culture in Santee; and

**WHEREAS**, the City will partner with the County of San Diego on the enhancement of the arts and culture in Santee if funding is approved; and

**WHEREAS**, the City will request \$5,000 in grant funding through the Community Enhancement Program FY24/25. The program requires a dollar-for-dollar match of funds. The City of Santee will allocate \$5,000 in FY24/25 to assist with the enhancement of the arts and culture in Santee. If the full \$5,000 grant is approved, the City will commit to the dollar-for-dollar match of \$5,000 in FY24/25 for a total of \$10,000 which will go towards enhancing arts and culture in Santee; and

**WHEREAS**, the City's potential funding and support will be earmarked for enhancing the cultural arts at the annual Discover Your Community event on March 15, 2025. The second activity will launch a program called Art in the Parks. While emphasizing the City's Community Values the city will commission artists for three (3) utility boxes in three (3) different parks. Once the artist and design have been approved, community members will be given the opportunity to help implement the art projects; and

**WHEREAS**, the City desires to authorize the City Manager to apply for the grant, accept the grant, appropriate funding in this fiscal year's budget (FY 24/25), and partner and support the enhancement of art and culture in Santee; and

**WHEREAS**, the approval of the submittal of the grant application and authorization to accept and appropriate the grant funds and City matching funds will not result in a direct or indirect impact on the environment, is an administrative activity of government, and is therefore not a "project" under CEQA pursuant to State CEQA Guidelines § 15378.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Santee, California, as follows:

**SECTION 1.** The City Council hereby finds that the foregoing recitals are true and correct and are incorporated herein as substantive findings of this Resolution.

**SECTION 2.** The City Council hereby authorizes the City Manager to apply for the grant, accept the grant, appropriate funding in this fiscal year's budget (FY 24/25), and support the enhancement of arts and culture in Santee.

**RESOLUTION NO. \_\_\_\_\_**

**SECTION 3.** This Resolution shall become effective immediately upon its adoption.

**ADOPTED** by the City Council of Santee, California, at a Regular Meeting held this 22<sup>nd</sup> day of January 2025, by the following vote, to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

\_\_\_\_\_  
**JOHN W. MINTO, MAYOR**

**ATTEST:**

\_\_\_\_\_  
**JAMES JEFFRIES, CITY CLERK**

**MEETING DATE** January 22, 2025

**ITEM TITLE** RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA ACCEPTING THE CITYWIDE PAVEMENT REPAIR AND REHABILITATION PROGRAM 2024 (CIP 2024-01) PROJECT AS COMPLETE AND FINDING THE ACTION IS NOT A PROJECT SUBJECT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (“CEQA”) PER STATE CEQA GUIDELINES SECTION 15378

**DIRECTOR/DEPARTMENT** Carl Schmitz, Engineering 

**SUMMARY**

This item requests that the City Council accept the Citywide Pavement Repair and Rehabilitation Program 2024 (CIP 2024-01) Project (“Project”) as complete.

During the May 23, 2024 City Council meeting, the City Council awarded the construction contract for the Citywide Pavement Repair and Rehabilitation Program 2024 (CIP 2024-01) Project for a total contract amount of \$1,138,811.86 to Quality Construction & Engineering, Inc. and authorized the Director of Engineering/City Engineer to approve contract change orders in a total amount not to exceed \$284,700.00 for unforeseen items and additional work.

A Notice to Proceed was issued on July 22, 2024 and the work was completed on December 5, 2024. Six change orders were approved in the cumulative amount of \$274,341.97 for additional work that included the resurfacing of 3 additional streets (Grand Fork Dr., Scottsbluff Ct. and Sebring Ct). The total contract for the project was \$1,413,153.83. A total of 14 streets were resurfaced with this project.

A total of \$599.04 was reimbursed by Padre Dam Municipal Water District (PDMWD) for asphalt work performed at their request and on their behalf related to the project. Coordination with utility companies during construction expedites and maintains the project schedule.

Staff recommends that the City Council accept the Project as complete and direct the City Clerk to file a Notice of Completion with the San Diego County Clerk.

**ENVIRONMENTAL REVIEW**

Per California Environmental Quality Act (CEQA) Guidelines Section 15378, this action is not a project under CEQA as it involves an administrative activity of government without the potential of a significant impact on the environment.

**FINANCIAL STATEMENT** 

Funding for this project is provided by Transnet and RMRA funds which is included in the adopted FY 2024-28 Capital Improvement Program as part of the Pavement Repair and Rehabilitation Citywide project.

Design & Bidding	\$ 29,467.14
Original Construction Contract	1,138,811.86
Padre Dam Municipal Water District Reimbursement	(599.04)
Construction Change Orders	274,341.97
Construction Engineering/Management	95,820.85
Estimated Project Closeout	<u>1,000.00</u>
 Total Project Cost	 <u>\$1,538,842.78</u>



**CITY ATTORNEY REVIEW**

N/A

Completed

**RECOMMENDATION**

*As per MBB*

Adopt the attached Resolution accepting Citywide Pavement Repair and Rehabilitation Program 2024 (CIP 2024-01) Project as complete and finding the action is not subject to the California Environmental Quality Act ("CEQA") per state CEQA Guidelines Section 15378.

**ATTACHMENT**

Resolution

Project Map

**RESOLUTION NO. \_\_\_\_\_**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA  
ACCEPTING THE CITYWIDE PAVEMENT REPAIR AND REHABILITATION  
PROGRAM 2024 (CIP 2024-01) PROJECT AS COMPLETE AND FINDING THE  
ACTION IS NOT A PROJECT SUBJECT TO THE CALIFORNIA ENVIRONMENTAL  
QUALITY ACT (“CEQA”) PER STATE CEQA GUIDELINES SECTION 15378**

**WHEREAS**, the City Council awarded the construction contract for the Citywide Pavement Repair and Rehabilitation Program 2024 (CIP 2024-01) Project (“Project”) to Quality Construction & Engineering, Inc. on May 23, 2024 for \$1,138,811.86; and

**WHEREAS**, the City Council also authorized the Director of Engineering/City Engineer to approve construction change orders in a total amount not to exceed \$284,700.00; and

**WHEREAS**, six change orders in the cumulative amount of \$274,341.97 were approved for additional work and the resurfacing of three additional streets; and

**WHEREAS**, an expense of \$29,467.14 in design & bidding costs, \$95,820.85 in construction engineering/management costs were incurred in connection with this project while the City estimates a final expense of \$1,000.00 to closeout this project; and

**WHEREAS**, \$599.04 of the project was reimbursed by Padre Dam Municipal Water District for asphalt patching that was performed on their behalf related to their facilities; and

**WHEREAS**, the Project was completed for a total construction contract amount of \$1,413,153.83 on December 5, 2024, \$126,287.99 was expended in other related costs for a total project amount of \$1,538,842.78; and

**WHEREAS**, Quality Construction & Engineering, Inc. has completed the project in accordance with the contract plans and specifications; and

**WHEREAS**, per California Environmental Quality Act (“CEQA”) Guidelines Section 15378, this action is not a project under CEQA because it involves an administrative activity of government without the potential of a significant impact on the environment; and

**WHEREAS**, the City Council desires to accept the Project as complete.

**WHEREAS**, acceptance of the Project as complete will not result in a direct or indirect impact on the environment, is an administrative activity of government, and is therefore not a “project” under CEQA pursuant to State CEQA Guidelines Section 15378.

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of Santee, California, that the work for the construction of the Citywide Pavement Repair and Rehabilitation Program 2024 (CIP 2024-01) Project is accepted as complete on this date and the City Clerk is directed to record a Notice of Completion.

**SECTION 1:** The work for the construction of the Citywide Pavement Repair and Rehabilitation Program 2024 (CIP 2024-01) Project is accepted as complete on this date.

**RESOLUTION NO. \_\_\_\_\_**

**SECTION 2:** The City Clerk is directed to record a Notice of Completion.

**SECTION 3:** The action is not a project subject to the California Environmental Quality Act (“CEQA”) per CEQA Guidelines Section 15378 as it involves an administrative activity of government without the potential of a significant impact on the environment.

**SECTION 4:** This Resolution shall take effect immediately upon its passage.

**ADOPTED** by the City Council of the City of Santee, California, at a Regular meeting thereof held this 22<sup>nd</sup> day of January, 2025, by the following roll call vote to wit:

**AYES:**

**NOES:**

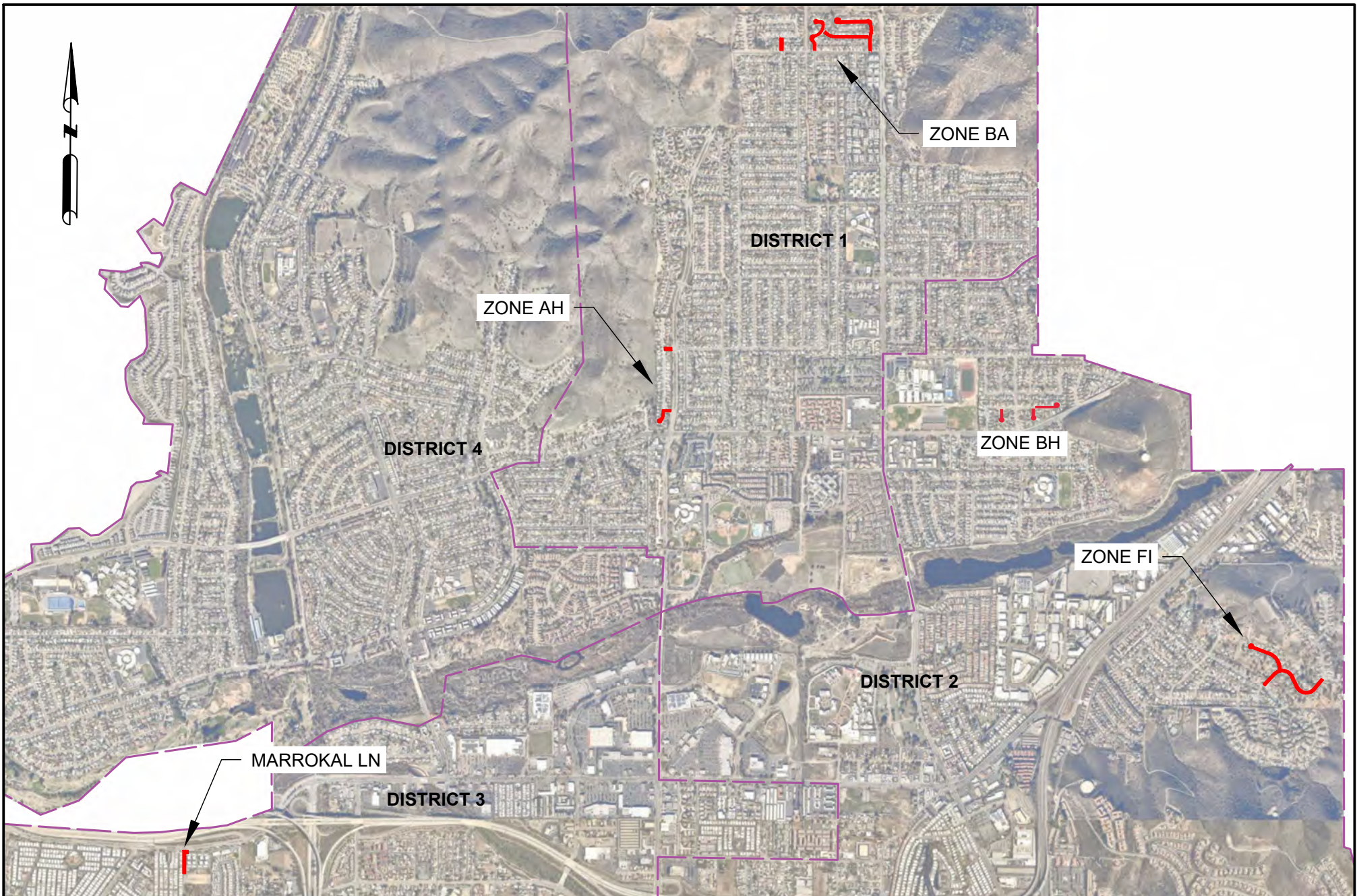
**ABSENT:**

**APPROVED:**

\_\_\_\_\_  
**JOHN W. MINTO, MAYOR**

**ATTEST:**

\_\_\_\_\_  
**JAMES JEFFRIES, CITY CLERK**



CITYWIDE PAVEMENT REPAIR AND REHABILITATION PROGRAM 2024  
CIP 2024-01

PROJECT STREETS 

PROJECT MAP

SHEET 1 OF 1


**MEETING DATE**

January 22, 2025

**ITEM TITLE**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA AUTHORIZING THE SUBMITTAL OF A GRANT APPLICATION TO THE FEDERAL RAISE (REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY) GRANT PROGRAM FOR STATE ROUTE 52 (SR 52) IMPROVEMENTS**

**DIRECTOR/DEPARTMENT**

Carl Schmitz, Engineering 

**SUMMARY**

This item requests City Council authorize the submittal of a grant application to the federal RAISE (Rebuilding American Infrastructure with Sustainability and Equity) grant program for State Route 52 (SR 52) improvements. The City submitted a similar RAISE application in 2023 and 2024 and has augmented the current application with additional supporting documentation. The RAISE transportation grant provides needed infrastructure investment to better connect rural and urban communities around our nation. The Bipartisan Infrastructure Law appropriated \$1.5 billion to be awarded by the US Department of Transportation ("DOT") for RAISE grants for FY 2025.

Improving SR 52 has been identified by the City Council as a priority for Santee. Phase I of the improvements to SR 52 qualifies under the RAISE program. This item would authorize submittal of an application by staff for Phase I improvements to SR 52. This Phase includes a 4.3 mile long westbound auxiliary/truck climbing lane from Mast Boulevard to the summit, relocating a 4.6-mile long Class I Bike Path from the north side of the freeway to the south side, restriping eastbound SR-52 from two lanes to three lanes from Mast Boulevard to just east of the San Diego River Bridge, restriping westbound SR-52 from two lanes to three lanes from Mission Gorge Road to Mast Boulevard, and widening the westbound on-ramp from Mast Boulevard to two lanes.

**ENVIRONMENTAL REVIEW**

This action is exempt from the requirements of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines section 15378. Phase I improvements would be subject to separate environmental review.

**FINANCIAL STATEMENT** 

The estimated cost of Phase I improvements is \$80 million. The subject application seeks \$25 million which reflects the maximum amount that may be requested. Local and state funds include \$12 million programmed in SANDAG's Regional Transportation Improvement Program. \$2.5 million in federal funds has also been secured through the Federal FY 2023 Consolidated Appropriations Act. A non-federal match of approximately \$25.5 million would be required and sought from other local and state sources.

**CITY ATTORNEY REVIEW**

N/A

Completed

**RECOMMENDATION** 

Adopt the attached Resolution authorizing City staff to prepare and submit a RAISE grant application for Phase I of SR 52 improvements.

**ATTACHMENT**

Resolution  
Phasing Map





RESOLUTION NO. \_\_\_\_\_

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA  
AUTHORIZING THE SUBMITTAL OF A GRANT APPLICATION TO THE FEDERAL  
RAISE (REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND  
EQUITY) GRANT PROGRAM FOR STATE ROUTE 52 (SR 52) IMPROVEMENTS**

**WHEREAS**, State Route 52 (SR 52) is a major east-west transportation corridor that connects residents in east San Diego County to employment centers in west and north county, as well as provides a key freight route for the region; and

**WHEREAS**, SR 52 experiences significant traffic congestion during peak hours affecting commuters and freight traffic alike; and

**WHEREAS**, heavy traffic congestion on SR 52 significantly impacts the quality of life of Santee residents as well as East County residents, and affects the economic vitality of the region; and

**WHEREAS**, improvements planned by SANDAG for SR 52 are not scheduled for completion before 2035; and

**WHEREAS**, the City of Santee has helped stakeholders organize the Highway 52 Coalition to address the traffic issues on SR 52 and has been pursuing opportunities to partner with stakeholders to advance improvements to SR 52; and

**WHEREAS**, an effort is underway with the design work funded by a private developer for Phase I improvements to SR 52; and

**WHEREAS**, additional funds are needed to complete the Phase I improvements; and

**WHEREAS**, the federal RAISE (Rebuilding American Infrastructure with Sustainability and Equity) grant program is currently accepting applications; and

**WHEREAS**, SR 52 Phase I improvements qualify for RAISE grant funds; and

**WHEREAS**, the total estimated cost of SR 52 Phase I improvements is \$80 million.

**NOW THEREFORE, BE IT RESOLVED**, by the City Council of the City of Santee, California, as follows:

**SECTION 1.** City staff is authorized to prepare and submit a RAISE grant application for Phase I improvements on SR 52.

**RESOLUTION NO.** \_\_\_\_\_

**SECTION 2:** This action is categorically exempt from the California Environmental Quality Act ("CEQA") pursuant to Section 15378 of the CEQA Guidelines.

**ADOPTED** by the City Council of the City of Santee, California, at a Regular meeting thereof held this 22<sup>nd</sup> day of January 2025, by the following roll call vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

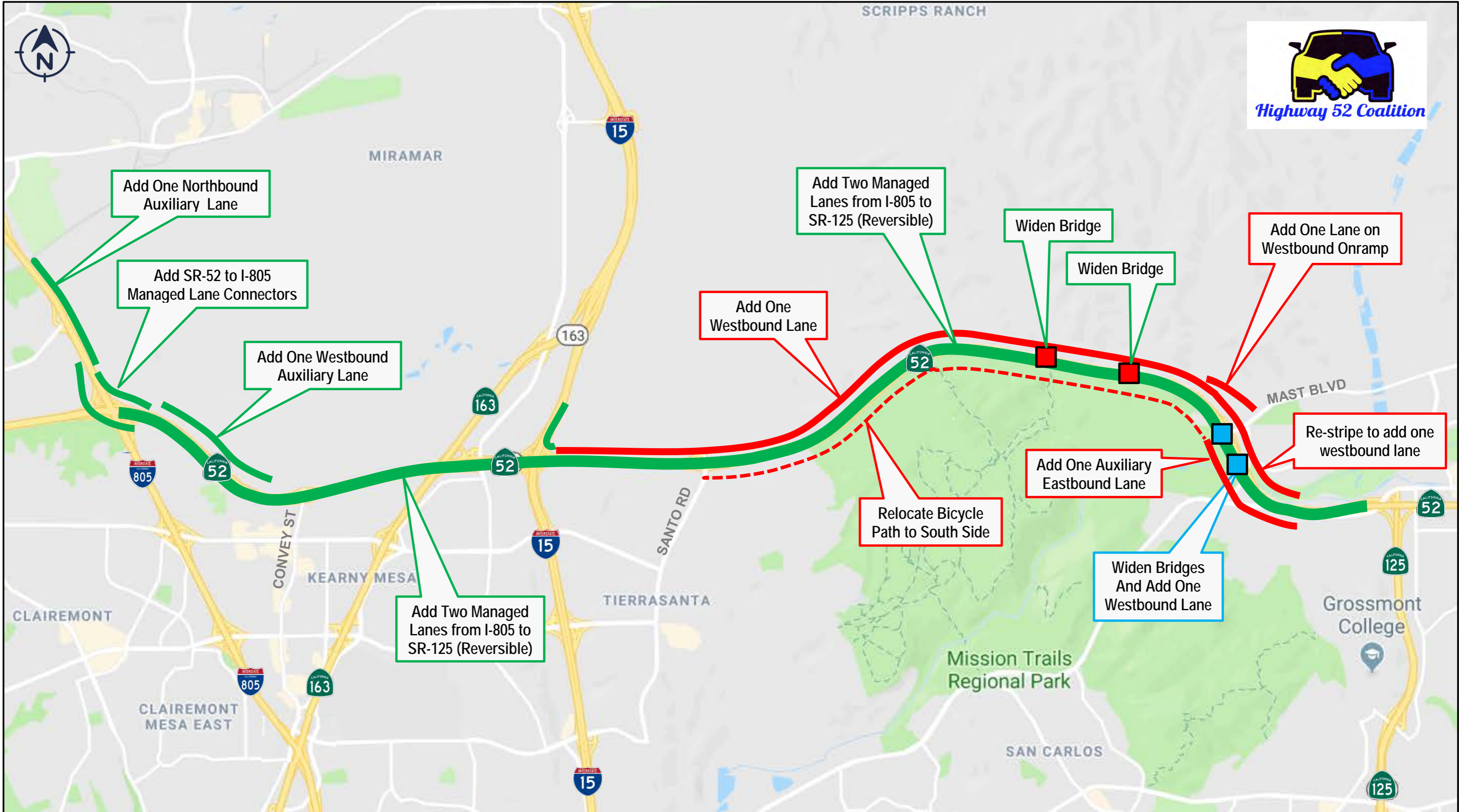
**APPROVED:**

\_\_\_\_\_  
**JOHN W. MINTO, MAYOR**

**ATTEST:**

\_\_\_\_\_  
**JAMES JEFFRIES, CITY CLERK**

# HIGHWAY 52 IMPROVEMENTS PHASING



- █ - Phase 1 Improvements
- █ - Phase 2 Improvements
- █ - Phase 3 Improvements

**MEETING DATE** January 22, 2025

**ITEM TITLE** PUBLIC HEARING AND RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, FOR GENERAL PLAN AMENDMENT (GPA2019-4) TO UPDATE THE SAFETY ELEMENT OF THE SANTEE GENERAL PLAN AND ADOPTION OF A NEGATIVE DECLARATION (AEIS2019-8) UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

**DIRECTOR/DEPARTMENT** Sandi Sawa, Planning & Building 

**SUMMARY** At the City Council meeting on October 12, 2022, a public workshop was held on the Safety Element update and integrating an Environmental Justice component. The report identified key State mandates and introduced the Environmental Justice Existing Conditions Assessment, which addresses the needs of the disadvantaged communities in the City of Santee. The attached Safety and Environmental Justice Element is now presented for City Council adoption.

The current General Plan Safety Element, adopted in 2003 and amended in 2011, is designed to include safety considerations in the planning and decision-making process by establishing policies related to future development that will minimize the risk of personal injury, loss of life, property damage, and environmental damage associated with natural and human-made hazards.

The update to the Safety Element is necessary to: 1) create an Environmental Justice component to the Safety and Environmental Justice Element; 2) incorporate an existing conditions assessment to identify areas with greater pollution exposure and reduced access to public goods and services that improve quality of life for residents; 3) address a variety of changes in State law such as wildfire planning, evacuation routes, and climate resiliency; 4) update accomplishments, objectives and policies to reflect progress; 5) include the City's updated Geotechnical / Seismic Hazard Study; and 6) incorporate the Multi-Jurisdictional Hazard Mitigation Plan.

**ENVIRONMENTAL REVIEW** A Negative Declaration (ND) dated October 25, 2024, has been prepared in accordance with the California Environmental Quality Act (CEQA) and is recommended for approval and adoption by the City Council. The Draft ND (State Clearinghouse Number 2024101127) was made available for a 30-day public review and comment period commencing on October 25, 2024 and ending on November 25, 2024. One comment letter was received during this period, which did not raise any new environmental issues requiring substantial revisions to the Negative Declaration or further environmental review.

**FINANCIAL STATEMENT** 

The City Council appropriated \$96,045.00 to fund a Professional Services Agreement with Harris and Associates to assist staff in the preparation of the Safety and Environmental Justice Element and Negative Declaration.



**CITY ATTORNEY REVIEW**  N/A  Completed

**RECOMMENDATION**

1. Open and close the Public Hearing; and
2. Adopt the Resolution adopting the Negative Declaration (AEIS2019-6) pursuant to CEQA and adopting the Safety and Environmental Justice Element

**ATTACHMENTS**

Staff Report  
Final Safety & Environmental Justice Element  
Final Negative Declaration/Initial Study  
Response to Comments  
Resolution

## **STAFF REPORT**

### **PUBLIC HEARING AND RESOLUTION FOR GENERAL PLAN AMENDMENT (GPA2019-4) TO UPDATE THE SAFETY ELEMENT OF THE SANTEE GENERAL PLAN AND ADOPTION OF A NEGATIVE DECLARATION (AEIS2019-8) UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

**CITY COUNCIL MEETING  
JANUARY 22, 2025**

#### **A. OVERVIEW**

The current City of Santee General Plan Safety Element, adopted by City Council in 2003 and amended in 2011, is designed to include safety considerations in the planning and decision-making process by establishing policies related to development that will minimize the risk of personal injury, loss of life, property damage, and environmental damage associated with natural and human-made hazards.

The update to Safety Element will incorporate a new Environmental Justice component and will address a number of statutory requirements imposed by state legislation as well as planning and best fire practices addressing flooding, wildfires, emergency evacuation, climate change, and environmental justice.

The Safety and Environmental Justice Element (Element) will address public safety and provide updated goals, objectives and policies to minimize injuries, loss of life, and property damages resulting from natural and human-induced safety hazards. Additionally, the Element will include new goals, objectives, and policies to minimize pollution and its effects on communities.

The update to the Element is necessary to include the items below which are briefly summarized in this report.

- Create an Environmental Justice component to be integrated into the Safety Element, which will now be known as the Safety and Environmental Justice Element;
- Incorporate an existing conditions assessment to identify areas with greater pollution exposure and reduced access to public goods and services that improve quality of life for residents;
- Address a variety of changes in state law such as wildfire planning, evacuation routes, and climate resiliency;
- Update accomplishments, objectives and policies to reflect progress;

- Include the City's updated Geotechnical / Seismic Hazard Study; and
- Incorporate the Multi-Jurisdictional Hazard Mitigation Plan (MJHMP).

## **B. REVISION HIGHLIGHTS**

### **Key State Mandates**

The following are key legislative mandates addressed and included in the Safety and Environmental Justice Element update. Identification of risks and policies for the protection of the community are being developed as specified in State law.

#### SB 1000 (2016) - Environmental Justice

Requires local governments to identify environmental justice communities (called "disadvantaged communities") in their jurisdictions and address environmental justice to mitigate existing and potential hazards, reduce health risks, and prioritize improvements that address the needs of disadvantaged communities.

"Disadvantaged communities" are defined as areas identified by the California Environmental Protection Agency (CEPA) pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area and disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.

Per California law (California Government Code, Section 65040.12(e)), environmental justice includes, but is not limited to:

- The availability of a healthy environment for all people;
- The deterrence, reduction, and elimination of pollution burdens for populations and communities experiencing the adverse effects of that pollution, so that the effects of the pollution are not disproportionately borne by those populations and communities;
- Governmental entities engaging and providing technical assistance to populations and communities most impacted by pollution to promote their meaningful participation in all phases of the environmental and land use decision-making process; and
- The meaningful consideration of recommendations from populations and communities most impacted by pollution into environmental and land use decisions.

### SB 1241 (2012) Wildland and Urban Fire Hazards

California's increasing population and expansion of development into previously undeveloped areas is creating more "wildland-urban interface" with a corresponding risk of economic loss caused by wildland fire. A "wildland fire" is defined as a fire occurring in a suburban or rural area that contains uncultivated lands, timber, range, watershed, brush, or grasslands. Therefore, the Element will address the risk of fire for land classified as very high fire hazard severity zones, as defined in Section 51177 of the Government Code. In addition, the Element will include information regarding fire hazards such as i) fire hazard severity zone maps available from the Department of Forestry and Fire Protection; ii) historical data on wildfires or a reference to where the data can be found; iii) information about wildfire hazard areas available from the United States Geological Survey; iv) the general location and distribution of existing and planned uses of land in very high fire hazard severity zones, including structures, roads, utilities, and essential public facilities and v) defensible space compliance measures required by state law or local ordinance, and vi) a list of local, state, and federal agencies with responsibility for fire protection.

### SB 99 (2020) and AB 747 (2019) - Evacuation Routes

SB 99 requires the City to identify residential developments in hazard areas that do not have at least two emergency evacuation routes (i.e., neighborhoods or households within a hazard area that have limited accessibility).

AB 747 requires the City to update the Safety Element of its General Plan to identify evacuation routes and assess the capacity, safety, and viability of those routes under a range of emergency scenarios.

The Evacuation Route Analysis discusses five (5) scenarios for evacuation, including wildfire originating from the areas 1) northeast, 2) northwest, and 3) southwest of the City, flood, and earthquake, as well as a baseline scenario with no hazard event specified. The multi-layered analysis assesses the capacity, safety, and viability of the potential evacuation routes under a range of emergency scenarios, as required by AB 747. The Evacuation Route Analysis also identifies whether residential areas do not have two (2) points of egress, as required by SB 99.

### SB 1035 (2018) – Safety Element

Requires the update of the Safety Element upon adoption or revision of the Housing Element or Local Hazard Mitigation Plan (LHMP) to identify new



information not available during the previous revision relating to flood and fire hazards and climate adaptation and resiliency strategies.

### SB 379 (2015) – Climate Change Adaptation and Resiliency

Addresses climate change and adaptation and resiliency through the preparation of a vulnerability assessment and comprehensive hazard mitigation and emergency response strategy. A Vulnerability Assessment was prepared to evaluate the impacts of extreme heat, wildfire, extreme precipitation and drought and to identify which aspects of the community, including people, infrastructure, and services, are most vulnerable to climate change's effects.

### **Multi-Jurisdictional Hazard Mitigation Plan (MJHMP)**

The Board of Supervisors of the County of San Diego adopted the 2023 San Diego County MJHMP on February 7, 2023, which is a countywide plan that identifies risks and ways to minimize damage by natural and human-made disasters. The MJHMP was developed in accordance with the Disaster Mitigation Act of 2000 and followed the Federal Emergency Management Agency's Local Hazard Mitigation Plan (LHMP) guidance. The LHMP incorporates a process where hazards are identified and profiled, people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short-term and long-term strategies, involve planning, policy changes, programs, projects, and other activities.

### **Geotechnical / Seismic Hazard Study**

The Geotechnical / Seismic Hazard Study addresses land sliding and slope instability; liquefaction, and dam inundation and was updated in 2021. The updated study includes revised objectives and policies to reduce the risks associated with these hazards. The ultimate approval of the study is important because it forms the basis of requiring specified technical studies for private property development depending upon the use and the conditions of the land. The types of studies or information in site-specific studies can range from very preliminary to very detailed depending upon the risks associated with the use of land such as a low-risk golf course or a high-risk hospital use.

### **Objectives And Policies**

The Element provides updated goals, objectives and policies to minimize injuries, loss of life, and property damages resulting from natural and human-induced safety hazards in compliance with the new state mandates and planning and fire practices. The public safety considerations addressed in the Element include flooding, geotechnical and seismic hazards, fire hazards, crime prevention, traffic

safety, light-rail transit safety, aircraft safety, disaster preparedness, and hazardous materials. In addition, the Element will include new goals, objectives, and policies to minimize pollution and its effects on communities.

### **C. ENVIRONMENTAL REVIEW**

A Negative Declaration (ND) dated October 25, 2024, has been prepared in accordance with the California Environmental Quality Act (CEQA) and is recommended for approval and adoption by the City Council. The Draft ND (State Clearinghouse Number 2024101127) was made available for a 30-day public review and comment period commencing on October 25, 2024 and ending on November 25, 2024. One comment letter was received during this period, which did not raise any new environmental issues requiring substantial revisions to the Negative Declaration or further environmental review.

### **D. STAFF RECOMMENDATION**

1. Open and close the Public Hearing; and
2. Adopt the Resolution adopting the Negative Declaration (AEIS2019-8) pursuant to CEQA and adopting the Safety and Environmental Justice Element (GPA2019-4)

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# City of Santee Safety and Environmental Justice Element

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FINAL

**October 2024**

Prepared for:



City of Santee  
Planning and Building Development  
10601 Magnolia Avenue  
Santee, California 92071

# Table of Contents

- Section 1. Executive Summary ..... 1
  - 1.1 Major Accomplishments..... 2
- Section 2. Introduction ..... 3
  - 2.1 What Is a Safety Element?..... 3
  - 2.2 What Is an Environmental Justice Element? ..... 3
  - 2.3 Why a Combined Safety and Environmental Justice Element? ..... 4
  - 2.4 Relationship to Other Elements ..... 5
  - 2.5 Related Plans ..... 5
  - 2.6 Grants and Future Funding Opportunities ..... 7
  - 2.7 Community Engagement..... 7
- Section 3. Statutory Requirements ..... 8
  - 3.1 Safety Laws and Regulations ..... 8
  - 3.2 Environmental Justice Laws and Regulations ..... 11
- Section 4. Safety – Existing Conditions .....12
  - 4.1 Flood Hazards..... 13
  - 4.2 Geologic/Seismic Hazards ..... 19
  - 4.3 Urban/Wildland Fire Hazards ..... 35
  - 4.4 Crime ..... 44
  - 4.5 Traffic Hazards..... 46
  - 4.6 Light-Rail Transit Hazards ..... 47
  - 4.7 Airport Hazards ..... 49
  - 4.8 Disaster Preparedness..... 54
  - 4.9 Hazardous Materials..... 56
  - 4.10 Emergency Evacuation Route Analysis..... 62
- Section 5. Climate Adaptation and Resilience.....63
  - 5.1 What is Climate Adaptation and Resilience?..... 63
  - 5.2 What Is Climate Vulnerability? ..... 64
  - 5.3 Climate Adaptation Planning ..... 64
- Section 6. Environmental Justice – Existing Conditions.....68
  - 6.1 Community Engagement..... 69
  - 6.2 Mapping Disadvantaged Communities ..... 70
  - 6.3 Key Findings of the Existing Conditions Assessment ..... 75
- Section 7. Goals, Objectives, and Policies.....78
  - 7.1 Safety Element ..... 79
  - 7.2 Environmental Justice Element ..... 88
- Section 8. Implementation.....98

## Figures

- Figure 4.1. Federal Emergency Management Agency (FEMA) Flood Hazard Zone..... 15
- Figure 4.2. Dam Inundation Map..... 18
- Figure 4.3. Slope Gradient Greater than 15 Percent ..... 27

Figure 4.4. Seismic and Geologic Hazards .....	31
Figure 4.5. Earthquake Shaking Potential based on the State Probabilistic Seismic Hazard Map .....	32
Figure 4.6. Fire Hazard Map .....	37
Figure 4.7. Wildland-Urban Interface Map.....	44
Figure 4.8. Airport Safety Zone Risk Level .....	50
Figure 6.1. City of Santee Disadvantaged Communities: CalEnviroScreen .....	72
Figure 6.2. City of Santee Disadvantaged Communities: Statewide Median Income .....	73
Figure 6.3. City of Santee Disadvantaged Communities: Housing and Community Development (HCD) State Income Limits.....	74

**Tables**

Table 2.1. Safety and Environmental Justice Stakeholder Meetings .....	7
Table 4.1. Federal Weather-Related Disaster Declarations for San Diego County (2017–2021).....	14
Table 4.2. Major Dams Located Upstream of the City of Santee.....	17
Table 4.3. Historic Wildfires within the City of Santee (1950–2023).....	36
Table 4.4. City of Santee EnviroStor Cleanup Sites.....	57
Table 6.1. CalEnviroScreen 4.0 Indicator and Component Scoring .....	70

**Appendices**

- Appendix A. Vulnerability Assessment
- Appendix B. Emergency Evacuation Route Analysis
- Appendix C. Geotechnical/Seismic Hazard Study
- Appendix D. Environmental Justice Existing Conditions Assessment
- Appendix E. Environmental Justice Community Survey Results

# Section 1. Executive Summary

The current Santee General Plan was adopted in 2003 by Resolution 63-2003 to guide new development in the City of Santee (City) through the year 2020. This document serves as an update to the Santee General Plan's Safety Element and incorporates a new Environmental Justice Element. The Safety and Environmental Justice Element (Element) is integral to guiding future development in Santee as it addresses public safety concerns and provides goals and policies to minimize public safety hazards. Land use planning, implemented through the Santee Municipal Code and General Plan, is an important component of both hazard mitigation and environmental injustice prevention. Site selection that avoids proximity to natural hazards or hazardous facilities and building construction techniques designed for fire protection, life safety and temporary systems failure can reduce hazard risks in the built environment and promote quality of life.

The Safety and Environmental Justice Element provides an introduction (**Section 2, *Introduction***) and a description of laws and regulations related to the Element (**Section 3, *Statutory Requirements***). This Element provides a summary of existing conditions related to public safety and environmental justice and identifies a set of needs to be addressed by future actions (**Section 4, *Safety – Existing Conditions***, and **Section 6, *Environmental Justice – Existing Conditions***, respectively). Safety and environmental justice goals for the City are defined in **Section 7, *Goals, Objectives, and Policies*** along with objectives and policies intended to help achieve the goals, address community needs, and support the recommended improvements by providing the necessary legislative backing. The Safety and Environmental Justice Element builds on and coordinates with the City's Vulnerability Assessment (**Appendix A**), which assesses climate change-related impacts on vulnerable populations and critical infrastructure (**Section 5, *Climate Adaptation and Resilience***), and the Sustainable Santee Plan: The City's Roadmap to Greenhouse Gas Reductions (Sustainable Santee Plan), which addresses impacts from climate change on all residents of the City. This Element also incorporates the Emergency Evacuation Route Analysis (**Appendix B**) and Environmental Justice Existing Conditions Assessment (**Appendix D**) prepared for the Element. Finally, this Element concludes with an implementation plan in **Section 8, *Implementation***, which sets forth the intended process for monitoring, implementing, and maintaining the Safety and Environmental Justice Element.

The City is coordinating efforts to improve staff's ability to respond to and recover from major emergencies by managing critical information and limited resources and using technology. The effort to maintain and enhance overall preparedness to prevent, respond to, and recover from any hazard, whether natural or human-made, is ongoing. The City is also responsible for securing and managing funding opportunities (e.g., grants) for addressing hazards and environmental justice issues, which requires an updated Safety and Environmental Justice Element (see **Section 2.6, *Grants and Future Funding Opportunities***). The Safety and Environmental Justice Element aims to ensure that residents have the opportunity to provide input on decisions that affect their quality of life through public participation, which is described in **Section 2.7, *Community Engagement***.

## 1.1 Major Accomplishments

Since adoption of the City's first General Plan in August of 1984, the City has fulfilled many of the goals and implemented the policies in the Safety Element. Major accomplishments include the following:

- Since the 2000s, the City has implemented a traffic signal interconnect system on most of the arterials, which helps maintain traffic signal timing for enhancing traffic safety.
- Since the 2000s, the City has installed battery backups for traffic signals at key intersections to minimize interruption in operation and improve safety during power outages.
- Since the 2000s, the City has received Federal Highway Safety Improvement Program grants in the amount of \$2.5 million for safety improvements, including raised medians, sign upgrades, speed feedback signs, and enhanced crosswalks.
- In conjunction with the State of California, the City completed significant bridge, drainage, and channel improvements on Forester Creek in 2005 while realigning the creek to accommodate improvements to State Route (SR-) 52. This multimillion-dollar award-winning project reduced the effects of flooding to surrounding properties while also improving the safety of surrounding streets and pedestrians.
- In 2008, the San Diego County Regional Airport Authority serving as the Airport Land Use Commission (ALUC) for the county of San Diego adopted the Marine Corps Air Station (MCAS) Miramar Airport Land Use Compatibility Plan (ALUCP).
- In 2010, the ALUC adopted the Gillespie Field ALUCP.
- In 2010, the City of Santee Emergency Operations Plan was adopted and prepared to ensure the most effective and economic allocation of resources for the maximum benefit and protection of the community in time of emergency.
- In 2012, the City funded and began a corrugated metal pipe repair and replacement program to repair and or replace aging infrastructure with an ongoing program. This program has repaired and upgraded significant deficiencies identified in Santee's master drainage facility inventory to reduce the impacts of flooding due to climate change.
- In 2015, the City completed the installation of a decorative pedestrian crossing that created an Americans with Disabilities Act (ADA)-compliant crossing from the existing Santee Trolley and San Diego Metropolitan Transit System (MTS) hub to the existing shopping center and future developments north of Town Center Parkway.
- As part of the Highway Safety Improvement Program, the City completed the installation of raised medians on Mission Gorge Road in 2019 where accident data supported the approval of grant funding to complete the installation to improve traffic safety in the area.
- Planned upgrades to improve accessibility to City Hall were completed in 2019, providing accessible parking and paths of travel upgrades to meet current safety standards.

- As part of emergency operation improvements, Santee completed improvements to the Emergency Operations Center (EOC) in 2013 by adding a backup generator and completed significant communication and technology improvements to the EOC in 2019.
- With a partnership with the San Diego Association of Governments, Santee was able to secure redevelopment funding to complete significant safety improvements to Prospect Avenue between Cuyamaca Street and Magnolia Avenue. This award-winning multimillion-dollar project improved drainage and eliminated historical flooding by creating a new drainage system with water quality treatment features. The road was also widened to current standards with new sidewalks, accessible ramps, and bike lanes to improve pedestrian, bicycle, and traffic safety.
- The City continuously updates its Emergency Operations Plan and provides ongoing training to maintain compliance with the Statewide Emergency Management System (SEMS), increasing preparedness in the event of a disaster.
- The City has consistently maintained one of the lowest crime rates of any jurisdiction in San Diego County.
- The City has consistently maintained one of the lowest traffic collision rates among all jurisdictions in San Diego County and among all cities of similar size in California.

## Section 2. Introduction

The Element provides policy direction for new development and redevelopment in Santee related to public safety and equity issues as the City approaches buildout. The following section provides an overview of the purpose of Safety Elements and Environmental Justice Elements as well as the purpose of preparing a combined Element. The Introduction explains the relationship between this Element and other General Plan Elements and other planning documents. Finally, the Introduction explains the grants and funding opportunities available to address the issues discussed in this Element and the community engagement opportunities that helped to develop the Element.

### 2.1 What Is a Safety Element?

The purpose of a Safety Element is to establish policies related to future development that will minimize unreasonable risk of personal injury, loss of life, property damage, and environmental damage associated with natural and human-made hazards. The Safety Element provides policy direction that supports laws and regulations related to safety hazards and policies as well as the overall goals established for the Santee General Plan.

### 2.2 What Is an Environmental Justice Element?

The purpose of an Environmental Justice Element is to address the inequities resulting from environmental hazards and health impacts in the built environment. The policies included in an Environmental Justice Element are intended to ensure all residents have the right to live, work, and play in a safe and healthy community.



Government (Gov.) Code, Section 65040.12(e), defines “environmental justice” as the fair treatment of people of all races, incomes, and ethnicities with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. Per Gov. Code, Section 65040.12(e)(2), environmental justice includes but is not limited to the following:

- The availability of a healthy environment for all people
- The deterrence, reduction, and elimination of pollution burdens for populations and communities experiencing the adverse effects of that pollution so that the effects of the pollution are not disproportionately borne by those populations and communities
- The governmental entities engaging and providing technical assistance to populations and communities most impacted by pollution to promote their meaningful participation in all phases of the environmental and land use decision-making process
- The meaningful consideration of recommendations from populations and communities most impacted by pollution and other hazards into environmental and land use decisions

### 2.3 Why a Combined Safety and Environmental Justice Element?

New state mandates requires the Safety Element to include climate change adaptation and requires local agencies to adopt environmental justice policies for disadvantaged communities (**Section 3**). Therefore, the City of Santee Department of Planning & Building is updating the Safety Element and integrating environmental justice. The Safety and Environmental Justice Element updates risks and policies for the protection of the community, provides goals and policies for environmental justice, and includes climate change adaptation and resiliency.

The City is adopting a Safety and Environmental Justice Element in compliance with state-mandated requirements to concurrently create a safer, healthier community for its residents and improve its adaptability and resiliency to climate-related hazards. The fundamental objective of the Safety and Environmental Justice Element is to reduce the risk of hazard resulting from natural and human-caused events, including climate change-related hazards, particularly on disadvantaged communities (see **Section 5**). The Safety component of this Element directly relates to the Environmental Justice component because development plans must adequately account for public safety considerations and open space for public health, and ecological benefits often incorporate areas of increased hazard risk. For this reason, some of the figures prepared for the safety component of this Element also show disadvantaged communities for environmental justice. Additionally, combining the Elements also allowed the City to conduct robust community engagement to obtain input on the hazards and issues most affecting Santee residents (see **Section 2.7**).

This Safety and Environmental Justice Element addresses the following safety considerations:

- Flood Hazards
- Geologic/Seismic Hazards
- Urban/Wildland Fire Hazards
- Crime

- Traffic Hazards
- Light-Rail Transit Hazards
- Airport Hazards
- Disaster Preparedness
- Hazardous Materials
- Climate Adaptation and Resilience

## 2.4 Relationship to Other Elements

The Safety Element directly relates to topics also mandated in the Land Use Element, Conservation Element, Mobility Element, and Recreation and Trails Element (serving as the City’s Open Space Element as required by Governor’s Office of Planning and Research [OPR]). The Safety and Environmental Justice Element is most closely related to the Land Use Element since public safety and security information is used to guide the location of the City’s various land uses. For example, the safety policies identify the need to ensure that critical facilities and hazardous facilities are located and designed to be functional in the event of a disaster. The environmental justice policies also identify the need for access to recreational areas and healthy food. These needs inform the land use policies needed to guide future development in Santee.

The Safety and Environmental Justice Element is also related to the Housing Element. For example, the safety policies identify the need to regulate or prohibit housing within Flood or High Fire Hazard Severity Zones (FHSZs). The environmental justice policies promote access from low-income residential areas to public transit, public facilities and services, recreational opportunities, healthcare, and healthy food. The environmental justice policies also identify the need to mitigate unsafe, unhealthy housing conditions for vulnerable populations in Santee (see **Section 7**). This information is used to guide the location and design of future housing development in Santee.

## 2.5 Related Plans

The County of San Diego’s 2023 Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) is a countywide plan that identifies risks and ways to minimize damage by natural and human-made disasters.<sup>1</sup> The MJHMP was developed in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and followed the Federal Emergency Management Agency’s (FEMA’s) Local Hazard Mitigation Plan (LHMP) guidance. The LHMP incorporates a process where hazards are identified and profiled, people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short-term and long-term strategies, involve planning, policy changes, programs, projects, and other activities. The MJHMP can be found at [https://www.sandiegocounty.gov/oes/emergency\\_management/oes\\_jl\\_mitplan.html](https://www.sandiegocounty.gov/oes/emergency_management/oes_jl_mitplan.html).

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<sup>1</sup>The 2010 MJHMP was incorporated into the Santee General Plan by Resolution 08-2011 on February 9, 2011.

The MJHMP is a comprehensive resource document that guides the County in reducing risks from disasters to people, property, economy, and environment and complies with federal and state hazard mitigation planning requirements to establish eligibility for funding under the FEMA grant programs (see **Section 2.6**).

The recently adopted MJHMP was revised to reflect changes to both the hazards threatening the County and its participating jurisdictions (including Santee), as well as the programs in place to minimize or eliminate those hazards. The City reviewed a set of jurisdictional-level hazard maps, including detailed critical facility information and localized potential hazard exposure/loss estimates, to identify the top hazards threatening its jurisdiction.

The City developed specific hazard mitigation goals, objectives, and related potential actions in its chapter of the County's 2023 MJHMP after considering the risk assessment findings, localized hazard identification and loss/exposure estimates, and an analysis of the City's current capabilities assessment. These goals represent a vision of long-term hazard reduction or enhancement of capabilities and align with the City's goals and objectives for the Safety and Environmental Justice Element:

- **Goal 1.** Promote disaster-resistant future development.
- **Goal 2.** Increase public understanding, support, and demand for effective hazard mitigation.
- **Goal 3.** Build and support local capacity and commitment to continuously become less vulnerable to hazards.
- **Goal 4.** Improve coordination and communication with federal, state, local and tribal governments.

Reduce the possibility of damage and losses to existing assets, particularly people, critical facilities/infrastructure, and state-owned facilities, due to the following:

- **Goal 5.** Floods.
- **Goal 6.** Wildfires.
- **Goal 7.** Severe Weather.
- **Goal 8.** Infestations/Diseases.
- **Goal 9.** Geological Hazards.
- **Goal 10.** Extremely Hazardous Materials Releases.
- **Goal 11.** Other Human-Caused Hazards.
- **Goal 12.** Droughts.

The Board of Supervisors of the County of San Diego adopted the 2023 San Diego County MJHMP on February 7, 2023. Since the 2023 update to the MJHMP was adopted prior to approval of the Safety and Environmental Justice Element, the City incorporated the adopted plan by reference. However, much of the information included in this Element was informed by information gathered for preparation of the 2023 MJHMP update.

## 2.6 Grants and Future Funding Opportunities

The Safety and Environmental Justice Element is integrated with the County’s 2023 MJHMP, ensuring a coordinated approach to public safety and qualifying the City for additional funding opportunities (consistent with Gov. Code, Section 65302.6).<sup>2</sup> Given that the City’s Safety and Environmental Justice Element includes goals, objectives, and policies that parallel those included in the County’s 2023 MJHMP, the Element’s adoption provides the opportunity for the City to secure grants and funding for hazard mitigation.

In addition, the Inflation Reduction Act of 2022 directs new federal spending toward reducing carbon emissions by providing significant federal funding for climate efforts. The Inflation Reduction Act directs nearly \$400 billion in federal funding to clean energy with the goal of substantially lowering the nation’s carbon emissions by the end of this decade.<sup>3</sup> The funds are delivered through a combination of tax incentives, grants, and loan guarantees, which are available to jurisdictions that adopt programs and policies aimed at increasing resiliency to climate-related events. The City’s incorporation of programs and policies aimed at climate resiliency into the Safety and Environmental Justice Element opens opportunities for grant funding to support these programs.

## 2.7 Community Engagement

The City recognizes the importance of community involvement in the planning and decision-making processes and is committed to creating transparent processes inclusive of all City residents. The City provided opportunities for the community to engage in the development of the Safety and Environmental Justice Element through stakeholder and City Council meetings, which are outlined in **Table 2.1, *Safety and Environmental Justice Stakeholder Meetings***, and a Community Survey, which is discussed in **Section 6** and in **Appendix E, Environmental Justice Community Survey Results**.

**Table 2.1. Safety and Environmental Justice Stakeholder Meetings**

Meeting	Date	Purpose
<b>Safety Stakeholder Meetings</b>		
Stakeholder Meeting 1	November 16, 2021	<ul style="list-style-type: none"> <li>Confirm the hazard profiles (e.g., seismic/geologic hazards, flood hazards, fire hazards)</li> <li>Gather information on adaptive capacity (i.e., the City’s ability to respond to climate change impacts)</li> </ul>
Stakeholder Meeting 2	April 4, 2022	<ul style="list-style-type: none"> <li>Present the results of the Vulnerability Assessment</li> </ul>

<sup>2</sup> The Disaster Mitigation Act of 2000 requires all local governments to create such a disaster plan to qualify for hazard mitigation funding.

<sup>3</sup> REPEAT Project. 2022. Preliminary Report: The Climate and Energy Impacts of the Inflation Reduction Act of 2022. Prepared by J.D.Jenkins, E.N. Mayfield, J. Farbes, R. Jones, N. Patankar, Q. Xu, G. Schivley. Accessed November 2022. [https://repeatproject.org/docs/REPEAT\\_IRA\\_Preliminary\\_Report\\_2022-08-04.pdf](https://repeatproject.org/docs/REPEAT_IRA_Preliminary_Report_2022-08-04.pdf).

Meeting	Date	Purpose
		<ul style="list-style-type: none"> <li>Solicit feedback on the safety-related goals, objectives, and policies of the Safety and Environmental Justice Element</li> </ul>
<b>Environmental Justice Stakeholder Meetings</b>		
Stakeholder Meeting 1	June 16, 2021	<ul style="list-style-type: none"> <li>Present the results of the Community Survey</li> <li>Solicit feedback on what should be included in the Environmental Justice Existing Conditions Assessment</li> </ul>
Stakeholder Meeting 2	December 1, 2021	<ul style="list-style-type: none"> <li>Solicit feedback on the environmental justice-related goals, objectives, and policies of the Safety and Environmental Justice Element</li> </ul>

The City also held a City Council Workshop on October 12, 2022. The workshop provided a forum for City Council members and residents to provide their recommendations on the information that should be included in this Element, such as policies that would unlock funding for residents living in disadvantaged communities.

## Section 3. Statutory Requirements

### 3.1 Safety Laws and Regulations

California planning and zoning laws require a Safety Element for the protection of the community from unreasonable risks as one of the mandatory Elements in a General Plan. The City’s current Safety Element represents a consolidation of the previous Public Safety and Seismic Safety Elements.

The Safety Element must address public safety issues associated with the effects of seismic and geologic hazards, flooding, wildland and urban fires, and crime prevention. The Safety Element must identify evacuation routes, military installations, peak-load water supply requirements, and minimum road widths and clearances around structures because those items relate to identified fire and geologic hazards. This Element must also identify plans and programs for emergency response.

**Disaster Mitigation Act of 2000 (42 USC Section 5121 et seq.)**

The federal Disaster Mitigation Act of 2000 outlines how a Local Hazard Mitigation Plan (LHMP) can be developed individually or through an MJHMP. The successful completion of an LHMP makes the jurisdiction eligible to apply for federal Hazard Mitigation Grant Program post-disaster funding, pre-disaster mitigation funding, or flood management assistance funding (refer to **Section 2.6**).

**Assembly Bill 2140 – Local Hazard Mitigation Plan**

At the state level, Assembly Bill (AB) 2140 authorizes local governments to adopt their LHMPs with the Safety Elements of their General Plans (Gov. Code, Section 65302.6). Integration or incorporation by reference is encouraged through a post-disaster financial incentive that

authorizes the state to use available California Disaster Assistance Act funds to cover local shares of the 25 percent non-federal portion of grant-funded post-disaster projects when approved by the legislature (Gov. Code, Section 8685.9). AB 2140 is one of the most important links between General Plans and hazard mitigation in California.

The Safety Element must identify hazards and hazard abatement provisions to guide local decisions related to zoning, subdivisions, and entitlement permits. Therefore, the Safety Element contains general hazard and risk reduction strategies complementary with those of the City's chapter in the County's 2023 MJHMP. The 2023 MJHMP is incorporated into the Safety Element by reference in accordance with AB 2140. Adopting the 2023 MJHMP with the Safety Element provides a vehicle for implementation of the 2023 MJHMP. This also provides for consistency across multiple documents such as the City's Sustainable Santee Plan (i.e., Climate Action Plan), General Plan, and County 2018 MJHMP.

### **Gov. Code, Section 65302(g)(2) – Flood and Drought Hazards**

Gov. Code, Section 65302(g)(2), requires the description of flood and drought hazards in the Safety Element. The impacts of climate change on the frequency, timing, and magnitude of flooding vary by geography throughout the state. The Safety Element must identify information regarding flood hazards; establish a set of comprehensive goals, policies, and objectives for the protection of the community from the unreasonable risks of flooding; and establish a set of feasible implementation measures designed to carry out the goals, policies, and objectives for flood protection. The Safety Element must also assess the availability of water resources for fighting fires.

### **Senate Bill 1241 and Gov. Code, Section 65302(g)(3) – Wildland and Urban Fire Hazards**

Senate Bill (SB) 1241 and Gov. Code, Section 65302(g)(2), apply to communities with Very High FHSZs or unincorporated communities in State Responsibility Areas (SRAs). SB 1241 requires cities and counties to address fire risk in SRAs and identify areas in Very High FHSZs, as defined in Section 51177 of the California Public Resources Code, in the Safety Element of their General Plans upon the next revision of the Housing Element. Communities subject to SB 1241 need to ensure consistency between the Housing and Safety Elements to address fire risk. The Safety Element must also establish a set of goals, policies, and objectives based on the information identified for the protection of the community from the unreasonable risk of wildfire. SB 1241 also requires cities and counties to make certain findings regarding available fire protection and suppression services before approving a Tentative Map or Parcel Map.

### **Senate Bill 1035, Gov. Code, Section 65302, Senate Bill 379, and Gov. Code, Section 65302(g)(4) – Climate Change Adaptation and Resiliency**

SB 1035 (Gov. Code, Section 65302) and SB 379 (Gov. Code, Section 65302[g][4]) require all cities to address climate change adaptation and resilience in their General Plan Safety Element. On October 8, 2015, Gov. Code, Section 65302, was amended by SB 379 to require the Safety Element to be reviewed and updated as necessary to include a climate change Vulnerability Assessment, measures to address vulnerabilities, and a comprehensive hazard mitigation and emergency response

strategy. Policies in a Safety Element identify hazards and emergency response priorities and mitigation through avoidance of hazards by new projects and reduction of risk in developed areas.

The introduction of climate risk to the discussion of the Safety Element adds focus on a community's longer-term preparation. Climate change will affect and potentially exacerbate the impacts of other hazards rather than being solely a distinct hazard with unique impacts. For example, extreme heat and heat waves are existing hazards that will be exacerbated by climate change.

SB 379 is triggered by the next update of a jurisdiction's LHMP (updated every 5 years) or before January 1, 2022, whichever is first. SB 1035 built off SB 379, requiring that the Safety Element be updated every 8 years upon the next Housing Element update.

### **Gov. Code, Section 65302(g)(6) – Flood Plain**

Cities and counties that have Floodplain Management Ordinances approved by FEMA, or have substantially equivalent provisions to the subdivision in their General Plans may use that information in the Safety Element to comply with this subdivision and shall summarize and incorporate by reference into the Safety Element the other General Plan provisions or the Floodplain Ordinance, specifically showing how each requirement of the subdivision has been met.

### **Assembly Bill 747, Senate Bill 99, Assembly Bill 1409, and Gov. Code, Section 65302(g)(1) – Evacuation Routes**

AB 747, adopted in 2019, requires cities and counties to update the Safety Element of their General Plans to identify evacuation routes and assess the capacity, safety, and viability of those routes under a range of emergency scenarios. Gov. Code, Section 65302(g)(1), also specifies that Safety Elements must address evacuation routes.

SB 99, adopted in 2019, requires cities and counties to identify residential developments in hazard areas that do not have at least two emergency evacuation routes (i.e., neighborhoods or households in a hazard area that have limited accessibility).

AB 1409, adopted in 2021, requires cities and counties to identify evacuation locations.

### **Gov. Code, Section 65302(g)(8) – Consultation Requirements**

Gov. Code, Section 65302(g)(8), requires the City to consult the California Geological Survey (CGS) of the California Department of Conservation and the California Office of Emergency Services (Cal OES) before preparing or revising the Safety and Environmental Justice Element to include information known by and available to the departments. Cal OES assists local governments with developing their Safety Elements and aligning General Plan strategies with those of the LHMPs and Emergency Operation Plans to ensure consistency. As required by Gov. Code, Section 65302.5(a), the City provided a draft of its Element to the CGS (at least 45 days) prior to adoption to determine if all known seismic and other geologic hazards are addressed and to Cal OES to ensure consistency between all Local and Regional Hazard Mitigation and Emergency Operation Plans.

Additionally, Gov. Code, Section 65302.5(b)(1), requires a draft Element or draft amendment to the Safety Element of a county or a city's General Plan to be submitted to the State Board of

Forestry and Fire Protection if that county or city contains SRAs or Very High FHSZs. Because there are Very High FHSZs in Santee, the City provided a draft of the Safety Element to the State Board of Forestry and Fire Protection for review (at least 90 days) before adoption in accordance with Gov. Code, Section 65302.5(b). The State Board was provided the opportunity to recommend changes regarding land uses, policies, or strategies for reducing fire risk.

## 3.2 Environmental Justice Laws and Regulations

### *Senate Bill 1000 – Disadvantaged Communities*

In an effort to address the inequitable distribution of pollution and associated health effects in low-income communities and communities of color, the California Legislature passed and Governor Brown signed SB 1000 in 2016. This law requires local governments to identify environmental justice communities (referred to as “disadvantaged communities”) in their jurisdictions and incorporate environmental justice policies into their General Plans upon adoption of two or more Elements concurrently on or after January 1, 2018.

SB 1000 defines “disadvantaged communities” as those disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. Per this definition, disadvantaged communities are more likely to experience a lower quality of life and experience poor health outcomes compared to more affluent areas. Disadvantaged communities are often subject to disproportionate environmental burdens; therefore, SB 1000 requires that cities and counties develop objectives and policies in their General Plans to address the following:

- Improve air and water quality and promote access to public facilities, healthy food, safe and sanitary homes, and physical/recreational activity to reduce the unique or compounded health risks in disadvantaged communities
- Promote civic engagement in the public decision-making process
- Prioritize improvements and programs that address the needs of disadvantaged communities

See **Section 6** for a discussion of disadvantaged communities in Santee.

### *Gov. Code, Section 65302(h)*

Gov. Code, Section 65302(h)(2), requires the addition of an Environmental Justice Element that identifies disadvantaged communities in the General Plan (or related goals, policies, and objectives integrated in other Elements) upon the adoption or next revision of two or more Elements concurrently on or after January 1, 2018.

Disadvantaged communities are defined by Gov. Code, Section 65302(h)(4)(A), as “an area identified by the California Environmental Protection Agency (CalEPA) pursuant to Section 39711 of the Health and Safety Code OR an area that is low-income that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.”

Gov. Code, Section 65302(h), requires the following:



- Identification of objectives and policies to reduce the unique or compounded health risks in disadvantaged communities by means that include the reduction of pollution exposure, and the promotion of public facilities, food access, safe and sanitary homes, and physical activity
- Identification of objectives and policies to promote civil engagement in the public decision-making process
- Identification of objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities

### **Assembly Bill 1553 – Office of Planning and Research Guidelines**

Adopted in 2001, AB 1553 amends Gov. Code, Section 65040.2 and 65040.12, to require the OPR to provide guidance for local jurisdictions to incorporate environmental justice considerations.

### **Health and Safety Code, Section 39711 – Disadvantaged Communities**

Health and Safety Code, Section 39711, requires that the CalEPA identify disadvantaged communities for investment opportunities, such as fostering job creation by promoting in-state greenhouse gas (GHG) emissions reduction projects carried out by California workers and businesses.

### **Governor’s Office of Planning and Research Environmental Justice Element Guidelines**

The OPR adopts and periodically revises the California General Plan Guidelines as required by Gov. Code, Section 65040.2, for the preparation of General Plans for all cities and counties in California (OPR Guidelines). Chapter 4.8, Environmental Justice Element, of the OPR Guidelines serves as the “how to” resource for drafting the Element.

OPR Environmental Justice Element Guidelines recommend using the CalEnviroScreen, a computer mapping tool, to identify disadvantaged communities in a city or county. CalEnviroScreen uses several indicators to determine if a community is disadvantaged and disproportionately affected by pollution. In addition to using CalEnviroScreen, the OPR Guidelines recommend mapping low-income areas to identify disadvantaged communities. The OPR Environmental Justice Element Guidelines also recommend screening for areas that are below the state income limits established by the California Department of Housing and Community Development (HCD). The 2021 state income limits are on the department’s website (<https://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits/docs/income-limits-2021.pdf>). See **Section 6** for a discussion of the disadvantaged communities and low-income areas mapped for the City’s environmental justice analysis.

## **Section 4. Safety – Existing Conditions**

The Safety and Environmental Justice Element sets forth the City’s intention to develop goals, objectives, and policies to minimize pollution, flood, fire, and other hazards and their effects on all communities. The public safety considerations addressed in the Element include flooding, geotechnical and seismic hazards, fire hazards, crime prevention, traffic safety, light-rail transit safety, aircraft safety, disaster preparedness, and hazardous materials. Information on these

topics is used in the planning process to guide the location, type, and design of future developments in Santee to avoid risks to public safety.

## 4.1 Flood Hazards

Flooding in Santee could result primarily from four conditions or a combination of them: (1) heavy, prolonged rain; (2) the collapse or cresting of a dam; (3) a degraded watershed or drainage system; (4) a release of water from upstream dams. One of the most serious watershed management problems is caused by wildland fires, which remove thick underbrush and chaparral, stripping the moisture-retaining ground cover from the soil and allowing water to run rapidly downslope. Runoff from bare slopes increases, resulting in flooding, mudslides, and soil erosion.

### Rivers and Creeks

The City's primary waterways include the San Diego River, Forester Creek, Sycamore Creek, and intermittent creeks paralleling Big Rock Road and Fanita Drive. FEMA mapped the San Diego River and Forester Creek and created updated maps as of May 16, 2012, as part of the National Flood Insurance Program.

**Figure 4.1, *FEMA Flood Hazard Zone***, depicts the City's 100-year and 500-year Flood Hazard Zones. The magnitude of flooding that is used as the standard for floodplain management in the United States is a flood with a probability of occurrence of 1 percent in any given year. This flood is also known as the 100-year flood or base flood. The most readily available source of information regarding the 100-year flood, as well as the 500-year flood (i.e., 0.2 percent probability of occurrence in any given year), is the system of Flood Insurance Rate Maps prepared by FEMA.

In Santee, a total of 1,020 acres of land is within the floodplain of the San Diego River, including approximately 596 acres within the floodway and 424 acres within the floodplain fringe. The Forester Creek floodplain is estimated to cover an area of approximately 100 acres. The low-flow channel of Sycamore Creek is estimated to cover roughly 42 acres. The low-flow channel of the creek parallel to Big Rock Road covers roughly 5 acres. The portion of the low-flow channel of the creek parallel to Fanita Drive in Santee covers roughly 2.8 acres. Various existing and designated land uses (i.e., residential, commercial, and industrial) are within the floodplain areas of these waterways. Depending on their siting and design considerations, many of these uses would be susceptible to flood damage in the event of a 100-year flood.

The U.S. Geological Survey maintains the San Diego River Gauge at Fashion Valley in Mission Valley, downstream from Santee. It provides historical data on peak streamflow for each year. The National Weather Service defines flood stage at this location as 11.3 feet with an estimated discharge of 2,700 cubic feet per second.

In 2019, the City completed a comprehensive update of the City's Municipal Code that included updates to the Flood Damage Prevention Ordinance (Santee Municipal Code, Chapter 11.36) to minimize the public and private losses due to flooding. The intent of the ordinance is to reduce the risks to residents and public and private improvements from flooding. The ordinance precludes development in flood-prone floodway areas and requires all new development to be designed to be above the height of the 100-year flood. The ordinance establishes a basis for the areas deemed

special flood hazard, incorporating an engineering analysis entitled San Diego River Flood Study (1992) and the City’s Flood Insurance Study from 1983. The studies identify the amended 100-year peak discharge for six locations and are on file at the City Engineer’s office. The City’s Flood Damage Prevention Ordinance is incorporated into this Safety and Environmental Justice Element by reference.

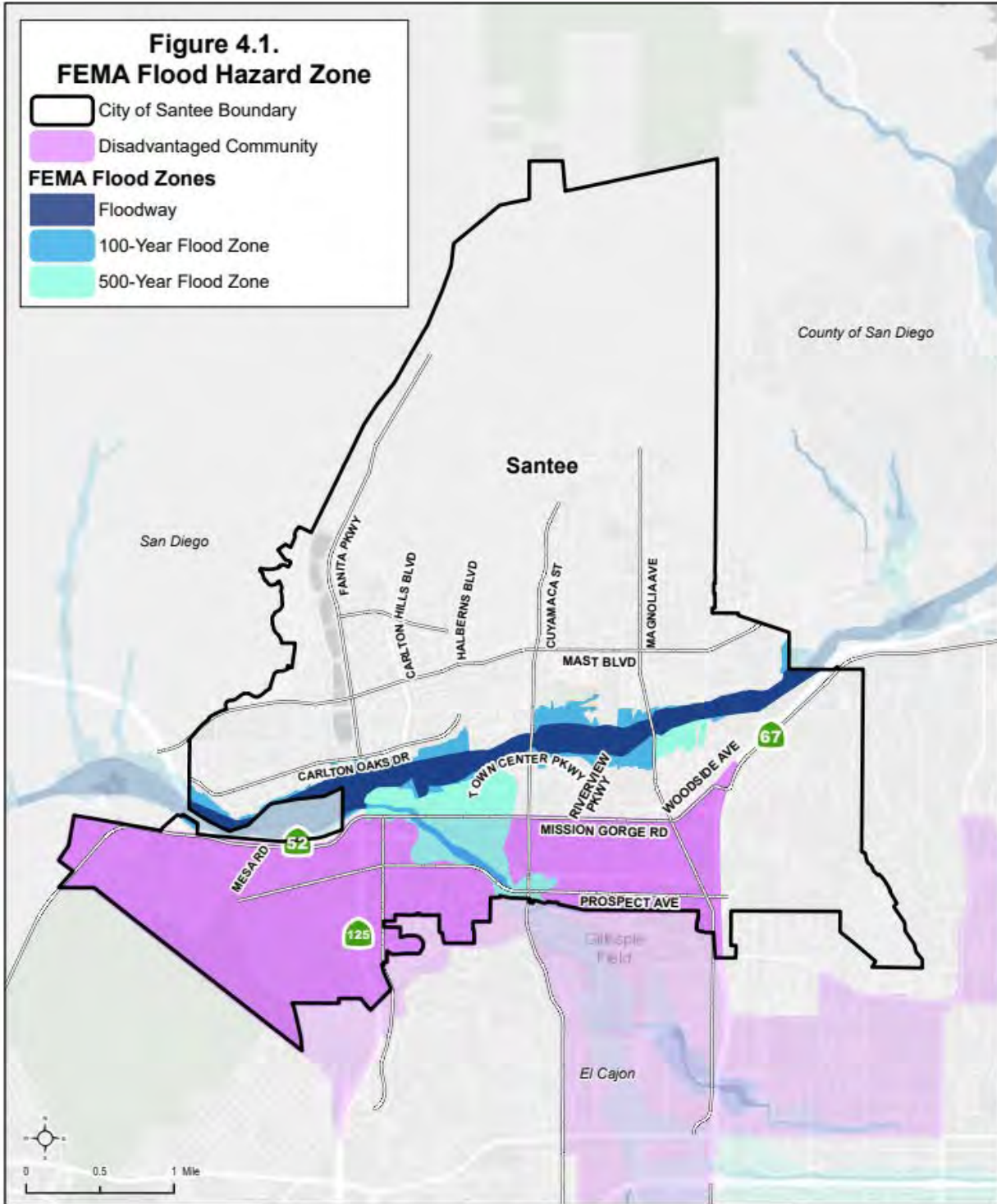
Historical flood records indicate extensive flood damage to surrounding areas in Santee associated with flood events along the San Diego River and, to a lesser extent, Forester Creek. Portions of both waterways have been improved to reduce flooding. The City completed the required environmental process, channel design, right-of-way acquisition, and future construction of improvements to Forester Creek between Mission Gorge Road and Prospect Avenue for approximately 1.2 miles. The improvements to the creek increased the flood-carrying capacity of the creek to sufficiently contain the 100-year flood flow. This project reduced the floodplain of Forester Creek from 100 acres under existing conditions to approximately 25 to 30 acres in size.

Santee and the greater San Diego County have experienced two declared disasters for severe weather, including fires, floods, and mudflows, in the last 5 years (**Table 4.1, *Federal Weather-Related Disaster Declarations for San Diego County (2017–2021)***). Federal disaster declarations provide individual and public assistance to impacted counties. Historical flooding in the County notably occurred in 1862, 1916, 1927, and 1937. In 1945, the federal government authorized a report on flood control downstream of the San Diego River, and associated work on the flood control channel began in the 1950s (San Diego History Center, *The Journal of San Diego History*, Spring 1971, Volume 17, Number 2).

**Table 4.1. Federal Weather-Related Disaster Declarations for San Diego County (2017–2021)**

Disaster Declaration No.	Federal Declaration Date	Disaster Name	Incident Period
DR-4353 (Individual Assistance)	Jan. 2, 2018	California Wildfires, Flooding, Mudflows, and Debris Flows	Dec. 4, 2017–Jan. 31, 2018
DR-4305	Mar. 16, 2017	California Severe Winter Storms, Flooding, and Mudslides	Jan. 18, 2017–Jan. 23, 2017

Figure 4.1. FEMA Flood Hazard Zone



## *Water Reservoirs*

The Padre Dam Municipal Water District (Padre Dam) provides potable water, recycled water, wastewater management services, and recreational facilities to an 80-square-mile service area, including the entire City. Padre Dam's service area population is estimated at 95,000, with an average daily water demand of 8.1 million gallons. Padre Dam currently has over 330 miles of potable water mains, 140 miles of wastewater mains, and 25 miles of recycled water mains.

Padre Dam maintains seven water reservoirs in Santee. The Charles C. Price Reservoir, just east of SR-67 and Via Madonna, is the largest with a capacity of 15.5 million gallons. The Northcote Reservoir, at the end of Northcote Road, is the smallest reservoir with a capacity of 0.71 million gallons. The Fanita Terrace Reservoir, an aboveground tank just south of the southern terminus of Organdy Lane, is the only water tank in the City that holds recycled water. Padre Dam is planning two potable water reservoirs near the southern end of Mesa Road for future development in these areas. It is anticipated that a 3-million-gallon facility would be required for the Mesa Reservoir and a 4-million-gallon facility would be required for the Fanita Ranch Reservoir. Each of the reservoirs is on the top of a hill to minimize the need for pumps. In the event of the failure and release of water from any of the reservoirs, the land adjacent to and below the ruptured reservoir could be flooded. The reservoirs range from 150 to more than 1,500 feet from the nearest homes.

In addition, the City could be subject to flood damage from failure of other water storage tanks nearby. One water storage tank is near Grossmont College, just south of the City limits. This reservoir holds 3.6 million gallons of water for Padre Dam and the Helix Water District. Additionally, the nearby Fletcher Hills Reservoir on Weld Avenue, in El Cajon, has a capacity of 1.5 million gallons and could affect Santee with flooding caused by failure.

## *Dam Failure*

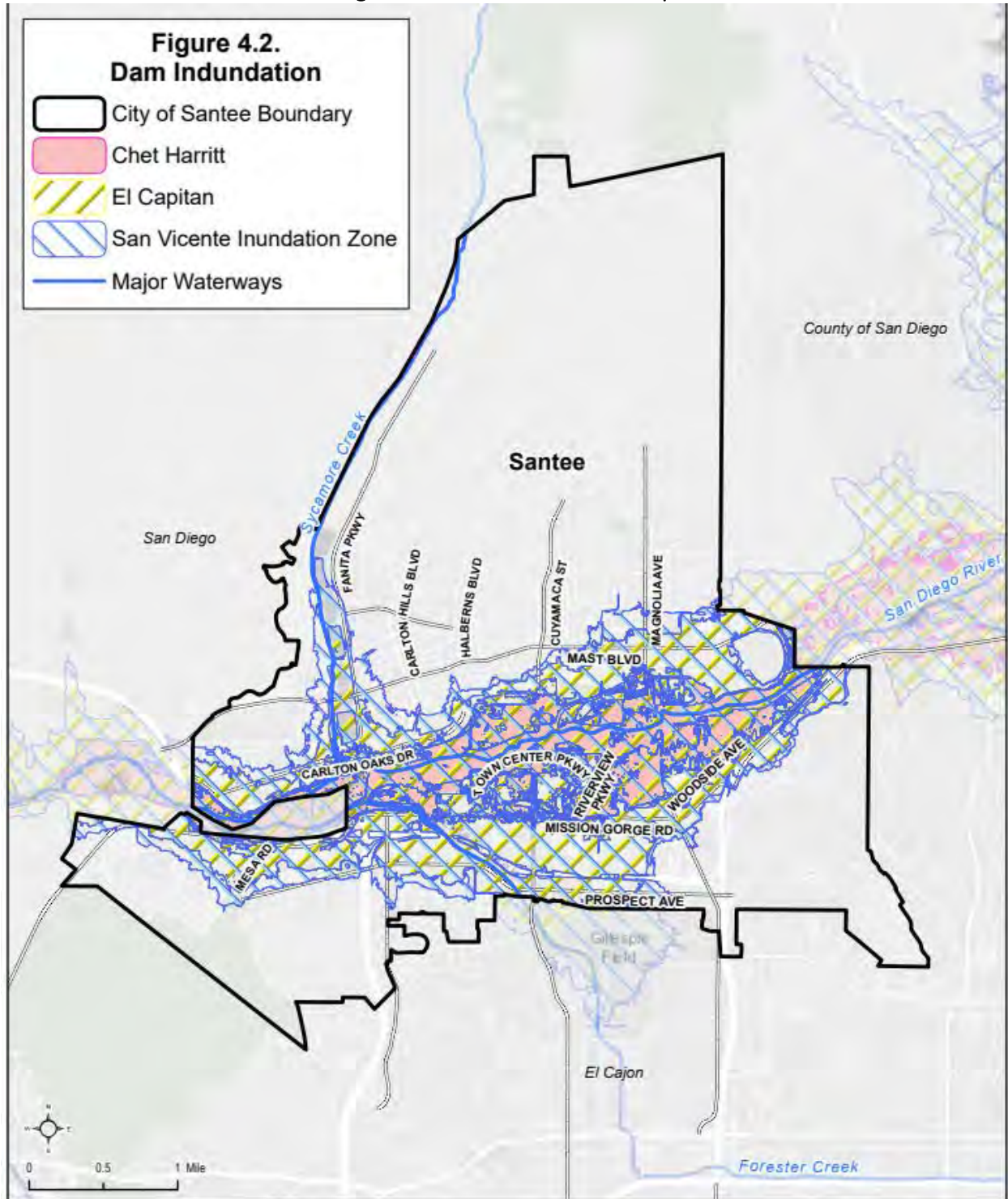
The central portion of the City is in the San Diego River Valley downstream of three major dams in San Diego County: San Vicente Dam, El Capitan Dam, and Chet Harritt Dam (Lake Jennings Reservoir) (**Table 4.2, *Major Dams Located Upstream of the City of Santee***). The Earthquake Engineering Research Institute San Diego Chapter's publication San Diego Earthquake Planning Scenario, Magnitude 6.9 on the Rose Canyon Fault Zone, expects these dams to remain in service due to recent seismic retrofit and their distance from any major active faults. These dams are inspected annually by the California Department of Water Resources Division of Safety of Dams (DSOD) to ensure they are safe, performing as intended, and are not developing issues. Given their location upstream of communities and residential areas, the DSOD and the County classify these dams as possessing an "extremely high" downstream hazard and "high" hazard rating, respectively.

Table 4.2. Major Dams Located Upstream of the City of Santee

Dam Name	Distance from City	Year Constructed	Capacity (acre-feet)	Notes
San Vicente Dam	3.5 miles	1943	245,000	Concrete gravity structure originally constructed with a capacity of 90,200 acre-feet and then raised an additional 117 vertical feet in 2016 using roller-compacted concrete to expand its capacity.
El Capitan Dam	9 miles	1934	112,800	Hydraulically filled earth structure.
Chet Harritt Dam (Lake Jennings Reservoir)	3 miles	1962	9,790	Earth-filled dam constructed by procedures to resist seismic damage.

Information regarding dam failure risk can be found in the County’s 2023 MJHMP. Maps prepared by the DSOD showing areas of inundation in the event of dam failure can be found online here: <https://fmds.water.ca.gov/maps/damim/>. Inundation zones for each of the three dams located upstream of Santee are shown on **Figure 4.2, Dam Inundation Map**. This figure was generated using a DSOD GIS layer showing the extent of dam inundation areas for extremely high, high, and significant hazard dams in Santee. Information concerning the safety of these dams is reviewed annually by the DSOD. To plan for long-term fire risks to certain demographics, physical assets, structures, and critical infrastructure in the community, the 2023 Community Risk Assessment Long-Range Master Plan prepared by the Santee Fire Department also shows dam inundation risk from potential failure of the San Vicente Dam. The 2023 Community Risk Assessment Long-Range Master Plan is incorporated into this Safety and Environmental Justice Element by reference. In addition, Annex Q of the County’s Office of Emergency Services’ 2022 Emergency Operations Plan outlines the evacuation procedures in the event of a dam failure.

Figure 4.2. Dam Inundation Map



## *Summary of Needs to Address Flooding*

The major waterways in Santee will continue to cause flooding and associated erosion and other effects, especially with worsening extreme precipitation events exacerbated by climate change (see **Section 5.3, *Climate Adaptation Planning***, for further discussion of the impacts of climate change on extreme precipitation and floods). Some homes could be damaged by water runoff from a rupture of any of the seven water reservoirs in Santee and or three upstream dams. It is important that future planning takes into consideration the general direction of flow in the event of a rupture in any of the reservoirs and avoids the placement of buildings in those areas. The City should encourage Padre Dam to complete inundation studies for existing and planned reservoirs in Santee.

Since the impervious surfaces associated with urban development create more runoff than vegetated lands, it is important that future planning take into consideration the impacts of potential increased runoff. Any project proposed within a floodplain area is subject to site plan review. In addition, planning for flood control improvements for the San Diego River and other City waterways must be comprehensive and balanced with other goals, such as providing recreation and protecting valuable habitat and species. The City coordinates regularly with FEMA through the Flood Insurance Rate Map Program, which delineates special flood hazard areas and the risk premium zones in a community. These are used to determine flood insurance rates and premiums, serving as tools to understand and protect against flood risk.

The City's Engineering Department maintains flood zone and FEMA map information. The County's Fire Department, Flood Control District, and Department of Public Works are also responsible for flood protection in the County.

## **4.2 Geologic/Seismic Hazards**

Santee lies near the junction of the coastal plain and the Peninsular Ranges geologic provinces of southwestern California. The eastern portion of the coastal plain is in the west, south, and north portions of Santee and consist of a series of Tertiary-age formational sedimentary rocks that are deeply incised by canyons and tributaries, including the San Diego River and Sycamore Creek. The San Diego River generally bisects Santee from east to west. The drainage area of the San Diego River upstream of West Hills Parkway on the western edge of Santee is approximately 368 square miles. Downstream, the San Diego River flows through Mission Trails and Mission Valley in the City of San Diego and drains into the Pacific Ocean. Much of Santee is within the gentle gradient of the San Diego River Valley. Sycamore Creek is along the western boundary of the City and flows southward into Santee Lakes and the San Diego River. In the southeastern and eastern portions of Santee, the sedimentary rocks and alluvial valley province end abruptly in the foothills of the Peninsular Ranges exposing granitic rock. The formational units are covered by surficial soils.

### *Geologic Stratigraphy*

According to the Geotechnical/Seismic Hazard Study (**Appendix C**), the geologic stratigraphy of Santee consists of several surficial soil types and formational units. The surficial soil deposits consist of human-made soil (undocumented fill and previously placed fill) and naturally occurring soil (topsoil, colluvium, young alluvium/debris flows, landslide deposits, and old alluvial floodplain



deposits). In general, naturally occurring surficial soils are found in drainage areas such as the San Diego River Valley and Sycamore Creek and generally overlying undisturbed formational materials.

Formational materials in Santee include sedimentary rock units of the Eocene-age Pomerado Conglomerate, Stadium Conglomerate and Friars Formation, and the hard rock units of the Mesozoic-age (Cretaceous and Jurassic) granitic and volcanic rocks associated with the Peninsular Ranges. The claystone portions of the Friars Formation are typically weak, fractured, and prone to landsliding.

Each of the surficial soil types and formational units in Santee is described herein in order of increasing age.

### ***Undocumented Fill***

In many areas of Santee, fill soils presumed to be undocumented exist and have been mapped in certain site-specific geotechnical reports. An example of an undocumented fill deposit is in an undeveloped area north of the northern terminus of Strathmore Drive in the northwestern corner of Santee. These types of deposits typically contain a wide range of soil types, including silt, sand, clay, and rock derived from the local geologic formations.

Undocumented fills typically are poorly compacted and often are underlain by potentially compressible topsoil or alluvium. Consequently, where these deposits are in areas of proposed development, they require special evaluation and recommendations. Normally, the undocumented fill materials are removed, moisturized as necessary, and placed as compacted fill.

### ***Previously Placed Fill***

Most of the central and southern portions of Santee have been developed. Some of the largest master developments include Black Horse Estates, Cajon Park, Carlton Country Club, Carlton Hills, Carlton Oaks, Castlerock, Dakota Ranch, Deer Park, Fanita Corona, Fanita Rancho, Fanita Terrace, Los Ranchos, Mission Creek, Mission Trials Vista, Mountain Meadow, Rancho Fanita, Riderwood – The Heights, Santana North, Shadow Hill Terrace, Silver Country Estates, Sycamore Hills, Santee Trolley Square Town Center, Vista Monte, Sky Ranch, Woodglen, and Woodside Industrial Park. Developments will typically include infrastructure improvements associated with roadways, parks, underground utilities, and pump stations that are provided for Santee. Other previously placed fill within City limits is associated with California Department of Transportation controlled roadways not under the purview of the City.

Previously placed fill generally consists of materials that were properly placed and compacted using the testing and observation services of a geotechnical engineering consultant. The fill materials placed during development of these projects generally consist of silty and clayey sand and sandy clay with gravel and cobble mixtures. Prior to grading or constructing additional improvements in previously graded areas, specific geotechnical evaluations and update reports should be performed to address the potential impacts to existing or proposed improvements underlain by these deposits. The existing fill materials should be tested to evaluate their suitability to support proposed structures and improvements.

## *Topsoil*

In undeveloped areas, naturally developed topsoil blankets most of the formational units and range in thickness from approximately 1 to 3 feet. The topsoil is generally characterized as brown to dark brown, silty/clayey, fine to medium sands and sandy clays. Topsoil that overlies the Stadium Conglomerate at higher elevations are generally thinner than overlying the Friars Formation and have a greater percentage of gravel and cobble clasts. Topsoil is typically considered compressible in its natural state and ordinarily requires remedial grading in areas planned to receive structural fill and/or settlement-sensitive structures. The clayey topsoil characteristically overlying sedimentary units has a “medium” to “high” expansion potential (expansion index of 51 to 130) and, when present, commonly require remedial grading to help mitigate their impacts prior to construction operations.

## *Colluvium*

Colluvial soils are relatively deep natural deposits of soil that have accumulated on the face and base of natural slopes through the weathering and erosion of exposed materials at higher elevations that accumulate from soil-creep processes. Colluvial deposits are typically thicker in the gentle, low-lying, bottom of slope areas near alluvial drainages. Figure 1 of the Geotechnical/Seismic Hazard Study (**Appendix C**) indicates areas of undifferentiated Quaternary-age young alluvium and colluvium designated as map symbol Qu in the southern portion of Santee. Other areas of unmapped colluvium are present near the base of natural sloping ground across Santee. Typically, these materials are deepest in areas underlain by the Friars Formation; however, they are also present, but typically thinner, in areas underlain by Stadium Conglomerate and granitic rock. Colluvial materials can also be present on landslide deposits, particularly in graben zones near the head or upper portions of the slides. The thickness of the colluvium is typically about 5 to 10 feet and locally can be thicker. These deposits generally possess “medium” to “high” expansion potential (expansion index of 51 to 130), are poorly consolidated, and often require remedial grading in areas of planned development.

## *Alluvium and Debris Flows*

Holocene- to late Pleistocene-age young alluvium is typically present in drainage areas, such as the San Diego River channel, Sycamore Creek, and smaller natural tributary drainages. The San Diego River alluvium is relatively deep (locally up to 80 feet), and near the surface, it typically consists of clean, medium-grained sands that have historically been mined as a source of concrete sand. Alluvial soils cover a relatively large portion of Santee, while debris flows have limited exposure. Alluvial soils generally consist of relatively loose/soft, silty/clayey sands and sandy clays with little gravel and cobble and will be saturated below groundwater. However, larger size and higher cobbles and boulder contents are typical within the San Diego River drainage due to higher flows.

Debris flows are present on upper portions of steeper gradient drainages within Stadium Conglomerate and Friars Formation created by weathering, slope creep, and saturation of surface materials. Most of the historical debris flows occurred at higher elevations and are generally north of the San Diego River. Most of these debris flow deposits consist of silty/clayey, sandy gravel and cobble deposits.

The alluvial and debris flow deposits are often poorly consolidated, compressible, and typically require remedial grading or special design considerations. Where development is planned in main drainage channels, such as the San Diego River floodplain, soil improvement techniques and structural reinforcement to remediate the effects of potential liquefaction may be necessary. Within secondary drainage areas, the compressible young alluvium is usually removed and replaced as properly compacted fill. Where groundwater exists within the upper approximately 50 feet, the young alluvium is typically considered to possess a potential for liquefaction and related geologic hazards.

### ***Landslide Deposits***

Several confirmed landslides and suspected ancient landslides have been identified during the Geotechnical/Seismic Hazard Study (**Appendix C**) and previous geotechnical investigations. The presence of inferred landslide deposits is based on topographic evaluation during field reconnaissance, interpretation of aerial photographs and topographic maps, and maps published by the CGS.

The landslides encountered in Santee occur on gentle to moderate sloping ground in the Friars Formation and generally below an elevation of approximately 600 feet above mean sea level (AMSL). On the southern portion of the City, landslides generally occur between elevations of 400 and 600 feet AMSL. Characteristic landslide morphology consists of a steep back-scarp; bulging, hummocky, distorted topography; and deflected drainages. Some landslide areas express a more subdued topography suggestive of incipient or older eroded landslide deposits.

The landslide deposits observed are characterized as deep-seated, relatively intact, block type movements or as shallow to deep-seated bedrock slides with a varying degree of slip plane development and slide mass disturbance. The thickness of landslide material is estimated to be approximately 45 to 50 feet; however, it can thicken toward the head scarp as much as 100 feet. The landslide debris varies from dense sandstone/claystone blocks to a variable mixture of intensely sheared and pulverized claystone breccia suspended in a stiff clay matrix. Highly disturbed cobble clay mixtures resembling debris flow materials have also been encountered and are known to exist within graben zones.

Most of the landslides appear to have occurred along inherently weak, previously sheared, low-angle, pre-existing bedding plane shears as part of a weak, thinly laminated claystone in the Friars Formation. This is suggested by the relatively uniform, near-horizontal slip surfaces typically observed along the base of the landslides, and because of the general correlation in exploratory borings at which bedding plane shears are present in the Friars Formation outside the limits of the landslides at the same elevation as the landslide basal shear zone. Further discussion of this correlation and an apparent regional zone of bedding plane shears in the Friars Formation are included in the *Geologic Structure* discussion below.

In general, new developments should be planned to avoid or mitigate ancient landslide deposits, where possible. Where landslide materials are present below proposed fill embankments or exposed in cut slopes or building pad areas, remedial grading is often required to properly buttress the existing landslides or proposed slopes. Some landslides will require complete removal, while other landslides will only require partial removal of the loose and compressible portions to be

replaced with new compacted fills. Localized areas of deeper removals may be required in looser graben zones and/or more pulverized portions of the landslides. Still, other landslides will require only minor processing of the surficial materials prior to placing fill embankments. Slope stability analyses of landslide materials are typically included in geotechnical reports.

Cut slopes exposing landslide materials or basal slip planes or areas where basal slip surfaces occur near finish grade typically require stabilization by construction of stability fills, drained earthen buttresses, shear keys, shear pins, or other means. Slope stability is addressed in the *Ancient Landslides/Slope Stability* discussion below.

### ***Terrace Deposits/Older Alluvium***

Older alluvial floodplain deposits of Pleistocene-age exist within former floodplain areas and are exposed at the surface between the younger alluvial deposits and formational sedimentary or rock units. The older alluvium was deposited during previous geologic stream flow events with the soils typically consolidated by burial, cemented, and subsequently eroded to current valley floor elevations. These deposits are generally in the flatter portions of valleys and consist of slightly cemented, clayey sands with little gravel and cobble. These materials are generally dense to very dense and do not possess a potential for liquefaction or significant settlement.

### ***Stadium Conglomerate and Pomerado Conglomerate***

The Stadium Conglomerate (middle to late Eocene age) occurs throughout the southwestern, central, and northern parts of Santee. The Pomerado Conglomerate has a limited extent and is in the northern portion of Santee. These geologic units have similar characteristics and are difficult to distinguish between each other unless separated by the Mission Valley Formation. However, the Mission Valley Formation is not present within the City limits, and therefore, the Pomerado Conglomerate conformably overlies the Stadium Conglomerate above an elevation of roughly 1,000 feet AMSL. The Stadium Conglomerate conformably overlies the Friars Formation at elevations ranging from approximately 610 to 1,000 feet AMSL. The inferred thickness of this deposit in Santee varies from approximately 40 feet when eroded to an estimated 375 feet on less eroded ridgelines. Geomorphically, the Stadium Conglomerate forms characteristic resistant, dissected ridges in the upper elevations of Santee. Localized, steeply eroded scars occur in this formation where debris flows originated at the head of tributary canyons.

The Stadium Conglomerate generally consists of dense to very dense, slightly cemented, sandy to clayey, gravel and cobble conglomerate with interbedded silty sandstone. The cobble content of the Stadium Conglomerate can sometimes be up to about 60 percent with diameters up to 24 inches. The Stadium Conglomerate is regionally part of the upper Eocene Poway Geologic Group that also includes the Mission Valley Formation and Pomerado Conglomerate.

Moderate to very heavy excavation effort should be anticipated during grading and trenching within the Stadium Conglomerate due to its cementation and high cobble size and percentage and randomly occurring highly cemented zones. Cut or fill slopes composed of the Stadium Conglomerate generally possess adequate slope stability characteristics.

## *Friars Formation*

The Friars Formation was deposited on an irregular erosion surface formed on the crystalline basement rock of the Southern California Batholith. The Friars Formation may be observed overlying granitic rocks in the southern and north-central parts of Santee. This unit generally occupies the gentler, lower portions of valley slopes below elevations ranging from 600 to 700 feet AMSL depending on the locality. The age of the Friars Formation is middle to late Eocene-age based on vertebrate fossil evidence. In the southwestern portion of Santee, this unit is exposed between Cuyamaca Street and the eastern base of Cowles Mountain and throughout the northern part of Santee except the most northeasterly section.

Numerous large, ancient landslides occur in the Friars Formation, discussed in detail in the *Ancient Landslides/Slope Stability* discussion below. The Friars Formation consists of relatively flat-lying lagoonal and alluvial claystone, sandstone, and conglomerate units. Specifically, weak, waxy claystone, and thinly laminated siltstone/claystone, sandstone, and conglomerate occur in the northern undeveloped portion of the City below an approximate elevation of 610 to 630 feet AMSL. Translational landslides are common throughout areas underlain by this geologic formation. Most of these landslides are remnants of wetter climatic conditions that occurred in late Pleistocene to early Holocene time (last 30,000 years).

As seen in the undeveloped area of Santee, the Friars Formation comprises a relatively continuous sequence of characteristic subunits consisting of thinly bedded sandstone/siltstone, underlain by relatively thin lenses of gravel/cobble conglomerate, which are in turn underlain by massive sandstone. A generally weak, fractured, waxy claystone unit containing abundant bedding plane shear zones underlies this sequence. It is likely the inherently weak nature of this basal claystone unit in combination with the presence of pre-existing shear zones is the causation of landsliding and landslide-prone hillsides.

Except for the sandstone and portions of the conglomeratic facies, soils derived from the Friars Formation typically possesses a “medium” to “high” expansion potential (expansion index of 51 to 130) and relatively low shear strength. Portions of the Friars Formation possess a “very high” expansion potential (expansion index of greater than 130) and require specialized grading and foundation recommendations. Where exposed in cut slopes, the claystone facies of the Friars Formation can be prone to surficial instability and often requires stabilization measures. Bedrock creep zones and areas of deeply weathered material also exist in the Friars Formation. During development, where weak, waxy, or highly weathered portions of this unit are exposed in embankments and/or “toe key” areas of proposed fill slopes, deeper remedial grading is typically required to provide a competent surface to support embankments.

Bedding plane shears are relatively common in the Friars Formation and are significant in that they represent inherent planes of weakness within the formation. Bedding plane shears have recently also been called bedding parallel shears. As the term implies, these shear zones are typically parallel to the bedding and are characterized by thin seams of very soft, wet, remolded plastic clay. During development, where the shears are anticipated to “daylight” in cut slopes, stabilization measures such as drained stability fills, buttresses, and/or shear pins are necessary.

## *Granitic Rock and Santiago Peak Volcanics*

Cretaceous-age granitic rocks have a variety of compositions based on the percentage of quartz, plagioclase, and mafic mineralogy. Granitic rock also has a range of weathering and can vary from highly weathered decomposed granitic soils to hard fresh rock. Granitic rock can be classified as quartz-diorite, tonalite, and granodiorite with their finer-grained equivalents occurring in some areas. The granitic rocks that are deeply weathered can form extensive deposits of residuum or decomposed granitic rock that are locally mined for decomposed granite soils. The less weathered, more resistant rock has been used in the past as quarry stone and can be observed as large, rounded boulders on the hills east of Gillespie Field, near Carlton Oaks Golf Course, on Cowles Mountain, and in the eastern part of Santee. These hard rock units would require blasting prior to excavation and would require specialized grading techniques.

Santiago Peak Volcanic rock, also called Mesozoic Metavolcanic rock, from the lower Cretaceous and upper Jurassic Geologic Period is exposed in limited areas on the southwestern corner and in the eastern portion of Santee.

### *Geologic Structure*

Bedding in the Eocene-age sediments is nearly horizontal or gently dipping. In general, strata in the Friars Formation and Stadium Conglomerate units dip very gently at inclinations of less than 5 degrees to the west and southwest. In the northern, undeveloped portion of Santee, the Friars Formation/Stadium Conglomerate contact dips generally south–southwest and varies in elevation from approximately 610 to 630 feet AMSL. Locally, bedding dip directions may vary or even reverse, depending on configuration of ancient, buried topography or other geologic structures. High-angle depositional contacts are also common locally between the sedimentary formations and underlying granitic rocks.

A high percentage of bedding plane shears and weak claystone materials were found to occur within this relatively narrow elevation range. A similar, less prominent grouping of shear zones was observed at other elevations in the Friars Formation. The elevations at which bedding plane shears occur in bedrock material and the elevation of basal slip surfaces in landslide areas are generally similar. This correlation has been observed on other projects in the county where the Friars Formation is present.

Regionally, the marine terraces in the coastal plain west of the Peninsular Ranges are underlain by flat-lying sediments with a few notable exceptions occurring near the coast. In the City of San Diego west of Santee, the terraces are broken in many areas by Tertiary and Pleistocene-age active and potentially active faults. However, in Santee, no known active or potentially active faults (movement within the last 1.8 million years) that cut Pleistocene-aged materials or any known major faults that cut Eocene or Cretaceous-age rocks occur.

Bedding plane shears, or more recently called “bedding parallel shears” (a term applied to minor shears within parallel bedding surfaces), are common in the Friars Formation and are believed to be a significant factor in landsliding processes both in the geologic past and at present. These features do not represent a seismic hazard; however, they are a significant geotechnical

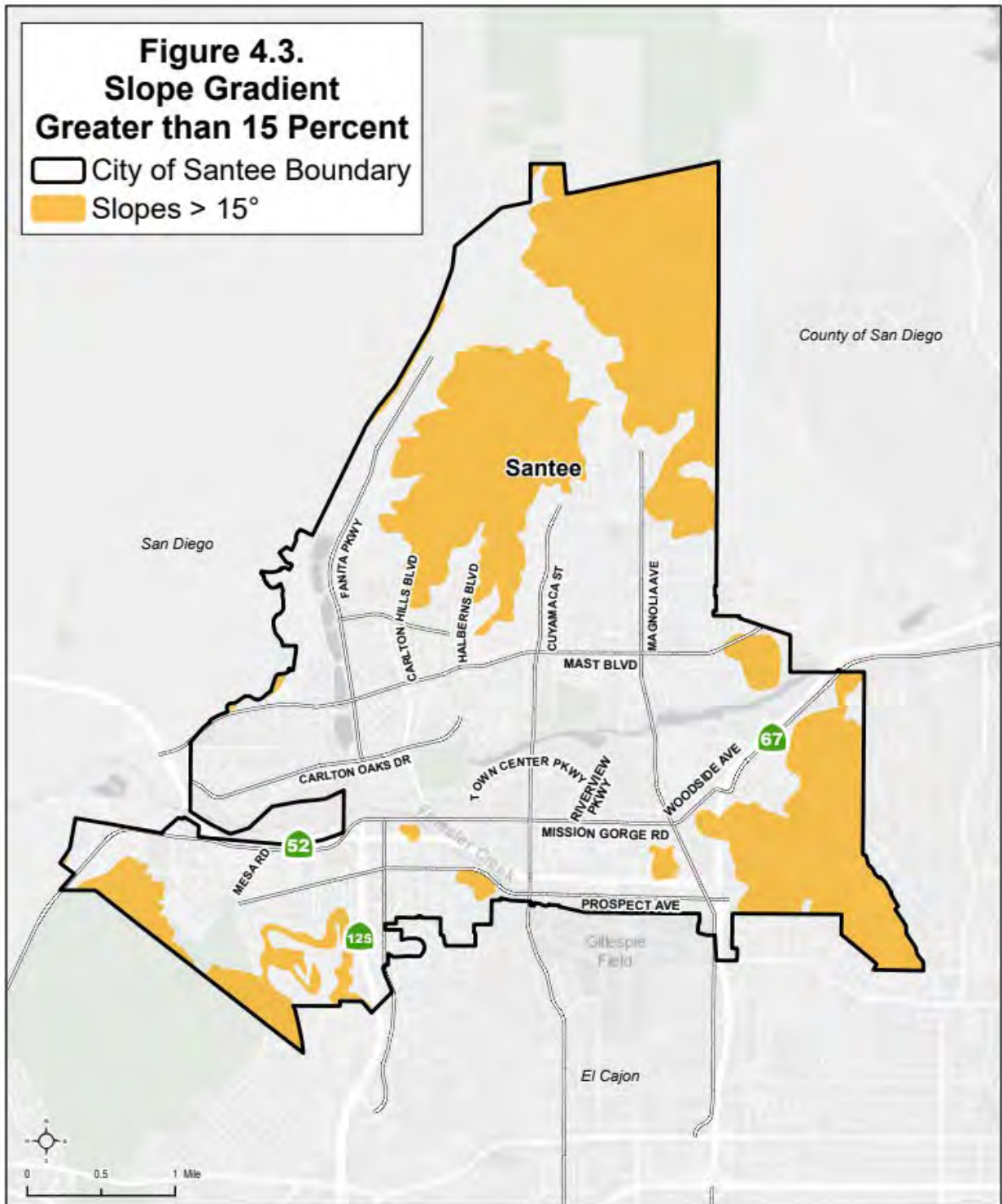
consideration in the analysis of slope and landslide stability (see *Ancient Landslides/Slope Stability* discussion below).

### ***Ancient Landslides/Slope Stability***

A landslide is defined as a mass movement of earth occurring below the limits of the soil mantle caused by shear failure along one or several surfaces. Ancient landslides have been dated by radiocarbon methods as being 8 to 30 thousand years old in the Southern California area by Stout (1969) and others. They are believed to have occurred primarily as a response of weak claystones exposed to intense rainfall causing high water table conditions in slopes during late Pleistocene and early Holocene times. Landslides occur throughout the area underlain by the Friars Formation.

Although the California Department of Conservation has not evaluated the Santee area for landslides, assessing slope gradient can help identify areas that may be susceptible to landslide risk. Areas with slopes that exceed 15 percent are highly susceptible to erosion and gully formation caused by running water. Without plant cover, these areas pose a risk for landslides. **Figure 4.3, *Slope Gradient Greater than 15 Percent***, locates areas in Santee that have slopes of greater than 15 percent.

Figure 4.3. Slope Gradient Greater than 15 Percent





The anticipation of ancient landslides and the creation of new landslides have been most commonly caused by grading activities, a rise in groundwater level in a landslide area, areas containing bedding plane shears, or seismic activity. Identification of landslide-prone areas through detailed geotechnical studies is of primary importance in predicting future slope failure and landslides. The most common method of stabilizing landslides and landslide-prone areas is through remedial grading or buttressing and installation of subdrains and drainage panels to reduce the potential for buildup of excessive hydrostatic pressures. Other development options may include structural setbacks or stabilizing shear pins.

Landslide areas in Santee can usually be mitigated using generally accepted remedial grading techniques and buttresses. These techniques may consist of partial or complete removal and compaction of the deposits or stabilization with earthen buttresses, shear keys, stability fills, or other means, such as shear pins or retaining structures. Similar remedial grading procedures could be required where landslides are not present but where weak claystone beds, bedding plane shears, or thick surficial soil deposits are encountered. Such areas should be generally limited to where the Friars Formation will be exposed in cut slopes.

Reactivation of ancient landslides have been responsible for either partial or complete loss of 20 to 30 homes in the Santee area. Geotechnical firms that possess experience in landslide evaluation and stabilization should evaluate the potential for additional loss in areas already developed when building additions are proposed.

### *Debris Flow Deposits*

A debris flow is a rapid downslope movement of saturated soil and near-surface rock debris. Numerous debris flows or mudflows have occurred in the Stadium Conglomerate. The debris flows or mudflows are initiated near the crests of very steep ridges underlain by Stadium Conglomerate and likely occur as a result of high intensity rainfall. As the near-surface soils become saturated and pore water pressure increases, the soils lose strength and fail relatively rapidly to form a river of mud and rock with considerable destructive power. These deposits consist of the accumulation of topsoil, colluvium, and debris derived from formational "parent material" near the base of moderate to steep slopes caused by rapid flow of saturated near-surface soils.

The physical appearance of these features indicates that they are relatively young compared to the ancient landslides. Most appear to be only a few hundred years old or less and are easily eroded. While the causes of debris flows are generally well understood, specific details concerning these events make them difficult to predict. Several well-formed debris flows can be observed on the northern side of SR-52 west of Santee. High rainfall, loss of vegetation cover through fire or other causes, and the steepness of the slope are the main causative factors of debris flows.

The primary difference between ancient landslides and debris flows, in terms of the potential for activation, is that debris flows do not possess a basal slip surface. Thus, they are much less likely than ancient landslides to become reactivated by grading. In areas of proposed development, mitigation of debris flow deposits is typically similar to that for alluvium and colluvium, and the presence of these materials is not likely to significantly affect development unless directed toward the boundary of the site.

## **Groundwater and Seepage**

Groundwater and seepage conditions are significant factors in assessing engineering and geologic hazards. Groundwater is typically found in the deep alluvial drainage areas (such as the San Diego River and Sycamore Creek) but may also be found in shallower drainages as a result of stormwater infiltration (such as the Santee Recreation Lakes area). Because of fluctuating water levels in a given area, as a result of seasonal variations in precipitation and surface water runoff, the prediction of groundwater occurrence is difficult.

Seepage is typically the result of a groundwater table or perched water, either seasonal or permanent, being exposed. However, some human-made seepage conditions can develop in rural areas downslope of septic systems. Seepage conditions in slopes, either graded or natural, are usually the result of water flowing at the contact between materials of widely different permeabilities with the water perched on an underlying, less permeable layer. When the water flow encounters a slope face, it is manifested as seepage.

In addition to the nuisance caused by minor seepage from new slopes in residential areas, groundwater and seepage caused by excess irrigation are a major contributing factor to landsliding in the county, especially in the reactivation of old landslides. As pore pressures rise along an old slip surface as a result of rainfall or heavy landscape irrigation, the factor of safety against sliding will decrease.

The potential for groundwater and seepage conditions should be addressed in geotechnical reports submitted to the City for new developments and improvements. Procedures for water-related mitigation, such as canyon subdrains and proper grading procedures, should also be addressed. Groundwater conditions typically increase as a result of development primarily due to increased irrigation and areas of impervious surfaces, which result in surface water runoff rather than groundwater infiltration.

Perched groundwater or seepage has been encountered in alluvial drainages, hillside areas, and landslide zones during previous investigations in Santee. The groundwater/seepage in drainage courses is presumed to be associated with surface runoff of rainwater along the natural watershed. Subdrain systems are often necessary in areas of proposed development to intercept and convey seepage migrating along impervious strata. In particular, the main drainages, stability/buttress fill areas, and possibly where impervious layers daylight near the ultimate graded surface typically require subdrains. Specific subdrain locations and design details should be provided with the detailed grading plans for the site. Seepage conditions also occur in bedrock materials and at the base of landslide areas perched on relatively impervious strata in the Friars Formation and ancient landslide deposits. Additionally, relatively minor natural surface seeps were observed in the northern portion of Santee at the Friars Formation/Stadium Conglomerate contact. The existing perched groundwater levels in alluvial areas can be expected to fluctuate seasonally and may affect remedial grading.

## **Seismic Hazards**

This discussion presents seismic hazards anticipated to affect Santee. Seismic hazards are caused by earthquake-induced ground shaking—specifically, liquefaction potential and seismically

induced settlement and landsliding (refer to *Ancient Landslides/Slope Stability* discussion above for description of landslide-prone areas of Santee). A discussion of local and regional faulting and its impact on Santee is also presented.

Seismic hazards pertain to threats to life and property caused by earthquake-induced ground shaking. Based on current maps prepared by the California Department of Conservation and local geology maps, active or potentially active faults are not known to occur in or adjacent to Santee (**Figure 4.4, *Seismic and Geologic Hazards***). However, as with all of California, Santee is subject to periodic seismic shaking due to earthquakes along remote or regional active faults.

A review of geologic literature indicates that no known active or potentially active faults cross Santee. An active fault is defined by the CGS as a fault showing evidence for activity within the last 11,700 years. The Rose Canyon/Newport Inglewood Fault Zone, approximately 10 miles west of the City, is the closest known active fault. The CGS has included portions of this Fault Zone within the Alquist-Priolo Earthquake Fault Zone. Currently, restrictions on development due to faulting (i.e., fault setback zones) related to the State of California requirements are not present in the City.

Considerations important in seismic design include the frequency and duration of motion and the soil conditions underlying the site. Seismic design of structures should be evaluated in accordance with the most recent applicable California Building Code (CBC) guidelines currently adopted by the local agency.

### ***Faults in Southern California***

The County of San Diego and Southern California region are seismically active. **Figure 4.4** demonstrates that, although no Alquist-Priolo Fault Zones are within the City boundary, fault zones are in the greater San Diego County area. Notably, the Rose Canyon extension of the Newport Inglewood Fault Zone and the Mission Gorge Fault and La Nacion Fault Zone occur southwest of Santee.

Although no fault zones are within the City boundary, Santee could experience various levels of ground shaking as the result of an earthquake on a nearby fault system. Ground shaking is the motion felt on Earth's surface caused by seismic waves from an earthquake. It is the primary cause of earthquake damage. The strength of ground shaking depends on the magnitude of the earthquake, type of fault, and distance from the epicenter. Buildings on poorly consolidated and thick soils will typically see more damage than buildings on consolidated soils and bedrock. The level of potential ground shaking that could occur in Santee is depicted on **Figure 4.5, *Earthquake Shaking Potential based on the State Probabilistic Seismic Hazard Map***.

Overall, the earthquake shaking potential within the City boundary is low. The northern, southwestern, and southeastern portions of Santee may experience the lowest ground shaking potential, as indicated by the darker shades of green, while the middle-central portion of Santee and area along Fanita Parkway may experience low to low-moderate shaking potential as indicated by the yellow-green color. Ground shaking potential is analyzed using the State Probabilistic Earthquake Hazard Map. Earthquake probabilities are calculated by projecting earthquake rates based on earthquake history and fault slip rates. The result is expressed as the probability that an earthquake of a specified magnitude will occur on a fault or within an area.

Figure 4.4. Seismic and Geologic Hazards

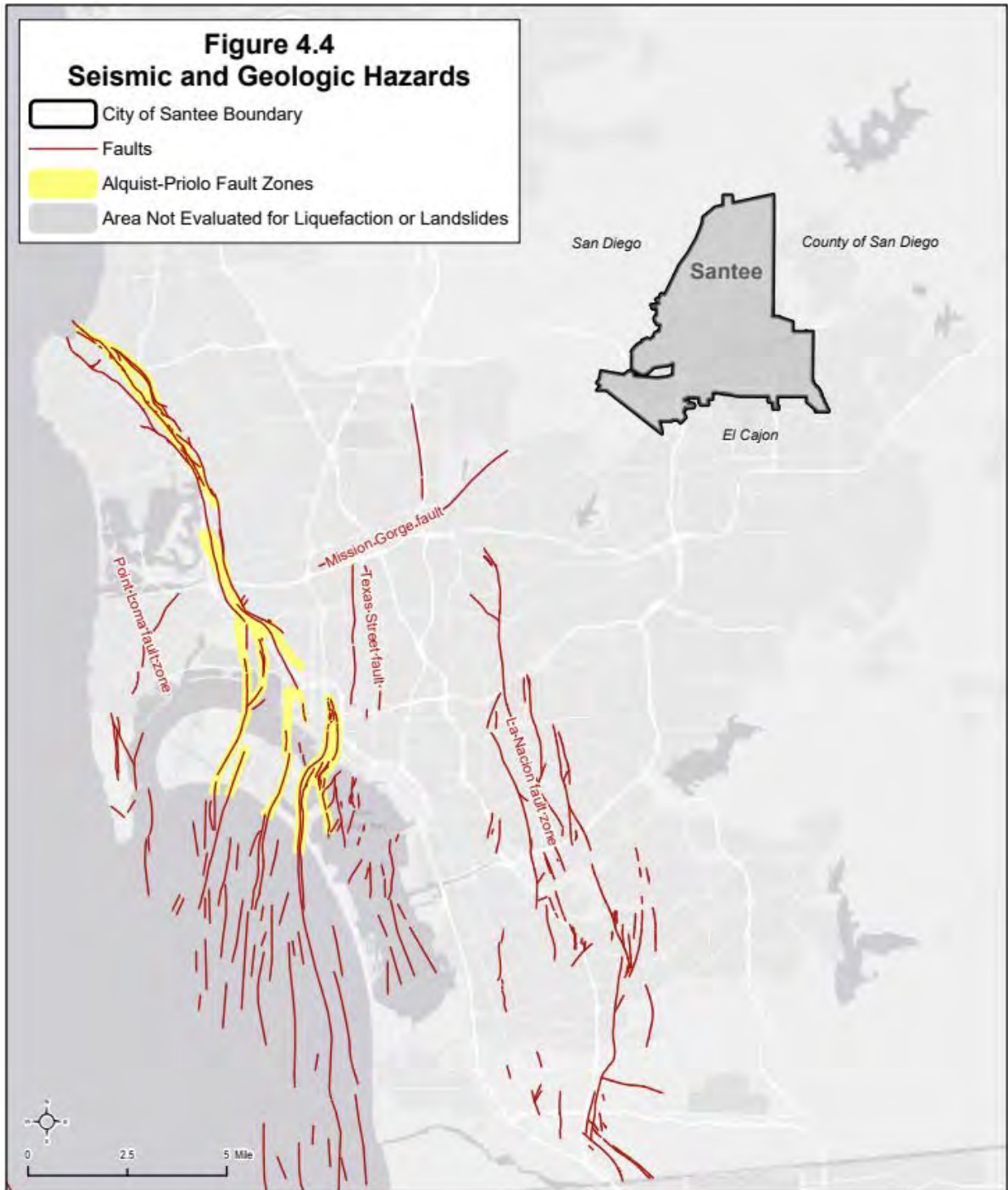
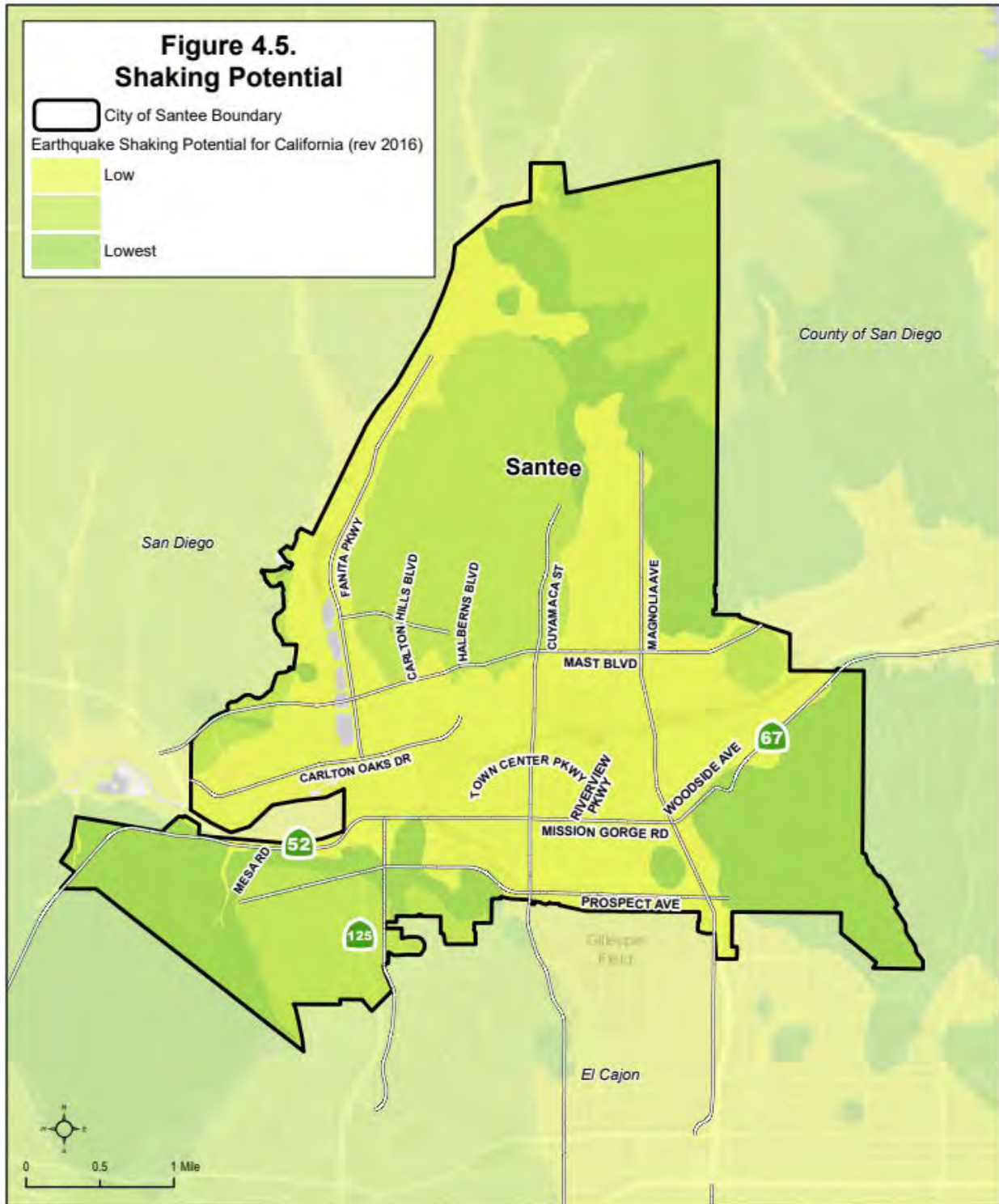


Figure 4.5. Earthquake Shaking Potential based on the State Probabilistic Seismic Hazard Map



## *Other Geologic and Seismic-Related Hazards*

### **Soil Liquefaction**

Liquefaction typically occurs when a site is in a zone with seismic activity, on-site soils are cohesionless or silt/clay with low plasticity, groundwater is encountered within 50 feet of the surface, and soil densities are less than about 70 percent of the maximum dry densities. If these four criteria are met, a seismic event could result in a rapid pore water pressure increase from the earthquake-generated ground accelerations.

Although the California Department of Conservation did not identify liquefaction potential in Santee, the soil deposits that may be susceptible to liquefaction are the young alluvial soils found in the San Diego River and its deeper tributary channels, such as Sycamore Creek, due to the level of groundwater and soil densities in these areas.

Although the major deposits of alluvial soils maybe susceptible to liquefaction, some areas may have a water table sufficiently deep or may have particular soil conditions that result in a very low potential for liquefaction based on the anticipated maximum intensity of shaking for the area. In general, for deposits with a water table below a depth of 50 feet, a seismic event would have to be especially strong for liquefaction to occur, and therefore, these deposits will have a low potential for liquefaction as a result of the maximum events anticipated. The evaluation of liquefaction should be performed on a project-specific basis by the geotechnical engineer of record.

Liquefaction-related distress could range from small, localized areas, wherein specially designed structures may experience damage, to liquefaction covering a large area, resulting in lateral movement of the near-surface deposits and subsequent heavy damage to any affected structures. The potential risk to a structure should be evaluated whenever development is proposed in a liquefaction susceptible area. Liquefaction studies should conform to the recommendations of the 2008 CGS Special Publication 117A titled Guidelines for Evaluating and Mitigating Seismic Hazards in California or other approved publications.

Sand boils occur where liquefiable soil is extruded upward through the soil deposit to the ground surface. Providing an increase in overburden pressure and a compacted fill mat can mitigate surface manifestation. Proposed projects that possess a potential for liquefaction should also include an evaluation of the likelihood of sand boils.

Lateral spreading occurs when liquefiable soil is in the immediate vicinity of a free face, such as a slope. Factors controlling lateral displacement include earthquake magnitude, distance from the earthquake epicenter, thickness of liquefiable soil layer, grain size characteristics, fines content of the soil, and standard penetration test blow counts. Lateral spreading should be evaluated on projects where liquefaction potential exists (**Appendix C**).

The anticipation of potential hazards due to liquefaction can be accomplished by the densification or removal of the potentially liquefiable soil or the use of foundation systems that still provide acceptable structural support should liquefaction occur. Soil densification can be accomplished by compaction grouting, vibrocompaction, soil mixing, and deep dynamic compaction (among others). Soil densification is generally used to increase density and provide liquefaction mitigation

of sensitive soil to relatively shallow depths over large areas. Deep foundation systems may be used to transmit structural loads to bearing depths below the liquefiable zones and may consist of driven piles or drilled piles. Deep foundations are designed to mitigate damage to the structures supported on the piles; however, they do not generally reduce the potential for damage to underground utilities and peripheral site improvements. The effects of differential settlement between rigid structures and attached settlement-sensitive surface improvements can be mitigated by designing the utilities to accommodate differential movement at the connections.

### **Seismically Induced Settlement**

Settlement due to seismic shaking can occur on sites if liquefaction potential exists or not (e.g., loose sands). As with the susceptibility to liquefaction, the soils most susceptible to seismically induced settlement in the Santee area are the loose alluvial soils of the San Diego River and its tributaries. Site-specific studies should be performed in these areas to evaluate the settlement potential during anticipated maximum seismic events.

### **Seismically Induced Landslides and Rock Falls**

Seismically induced landslides and rock falls are common in areas of high seismicity near the earthquake source. Over 11,000 such landslides occurred during the 1994 Northridge earthquake and mostly occurred in the mountains surrounding the Santa Clara River Valley. Seismically induced landslide and rock fall studies should be performed in accordance with current and applicable design standards, such as the CGS 2008 Guidelines for Evaluating and Mitigating Seismic Hazards in California.

### **Tsunamis and Seiches**

A tsunami is a series of long period waves generated in the ocean by a sudden displacement of large volumes of water. Causes of tsunamis include underwater earthquakes, volcanic eruptions, or offshore slope failures. Wave heights and runup elevations from tsunamis along the San Diego coast have historically fallen within the normal range of the tides. Santee is not included in a high-risk tsunami hazard area due to the elevation and distance from the Pacific Ocean; therefore, tsunamis and seiches are not considered hazards of concern. A seiche is a run-up of water within a lake or embayment triggered by fault- or landslide-induced ground displacement. Seiches may be a hazard when adjacent to the bodies of water within the City limits. Site-specific evaluations and discussions would be required for proposed site developments adjacent to the inland bodies of water.

### **Subsidence**

Subsidence is the gradual or sudden sinking of the ground surface. According to the County's 2023 MJHMP, subsidence often occurs when large amounts of groundwater have been withdrawn from certain types of fine-grained sediments. However, the soils in the county are largely granitic; therefore, it presents a minor threat to limited parts of the county. There is no historical record of this hazard in the region, and this hazard was excluded from further analysis in the 2023 MJHMP.

### **Surface Rupture**

Surface rupture is a break in the ground's surface and associated deformation resulting from the movement of a fault. Since there are not any faults in Santee, surface rupture is not anticipated to

be a hazard. Santee’s earthquake and ground shaking potential comes from nearby faults outside the City limits.

### Summary of Needs to Address Geologic/Seismic Hazards

While the certainty of occurrence, timing, and degree of significance of geologic and/or seismic hazards cannot be accurately predicted, it is possible to take appropriate actions that may minimize the loss of life and destruction of property in Santee caused by geologic or seismic hazards.

The City shall require that potential geologic hazards be investigated and evaluated at the environmental review stage prior to project approval. Such investigations shall include those identified in Table A-1, Determination of Geotechnical Studies Required, of the Geotechnical/Seismic Hazard Study (**Appendix C**). The City may request additional studies depending on the project location, project type, and possible updated information.

The level of geologic risk or hazard in a particular area and the basis for design considerations regarding types of structures and proposed location shall consider the following factors:

- The type and/or function of a structure.
- The presence of geological hazards at the proposed site.

The level of risk that can be accepted. For instance, in areas of potentially higher risk or where structures that are more critical are planned, special design considerations will be necessary to reduce the level of risk to an acceptable factor.

### 4.3 Urban/Wildland Fire Hazards

California’s increasing population and expansion of development into previously undeveloped areas is creating more wildland-urban interface (WUI) with a corresponding risk of economic loss caused by wildland fire. A “wildland fire” is defined as a fire occurring in a suburban or rural area that contains uncultivated lands, timber, range, watershed, brush, or grasslands. This includes areas where developed lands are adjacent to undeveloped, such as in Santee. Santee’s location in Southern California, surrounded by large areas of vegetated land, makes it a medium fire hazard area. The prevalence of brush-covered hillsides, many of which are not easily accessible, add to Santee’s fire hazards.

The most common type of home fires involve heating equipment that has been improperly designed, incorrectly installed, poorly maintained, or misused. This equipment includes wood stoves, fireplaces, chimneys, portable heaters, and other space heaters. Roughly 80 percent of the fires in Santee are in single-family residences.

A significant fire, one that burns a minimum of 500 acres and requires the heavy use of mutual aid resources, occurs in Santee on a periodic basis. The 2023 Community Risk Assessment Long-Range Master Plan states that the southwestern, northern, and eastern areas of the City pose the greatest risk from a wildfire. The Fanita Ranch and Rattlesnake Mountain areas of Santee, both of which represent inaccessible, elevated, brush-covered hillsides, have a higher-than-average proportion of the fires. Since 1950, 13 wildfires have occurred in Santee (**Table 4.3, *Historic Wildfires within the City of Santee [1950–2023]***).



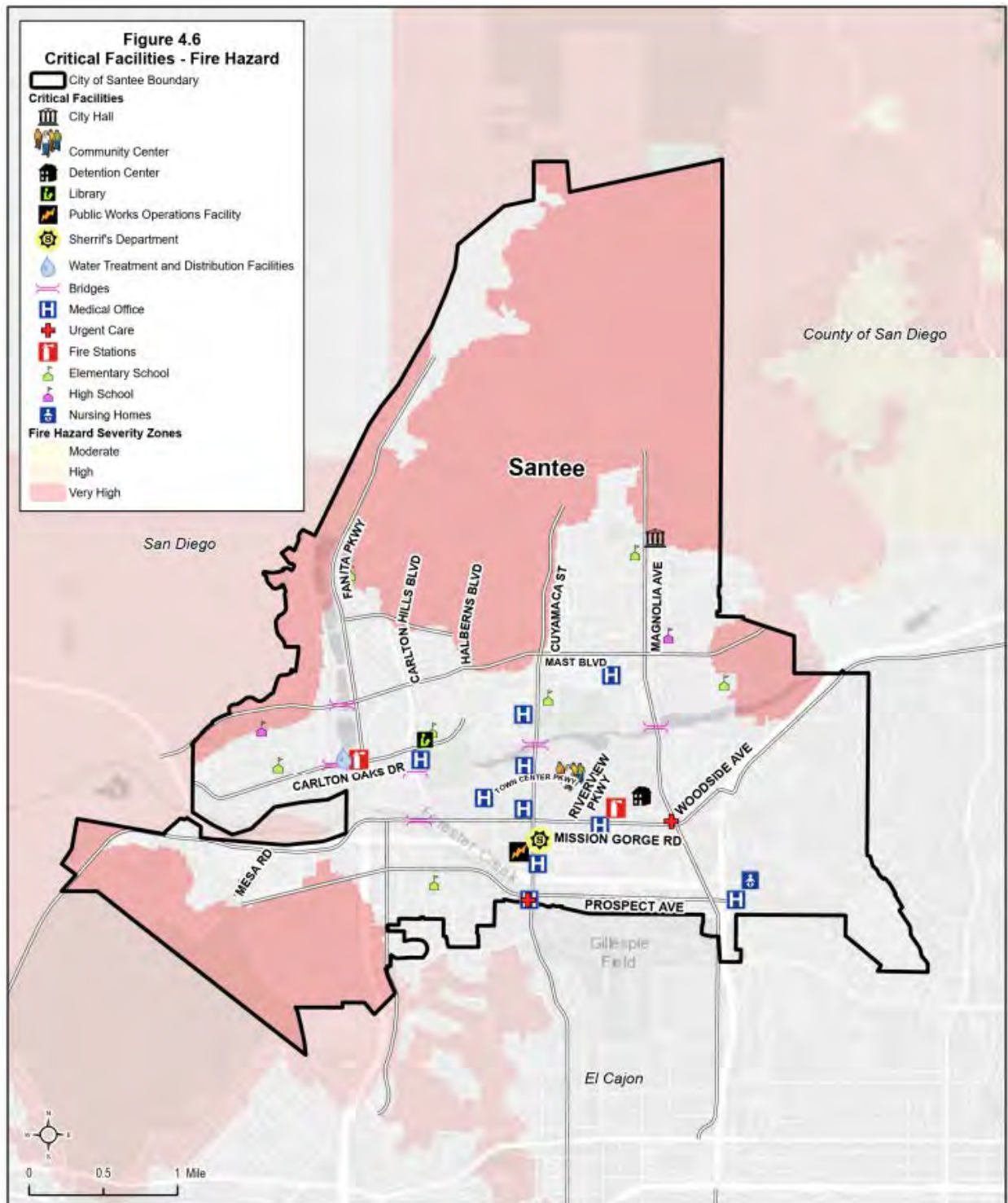
Table 4.3. Historic Wildfires within the City of Santee (1950–2023)

Fire Name	Start Date	Size (acres)
Quarry Fire	October 1950	281
Carlton Hills Fire	July 1966	329
No Name	1974	155
Assist #59	June 1981	7,311
Assist #72	July 1981	696
Outside Origin #4	1981	56
Outside Origin #1	March 1984	122
Assist #21	June 1984	62
Assist #38	April 1987	380
Assist #78	September 1988	935
Assist #59/Magnolia	November 1989	310
Rocoso Fire	January 1994	3,218
Cedar Fire	October 2003	280,278

In accordance with Gov. Code, Section 65302(g), this Safety Element update includes the evaluation of risk of fire for land classified as SRA and land classified as Very High FHSZs. SRAs are areas where the state has financial responsibility for fire protection. An FHSZ is an identified fire hazard area based on the physical conditions that create a likelihood and expected fire behavior over a 30-to-50-year period without mitigation measures, such as fuel reduction. These zones are based on factors such as fuel, slope, and fire weather.

The location of SRAs and FHSZs are identified using the California Department of Forestry and Fire Protection’s (CAL FIRE’s) Fire and Resources Assessment Program (FRAP). According to FRAP data, no SRAs are within the City boundary; therefore, the City has sole local financial responsibility for fire protection. There are, however, Very High FHSZs within the City boundary (**Figure 4.6, Fire Hazard Map**). The identification of FHSZs is used to implement WUI building standards for new construction, real estate disclosure at time of sale, 100-foot defensible space clearance requirements around buildings, and property development standards, such as road widths, water supply, and signage. Areas identified as a Very High FHSZs are primarily in the northern section of Santee. Much of the FHSZ covers undeveloped land. However, the zone also covers land along the western and eastern borders. **Figure 4.6** identifies Santee’s critical facilities (e.g., City operations, fire stations, police departments, schools, medical facilities, utilities) in the Moderate, High, and Very High FHSZs.

Figure 4.6. Fire Hazard Map



## Fire and Life Safety Services and Regulations

The Santee Fire Department provides the community with fire and life safety education, fire inspection and prevention services, code enforcement, vegetation management, emergency medical services, and trauma support. The department is also the City's lead for emergency preparedness, emergency management, and response to earthquakes, floods, explosion, fires, hazardous materials, rescue, and medical services in Santee. To plan for long-term fire risks to certain demographics, physical assets, structures, and critical infrastructure in the community, the Santee Fire Department updates its Community Risk Assessment Long-Range Master Plan. The most recent Community Risk Assessment prepared by the Santee Fire Department was published in March 2023. The 2023 Community Risk Assessment Long-Range Master Plan is incorporated into this Safety and Environmental Justice Element by reference.

The Santee Fire Department also provides fire protection, paramedic response, transport services to Santee. The Insurance Services Office (ISO) last surveyed Santee in 2021, and Santee received a Class 1 rating based on the ISO rating system of 1 through 10 (with the highest rating being 1 and the lowest being 10). The City maintains a minimum daily staffing of 19 emergency response personnel, including the battalion chief.

The Santee Fire Department currently has two fire stations—Station 4 and Station 5. Fire Station 4 is at 8950 Cottonwood Avenue, and Fire Station 5 is at 9130 Carlton Oaks Drive. In addition, a Fire Administration Building is at 10601 Magnolia Avenue (City Hall). The department is organized into the following three divisions:

Administrative: Finance, human resources, professional standards, information management, fleet and facilities support, grants, special programs and Emergency Management Services billing

Emergency Services: Incident response operations, training and safety, emergency medical services, emergency preparedness, communications, and special operations

Fire Prevention: Plan review, business inspections, public education, defensible space inspections for real estate transactions, community programs, water supply, and pre-fire planning

Additionally, vegetation management is contracted to a third-party consultant who performs weed abatement inspections and is overseen by the Santee Code Compliance Office. Fire investigation is contracted with the San Diego County Sheriff's Department Bomb/Arson Unit.

Fire Station 4 currently has one battalion chief vehicle and six response units—one fire engine, one fire truck, one brush engine, one paramedic ambulance, and one Basic Life Support (BLS) ambulance with a minimum daily staffing of 11 personnel distributed as follows:

- Fire Engine 4 is staffed with one captain, one engineer, and one firefighter-paramedic.
- Fire Truck 4 is staffed with one captain, one engineer, and one firefighter-paramedic.
- Brush Engine 4 is cross-staffed with personnel from Fire Truck 4. This crew cross-staffs the Truck and Brush units and respond in the appropriate apparatus based on the nature of the alarm.
- Paramedic Ambulance 4 is staffed with two firefighter-paramedics.

- BLS 4 is staffed with two non-safety Emergency Medical Technicians (EMT).
- Battalion Vehicle 2 is staffed with one battalion chief.

Station 4 also houses two reserve fire engines and four reserve ambulances.

Fire Station 5 currently has three response units—two fire engines and one paramedic ambulance with a minimum daily staffing of eight personnel distributed as follows:

- Fire Engine 5 is staffed with one captain, one engineer, and one firefighter-paramedic.
- Fire Engine 205 is staffed with one captain, one engineer, and one firefighter-paramedic.
- Paramedic Ambulance 5 is staffed with two firefighter-paramedics.

Response time is defined as the amount of time it takes for the units having received notification to their arrival at the scene. The National Fire Protection Association (NFPA) 1710 Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments establishes a 5-minute and 20-second benchmark response time goal for not less than 90 percent of dispatched incidents. The Santee Fire Department’s response times vary in Santee, but the first due response time for a structure fire is 7 minutes and 33 seconds. The first due response time for rescue and emergency medical services calls is 7 minutes and 27 seconds.

NFPA 1710 lists several travel time requirements for apparatus. The first defined travel time, 4 minutes, is for the first unit, either an engine or a truck that can operate as an engine, and the first engine should arrive within 8 minutes for a moderate-risk structure fire. NFPA historically defined advanced life support (ALS) unit’s travel time as 8 minutes. Certain areas in northern and southern Santee struggle to meet the 8-minute effective response force travel time goals established by the NFPA. In addition, much of the City does not meet the 4-minute travel benchmark. To meet the NFPA travel time standards, additional fire stations are needed.

However, the City has a signed automatic aid agreement on first alarm or greater fires with adjacent and nearby fire departments including Alpine Fire Protection District, El Cajon Fire Department, Lakeside Fire Protection District, La Mesa Fire Department, Lemon Grove Fire Department, San Miguel Fire Protection District, and City of San Diego Fire Department. Each participating member has a mutual aid agreement with the others and participate in the Unified San Diego County Emergency Services Organization to provide paramedic and fire protection services in the event that additional firefighting units are required. The City is also part of both the San Diego County and State of California Master Mutual Aid Agreements and maintains a separate agreement with CAL FIRE and the U.S. Forest Service.

### **Paramedic Services**

Paramedic ALS services and BLS are currently provided with first responding fire companies and transport ambulances. All fire department apparatus and paramedic ambulances are staffed with firefighters and paramedics who are highly trained to administer advanced life support procedures on emergency incidents. A BLS ambulance is staffed with two non-safety emergency medical technicians and used for lower acuity calls to provide basic life support services. The Santee Fire

Department and the Lakeside Fire Protection District previously provided ambulance transport service under terms of a contract with County Service Area 69. As of January 1, 2023, the Santee Fire Department and the Lakeside Fire Protection District provide ambulance transport service through the Santee Lakeside Emergency Medical Service Authority JPA. All firefighters hired by the Santee Fire Department are required to possess State of California and County of San Diego paramedic certifications.

### **Public Education and Awareness**

The Santee Fire Department also operates many community outreach and education programs to help mitigate potential safety issues for Santee residents. These Community Risk Reduction activities include the following, along with a variety of other services designed to enhance the collective emergency preparedness for the community:

- Senior Smoke Detector Program
- Senior Citizen Outreach and Safety Education
- 3rd Grade Fire Prevention Poster Contest
- Annual Open House and Community Safety Fair
- Community Cardiopulmonary Resuscitation training
- Community Emergency Response Team training
- First-Aid/Community Risk Reduction information booths at Citywide events
- “Every 15-Minutes” participation with local high schools
- Fire station tours
- Classroom presentations
- Social Media Public Service Announcements

### **Requirements for New Development**

All new construction in Santee requires the installation of fire sprinklers, which further reduces potential for fire loss. The City requires a minimum pressure flow of water for fire protection purposes based on the type of structure. While currently no firefighting water flow pressure problems occur in Santee, much of the future development may occur on the tops or sides of hills in the northern part of Santee where water pressures are lower.

To address fire and life safety issues on new development, the Santee Fire Marshal reviews all proposed residential, commercial, and industrial projects through the City’s Development Review process. In this way, it is possible to ensure that adequate fire hydrant locations, water flow pressures, access for emergency vehicles, and other requirements are met.

## ***Summary of Needs to Address Urban/Wildland Fire Hazards***

Santee's recent wildfire fire history is primarily related to fires in the Forester Creek and San Diego River areas, where 309 Fires have occurred between September 1, 2020, and January 1, 2024. The fires in the Forester Creek and San Diego River appear to be related to the homeless population residing in the area. Additionally, Santee's fires are related to the large amount of brush-covered vacant land in Santee, which is often not easily accessible by emergency vehicles. As development in Santee's vacant hillside areas proceeds, the preventative measures below should be required to ensure fire safety.

### ***Construction***

To avoid construction-related wildfires, adequate water shall be available to service construction activities, a Fire Prevention Plan shall be prepared, and proper wildfire awareness shall be provided, including reporting and suppression training to construction personnel and requiring that all construction-phase components of the fuel modification are complete prior to delivery of combustible materials/lumber to the project site. Prior to combustible materials being brought on site, utilities shall be in place, fire hydrants operational, an approved all-weather roadway must be in place, and the fuel modified defensible space must be established and approved by the Fire Marshal.

### ***Operation***

Development should include a variety of fire protection features that form a redundant system of protection to minimize the likelihood of wildfire exposing people or structures to a significant risk of loss, injury, or death involving wildland fires. The development should provide a fire-hardened landscape, ignition-resistant residences and buildings, and conversion of fuels to maintained developed areas with designated review of all landscaping and fuel modification areas and highly ignition-resistant structures.

### ***Wildland-Urban Interface***

The 2023 Community Risk Assessment Long-Range Master Plan includes a map of WUI areas within the City. These areas are primarily along the City's boundaries in its northern, western, southwestern, southeastern, and eastern portions. The City's critical fire station, hospitals, and medical clinics are all located outside of the WUI areas, as shown on **Figure 4.7, Wildland-Urban Interface Map**. Land uses within the WUI areas in the City primarily include planned development, parks and open space, and residential development.

The Santee City Council adopted a WUI development standard in November 2004 and then amended the City's Fire Code with adoption in June 2006. Measures were also adopted into the 2007 CBC and have been retained and enhanced in code updates since then, including the 2022 CBC and California Fire Code. The following project features are required for new development in WUI areas and form the basis of the system of protection necessary to minimize structural ignitions and facilitate access by emergency responders as identified in the Fire Prevention Plan. Development within WUI shall comply with the most current codes and standards.

***Fuel Modification Zones***

Modified fuel areas separating wildland fuel areas from structures can reduce the number of fuel-related structure losses by providing separation between structures and heat generated by wildland fuels. Fuel Modification Zones provide appropriate buffers between native fuels and structures based on research indicating the type and width of Fuel Modification Zones that provide protection. Santee’s defensible space requirement is a 100-foot minimum for fuel modification between structures and wildland areas.

***Fire Protection Infrastructure***

Installation of a fire hydrant network, a dedicated fire water pipeline system to provide adequate fire flow to the project site, and fire department hose connections throughout the project site. The availability of the on-site fire suppression network and water supply would reduce potential wildfire impacts. The City’s Fire Code includes requirements for water supply, such as fire hydrants and storage tanks. Within FHSZs and WUI areas, fire hydrants must be spaced every 300 feet and must have a fire flow of 2,500 gallons per minute, or a fire flow approved by the Fire Chief. Additionally, the 2023 Community Risk Assessment Long-Range Master Plan depicts buildings within the City that may require a larger amount of water (i.e., greater than 3,000 gallons per minute) to extinguish a fire. The document also depicts the locations of all active fire hydrants within the City. Developments that require new or “stand alone” water storage facilities may also be required to provide secondary or backup systems, such as independently powered pumps that will ensure adequate water supply for firefighting emergencies. Secondary or backup systems create redundancy in the event the primary system fails and increases resilience of the system.

Establishing and adhering to minimum road width and clearances around structures ensures that fire response equipment and personnel can access buildings and people throughout Santee. According to City’s Fire Marshall, fire apparatus require a horizontal clearance of at least 26 feet and vertical clearance of at least 13.5 feet. The Circulation Plan in the Mobility Element of the Santee General Plan identifies the roadway classifications and cross-section for each. The different roadway classifications identify the minimum road width for prime arterials, major arterials, collector industrial, collector residential, parkway, multimodal corridors, and regional facilities. Refer to the Mobility Element for the individual widths for reach roadway classification. Adhering to these standards will ensure accessibility for emergency and fire personnel.

***Emergency Vehicle Access***

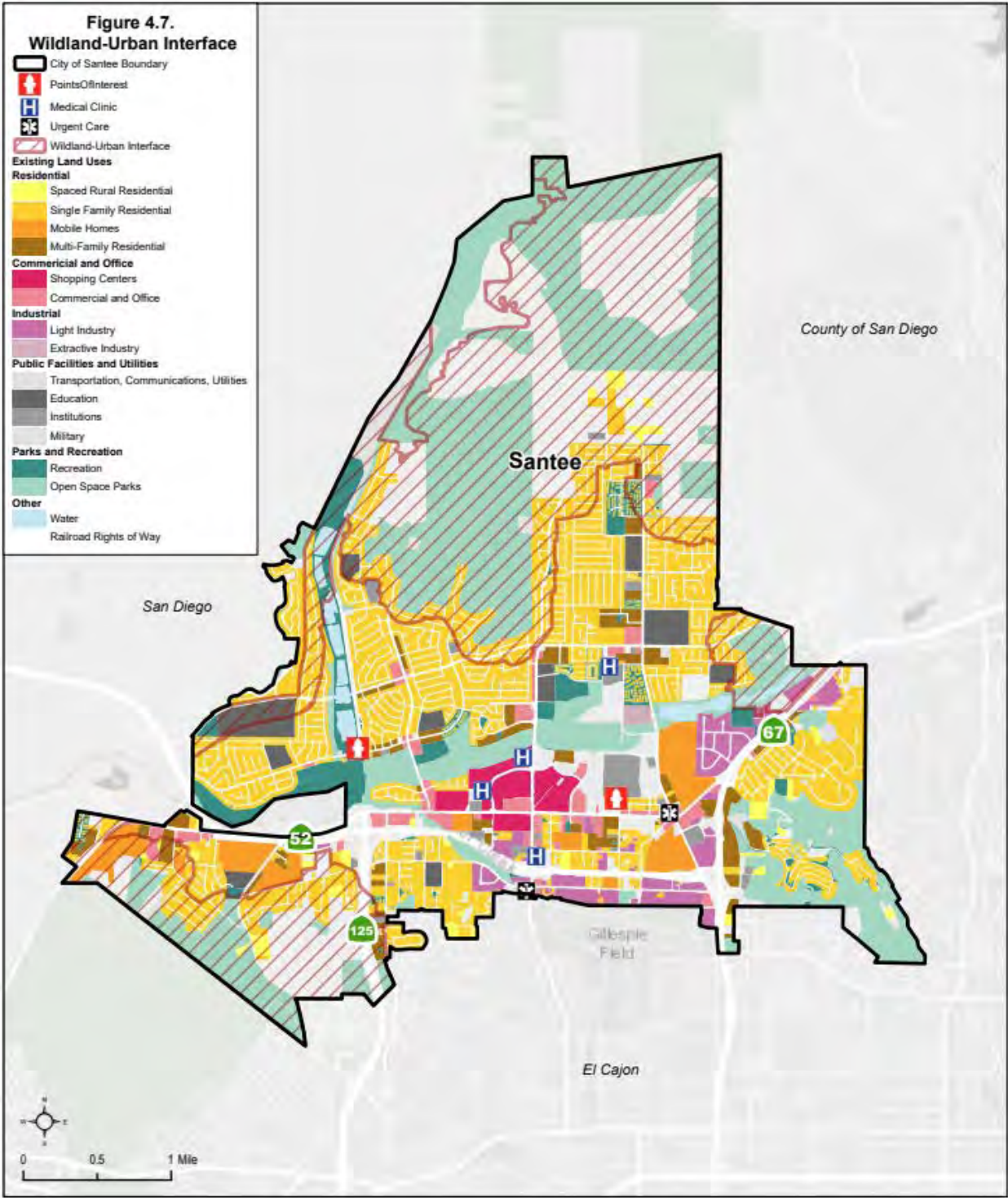
A Fire Protection Plan and Wildland Fire Evacuation Plan are required for all new development in Wildland Urban Interface (WUI) areas and must meet City and County requirements and prevent any conflicts with current evacuation plans. Details of the emergency access routes must be described in the Fire Protection Plan and Wildland Fire Evacuation Plan prepared for a proposed project and must be designed to comply with current and future population growth, roadway conditions, and access availability.

### *Weed Abatement Program*

The City contracts with a third-party consultant to conduct weed abatement inspections annually. If weed violations are identified, the consultant sends the property owner a notice to comply. The City is involved if the owner fails to comply by the 30-day deadline. An additional notice is sent prior to forced abatement which is at the owner's expense.



Figure 4.7. Wildland-Urban Interface Map



4.4 Crime

Police protection for Santee residents is provided by the County Sheriff’s Department, which operates out of the Santee Sheriff’s Station at 8811 Cuyamaca Street. Additionally, a Sheriff’s

storefront is operated in the Santee Trolley Square Town Center at the northwestern corner of Mission Gorge Road and Cuyamaca Street. The storefront includes an active volunteer unit that provides community services including vacation checks and regular visits to homebound citizens.

The Santee Sheriff's Station has over 70 employees providing patrol and traffic services, criminal investigations, juvenile intervention, crime analysis, and crime prevention education. The ratio of officers to population in Santee is 1.23 per 1,000 residents. In 2022, Santee had a quicker priority call response time than the county average. For Santee, the average priority call response time was 9.2 minutes and the average response time for traffic was 9.59 minutes. Santee has consistently had one of the lowest crime rates in the county, which according to the Federal Bureau of Investigation (FBI) index crime rate in 2022 was 11.85 per 1,000 population. This fell within the lower range for crime rates throughout the county.

Larceny thefts and thefts from vehicles are now the largest reported crime problem in Santee, although Santee's crime rate is well below the average for the county as a whole. In general, higher density residential areas tend to have more property-related crimes than single-family residential areas, with businesses being the main target for larceny crimes.

The County Sheriff's Department administers a Neighborhood Watch Program in Santee, aimed at reducing the number of burglaries which involves joint efforts of the County Sheriff's Department and the community designed to enhance neighborhood security.

The County Sheriff's Department also offers a video-sharing program known as "Safe Santee" that allows the public to share live video footage with the Sheriff's Department to monitor real-time criminal activities.

The County Sheriff's Department uses a Community Oriented Policing and Problem Solving (COPPS) approach to crime prevention. COPPS is an effective community policing with a positive impact on reducing crime, helping to reduce fear of crime, and enhancing the quality of life in the community by combining the efforts and resources of the police, local government, and community members.

### **Crime Prevention through Environmental Design**

One of the proactive strategies used by the County Sheriff's Department to address thefts and other crimes in the community is the Crime Prevention through Environmental Design (CEPTD) program. This program emphasizes the application of preventative measures in new construction and existing spaces. To reduce potential incidents of crime, CEPTD emphasizes the importance of the physical environment of a building or neighborhood related to four primary concepts—natural surveillance, territoriality, access control, and maintenance. Site design, landscaping, and lighting are major components of the four concepts. Decisions made by local governments including planners, designers, and law enforcement officials can influence resident and business conditions and behavior. The CEPTD program is incorporated into Section 13.10.040M of the Santee Municipal Code, by establishing the minimum site and building standards, including defined entrances, landscaping, architectural design, lighting; natural surveillance through visibility and lighting; defined site boundaries and territorial reinforcement through landscaping and decorative fencing; designed wayfinding signage; and maintenance requirements.

The County Sheriff's Department COPPS and Crime Prevention Units review all new development proposals as part of the City development review process to incorporate safety recommendations and CEPTD principles into the design of new developments.

### **School Resource Officers**

The City also funds two School Resource Officer (SRO) positions, when funding is available. SROs are assigned to the Santana and West Hills High Schools. The SROs are an educational resource, providing both intervention and follow-up services. They act as an on-campus resource for school students to both provide a law enforcement liaison and to ensure a safe environment for learning.

### **Las Colinas Detention and Reentry Facility**

The County Sheriff's Department operates the Las Colinas Detention and Reentry Facility, the primary point of intake for women in the county, with a Board of State and community Corrections (BSCC) rated capacity of 1,280 people and an average daily population of 500 incarcerated persons. The facility is in Santee at 451 Riverview Parkway on a 45-acre site also listed as 9000 Cottonwood Avenue. The facility opened in August 2014, replacing the 1967 Las Colinas Detention Facility that operated for a period of time as a juvenile facility. Over 8,000 bookings of female prisoners are performed every year at the facility for regional law enforcement agencies. Las Colinas Detention and Reentry Facility is staffed by approximately 232 sworn employees and 130 professional staff members, making it one of the largest employers in Santee.

### **Summary of Needs to Address Crime**

The most frequent crimes in Santee are thefts and burglaries within commercial areas especially along Mission Gorge Road. These crimes can continue to be addressed for new development through the use of improved building design techniques and lighting, which take into consideration defensible space strategies, and CEPTD. Additionally, the City can continue to address crime through the continued promotion of the COPPS and the Neighborhood Watch Program, as well as enforcement actions for existing developed areas of Santee.

## **4.5 Traffic Hazards**

Roughly 108 miles of roads are in Santee. Most streets have been well maintained and do not present significant driving hazards. The main cause of traffic collisions appears to be correlated with unsafe speed and improper turning. Most collisions occur on the major streets in or near intersections where traffic is heaviest and turning movements are frequent, such as the intersection of Mission Gorge Road at Cuyamaca Street. This intersection is the focal point of the Santee Trolley Square Town Center and serves as the terminus of the San Diego Trolley East (Green) Line.

Mission Gorge Road has the highest number of accidents due to the amount of traffic this facility handles per day. This east-west roadway serves primarily commercial and business establishments. With these types of land uses, an increase in conflicting traffic movements may contribute to potential vehicle collisions on this street. Currently there are over 45,000 vehicles per day on portions of Mission Gorge Road and 39,000 vehicles per day on Cuyamaca Street.

The City has installed light emitting diode (LED) traffic signal lights throughout Santee. These lights use less energy and are more visible. Major intersections have installed battery backup power so that in the event of a power outage, these key intersections will continue to operate smoothly, reducing the potential for traffic collisions. The City has also installed reflective tapes on traffic signal heads to make signals more visible in low lights and during power outages.

### **Summary of Needs to Address Traffic Hazards**

Traffic collisions along Mission Gorge Road are primarily due to heavy traffic volumes in association with numerous entrances and exits, which results in an increase of conflicting traffic movements. The City should continue to require the installation of shared driveways and reciprocal access between adjoining properties in association with the implementation of other traffic control devices, including the use of center medians, left-turn pockets, and signalized intersections, all of which would reduce conflicting traffic movements and the potential for traffic collisions.

## **4.6 Light-Rail Transit Hazards**

The San Diego Transit System was established in 1948, replacing the San Diego Electric Railway Company. On April 24, 1949, rail transit ended as motor buses made San Diego the first California city to convert to an all-bus system. In 1967, San Diego Transit became a nonprofit corporation with the City of San Diego. In 1976, then Metropolitan Transit Development Board was formed, and in 1981, San Diego Trolley, Inc., was formed. The San Diego Trolley inaugural run took place on the 15.9-mile "South Line" between the international border and Downtown San Diego on July 19, 1981, representing the first light-rail run in 3 decades. In 1984, the Metropolitan Transit Development Board broke ground on a 4-mile extension east from the 12th and Imperial Station, becoming the first leg of the future East Line (later renamed the Orange Line). On November 17, 1986, the Metropolitan Transit Development Board held a groundbreaking for the next 11.7-mile East (Orange) Line segment, and on July 26, 1995, the segment between the El Cajon Transit Center and Santee Trolley Square Town Center opened.

The MTS is currently the public transit service provider for San Diego County. The MTS San Diego Trolley system includes 63 stations serving three primary trolley lines. Most of the stations are at, or near, ground-level, including the Santee Trolley Square station. The Santee Trolley Square station includes free parking and connections to MTS bus lines. The San Diego Trolley's main lines operate with regular service between 5:00 a.m. and midnight 7 days per week, with station stops every 15 to 30 minutes. In 2019, the entire San Diego Trolley system provided over 38 million passenger trips. The San Diego Association of Governments 2050 Regional Transportation Plan forecasts 156 new miles of trolley service; however, none of these new miles are proposed in Santee because Santee is at the end of the East (Green) Line. From the Grossmont Trolley Station in La Mesa, both the Orange and Green Lines head northeast to the Arnele Avenue station in El Cajon where the Orange line terminates. From there, the Green Line continues into Santee.

To prevent transit delays, a priority system is used to manage traffic signal operations at or near crossings. The trolley priority system works as follows:

- The trolley dwells in the station until a count-down timer counts to zero.

- The trolley departs within 5 seconds after the zero point of the count-down timer.
- If the departure window is missed, the trolley must wait until the beginning of the next cycle.
- As long as the trolley leaves the station during the departure window, it will receive green lights at all of the downstream signals until it reaches the next station.

The trolley priority system is successful in increasing the efficiency of trolley operations. The priority system has been enhanced from a “passive” to an “active” system including train detectors embedded at predetermined locations and traffic system controllers which trigger signal changes at intersections if a train is detected. The monitoring and management of traffic signals, signage, pavement markers, and related equipment at intersections protect public safety as trolleys traverse major intersections, such as the following:

- Cuyamaca Street and Prospect Avenue (four-way)
- Cuyamaca Street and the SR-52 eastbound off-ramp
- Cuyamaca Street and SR-52 westbound off-ramp
- Cuyamaca Street and Buena Vista Avenue (four-way)
- Cuyamaca Street and Mission Gorge Road (four-way)

Two private lanes cross the tracks and pedestrian track crossings are within the premise of the Santee Trolley Square Town Center. As a light-rail transit line, the trolley provides an important service for regional and local passenger transit. However, it also presents safety concerns as a potential source of collisions with vehicles, bicyclists, and pedestrians due to the rail line’s location adjacent to busy City streets.

### **Summary of Needs to Address Light-Rail Transit Hazards**

The City should continue to assess safety conditions associated with collisions between vehicles, bicyclists, and pedestrians due to the rail line’s location adjacent to busy City streets.

## 4.7 Airport Hazards

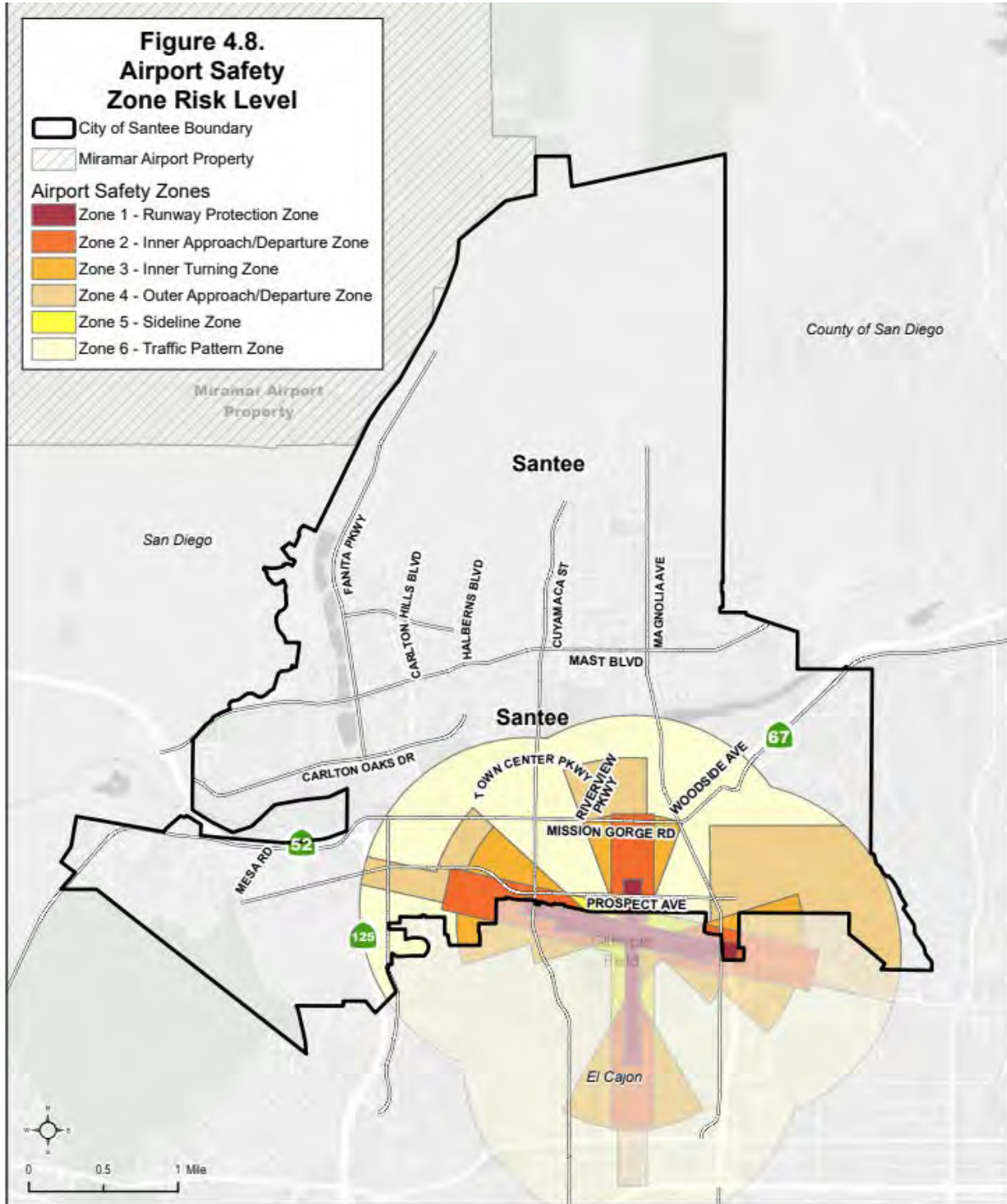
The City is situated between two aircraft operation areas: Marine Corps Air Station (MCAS) Miramar to the northwest and Gillespie Field immediately south of Santee (**Figure 4.8, *Airport Safety Zone Risk Level***). The San Diego County Regional Airport Authority, acting as the Airport Land Use Commission (ALUC) is responsible for adopting Airport Land Use Compatibility Plans (ALUCP)s. The basic function of an ALUCP is to promote compatibility between an airport and surrounding land uses that lie within the airport's designated Airport Influence Area to the extent that these areas are not already devoted to incompatible uses. The ALUCP is also intended to protect the safety of the public from airport-related hazards. The ALUCP includes specified limitations and conditions on the future development of new land uses surrounding the airport. The ALUCP consists of several components, including provision of airport information, compatibility policies and criteria (e.g., height restrictions to prevent obstructions to navigable airspace), compatibility maps, procedural policies, and land use information. It addresses noise, overflight, safety, and airspace protection concerns for land uses within the Airport Influence Area. The ALUCP also establishes standards for certain development projects to provide constructive notice to current and prospective property owners of aircraft activity within the vicinity of the airport.

Additionally, the Federal Aviation Administration (FAA) establishes airspace protection surfaces in the airspace above and surrounding airports to protect aircraft from obstructions, such as buildings and towers, in navigable airspace. ALUCP safety zones are derived from general aviation aircraft accident location data found in the California Land Use Planning Handbook and data regarding the airport's runway configuration and operational procedures at the airport.

Under certain circumstances, developers of specific properties may be required to dedicate aviation easements to the airport owner. Among other things, an aviation easement grants the right of flight in the airspace above the property; allows the generation of noise and other impacts associated with overflight; restricts the height of structures, trees, and other objects on the property; prohibits potential on ground flight hazards (e.g., sources of light/glare); and permits access to the property to remove or mark objects exceeding the established height limit.

New development proposals in the Airport Influence Area must process a consistency determination application and be found to be consistent or conditionally consistent with applicable land use compatibility policies with respect to noise, safety, airspace protection, and overflight as contained in the ALUCP. Additionally, development proposals are required to comply with FAA regulations concerning the construction or alteration of structures that may affect navigable airspace.

Figure 4.8. Airport Safety Zone Risk Level



## *MCAS Miramar*

MCAS Miramar, formerly Naval Auxiliary Air Station Miramar and Naval Air Station Miramar, is a U.S. Marine Corps installation home to the 3rd Marine Aircraft Wing, which is the aviation element of the 1st Marine Expeditionary Force. MCAS Miramar is adjacent to Santee's northwestern boundary, and its runways are approximately 5.5 miles west of the City boundary. MCAS Miramar's Airport Influence Area, Review Area 2, includes portions of Santee. MCAS Miramar is not a public airport and is restricted to military use, providing facilities and services to various Marine Corps and Navy operating units.

MCAS Miramar is composed of three runways, one helicopter landing deck strip, six helicopter pads, and multiple support facilities. The primary runway is 12,000 feet long, whereas the secondary runway is 8,000 feet long. The helicopter landing deck strip (24S/06S runway) is 1,000 feet long for helicopter pattern operations and parallels the primary and secondary runways to the south. Helicopter Pads 1 through 6 are northwest of the main runways. Due to the prevailing winds, Runways 24R and 24L historically receive 95 percent of all operations with aircraft departing and approaching into the offshore wind. During certain weather conditions (e.g., Santa Ana winds), Runways 6L and 6R are used to ensure safety of flight.

Operational aircraft at MCAS Miramar have changed over the years from F-4s in the 1970s to the F-14s during the 1980/1990s. MCAS Miramar was identified for realignment during the 1993 Base Realignment and Closure round that subsequently recommended formal closure of MCAS El Toro and MCAS Tustin. The realignment of MCAS Miramar was completed with the relocation of personnel, support requirements, and airframes from MCAS El Toro and MCAS Tustin to the San Diego region. The move to MCAS Miramar from MCAS El Toro and MCAS Tustin included the assignment of both fixed and rotary-wing aircraft, including the Fighter Attack (F/A)-18 "Hornets," KC-130s "Hercules," CH-46 "Sea Knights," and CH-53 "Super Stallions." MV-22B "Ospreys" (9-tiltrotor aircraft) have operated out of MCAS Miramar since 2008, while the F-35 was more recently homebased in 2020. MCAS Miramar will remain home to the projection of Marine Corps' West Coast air power indefinitely as the remaining F/A-18 squadrons transition to F-35B and F-35C squadrons.

Within the MCAS Miramar Airport Influence Area, the ALUCP establishes Airport Safety Zones based on the Air Installations Compatible Use Zone (AICUZ) for the purpose of evaluating safety compatibility of new/future land uses. The Airport Safety Zone boundaries depict relative risk of aircraft accidents occurring near the airport with accident potential zones extending west toward the Pacific Ocean. Portions of the City of Santee will experience regular overflight and noise from military aircraft.



## *Gillespie Field*

Gillespie Field was established in 1942 and is owned and operated by the County of San Diego. Located in the northwestern portion of El Cajon, with a small portion in Santee, the airport includes three runways, two of which are generally oriented east–west and one which is oriented north–south. According to the County of San Diego Department of Public Works website accessed on January 2024, Gillespie Field has a significant economic impact of over \$900 million and over 6,000 jobs. Gillespie Field is essential in supporting emergency responders and is home to Sheriff Aerial Support to Regional Enforcement Agencies (ASTREA), firefighting helicopters, and medevac helicopters and jets. Gillespie Field also supports business aviation for companies in the Southern California region as well as supports nonprofits such as the Air and Space Museum Annex—where aircraft are flown in on their last voyage and decommissioned for museum display at Balboa Park. Gillespie Field is a public-use airport serving a vital role as a National Reliever for the National Plan of Integrated Airport Systems.

According to the FAA, the airport ran approximately 226,887 aircraft operations (takeoff and landings) during 2016, averaging 622 operations per day. This rate has dropped from a high of more than 300,000 operations in 1979, and a total of 247,478 operations per year are projected by 2025. Two-thirds of the operations are performed by single-engine piston aircrafts, and approximately 25 percent of total annual operations are performed by helicopters.

The Gillespie Field ALUCP has a designated Airport Influence Area. Runway Protection Zones (RPZs) are areas of significant risk resulting from aircraft takeoff and landing patterns. While the RPZs for Gillespie Field fall mainly within airport boundaries, there are several County-owned properties north of the airport on Prospect Avenue that are within the designated RPZ. These properties are designated as Park/Open Space to reflect their airport function. There are also a number of privately owned parcels within the RPZ that cannot be further built upon per FAA guidelines.

The Gillespie Field ALUCP is prepared according to Caltrans Division of Aeronautics requirements and adopted by the San Diego County Regional Airport Authority. The Gillespie Field ALUCP seeks to reduce exposure to excessive noise and safety hazards within the Airport Influence Area, provides for the orderly growth of the airport and the area surrounding the airport, and safeguards the general welfare of the inhabitants within the vicinity of the airport and the public in general.

The Airport Influence Area includes a large portion of Santee and portions of El Cajon and areas within unincorporated San Diego County. Within the Airport Influence Area, the Gillespie Field ALUCP establishes six Airport Safety Zones for the purpose of evaluating safety compatibility of new/future land use actions. The ALUCP limits development intensities in these zones by imposing floor area and lot coverage maximums, incorporating risk reduction measures in the design and construction of buildings, and/or restricting certain uses altogether. Generally, permissible uses and development intensities range from most restrictive in Airport Safety Zone 1 to least restrictive in Airport Safety Zone 6. For example, all residential and virtually all non-residential uses are considered incompatible land uses in Zone 1, while all land uses in Zone 6 are considered to be either compatible or conditionally compatible with the airport.

## *Summary of Needs to Address Airport Hazards*

Various levels of governments have differing roles and interests with land use planning around airports.

**Federal:** The FAA approves airport noise studies, serves as the lead agency in the federal environmental review process, and manages the nation’s airspace. The FAA publishes airport standards and provides planning guidance for use by airport sponsors.

**State:** The state provides for the integration of aviation into transportation systems planning on a regional, statewide, and national basis. Staff administer noise regulation and land use planning laws that foster compatible land use around airports and encourages environmental mitigation measures to prevent incompatible land use encroachment.

**ALUC:** ALUCs prepare ALUCPs and ensure regional and local land use plans are consistent with the ALUCP. ALUCs establish advisory policies on land uses surrounding the airport, ensuring they are compatible with airport operations. ALUCs also evaluate the compatibility of proposed local agency land use policy actions with the relevant provisions in the ALUCP. Risks to people and property on the ground within the vicinity of the airport and to the people on board the aircraft are considered.

**Local Government:** Cities and/or counties have a responsibility to ensure the orderly development of the airports within their local jurisdiction and ensure that all applicable planning documents and building regulations are consistent with the ALUCP. They also have the final decision on local land use issues and can overrule ALUC determinations with findings, subject to statutory procedure.

For example, as established by state law (Pub. Util. Code, Section 21670), the ALUC has the responsibility both “to provide for the orderly development of airports” and “to prevent the creation of new noise and safety problems.” ALUC policies thus have the dual objectives of (1) protecting against constraints on airport expansion and operations that can result from encroachment of incompatible land uses, and (2) minimizing the public’s exposure to excessive noise and safety hazards. To meet these objectives, the City must continue to ensure that future development or redevelopment within the Airport Influence Area address the following noise, safety, airspace protection, and overflight factors to avoid potential airport compatibility impacts, as assessed in the Gillespie Field ALUCP.

**Noise.** The purpose of noise compatibility policies is to avoid the establishment of new incompatible land uses and exposure of the users to levels of aircraft noise that can disrupt the activities involved. The characteristics of Gillespie Field and the surrounding community are considered in determining the level of noise deemed acceptable for each type of land use. The noise contours established for the purpose of evaluating noise compatibility are depicted on Exhibit III-1 of the ALUCP. Strategies to minimize risk include the following:

- Prohibit outdoor and indoor noise-sensitive uses
- Require sound attenuation of buildings containing noise-sensitive uses

**Safety.** The purpose of safety compatibility policies is to minimize risks to the public in the event of an aircraft accident or emergency landing outside airport boundaries. Strategies to minimize risk include the following:

- Reduce concentrations of land use by limiting residential densities and non-residential intensities that attract people in locations most susceptible to an off-airport aircraft accident
- Prohibit certain risk-sensitive uses, such as schools and hospitals, and aboveground storage of flammable or hazardous materials regardless of the number of people involved

**Airspace Protection.** The purpose of airspace protection compatibility policies is to ensure that structures and other uses of the land do not cause hazards to aircraft in flight within the airport vicinity. Strategies to minimize risk include the following:

- Comply with standards set forth in the Code of Federal Regulations Part 77 and determination from the FAA that the object would not be hazard
- Comply with the minimum separation criteria for land use practices that have the potential to attract wildlife that could be hazardous to aircraft in the vicinity of airports
- Minimize land use characteristics that create visual or electronic interference (i.e., lights, glare/night smoke, dust, steam) with aircraft navigation or communication

**Overflight.** The purpose of overflight compatibility policies is to help notify people about the presence of overflights near airports so that they can make informed decisions regarding acquisition or leasing property in the affected areas. Noise, vibration, fuel vapors, and particulate deposits from aircraft overflights, especially by comparatively low-altitude aircraft, can be intrusive and annoying in locations beyond the limits of the mapped noise contours. Strategies to address overflight annoyance include the following:

- An overflight notice indicating that the property is within an area that is routinely subject to overflights by aircraft using Gillespie Field and residents may experience inconvenience, annoyance, or discomfort arising from such operations.
- California state law requires that, as part of many residential estate transactions, information be disclosed regarding whether the property is situated within an Airport Influence Area.

## 4.8 Disaster Preparedness

The role of government in a disaster—whether it is local, regional, state or federal government—is the preservation of life and property. The following programs and plans are developed to assist with emergency operations and to reduce the risk from natural and human-made hazards.

### **Standardized Emergency Management System (SEMS)**

Gov. Code, Section 8607(a), directs Cal OES to prepare a SEMS program, which sets forth measures by which a jurisdiction should handle emergency disasters. The program is intended to effectively manage multi-agency and multi-jurisdictional emergencies in California. SEMS consists of five

organizational levels, which are activated as necessary: (1) field response, (2) local government, (3) operational area, (4) regional, and (5) state. Local governments must use the SEMS to be eligible for funding of their response-related personnel costs under state disaster assistance programs. The City has adopted an Emergency Operation Plan consistent with the SEMS. The plan addresses the planned response to extraordinary emergency situations associated with natural and human-caused disasters and describes the overall responsibilities of government entities, as well as the Santee Emergency Management Organization for protecting life and property in Santee.

### **County of San Diego Office of Disaster Preparedness and Recovery**

The County of San Diego Office of Disaster Preparedness is the liaison between incorporated cities, Cal OES, and FEMA, as well as non-governmental agencies such as the American Red Cross. The Office of Disaster Preparedness ensures the preparation and execution of emergency plans in the event of a major emergency or disaster within the San Diego County area. It is important to note that the Office of Disaster Preparedness is not a response agency but rather serves to ensure coordination of efforts among County departments, cities, special districts, and other agencies in San Diego County, as well with the state and federal agencies.

### **Unified San Diego County Emergency Services Organization**

Santee is one of 20 jurisdictions that support and participate in the Unified San Diego County Emergency Services Organization. The Emergency Services Organization, which is composed of the 18 incorporated cities in the county, the County of San Diego Office of Emergency Services, and the San Diego County Board of Supervisors, provides coordination of disaster response and recovery activities. The organization operates under a Joint Powers Agreement that provides for cooperation and coordination between member jurisdictions.

### **County of San Diego 2023 Multi-Jurisdictional Hazard Mitigation Plan**

The purpose of the County's 2023 MJHMP is to identify the county's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and human-made hazards. An important component of the County's 2023 MJHMP is the CERT, which educates community members about disaster preparedness and trains them in basic response skills, such as fire safety, light search and rescue, and disaster medical operations. The City is a participating jurisdiction in the County's 2023 MJHMP and helped the County prepare the City's chapter of the MJHMP.

### **County of San Diego Emergency Operations Plan**

The County's Emergency Operations Plan describes a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism, and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life

and property and ensuring the overall well-being of the population. The plan also identifies the sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector.

First responders are responsible for determining initial protective actions before the EOC, and emergency management personnel have an opportunity to convene and gain situational awareness. Initial protective actions are shared and communicated to local EOCs and necessary support agencies as soon as possible to ensure an effective, coordinated evacuation. During an evacuation effort, the designated County Evacuation Coordinator is the County Sheriff, who is also the Law Enforcement Coordinator. The County Evacuation Coordinator would be assisted by other law enforcement and support agencies.

### **Santee Emergency Operations Plan**

The Santee Emergency Operations Plan was adopted in June 2010 and developed from the 2010 San Diego County Operational Area Emergency Plan. This plan was prepared to ensure the most effective and economic allocation of resources for the maximum benefit and protection of the community in time of emergency. The objective of the plan is to incorporate and coordinate City facilities and personnel into an efficient organization capable of responding to any emergency.

### **Emergency Operations Center (EOC)**

The City of Santee EOC is at Santee City Hall and is integral in the coordination of successful response and recovery operations. The EOC serves in support of the incident commander and field responders. With centralized decision-making, personnel and other resources can be use more effectively. Coordination of activities through the EOC ensures that all tasks are accomplished with little or no duplication of effort and with the highest probability of success. Day-to-day operations are conducted by departments and agencies throughout Santee. When a major emergency or disaster occurs, the EOC provides the centralized management needed to facilitate a coordinated response.

### **Summary of Needs to Address Disaster Preparedness**

The update of the Santee Emergency Operations Plan is an ongoing process by which the City maintains an adequate level of public safety. The City also has implemented procedures to initiate a coordinated EOC in the event of a significant natural or human-induced disaster. The City should continue to provide annual training to critical personnel to improve effectiveness in the event of an actual disaster.

## **4.9 Hazardous Materials**

A hazardous material is any liquid or solid substance that poses a threat to human health and safety or to the environment if improperly treated, stored, transported, or disposed of. Hazardous materials that are commonly used in households and businesses include but are not limited to lawncare and gardening products, antifreeze, batteries, gasoline, motor oil, electronic devices, household cleaners, and paint. These materials may be disposed at the Permanent Household Hazardous Waste Collection facility operated by Waste Management in the City of El Cajon at no cost.

Hazardous material incident management is the responsibility of the Santee Fire Department. The City also belongs to the San Diego County Joint Powers Authority Hazardous Materials Response Team, which responds to assist with major incidents.

Hazardous materials sites in Santee include EnviroStor cleanup sites as identified and regulated by the California Department of Toxic Substances Control (DTSC) shown in **Table 4.4, *City of Santee EnviroStor Cleanup Sites***.

**Table 4.4. City of Santee EnviroStor Cleanup Sites**

Facility Name	Address	Program Type	Status
Coneen Property	8656 Cuyamaca Street	Evaluation	Refer: 1248 Local Agency
Dave’s Auto Service	10438 Mission Gorge Road	State Response	Certified
El Capitan Quarry/El Cajon Mtn Mill Site	16820 El Monte Road	State Response	Certified
Ketema Process Equipment Co., C/O Baker Process	9484 Mission Park Place	Tiered Permit	No Action Required
Marine Parachute School La Mesa	In El Cajon, about 12 miles northeast of Downtown San Diego	Military Evaluation	No Further Action
Montes Metal Finishing	10039 Prospect Avenue, K	Tiered Permit	No Further Action
Quiroz Recycling	8514 Mast Avenue, Suite B	Inspection	No Action
Santee Army Camp	—	Military Evaluation	Inactive – Needs Evaluation

Federal, state, and local laws are designed to regulate the production, storage, transport, and disposal of hazardous materials (refer to **Section 3**). These laws and the agencies that enforce hazardous materials compliance are described below.

***Federal***

***Agricultural Bioterrorism Protection Act (7 CFR 331; 9 CFR 121)***

The Agricultural Bioterrorism Protection Act requires that entities that possess, use, or transfer agents or toxins deemed a severe threat to animal or plant health or products must notify and register with the Secretary of the U.S. Department of Agriculture (USDA). The USDA’s Animal and Plant Health Inspection Service has been designated by the Secretary as the agency for implementing the provisions of the law for the USDA. Anyone using these agents on the project site are required to register with the USDA.

### ***Federal Insecticide, Fungicide, and Rodenticide Act (40 CFR 152–186)***

The Federal Insecticide, Fungicide, and Rodenticide Act provided the U.S. Environmental Protection Agency (USEPA) with authority of pesticide labeling and establishing standards for certification of restricted pesticide application. The USEPA also has the authority to delegate pesticide enforcement authority to states by entering into cooperative agreements with state pesticide programs. Since 1975, California has had primary authority over pesticide enforcement in the state.

The USEPA uses its authority under the act to regulate the distribution, sale, use, and testing of plants and microbes producing pesticidal substances. The act's regulations would apply to any pesticide use by farm workers or handlers.

### ***Hazardous Materials Transportation Act (49 USC 5101–5127)***

The Hazardous Materials Transportation Act was enacted to protect against the risks to life, property, and the environment that are inherent in the transportation of hazardous material in intrastate, interstate, and foreign commerce. The U.S. Department of Transportation receives the authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act.

### ***Resource Conservation and Recovery Act (40 CFR 239–282)***

Enacted in 1976, the Resource Conservation and Recovery Act (RCRA) is the primary federal law governing the disposal of solid and hazardous waste in the United States. The RCRA was amended and strengthened by Congress in 1984 with the passing of the federal Hazardous and Solid Waste Amendments. These amendments to the RCRA required phasing out land disposal of hazardous waste. The RCRA has been amended on two occasions since the Hazardous and Solid Waste Amendments were passed: in 1992, with the passage of federal Facility Compliance Act, which strengthened enforcement of the RCRA at federal facilities, and in 1996, with the passage of the Land Disposal Program Flexibility Act, which provided regulatory flexibility for land disposal of certain wastes. Under the RCRA, individual states may implement their own hazardous waste programs in lieu of the RCRA if the state program is at least as stringent as the federal RCRA requirements and is approved by the USEPA. The preferred land use plan with schools includes the potential that a school could be within the boundaries of a project site that could generate hazardous materials waste.

## **State**

### ***California Department of Pesticide Regulation***

The USEPA enacts laws covering minimum pesticide requirements that are enforced at the state level through cooperative agreements. Over the years, the California Legislature has passed more stringent laws covering pesticide registration, licensing, the sale and use of pesticides, and worker protection. The California Department of Pesticide Regulation is responsible for regulating pesticide use in California. The best way to solve a pesticide-related problem often combines regulatory action

and voluntary adoption of improved pest management methods. The California Department of Pesticide Regulation has a legal mandate to encourage the use of environmentally sound pest management, including integrated pest management. Many California Department of Pesticide Regulation programs stress a least-toxic approach to pest management and promote risk reduction through information, encouragement, incentives, and community-based problem solving.

### ***California Fire Code (24 CCR 9)***

The California Fire Code contains regulations consistent with nationally recognized accepted practices for safeguarding, to a reasonable degree, life and property from the hazards of the following: fire and explosion, hazardous conditions in the use or occupancy of buildings or premises, and dangerous conditions arising from the storage, handling, and use of hazardous materials and devices. It also contains provisions to assist emergency response personnel. The California Fire Code and the CBC use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment.

### ***Environmental Health Standards for the Management of Hazardous Waste Law (22 CCR 66261.20–24)***

The Environmental Health Standards for the Management of Hazardous Waste Law contains technical descriptions of characteristics that would classify wasted material, including soil, as hazardous waste. Specifically, a waste is considered hazardous if it is toxic (causes human health effects), ignitable (can burn), corrosive (causes severe burns or damage to materials), or reactive (causes explosions or generates toxic gases) in accordance with the criteria established in Article 3. Article 4 lists specific hazardous wastes, and Article 5 identifies specific waste categories, including RCRA hazardous wastes, non-RCRA hazardous wastes, extremely hazardous wastes, and special wastes. When excavated, soils with concentrations of contaminants higher than certain acceptable levels must be handled and disposed of as hazardous waste. When demolished, structural features containing lead-based paint also can be considered hazardous waste, depending on concentrations, and must be handled and disposed of as hazardous waste.

### ***General Industry Safety Orders – Control of Hazardous Substances Law (CCR Title 8, Subchapter 7, Group 16, Article 109, Sections 5160–5199)***

The Control of Hazardous Substances Law establishes minimum standards for the use, handling, and storage of hazardous materials in all places of employment. Article 109 describes requirements including but not limited to emergency equipment in the workplace, measures to protect those engaged in the laboratory use of hazardous chemicals, cleanup operations or hazardous substance removal work, and processes for safety management practices. School site employees working with regulated chemicals and/or hazardous materials within laboratories and other facilities defined in Article 109 are subject to compliance with California Code of Regulations. Title 8.



***Hazardous Materials Release Response Plans and Inventory Act (Chapter 6.95, Section 25503.5, of the California Health and Safety Code)***

The Hazardous Materials Release Response Plans and Inventory Act requires facilities that use, produce, store, generate, or have a change in business inventory of hazardous substances in quantities above certain limits to establish and implement a Hazardous Materials Management Plan or Business Plan. Hazardous Materials Business Plans (HMBPs) provide threshold quantities for regulated hazardous substances. When the indicated quantities are exceeded, an HMBP or Risk Management Program is required pursuant to the regulation. The Risk Management Program must disclose the type, quantity, and storage location of materials. The law also requires a site-specific Emergency Response Plan, employee training, and designation of emergency contact personnel. Any facility on the project site that exceed threshold quantities would be subject to these requirements.

***Hazardous Materials Transportation (CCR Title 13, Division 2, Chapter 6)***

The State of California adopted the U.S. Department of Transportation regulations for the movement of hazardous materials by motor vehicle. In addition, the State of California regulates the transportation of hazardous waste originating in the state and passing through the state (California Code of Regulations, Title 26). Both regulatory programs apply in California. The state agency with primary responsibility for enforcing state hazardous materials transportation regulations and responding to hazardous materials transportation emergencies is the California Highway Patrol.

***Underground Storage Tank Act (Chapter 6.7 of the California Health and Safety Code and CCR Title 23)***

The Underground Storage Tank Monitoring and Response Program was developed to ensure that the facilities meet regulatory requirements for monitoring, maintenance, and emergency response in operating underground storage tanks. The County's Department of Environmental Health and Quality is the local administering agency for this program.

***California Department of Toxic Substances Control***

The DTSC is a public agency whose mission is to protect California's people and environment from harmful effects of toxic substances by restoring contaminated resources, enforcing hazardous waste laws, reducing hazardous waste generation, and encouraging the manufacture of chemically safer products. The Hazardous Waste Tracking System is the DTSC's data repository for hazardous waste manifest and ID number information. The DTSC relies on the Hazardous Waste Tracking System for issuing and tracking ID numbers, registering transporters, and providing information to analyze hazardous waste activities for policy purposes and enforcement. The system generates reports from 1993 to the present on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities. Additionally, EnviroStor is the DTSC's online data management system for tracking cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues (**Table 4.4**).

## ***California Environmental Protection Agency (CalEPA)***

CalEPA was created in 1991 by Governor Pete Wilson by Executive Order W-5-91 to create a cabinet-level voice for the protection of human health and the environment and to ensure the coordinated deployment of state resources. The mission of CalEPA is to restore, protect, and enhance the environment to ensure public health, environmental quality, and economic vitality. CalEPA and the State Water Resources Control Board establish rules governing the use of hazardous materials and the management of hazardous waste.

Also, as required by Gov. Code, Section 65962.5, CalEPA develops an annual update to the Hazardous Waste and Substances Sites (Cortese List), which is a planning document used by the state, local agencies, and developers to comply with California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. The DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List.

### **Regional**

## ***San Diego County Department of Environmental Health and Quality***

The County's Department of Environmental Health and Quality Hazardous Materials Division is the Certified Unified Program Agency for Santee. The Unified Program's goal is to achieve consistency, consolidation, and coordination in the regulation of six state-regulated environmental programs through education, community and industry outreach, inspections, and enforcement. A Certified Unified Program Agency is the agency responsible for the implementation and regulation of the Unified Program. All inspectors in the Certified Unified Program Agency program are trained environmental health specialists who take part in a continuous education program to ensure consistency and uniformity during inspections.

The Hazardous Materials Division of the County's Department of Environmental Health and Quality protects the health and safety of the public and the environment by ensuring that hazardous materials, hazardous waste, medical waste, and underground storage tanks are properly handled and stored. The Hazardous Materials Division assists regulated businesses in Santee in developing their business plans and developing an area plan for hazardous material emergency response coordination in Santee and San Diego County.

The County's Department of Environmental Health and Quality Health Hazardous Incident Response Team consists of 10 California State certified hazardous material specialists and is funded by a Joint Powers Agreement. The Hazardous Incident Response Team and the San Diego Fire and Life Safety Services Department investigate and mitigate chemically related emergencies or complaints. Emergency response activities include mitigation, containment, and control actions as well as hazard identification, evaluating the threat to local populations of the environment.

Santee falls under the jurisdiction of the San Diego County Hazardous Waste Management Plan, which is the primary planning document providing overall policy on hazardous waste management in the

county. The plan describes how San Diego County's hazardous waste stream can be safely managed, and serves as the guide for local decisions regarding the management of hazardous wastes.

Santee also falls under the jurisdiction of the San Diego County HMBP. The purpose of the HMBP is to prevent or minimize damage to public health, safety, and the environment from a release or threatened release of a hazardous material at regulated facilities. The HMBP also provides emergency personnel with adequate information to help prepare and respond to chemical related incidents.

### **Summary of Needs to Address Hazardous Materials**

As shown in **Table 4.4**, very few hazardous materials cleanup sites are in Santee and the majority of them do not require further action. The City should continue to provide residential curbside pick-up of waste automotive oil and filters and participate in the Household Hazardous Waste Program.

#### **4.10 Emergency Evacuation Route Analysis**

A variety of hazard scenarios could require an evacuation in parts of Santee. These emergency situations could be caused by either natural or human-made events, such as wildfires, floods, or geologic or seismic hazards. An Emergency Evacuation Route Analysis (**Appendix B**) was prepared to identify evacuation capacity and network connectivity in Santee in addition to meeting the requirements associated with the following legislative updates:

- AB 747 (2019) requires the City to update the Safety Element of its General Plan to identify evacuation routes and assess the capacity, safety, and viability of those routes under a range of emergency scenarios.
- SB 99 (2019) requires the City to identify residential developments in hazard areas that do not have at least two emergency evacuation routes (i.e., neighborhoods or households within a hazard area that have limited accessibility).
- AB 1409 (2021) requires the City to identify evacuation locations.

Evacuation route viability is largely determined by the location of the hazard. Three types of analysis (wildfire, flood, and earthquake) were done in the Emergency Evacuation Route Analysis. Because Santee is surrounded by Very High FHSZs to the northeast, northwest, and southwest, the City considered three wildfire scenarios (a fire originating in the northeast, a fire originating in the northwest, and a fire originating in the southwest). Because there are flood zones in Santee, evacuation route viability is assessed for flood hazards. Lastly, due to the proximity of Earthquake Fault Zones to Santee, evacuation route viability is assessed for an earthquake event.

The results of the analysis indicate that residents closest to the northern region of the City center are most vulnerable to wildfire and flooding hazards given the distance they would need to travel to access an outbound road for evacuation. The analysis identified that residents closest to the southern and southwestern regions of Santee are most vulnerable to evacuation from earthquake hazards given the bridges they would need to traverse to access an outbound road (**Appendix B**).

The Emergency Evacuation Route Analysis identified potential vulnerabilities in Santee according to a GIS assessment that evaluates whether all residential parcels have at least two points of egress. Under the earthquake hazard scenario, which conservatively assumes bridges in Santee

are not viable, residential parcels in the southern region of Santee do not have any viable evacuation routes and residential parcels in the southwestern region of Santee only have one viable evacuation route (Mission Gorge Road) (**Appendix B**).

Evacuation locations for Santee residents would be dependent on the type and location of hazardous event affecting Santee and would be determined by first responders on site during emergency situations. For example, if a wildfire occurs north of Santee, residents would be directed to evacuate to community centers and City buildings in the southern portion of Santee, such as the City of Santee Operations Center, or to areas south of Santee, such as El Cajon. Evacuation locations would consist of places in Santee that residents are familiar with, such as parks, community centers, schools, libraries, City department buildings, or churches.

## Section 5. Climate Adaptation and Resilience

In accordance with SB 379, the Safety and Environmental Justice Element includes a set of goals, policies, and objectives based on a Vulnerability Assessment (**Appendix A**) identifying the risks that climate change poses to Santee and the specific assets (i.e., critical facilities) and populations at risk from climate change impacts.

### 5.1 What is Climate Adaptation and Resilience?

One of the most significant policy challenges of our time is to change how we plan, build, and sustain our societal and physical systems to become more resilient to the unavoidable impacts of climate change. As GHG emissions continue to rise, climate change effects will continue to accelerate. Even if global GHG emissions were to stop today, the climate would continue to change for some time as Earth's system responds to the emissions already in the atmosphere. Climate adaptation planning involves anticipating the effects of climate change and proactively planning and shifting current practices now to minimize future economic and social risks.

Climate resilience is the ability and capacity to prepare for, recover from, and adapt to trends and events caused by climate change. Improving climate resilience involves assessing how climate change will create new or alter current climate-related risks and taking steps to better cope with these risks. These include severe weather, ocean warming and acidification, extended periods of drought and extreme temperatures, wildfire, and other increasingly unavoidable deleterious effects of climate change. More frequent and apparent extreme weather events have shown that resilience is an essential component of any comprehensive climate action program.

There is a robust and ever-growing movement fueled by local and national agencies and organizations alike geared toward building and improving climate resilience. From local community action to global treaties, addressing climate resilience is becoming a priority to avert the worst impacts of climate change. Climate resilience efforts encompass social, economic, technological, and political strategies that are being implemented in all facets of society, including public and private sectors.

The good news is that addressing these risks allows us to not only protect people and property, but also generate economic activity that will create domestic jobs and drive prosperity. Businesses prepare for risks every day and can factor climate change-related hazards into existing risk

management frameworks to become more climate-resilient. Businesses and governments alike are planning now for the environment and economy they will face in the future.

## 5.2 What Is Climate Vulnerability?

Climate vulnerability describes the ways in which a person or a community is susceptible to sustaining harm or damage (impact) as a result of climate change. Climate vulnerability is a function of (1) climate-related changes in conditions that are experienced by a community and (2) the community's sensitivity to experiencing impacts because of those changing conditions.

Climate vulnerability is related to physical factors, such as whether a community is likely to experience increases in the frequency of dangerously high-heat events or to be flooded during more frequent/intense storms, as well as social and economic factors, such as inequities in access to and benefits of education, economic investment, and government services.

Climate vulnerability is experienced by urban, suburban, and rural communities, but communities may be vulnerable in different ways. An individual or community may be vulnerable with respect to multiple factors of vulnerability at once. The cumulative impacts of these disparities and inequities may contribute to heightened vulnerability among certain groups, which are often referred to as "vulnerable communities" or "sensitive populations" (see the *Vulnerable Communities/Sensitive Populations* discussion in **Section 5.3**).

## 5.3 Climate Adaptation Planning

The purpose of climate adaptation planning is to reduce vulnerability and increase the local capacity to adapt to projected climate change effects and build resilience through adoption of goals and policies. A climate-resilient city is one that is prepared for the effects of climate change and can provide essential services during and after hazard events. To plan for climate-related hazards in Santee that may affect people and assets, the City prepared a Vulnerability Assessment (**Appendix A**) in accordance with the process outlined in the California Adaptation Planning Guide.

The Cal OES developed the California Adaptation Planning Guide to provide guidance to local governments on local adaptation and resiliency planning by presenting an updated, step-by-step process that communities can use to plan for climate change. **Appendix A** includes a full description of the four phases of the adaptation planning process. Phase 1 of the climate adaptation planning process, which includes identifying the potential climate change effects and important physical, social, and natural assets in the community, concluded that the primary hazards of concern for Santee are extreme heat, wildfire, extreme precipitation, and drought. Phase 2 of the climate adaptation planning process includes determining climate vulnerability of populations, natural resources, and assets in the community by analyzing potential impacts and the community's capacity to adapt. The City's Vulnerability Assessment follows the process outlined in Phase 2 of the California Adaptation Planning Guide.

### *Emissions Scenarios*

The Vulnerability Assessment uses Cal-Adapt modeling and supplemental analysis to project the impacts of these climate change hazards. Cal-Adapt provides local climate projections for

jurisdictions in California using climate scenarios. Climate projections from Cal-Adapt and other sources rely on climate models, which are computer simulations that forecast future climate conditions under the various climate scenarios, described further below. While no model can project future conditions perfectly, current models are heavily reviewed by climate scientists and can accurately reproduce observed climate conditions.

The Intergovernmental Panel on Climate Change, an organization that represents the global scientific consensus about climate change, has identified four climate scenarios, which are referred to as Representative Concentration Pathways (RCPs), that can be used to project future climate conditions. RCPs are different scenarios that measure the future severity of climate change. RCP scenarios are defined by assumptions for the growth of GHG emissions and an identified point at which GHG emissions are expected to begin declining (assuming various GHG reduction policies or socioeconomic conditions). The four RCP scenarios (RCP 2.6, RCP 4.5, RCP 6.0, and RCP 8.5) are labeled with different numbers that refer to the increase in the amount of energy that reaches each square meter of Earth's surface under that scenario. The greater the number, the more severe future climate change conditions could be. For example, RCP 8.5 is the "business as usual" projection, which assumes that GHG emissions will continue to rise until at least the end of the twenty-first century. Below is a summary of the four emissions scenarios:

- RCP 2.6: Global GHG emissions peak around 2020 and then begin to decline substantially (low-emissions scenario).
- RCP 4.5: Global GHG emissions peak around 2040 and then begin to decline.
- RCP 6.0: Global emissions continue to rise until the middle of the century (2050).
- RCP 8.5: Global emissions continue to increase at least until the end of the century (2100) (high-emissions scenario).

Cal-Adapt's models represent the range of expected climate changes (e.g., annual average maximum temperature) under RCP 4.5 and RCP 8.5.

## **Hazards**

The Vulnerability Assessment addresses the climate change-related hazards most pressing to the City, including extreme heat, wildfire, extreme precipitation, and drought.

### ***Extreme Heat***

The observed historical annual average temperature in Santee is 76.1 degrees Fahrenheit (°F). Average temperatures are projected to increase between 3.8°F and 4.7°F by mid-century (2035–2064) and between 4.9°F and 8.1°F by end of century (2070–2099), depending on the emissions scenario. In addition, the number of extreme heat days is projected to increase from a historical average of 3 days per year to between 12 and 15 days by mid-century and 16 to 32 days by end of century. Warmer days will also be accompanied by an increasing number of warmer nights.

## ***Wildfire***

Climate change can exacerbate wildfire risk. Wildfire risk is expected to continue to increase as a result of warmer temperatures, more frequent drought, changes in precipitation, and expanding WUI. According to the state’s Fourth Climate Change Assessment, wildfire risk will continue to increase as the climate warms. Santa Ana winds, which are hot, strong, and gusty winds that produce extreme dryness, have fueled—and will continue to fuel—the most catastrophic wildfires in the county. According to local climate projections, conditions that are optimal for the spread of wildfire— (1) changes in precipitation (measurable precipitation becoming less frequent), (2) changes in water availability (drought becoming more common), and (3) changes in weather (air becoming drier, temperatures becoming hotter, winds becoming stronger)—will become more prevalent. The county is expected to experience an increase in wildfire risk, especially during “peak season” in December and January, as a result of climate change.

## ***Extreme Precipitation***

Severe weather, such as atmospheric rivers, powerful rainstorms, and subsequent flooding, will occur more frequently throughout California as a result of climate change due to warmer weather and more moisture in storm systems. Climate change is expected to result in fewer but more intense rainstorms in which rainfall is rapid during a short amount of time. This could result in damages from floods. These heavy precipitation incidents could result in additional flows into the City’s primary waterways—San Diego River, Forester Creek, Sycamore Creek, and intermittent creeks paralleling Big Rock Road and Fanita Drive. Severe storms can result in overtopping or other types of dam failure, street flooding, or mudslides and debris flows (refer to the *Debris Flow Deposits* discussion in **Section 4.2, *Geologic/Seismic Hazards***), which can ensue on an annual basis.

## ***Drought***

Regionally, droughts are projected to become more frequent and intense in San Diego County and throughout Southern California by mid-century. Historically, Santee has averaged a 126-day dry spell for each year between 1961 and 1991. Dry spells are projected to increase by 4 to 8 days by mid-century and 6 to 14 days by end of century, depending on the emissions pathway. Drought episodes effectively lower fuel moisture conditions to create longer fire seasons. Drought’s toll on community water sources creates food and water security concerns in addition to economic considerations that showcase the importance of proper preparedness.

## ***Critical Facilities***

The Vulnerability Assessment evaluated the vulnerability of Santee’s critical facilities. The Vulnerability Assessment incorporated and supplemented the list of critical facilities identified for Santee in the County’s 2023 MJHMP. This list includes the following types of critical facilities:

- City Operations
- Public Safety Facilities
- Public Health Facilities

- Community Centers
- Utility Facilities
- Critical Transportation
- Schools

Critical transportation facilities were determined to be the type of critical facility most impacted by, or vulnerable to, extreme heat. Public health facilities, schools, and critical transportation were determined to be vulnerable to wildfire. Public health facilities and schools in Santee are vulnerable to extreme precipitation and associated flooding damages. Utility facilities are the only critical facility type considered to be highly vulnerable to the effects of drought. See the Vulnerability Assessment (**Appendix A**) for a full discussion of the impacts of these climate change hazards on critical facilities in Santee.

The Safety and Environmental Justice Element includes several goals, objectives, and policies to address the potential for climate change-related impacts to critical facilities in **Section 7**.

### *Vulnerable Communities/Sensitive Populations*

The Vulnerability Assessment also analyzed climate change-related impacts on the types of populations that are most sensitive or vulnerable to these effects. These populations include the following:

- People with access and functional needs (AFNs): People in multi-lingual communities, families with infants and children, older adults, people with disabilities, and people experiencing homelessness.
- People with Existing Chronic Health Conditions: People with diabetes, cardiovascular diseases, psychiatric illnesses, and respiratory diseases (e.g., asthma).
- People with Low Incomes: People with incomes that are between 50 percent and 80 percent of the area median income. See **Section 6.2, *Mapping Disadvantaged Communities***, for a detailed discussion of low-income areas in Santee.
- People Experiencing Homelessness: People who are living in a place that is not meant for human habitation, in emergency shelters, or in transitional housing or exiting an institution where a person temporarily resided.
- Outdoor Workers: People who spend most of their workday outside (e.g., gardeners, landscapers, and park/recreation staff).
- Older Adults: People who are 65 years of age or older.
- Children: People who are 17 years of age or younger.
- People without Life-Supporting Resources: People who lack adequate housing or ways to cool living space, are renters/tenants, or are food-insecure.

The populations that were determined to be most vulnerable to extreme heat include people with AFNs, people experiencing homelessness, outdoor workers, and people without life-supporting resources. The identified sensitive populations, except for people with existing chronic health



conditions, were found to be highly vulnerable to wildfire hazards. None of the identified sensitive populations were determined to be highly vulnerable to extreme precipitation. The identified sensitive populations, except people with existing chronic health conditions, are highly vulnerable to drought. **Appendix A** includes a full discussion of the impacts of these climate change hazards on Santee’s vulnerable populations.

The Safety and Environmental Justice Element includes several goals, objectives, and policies to address the potential for climate change-related impacts to vulnerable populations in **Section 7**.

## Section 6. Environmental Justice – Existing Conditions

Environmental justice is defined by the California Environmental Justice Alliance as “the basic right of people to live, work, go to school, and pray in a healthy and clean environment—regardless of race, gender, sexual orientation, age, culture, ability, nationality, or income.”

In Santee, as in many other places, areas with the highest concentration of low-income families are more likely to be exposed to pollution and environmental hazards. Consequently, they experience higher rates of health-related issues. SB 1000, which requires cities and counties with disadvantaged communities to incorporate environmental justice policies in their General Plans, has seven primary objectives:

1. Prioritize the Needs of Our Disadvantaged Communities
2. Promote Civic Engagement
3. Improve Access to Public Facilities
4. Promote Food Access
5. Promote Safe and Sanitary Housing
6. Reduce Pollution Exposure
7. Promote Physical Activity

In Santee, as in many other jurisdictions, areas with the highest concentration of low-income families are more likely to be exposed to pollution and environmental hazards. Consequently, the populations in these areas experience higher rates of health-related issues. This Element incorporates an analysis of environmental justice issues in Santee and identifies goals, objectives, and policies aimed at addressing community issues in equity (see **Section 7**). Addressing equity and environmental justice plays an important part in achieving the General Plan vision of improving the quality of life for citizens, workers, and visitors of Santee.

Once a city identifies disadvantaged communities, the OPR Environmental Justice Element Guidelines recommend that local agencies work with these communities to understand existing conditions with respect to the following environmental justice topic areas to better understand the drivers of inequality:

- Pollution exposure, including access to clean air and water
- Access to public facilities and services, including access to transit, healthcare, childcare, parks, and other civic facilities

- Access to healthy food
- Access to safe and sanitary homes
- Access to physical activity and recreational opportunities
- Unique or compounded health risks, including climate exposure

## 6.1 Community Engagement

A key environmental justice principle is to involve the communities most impacted by pollution, toxins, and other environmental problems that can impact their health and well-being in the public decision-making process. Resident participation in decision-making processes can bring knowledge, information, and ideas that local governments may not have thought of. Community members affected by environmental issues can share their firsthand knowledge of problems and provide input on solutions.

The City conducted two community stakeholder meetings with City staff, members of community programs, and representatives of the Santee Fire Department, Santee Sheriff's Station, and healthcare districts. The stakeholder meetings were held on June 16, 2021 and December 1, 2021. The first stakeholder meeting on December 1, 2021, included a discussion of the goals, objectives, and policies presented in this Safety and Environmental Justice Element.

Following the first stakeholder meeting, the City developed an online Community Survey to identify what environmental justice topic areas were of greatest concern to residents. The Community Survey was made available in English and Spanish and was open from March 11, 2021, to April 30, 2021 and again from June 23, 2021 to July 7, 2021. The Community Survey included the following questions:

1. What conditions make it difficult for you to have good health and living conditions?
2. Which three issues do you think are the most important for the City to address to ensure that your neighborhood has access to healthy living conditions?
3. What improvements would you like to see in your City?
4. How much influence do you think residents have on City decisions that affect community health and environmental issues?
5. What is your age in years?
6. Which race/ethnicity category best describes you?
7. What is the highest education level you achieved?

A total of 121 responses were received from City residents. The results of the Community Survey were shared and discussed with community stakeholders during the second stakeholder meeting on June 16, 2021. The City used the Community Survey results and commentary from the stakeholders to refine the environmental justice goals, objectives, and policies to address environmental justice issues relevant to the community (**Appendix E**).

The key findings of the Community Survey are discussed in the Environmental Justice Existing Conditions Assessment (**Appendix D**), and survey results are provided in the Environmental Justice Community Survey Results (**Appendix E**).

## 6.2 Mapping Disadvantaged Communities

### CalEnviroScreen

The OPR Environmental Justice Element Guidelines recommend using CalEnviroScreen, a computer mapping tool used to identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution (i.e., disadvantaged communities). Using data from federal and state sources, CalEnviroScreen uses indicators to determine if a community is disadvantaged and disproportionately affected by pollution. Exposure and environmental effects are components comprising a Pollution Burden group, and the Sensitive Populations and Socioeconomic Factors are components comprising a Population Characteristics group. The four components are made up of environmental, health, and socioeconomic data from 21 indicators (**Table 6.1, CalEnviroScreen 4.0 Indicator and Component Scoring**). The CalEnviroScreen score is calculated by combining the individual indicator scores within each of the four components, then multiplying the Pollution Burden and Population Characteristics scores to produce a final score.

**Table 6.1. CalEnviroScreen 4.0 Indicator and Component Scoring**

<b>Pollution Burden Group</b>	<b>Population Characteristics Group</b>
<u><b>Exposure</b></u> <ul style="list-style-type: none"> <li>● Ozone Concentrations</li> <li>● PM<sub>2.5</sub> Concentrations</li> <li>● Diesel Particulate Matter Emissions</li> <li>● Drinking Water Quality</li> <li>● Pesticide Use</li> <li>● Toxic Releases from Facilities</li> <li>● Traffic Density</li> <li>● Children’s Lead Risk from Housing</li> </ul>	<u><b>Sensitive Populations</b></u> <ul style="list-style-type: none"> <li>● Cardiovascular Disease</li> <li>● Low Birth-Weight Births</li> <li>● Asthma Emergency</li> <li>● Department Visits</li> </ul>
<u><b>Environmental Effects</b></u> <ul style="list-style-type: none"> <li>● Cleanup Sites</li> <li>● Groundwater Threats</li> <li>● Hazardous Waste</li> <li>● Impaired Water Bodies</li> <li>● Solid Waste Sites and Facilities</li> </ul>	<u><b>Socioeconomic Factors</b></u> <ul style="list-style-type: none"> <li>● Educational Attainment</li> <li>● Linguistic Isolation</li> <li>● Poverty</li> <li>● Unemployment</li> <li>● Housing Burdened Low</li> <li>● Income Households</li> </ul>

**Notes:** PM<sub>2.5</sub> = fine particulate matter measuring no more than 2.5 microns in diameter

CalEnviroScreen scores are converted to percentiles for census tracts across California that can be ranked relative to other areas of the state. In general, the higher the score or percentile, the more impacted a community is compared to other areas of the state. As shown on **Figure 6.1, City of Santee**

*Disadvantaged Communities: CalEnviroScreen*, the southernmost portion of Santee, west of SR-67, south of Mission Gorge Road, and bounded by the City boundary to the west and south, exceeds the 75th percentile of CalEnviroScreen scores. These areas are considered disadvantaged communities.

### *Low-Income Areas*

In addition to using CalEnviroScreen, the OPR Environmental Justice Element Guidelines recommend mapping low-income areas to identify disadvantaged communities. To identify communities with low incomes, the City compared household income levels to two different thresholds:

1. Statewide median household income
2. HCD state income limits/area median income

The average statewide median household income (in 2018 dollars) between 2015 and 2019 was \$75,235. As shown on **Figure 6.2, *City of Santee Disadvantaged Communities: Statewide Median Income***, only a small portion of households along the southern edge of Santee are below the statewide median income threshold.

The 2021 area median income established by the HCD for a four-person household in the county was \$95,100. As shown on **Figure 6.3, *City of Santee Disadvantaged Communities: HCD State Income Limits***, Santee identified four census tracts (166.05, 166.16, 16.17, 162.02) intersecting Santee with an average median household income below the HCD's state income limits for the region.

As shown on **Figure 6.1** through **Figure 6.3**, disadvantaged communities are in the southernmost portions of Santee, west of SR-67, south of Mission Gorge Road, and bounded by the City boundary to the west and south. In addition, the area of Santee between Cuyamaca Street east to SR-67 on the southern side of Prospect Avenue is mapped as a disadvantaged community by the California Office of Environmental Health Hazard Assessment.

The Environmental Justice Existing Conditions Assessment (**Appendix D**) provides a full analysis of the extent that designated disadvantaged communities in Santee are exposed to environmental burdens or lack access to public goods and services. Key findings of this assessment are summarized in **Section 6.3, *Key Findings of the Existing Conditions Assessment***.

Figure 6.1. City of Santee Disadvantaged Communities: CalEnviroScreen

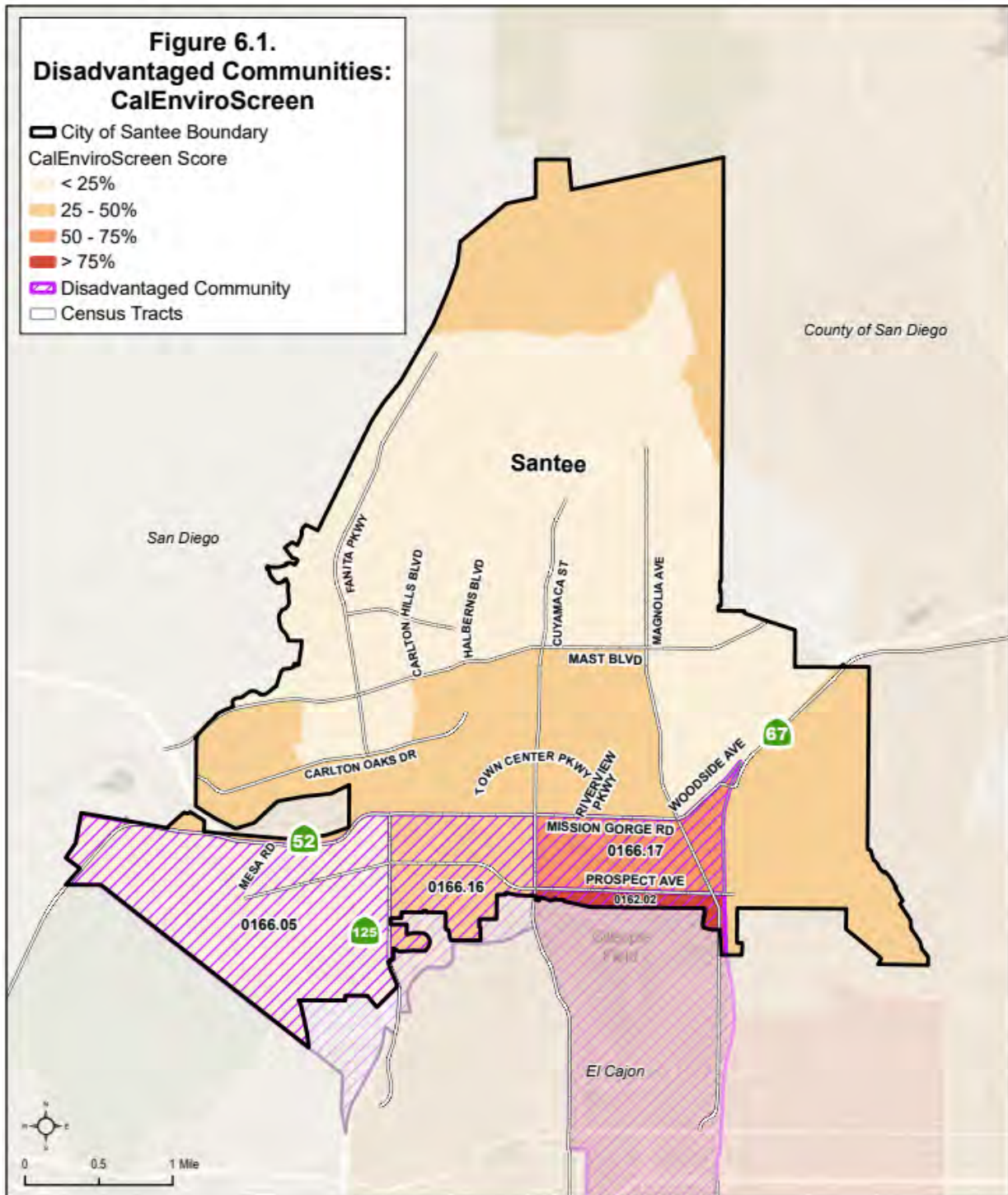


Figure 6.2. City of Santee Disadvantaged Communities: Statewide Median Income

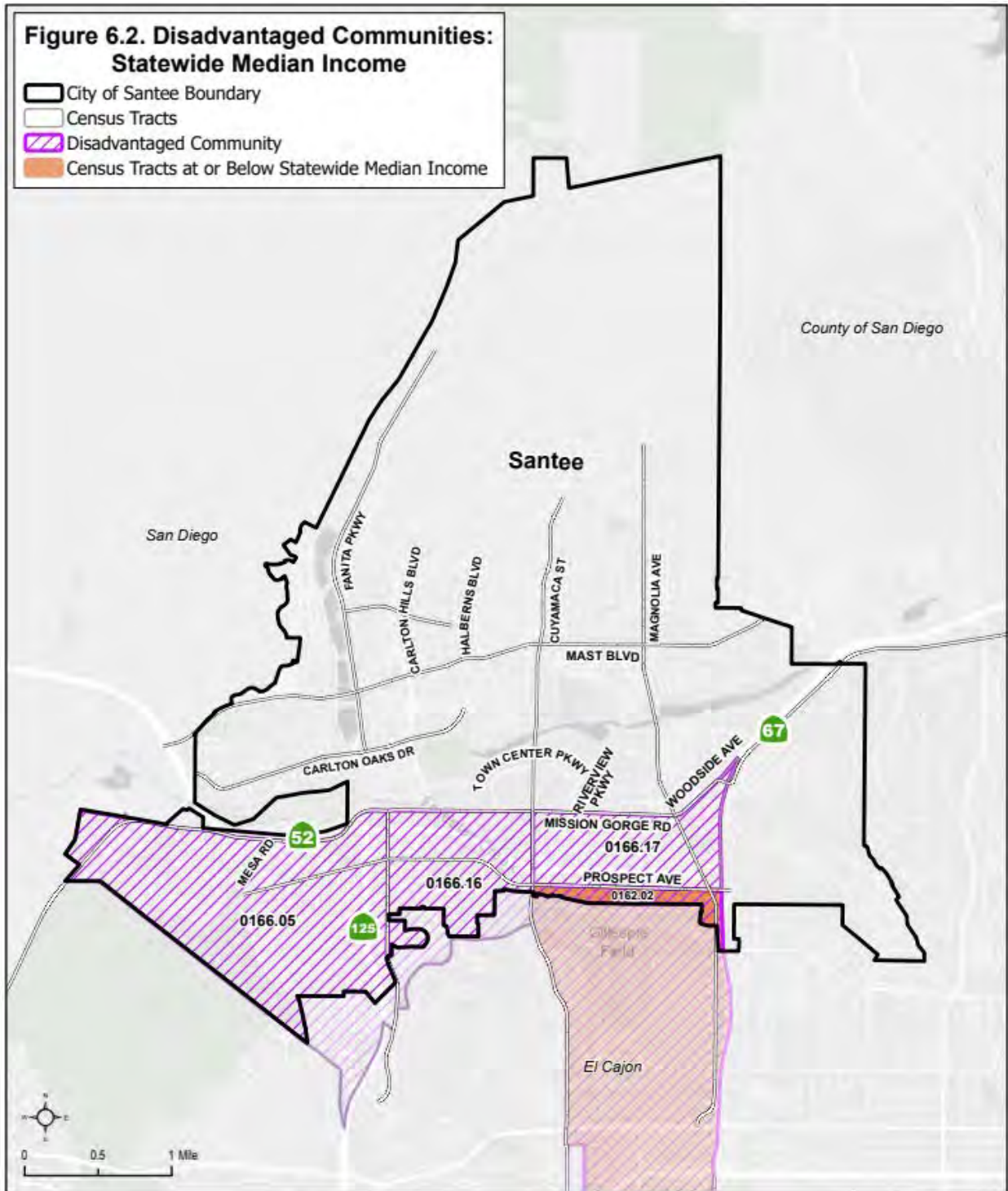
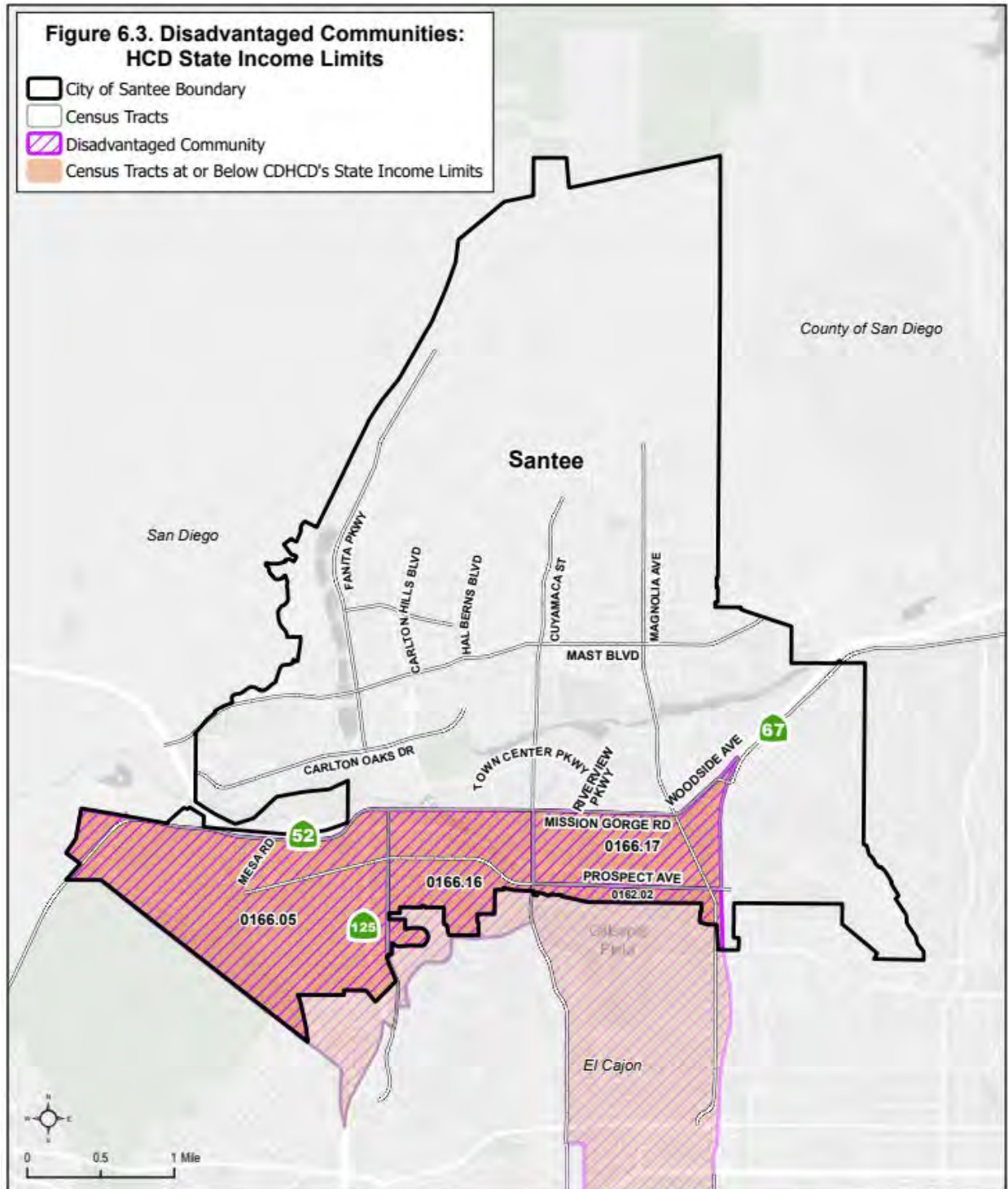


Figure 6.3. City of Santee Disadvantaged Communities: HCD State Income Limits



## 6.3 Key Findings of the Existing Conditions Assessment

The Environmental Justice Existing Conditions Assessment (**Appendix D**) assessed six environmental, health, and socioeconomic topic areas, including pollution exposure, access to public facilities and services, access to healthy food, access to physical activity and recreational opportunities, access to safe and sanitary homes, and unique or compounded health risks related to climate change.

To assess existing conditions with respect to each environmental justice topic area, the City relied on U.S. Census data, which is the primary and standard source of high-resolution geographic information about the U.S. population; however, U.S. Census data can have large margins or error attributable to specific methodological decisions made by the U.S. Census Bureau. Therefore, U.S. Census data was supplemented by local data and knowledge, including the results of the Community Survey and community stakeholder meetings (refer to **Section 6.1, *Community Engagement***). Stakeholders were able to “ground truth” data by providing individual observations of their lived experiences in Santee. The Community Survey also helped to quantify areas of concern to Santee residents. The key findings of the Environmental Justice Existing Conditions Assessment are listed below. See **Appendix D** for the full analysis of existing environmental justice conditions in Santee and **Appendix E** for the results of the Community Survey.

### *Pollution Exposure*

The Environmental Justice Existing Conditions Assessment analyzed areas of Santee with poor air quality and issues related to water quality, accessibility, and affordability. Proximity to high-volume roadways, hazardous waste sites, and heavy industrial land use types and other high-emission sources can result in adverse health impacts. Disadvantaged communities are often disproportionately subjected to adverse air quality and water quality due to proximity to polluting activities and are more likely to have underlying medical conditions that may be worsened by pollution. As recommended by the OPR Guidelines, the City employed California Office of Environmental Health Hazard Assessment indicators to assess water quality, accessibility, and affordability. The Environmental Justice Existing Conditions Assessment identified the following key findings related to pollution exposure:

- Disadvantaged communities experience greater exposure to air pollutants due to their proximity to high-traffic corridors and industrial activity (Refer to Figures 7 and 8).
- While drinking water quality is not an issue for Santee, Santee’s disadvantaged communities experience greater instances of chemical, sediment, and sewage pollutants from illicit stormwater discharges due to their proximity to the San Diego River; however, these discharges do not impact the community’s potable water quality (Refer to Figure 10).
- Although not analyzed explicitly due to the lack of data availability, the pollution source that residents (46 percent of Community Survey respondents) are most concerned about is the prevalence of trash and debris throughout Santee, with many specifically pointing to homeless encampments along the river as a major source of pollution (Refer to Figure 10).



### **Access to Public Facilities and Services**

For this analysis, access to public facilities and services included access to transit, healthcare, childcare, parks, and other civic facilities. The Environmental Justice Existing Conditions Assessment identified the following key findings related to access to public facilities and services:

- Many residences in disadvantaged communities are not within walking distance to their nearest school. However, residences in disadvantaged communities are generally within walking distance of daycare centers and transit, which can provide residents with opportunities to access other community services without using their personal vehicle (Refer to Figures 11, 12, and 13).
- Despite low transit fares and well-distributed bus stops, most residents still rely on their personal vehicle. Nevertheless, 21 percent of Community Survey respondents indicated that heavy traffic restricted access to key destinations (Refer to Figure 13).
- Residents in disadvantaged communities are less likely to have health insurance, which may result in higher rates of avoidable emergency room visits (Refer to Figure 14).
- Several medical facilities serve the area in and around the City's disadvantaged communities (Refer to Figure 14).

### **Access to Healthy Food**

Access to healthy food is essential to improving health conditions. Many Californians also experience "food insecurity," defined as a household's inability to provide enough food for every person to live an active, healthy life. Although individuals make food choices, those choices are made within the context of what is consistently accessible, affordable, or available. The Environmental Justice Existing Conditions Assessment identified the following key findings related to access to healthy food:

- Disadvantaged communities have slightly less access to healthy food outlets compared to other areas in Santee and San Diego County. Less access to healthy food and higher prevalence of fast-food establishments in disadvantaged communities may contribute to higher obesity rates. (Refer to Figure 16).
- While Santee has several food banks and summer meal program sites, the southwestern portion of Santee with disadvantaged communities is not served by these food distribution sites (Refer to Figure 15).
- Overall, Community Survey respondents felt that they had sufficient access to healthy food.

### **Access to Physical Activity and Recreational Opportunities**

Increasing physical activity is one of the most important contributors to improved health. It helps people manage weight; reduces risk of cardiovascular disease, type 2 diabetes, osteoporosis, and some cancers; and improves mental health and well-being. The Environmental Justice Existing Conditions Assessment identified the following key findings related to access to physical activity and recreational opportunities:

- Disadvantaged communities in the southwestern portion of Santee have fewer sidewalks and bike paths compared to other areas of Santee, limiting their ability to use active transportation modes (Refer to Figure 18).
- Nearly 46 percent of Community Survey respondents indicated that limited access to and/or deterioration of City infrastructure and facilities that support physical activity, including sidewalks, bicycle lanes, parks, and recreation centers, is the most important issue for the City to address to ensure all residents have access to healthy living conditions.

### *Access to Safe and Sanitary Homes*

Housing location, quality, affordability, and stability have health implications. Often, individuals who experience unique or compounding health risks face multiple, interrelated barriers to accessing safe, stable, and affordable housing. The Environmental Justice Existing Conditions Assessment identified the following key findings related to access to safe and sanitary homes:

- Although housing costs in Santee are less expensive than housing costs in other areas in the county and state, 48 percent of renters and 31 percent of homeowners in Santee are cost burdened (Figure 20).
- High housing costs impact renters in disadvantaged communities more severely because they often include low-income residents.
- Community Survey respondents were much more concerned with housing affordability than the safety and quality of homes—32 percent of respondents thought affordable housing is the most important issue for the City to address as opposed to the 2 percent of respondents who thought safe and sanitary housing is the most important issue.

### *Unique or Compounded Health Risks*

Disadvantaged communities that suffer disproportionate environmental burdens are also likely to be more vulnerable to climate impacts. Climate change may even cause displacement from increased frequency or severity of hazards like flooding, drought, wildfire, extreme heat, and other impacts (refer to **Section 5.3**). The Environmental Justice Existing Conditions Assessment identified the following key findings related to unique or compounded health risks due to climate change:

- The area with the greatest vulnerability to extreme heat, which poses a significant public health threat, is the southern portion of Santee. However, overall, Santee, including disadvantaged communities, is not particularly vulnerable to extreme heat (Refer to Figure 21).

The Safety and Environmental Justice Element aims to address these issues by integrating the primary areas of concern identified in the Environmental Justice Existing Conditions Assessment (**Appendix D**) into a series of implementation measures outlined in **Section 7**. These measures have been written in consultation with stakeholders to create a document that provides a blueprint for a more equitable, sustainable quality of life in Santee.

## Section 7. Goals, Objectives, and Policies

The City is adopting goals, objectives, and policies as defined below to address the different safety hazards and environmental burdens faced by the community:

- **Goals:** High-level objectives that address different safety and environmental justice topic areas, including those that were addressed in the Environmental Justice Existing Conditions Assessment (**Appendix D**).
- **Objectives:** Established focus areas and direction on how the City will accomplish each safety and environmental justice goal.
- **Policies:** Specific actions the City will take to advance a specific goal and objective.

In accordance with SB 379 and the process outlined in the California Adaptation Planning Guide, the City prepared a Vulnerability Assessment (**Appendix A**) that identifies the risks that climate change poses to Santee and the specific assets (i.e., critical facilities) and populations at risk from climate change impacts. The Safety and Environmental Justice Element includes several goals, objectives, and policies to address the potential for climate change-related impacts to critical facilities based on the results of the Vulnerability Assessment (**Appendix A**). In addition, the City prepared an Emergency Evacuation Route Analysis (**Appendix B**) in accordance with AB 747, SB 99, and AB 1409. The analysis identifies evacuation routes that are impacted by various hazard scenarios and the residential areas of the City that are especially vulnerable due to limited evacuation routes. The results of the Emergency Evacuation Route Analysis (**Appendix B**) when creating the goals, objectives, and policies related to public safety.

The OPR Guidelines recommend that local agencies work with residents to understand the environmental burdens and drivers of inequality when developing the Environmental Justice Element. Accordingly, the City prepared the Environmental Justice Existing Conditions Assessment (**Appendix D**), which includes information from the stakeholders and the Community Survey (**Appendix E**).

The City considered the findings from the Environmental Justice Existing Conditions Assessment (**Appendix D**) when creating the goals, objectives, and policies, which seek to address the following:

- Reduce unique or compounded health risks
- Promote civic engagement in the public decision-making process
- Prioritize improvements and programs

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### Overall Goals:

- The goal of the Safety Element is to minimize injuries, loss of life, and property damages resulting from natural and human-induced safety hazards.
- The goal of the Environmental Justice Element is to minimize the effects of climate change, pollution, and other hazards and environmental effects.

## 7.1 Safety Element

**Goal 1: Reduce impacts from and improve the City of Santee's capacity to adapt to natural hazards.**

***Objective 1: Minimize injuries, loss of life, and property damage resulting from flood hazards.***

### **Policies**

**Policy 1.1:** Encourage the use of innovative site design strategies within the floodplain, which ensure the minimization of flood hazards and maintenance of the natural character of waterways.

**Policy 1.2:** Require that developments proposed within a floodplain area use design and site planning techniques to ensure that structures are elevated at least 1 foot above the 100-year flood level.

**Policy 1.3:** Ensure that proposed projects that would modify the configuration of any of the three main waterways in Santee (San Diego River and Sycamore and Forester Creeks) are required to submit a report prepared by a registered hydrologist that analyzes potential effects of the project downstream and within the local vicinity.

**Policy 1.4:** Actively pursue the improvement of drainage ways and flood control facilities to lessen recurrent flood problems and include such public improvements in the Capital Improvements Program for Santee.

**Policy 1.5:** Pursue the identification of flood hazard areas along Fanita and Big Rock Creeks and apply protective measures where necessary.

**Policy 1.6:** Require a hydrologic study, including the analysis of effects on downstream and upstream properties and on the flood-carrying characteristics of the stream, for development proposed in the floodplain.

**Policy 1.7:** Ensure that critical emergency uses (hospitals, fire stations, police stations, the Emergency Operations Center, public administration buildings, and schools) are not in flood hazard areas or in areas that would affect their ability to function in the event of a disaster.

**Policy 1.8:** Prohibit development within the 100-year floodway, subject to the provisions of the City of Santee's Flood Damage Prevention Ordinance.

**Policy 1.9:** Ensure that floodway areas are not included in the calculation of net area for the purpose of land division.

*Objective 2: Increase awareness of geotechnical and seismic hazards to avoid or minimize the effects of hazards during the planning process for new development or redevelopment and to mitigate the risks for existing development.*

**Policies**

**Policy 2.1:** Utilize existing and evolving geologic, geophysical, and engineering knowledge to distinguish and delineate those areas that are particularly susceptible to damage from landslides and slope instability, liquefaction, and dam inundation.

**Policy 2.2:** For projects proposed in areas identified in the geologic hazard category area, the geologic/geotechnical consultant shall establish either that the unfavorable conditions do not exist in the specific area in question or that they can be mitigated through proper design and construction.

**Policy 2.3:** As shown in Table A-1, Determination of Geotechnical Studies Required, of the Geotechnical/Seismic Hazard Study Group I, II, III, and IV facilities require a Geotechnical Investigation, a Geologic Investigation, and a Seismic Hazard Study specific to the project. Additionally, the State of California requires reports for public schools, hospitals, and other critical structures to be reviewed by the State Architect.

*Objective 3: Minimize injuries, loss of life, and property damage resulting from fire hazards.*

**Policies**

**New Development**

**Policy 3.1:** Mandate that a proposed development in a State Responsibility Area or Very High Fire Hazard Severity Zone be approved only after it is determined that a Fire Protection Plan is in place that includes measures to avoid or minimize fire hazards, such as adequate water pressure to maintain the required fire flow at the time of development.

**Policy 3.2:** Ensure that all new development meets established response time standards for fire and life safety services and that all new development in State Responsibility Areas or Very High Fire Hazard Severity Zones requires fuel modification around homes and subdivisions.

**Policy 3.3:** Avoid expanding new residential development, essential public facilities, and critical infrastructure in areas subject to extreme threat or high risk, such as High or Very High Fire Hazard Severity Zones, or areas classified by the California Department of Forestry and Fire Protection as having an Extreme Threat classification on Fire Threat Maps unless all feasible risk reduction measures have been incorporated into project designs or conditions of approval.

**Policy 3.4:** Prohibit land uses that could exacerbate the risk of ignitions in High or Very High Fire Hazard Severity Zones, such as outdoor storage of hazardous or highly flammable materials, automobile service or gas stations, or temporary fireworks sales.

**Policy 3.5:** Prohibit land uses that could place occupants at unreasonable risk in High or Very High Fire Hazard Severity Zones, such as areas with large events or assembly of people and healthcare facilities.

**Policy 3.6:** Encourage the use of conservation easements or establish a Transfer of Development Rights Program in undeveloped wildland areas within High or Very High Fire Hazard Severity Zones.

**Policy 3.7:** Require the installation of fire hydrants and establishment of emergency vehicle access, notably before construction with combustible materials can begin on an approved project.

**Policy 3.8:** Require emergency access routes in developments to be adequately wide to allow the entry and maneuvering of emergency vehicles to ensure that new development has adequate fire protection.

**Policy 3.9:** Mandate that proposed development satisfy the minimum structural fire protection standards in the adopted edition of the California Building Standards Code and California Fire Code; however, where deemed appropriate, the City of Santee shall enhance the minimum standards to provide optimum protection.

**Policy 3.10:** Mandate that all new development in the Very High Fire Severity Zones comply with the most current version of the California Building Code and California Fire Code.

**Policy 3.11:** Mandate that all new development meet or exceed Title 14, California Code of Regulations, Division 1.5, Chapter 7, Subchapter 2, Articles 1–5 (starting with Section 1270) (SRA Fire Safe Regulations), and Title 14, California Code of Regulations, Division 1.5, Chapter 7, Subchapter 3, Article 3 (starting with Section 1299.01) (Fire Hazard Reduction Around Buildings and Structures Regulations), for State Responsibility Areas and/or Very High Fire Severity Zones.

### **Existing Development**

**Policy 3.12:** Increase resilience of existing development in high-risk areas built prior to modern fire safety codes or wildfire hazard mitigation guidance.

**Policy 3.13:** Mandate that public and private landowners for all existing land uses comply with all applicable state and local requirements and implement site-specific safety measures that mitigate to a low-risk condition around or near public facilities, infrastructure, and natural resources.

**Policy 3.14:** Provide information regarding defensible space and building retrofits to achieve a low-risk condition.

**Policy 3.15:** Require public and private landowners to minimize the risk of wildfire moving from wildland areas to developed properties or from property to property by increasing structural hardening measures (e.g., fire-rated roofing and fire-resistant construction materials and techniques), maintaining and improving defensible space on site, and supporting vegetation management in adjacent undeveloped areas.

**Policy 3.16:** Require structures with fire protection sprinkler systems to provide for outside alarm notification.

**Policy 3.17:** Mitigate existing non-conforming development to contemporary fire safe standards (e.g., road standards, vegetative hazards). Support state legislation that would provide tax incentives to encourage the repair or demolition of structures that could be considered fire hazards.

## **Infill Development**

**Policy 3.18:** Prioritize infill development within the existing developed footprint to avoid hazardous areas and support emergency response times.

**Policy 3.19:** Ensure that all infill development projects within State Responsibility Areas or Very High Fire Hazard Severity Zones are required to comply with applicable state or local fire safety and defensible space regulations or standards and any applicable fire protection or risk reduction measures identified in locally adopted plans.

**Policy 3.20:** Ensure that discretionary infill projects may be required to prepare a project-specific fire hazard and risk assessment and incorporate project-specific risk reduction measures, subject to the determination and approval of the Fire Marshal.

## **All Development**

**Policy 3.21:** Support the continuation of long-term maintenance of fire hazard reduction projects, such as a weed abatement program (existing), community fire breaks, and private and public road clearance.

**Policy 3.22:** Ensure that the distribution of fire hydrants and capacity of water lines is adequate through periodic review. Collaborate with the Padre Dam Municipal Water District to ensure that the City's water supply location and long-term integrity are sufficient and future water supply needs are met.

**Policy 3.23:** Encourage and support the delivery of a high level of emergency services through cooperation with other agencies and use of available financial opportunities.

**Policy 3.24:** Encourage the continued development, implementation, and public awareness of fire prevention programs.

**Policy 3.25:** The Santee Fire Department shall continue to be involved in the review of development applications to minimize fire hazards. Considerations shall be given to adequate emergency access, driveway widths, turning radii, future water supply needs, fire hydrant locations, needed fire flow requirements, street addressing, and signage.

**Policy 3.26:** Coordinate with the Padre Dam Municipal Water District on future water supply needs and existing water infrastructure constraints and deficiencies that could affect the City's ability to meet fire flow requirements.

**Policy 3.27:** Ensure that the timing of additional fire station construction or renovation (or new services) relates to the rise of service demand in Santee and surrounding areas.

**Policy 3.28:** Ensure that re-development after a large fire complies with the requirements for construction in the Very High Fire Hazard Severity Zones for fire safety.

**Policy 3.29:** Ensure that the planning and design of re-development in very high Fire Hazard Severity Zones minimizes the risks of wildfire and includes adequate provisions for vegetation management, emergency access, and firefighting while also complying with current fire codes.

**Policy 3.30:** Support mutual aid agreements and communications links with the County of San Diego and the other municipalities participating in the Unified San Diego County Emergency Service Organization.

**Policy 3.31:** Provide adequate staffing, equipment, technology, training, and funding for the Santee Fire Department to meet the existing and projected service demands and response times.

**Goal 2: Improve the City of Santee’s capacity to prevent and respond to criminal activities.**

***Objective 4: Minimize injuries, loss of life, and property damage and losses resulting from criminal activities.***

**Policies**

**Policy 4.1:** Encourage citizen and business participation in the Neighborhood Watch Program and the “Safe Santee” program and promote the establishment of new neighborhood watch programs to encourage community participation in the patrol and to promote the awareness of suspicious activity.

**Policy 4.2:** Incorporate Crime Prevention through Environmental Design principles into site planning for new developments, publicly owned spaces and renovations of existing developments, considering the concepts of defensible space, surveillance, territoriality, access control, and maintenance.

**Policy 4.3:** Encourage the upgrading of building security requirements.

**Policy 4.4:** Continue to involve law enforcement personnel in the review of new development applications through participation in the Development Review process.

**Policy 4.5:** Ensure that structures are adequately identified by street address and lighted sufficiently to deter criminal activity.

**Policy 4.6:** Work with the school districts in the establishment of a permanent School Resource Officer program or similar measure to provide a law enforcement presence at City schools.

**Policy 4.7:** Support the County of San Diego’s efforts to relocate the existing Las Colinas jail as part of a state-of-the-art consolidated justice facility to be located elsewhere on the County’s Town Center Property.

**Policy 4.8:** Ensure that critical facilities, hazardous facilities, and special occupancy structures are located and designed to be functional in an event of a disaster. These facilities and structures include fire and police stations, hospitals, communication centers, schools, churches, and other high occupancy structures.



***Goal 3: Improve public safety and minimize injuries, loss of life, and property damage resulting from transportation-related hazards.***

***Objective 5: Minimize injuries, loss of life, and property damage resulting from traffic hazards.***

**Policies**

**Policy 5.1:** Continue to review traffic safety problems annually and enforcement of parking regulations.

**Policy 5.2:** Promote the use of traffic control devices such as signals, medians, and other street design measures along busy roadways to regulate, warn, and guide traffic, thereby diminishing traffic hazards.

**Policy 5.3:** Encourage ridesharing and the use of transit and other transportation systems management programs to reduce the number of vehicle miles traveled and traffic congestion.

**Policy 5.4:** Preclude through-city truck traffic on local roadways and limit truck routes through Santee to principal and major arterial roadways.

**Policy 5.5:** Promote the establishment of shared driveways and reciprocal access between adjoining properties to reduce the number of curb cuts and conflicting traffic movements on major roads.

***Objective 6: Improve the safety and functionality of light-rail transit.***

**Policies**

**Policy 6.1:** Consider methods of improving service safety along and across the trolley line in coordination with San Diego Association of Governments, San Diego Metropolitan Transit System, and other relevant agencies.

**Policy 6.2:** Coordinate with San Diego Metropolitan Transit System to encourage transit stops in areas serving vulnerable populations, such as near senior housing projects, medical facilities, major employment centers, and mixed-use areas.

***Objective 7: Minimize injuries, loss of life, and property damage resulting from airport hazards.***

**Policies**

**Policy 7.1:** Continue reviewing all development proposed in the Gillespie Field Airport Influence Areas using the Airport Land Use Compatibility Plan, which provides guidance on appropriate land uses surrounding airports to protect the health and safety of people and property within the vicinity of an airport. Ensure consistency determinations are received from the Airport Land Use Commission to ensure that design features are incorporated into the site plan to address identified aircraft safety and noise hazards.

**Policy 7.2:** Continue to discourage the establishment of additional high-risk uses, including schools, hospitals, nursing homes, and daycare centers in Airport Safety Zones and receive consistency determinations from the Airport Land Use Commission.

**Policy 7.3:** Receive final airspace determination from the Federal Aviation Administration for projects in Airport Influence Areas in accordance with Code of Federal Regulations, Title 14, Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace.

**Goal 4: Improve the City of Santee’s capacity to prevent and respond to emergencies and hazardous materials incidents.**

***Objective 8: Ensure the efficient control of emergency operations during natural or human-caused disasters.***

**Policies**

**Policy 8.1:** Continue to hold periodic disaster exercises in cooperation with the appropriate state and federal agencies.

**Policy 8.2:** Update the adopted Santee Emergency Operations Plan periodically to ensure the safety of residents, employees, and visitors in times of natural or human-caused disaster.

**Policy 8.3:** Maintain an Emergency Operations Center to coordinate resources, information, and communication, which would strengthen the City of Santee’s ability to detect and respond to threats.

***Objective 9: Minimize the risk of damage to people, property, and the environment caused by hazardous materials.***

**Policies**

**Policy 9.1:** Continue to implement the County of San Diego’s Hazardous Waste Management Plan or develop and implement an equivalent plan.

**Policy 9.2:** Continue to participate in the San Diego County Joint Powers Authority Hazardous Materials Response Team in dealing with hazardous materials incidents.

**Policy 9.3:** Require that any potential hazardous materials issues be fully investigated at the environmental review stage prior to project approval.

**Policy 9.4:** Review any proposed uses involving the use, transport, storage, or handling of hazardous waste to ensure that such uses will not represent a significant risk to surrounding uses or the environment.

**Policy 9.5:** Continue to provide for a household hazardous waste collection program for Santee residents as part of the contract with the City of Santee trash franchisee.

**Policy 9.6:** Control the location, manufacture, storage, or use of hazardous materials in Santee through Zoning Ordinance implementation and the development review process.

**Policy 9.7:** Encourage safe and proper disposal of household hazardous waste.

**Policy 9.8:** Promote safe, environmentally sound means of solid waste disposal for the community.

**Policy 9.9:** Investigate ways to encourage businesses to recycle their waste.

**Policy 9.10:** Continue to implement the Construction and Demolition Diversion Ordinance as required by Cal Recycle.

***Goal 5: Increase Santee’s resiliency to climate change-related impacts.***

***Objective 10: Build capacity to adapt to climate-related hazards through resilient emergency management and hazard mitigation strategies.***

**Policies**

**Policy 10.1:** Integrate findings of climate vulnerability into emergency planning, including mitigation, preparedness, response, and recovery efforts. In doing so, the City of Santee will respond to any unique challenges in the community identified through the Vulnerability Assessment.

**Policy 10.2:** Ensure that emergency management activities are conducted equitably and are responsive to the needs of all community members, primarily by communicating emergency plans in many different formats and in multiple languages, as appropriate, and conducting outreach with and to seek feedback from members of the community who face equity issues.

**Policy 10.3:** Continue to collaborate with local and regional partners to support business resiliency through preparedness education, training, and resources.

**Policy 10.4:** Collaborate with local, regional, state, and federal partners to provide community-wide outreach to educate people on how to prepare for and recover from climate change effects.

**Policy 10.5:** Provide information on the benefits of the resiliency of existing residential and commercial development through structural strengthening, fire safe landscaping, and energy efficiency upgrades.

**Policy 10.6:** Coordinate with transportation agencies to identify local and regional transportation corridors that are at risk from climate change effects while using the best available science and resilient design features to improve resiliency to extreme climate events.

**Policy 10.7:** Coordinate with regional transit providers to identify alternative routes, stops, and modes of transit if normal infrastructure is damaged or closed because of extreme events.

**Policy 10.8:** Promote climate preparedness and provide outreach to vulnerable populations.

***Objective 11: Increase resiliency to the impacts of extreme heat.***

**Policies**

**Policy 11.1:** Increase the energy reliability of municipal facilities to withstand increased energy demands.

**Policy 11.2:** Continue expedited review of building permits for solar equipment and electric vehicle charging stations.

**Policy 11.3:** Encourage the conservation of energy during peak demand hours.

**Policy 11.4:** Promote adequate protection for outdoor workers and people experiencing homelessness from extreme conditions.

**Policy 11.5:** Provide information to the public in cooperation with community-based organizations to ensure that emergency shelters and cooling centers are available during climate events, such as extreme heat events, poor air quality, severe weather events, and other highly hazardous conditions.

**Policy 11.6:** Encourage shade trees near buildings, in parking lots, and along bike and pedestrian pathways.

**Policy 11.7:** Promote reverse 911 calls to notify residents of serious heat events or natural disasters and encourage residents to register into the Alert San Diego system.

***Objective 12: Increase resiliency to the impacts of wildfire.***

### Policies

**Policy 12.1:** Continue to require fire prevention planning and defensible space in all new development within Very High Fire Hazard Severity Zones or wildland-urban interface.

**Policy 12.2:** Review development proposals and coordinate with regional transportation agencies, as needed, to ensure that multiple evacuation routes are available under a range of scenarios and to identify alternative routes that are accessible to people without life-supporting resources.

**Policy 12.3:** Continue to educate the public on the importance of fire safety with information on topics including but not limited to defensible space, evacuation routes, and road clearance, with a focus on reaching at-risk, vulnerable populations.

**Policy 12.4:** Identify fire-prone habitats to plan for increased risk of larger and more frequent wildfires.

***Objective 13: Increase resiliency to the impacts of extreme precipitation.***

### Policies

**Policy 13.1:** Continue to encourage the implementation of low-impact development (e.g., rain gardens, rainwater harvesting, green roofs) to reduce flooding.

**Policy 13.2:** Continue to promote the application of nature-based solutions (e.g., greenways, tree trenches) to improve resilience and preserve biodiversity.

**Policy 13.3:** Continue to encourage the use of climate-smart landscaped surfaces (e.g., permeable pavement, stormwater parks, green streets) in new and existing development.

***Objective 14: Increase resiliency to the impacts of drought.***

### Policies

**Policy 14.1:** Provide information on water efficiency and conservation efforts.

**Policy 14.2:** Continue to implement the City of Santee’s Water Efficient Landscape Ordinance for private and public projects.

**Policy 14.3:** Provide information on building code requirements for water conservation features (e.g., low-flow toilets, faucets, appliances).

**Policy 14.4:** Explore programs to expand access to limited water resources for at-risk, vulnerable populations (e.g., people experiencing homelessness).

## 7.2 Environmental Justice Element

### ***Goal 1: Reduce pollution exposure and improve air quality.***

***Objective 1: Continue to minimize the potential impact of pollution on disadvantaged communities by mitigating the factors and conditions that contribute to exposure.***

#### **Policies**

**Policy 1.1:** Continue to protect natural resources from pollution, such as trash and debris in creeks, rivers, and storm drainage areas, especially in areas where transient populations are prevalent.

**Policy 1.2:** Increase maintenance of public spaces, such as parks and trails, to protect natural resources from pollution.

**Policy 1.3:** Continue to reduce the potential danger related to the use, storage, transport, and disposal of hazardous materials to an acceptable level of risk.

**Policy 1.4:** Continue to protect the air, water, soil, and biotic resources from damage by exposure to hazardous materials.

***Objective 2: Maintain and improve air quality, especially in areas identified as disadvantaged communities, by defining sources of air pollution and reducing emissions from said sources.***

#### **Policies**

**Policy 2.1:** Continue to maintain or improve the current air quality level within the City of Santee’s jurisdiction.

**Policy 2.2:** Remove particulate matter from mobile source emissions through implementation of the Sustainable Santee Plan’s public transit, active transportation, and electrification strategies.

**Policy 2.3:** Seek to partner with the San Diego County Air Pollution Control District and the California Department of Transportation to establish a mitigation program, such as a roadside vegetation barrier program, to reduce the impacts of pollution, notably for homes in the disadvantaged communities bounded by Magnolia Avenue, Prospect Avenue, Cuyamaca Street, and Mission Gorge Road.

**Policy 2.4:** Explore creating a program to provide education on how to improve air quality for City residents impacted by air pollutants, especially those living within proximity to Gillespie Field.

**Policy 2.5:** Seek to partner with the San Diego County Air Pollution Control District to (1) establish a mitigation program to reduce the impact of air pollution on disadvantaged communities and (2) create targeted permit inspection programs in disadvantaged communities to help ensure enforcement of air quality permits.

**Policy 2.6:** Create land use patterns that encourage people to bicycle, walk, or use public transit to reduce emissions from mobile sources, such as plans that (1) require vegetative barriers to be included in industrial developments near residential areas in Santee and/or (2) improve tree canopy and promote green infrastructure development in disadvantaged communities, particularly the neighborhoods that do not already have access to green space.

**Policy 2.7:** Encourage stronger pollution controls at facilities in/near disadvantaged communities, especially the neighborhoods around Magnolia Avenue, Prospect Avenue, Cuyamaca Street, and Mission Gorge Road.

**Goal 2: Promote access to public facilities and services.**

***Objective 3: Promote access to public transit by increasing frequency of buses and trolleys, decreasing travel duration for commuters, and updating system networks to connect riders to priority areas, such as shopping centers, schools, and parks and recreation facilities.***

**Policies**

**Policy 3.1:** Implement the Santee Parks and Recreation Master Plan to increase access to diverse, high-quality parks, green space, recreation facilities, and natural environments for disadvantaged communities.

**Policy 3.2:** Work with the San Diego Metropolitan Transit System and the San Diego Association of Governments to encourage transit providers to establish, maintain, and increase frequency of routes to jobs, shopping, schools, daycares, parks, and healthcare facilities that are convenient to the disadvantaged communities in both the southeastern and the southwestern portions of Santee.

**Policy 3.3:** Promote and support the continued expansion of the San Diego Trolley system that benefits residents of Santee, especially in higher-density areas. Work with the San Diego Metropolitan Transit System to ensure that public transportation is provided from disadvantaged communities to commercial and recreational facilities. Work with the San Diego Metropolitan Transit System to increase frequency of the Green Line, particularly during weekends, which provides access to and from the City of Santee and the City of San Diego.

**Policy 3.4:** Encourage the use of alternative transportation modes, such as walking, cycling, and public transit. Maintain and implement the policies and recommendations of the Active Santee Plan and the San Diego Association of Governments San Diego Regional Safe Routes to School Strategic Plan to improve safe bicycle and pedestrian access to major destinations.

**Policy 3.5:** Coordinate with the San Diego Metropolitan Transit System and San Diego Association of Governments to provide efficient, cost-effective, and responsive systems; multimodal support facilities; and adequate access near and to and from transit stops for bicyclists and pedestrians, including children and youth, older adults, and people with disabilities.

**Policy 3.6:** Encourage and provide ridesharing, park and ride, and other similar commuter programs that eliminate vehicles from freeways and arterial roadways. Encourage businesses to provide flexible work schedules for employees and employers to offer shared commute programs and/or incentives for employees to use public transit.

**Policy 3.7:** Work to increase public transit ridership among transit-dependent populations by providing greater access to public transit throughout Santee.

***Objective 4: Improve the quality of public facilities and promote equitable access to community (public) spaces.***

### Policies

**Policy 4.1:** Prioritize seeking public funding to upgrade public facilities in disadvantaged communities, particularly the neighborhoods around Magnolia Avenue, Prospect Avenue, Cuyamaca Street, and Mission Gorge Road.

**Policy 4.2:** Continue the City of Santee’s maintenance and operation of parks and other recreational spaces throughout Santee, especially in the regions along the river, with more frequency. Provide and maintain the highest level of service possible for all community public services and facilities.

**Policy 4.3:** Continue to evaluate current agreements and work to improve joint-use agreements with schools for access to indoor facilities and use of fields to adopt a more cooperative approach to providing services to the community.

**Policy 4.4:** Explore providing more community centers throughout Santee, especially in residential areas that lack a community center within walking distance from home, such as the southwestern areas of Santee.

**Policy 4.5:** Prioritize new investments in community-building facilities that will foster a sense of belonging among its residents.

***Objective 5: Continue to create a “livable community” by offering supportive community programs and services, providing alternative transportation choices, and promoting equitable, affordable housing.***

### Policies

**Policy 5.1:** Create a vibrant town center by developing a connected system of multi-modal corridors that encourages walking, biking, and riding public transit. A mobility hub should be considered at the existing Santee Trolley Square to provide features such as bike-share, bike parking, car-share, neighborhood electric vehicles, real-time traveler information, demand-based

shuttle services, wayfinding signage, bicycle and pedestrian improvements, and urban design enhancements.

**Policy 5.2:** Continue to implement the Santee Town Center Specific Plan, which provides retail commercial, office, recreational, and other appropriate uses to establish a focal point for Santee.

**Policy 5.3:** Allow for the development of a wide range of commercial and residential building and structure types in Santee and ensure that development in Santee is consistent with the overall community character and contributes positively to Santee’s image.

**Policy 5.4:** Ensure that industrial uses are compatible with adjacent land uses, ensure that natural and human-induced hazards are adequately addressed in the location and intensity of development in Santee, and minimize land use conflicts between land uses in adjacent areas and existing and planned land uses in Santee.

**Policy 5.5:** Continue to increase sidewalks, crosswalks, and safety for people who walk and/or use mobility devices, such as wheelchairs.

**Policy 5.6:** Implement the Complete Streets Policy in the Santee General Plan Mobility Element.

**Policy 5.7:** Continue to plan for and implement a comprehensive network of safe pedestrian facilities to promote pedestrian travel.

**Policy 5.8:** Continue to design pedestrian walkways in a way that promotes walking by providing a safe, aesthetically pleasing path of travel.

**Policy 5.9:** Maintain access for pedestrian travel where it already exists and provide it where it does not to prevent or eliminate barriers to pedestrian travel.

**Policy 5.10:** Coordinate with local school districts and nonprofit organizations to improve access and resources to engage in active forms of transportation (e.g., bicycles, skates, helmets, and related equipment) for disadvantaged communities.

***Goal 3: Promote access to physical activity and recreational opportunities.***

***Objective 6: Improve access to and connectivity between community services, including group meetings, recreation programs, and health classes.***

**Policies**

**Policy 6.1:** Continue to provide a comprehensive program of recreational services for all ages, with an emphasis on programs for children and youth.

**Policy 6.2:** Continue to consider alternative recreation programs, such as providing basketball equipment to private groups, using church and commercial center facilities, and closing streets to through-traffic, where feasible, in neighborhoods with park deficiencies.

**Policy 6.3:** Provide readily accessible meeting space and inclusive programming at the community centers to meet the needs of people of all ages, physical conditions, and socioeconomic situations, especially Santee’s diverse communities, including but not limited to the art and lesbian, gay, bisexual, and transgender communities.



**Policy 6.4:** Encourage service clubs, civic groups, individual donors, and others to help develop recreational facilities. Encourage private employee recreation in business and industrial areas to provide recreational opportunities for employees.

**Policy 6.5:** Consider providing affordable and free educational programming in disadvantaged communities to highlight practices that can improve one's health, such as physical activity and healthy eating.

**Policy 6.6:** Actively seek public and private funding sources to support recreation development, programs, and operation in the process of reviewing recreation programming to ensure that recreation programs reach all segments of the community.

**Policy 6.7:** Collaborate with organizations like California Walks to improve active transportation in Santee through policy, project, and program development and implementation; grant writing; and neighborhood needs assessments.

***Objective 7: Continue to create green spaces, such as community gardens, open spaces, and public parks, that support food education, promote healthy lifestyles, and foster community building.***

## Policies

**Policy 7.1:** Continue to create safe, attractive spaces for recreation, including well-lit parks and pedestrian paths, through implementation of the Santee Parks and Recreation Master Plan, which is a roadmap used to address the need for additional trails for activities such as biking and hiking to improve connectivity throughout the Santee and to provide a system of public parks and recreation facilities that serve the residents of Santee.

**Policy 7.2:** Continue to provide adequate recreational acreage and facilities in all areas of Santee by identifying vacant lots and underused public land that can be turned into neighborhood-run community gardens. Provide additional park and recreational facilities for Santee residents, which could include a combination of local parks, trails, school playgrounds, and other public facilities that meet part of the need for local recreational facilities.

**Policy 7.3:** Encourage the development of a San Diego River Park with passive recreation uses throughout Santee as part of an overall master plan concept for the entire San Diego River. Encourage the inclusion of recreational facilities in all mixed land use developments, especially in the Santee Trolley Square Town Center.

**Policy 7.4:** Locate mini-parks in the built-up areas of Santee where recreational facilities are needed and where available land is limited. Pursue the development of additional publicly owned parks and recreation facilities that are distributed throughout Santee to meet the needs of all residents.

**Policy 7.5:** Continue and expand the City of Santee's community garden program and provide information on how existing community gardens operate and how residents can get involved.

**Policy 7.6:** Assess and, if feasible, develop open land for community gardens.

**Policy 7.7:** Identify and implement opportunities to incorporate open spaces suitable for community gardens into larger development projects.

***Objective 8: Continue to create a “livable community” by investing in environmental education initiatives and streetscape beautification projects.***

### Policies

**Policy 8.1:** Consider creating an environmental education program that will include the following to encourage the appreciation of Santee’s natural resources:

- Development of trails, interpretive signs, and overlooks at public parks adjacent to sensitive environments
- Encouragement of private environmental organizations to sponsor wetlands enhancement programs and to provide docents for wetlands tours
- Coordination with school districts to use specified areas as outdoor learning laboratories

**Policy 8.2:** Consider developing and implementing a Green Infrastructure Plan, including a combination of stormwater features, habitat, trees, and other greenery.

**Policy 8.3:** Identify strategies for grassroots implementation of green infrastructure and restoration by Santee residents, such as through the promotion of eco-literacy with a focus on urban gardening.

### **Goal 4: Promote access to healthcare.**

***Objective 9: Expand healthcare access and readiness by working with partners at the regional, state, and federal levels to increase affordability of physical and mental healthcare services.***

### Policies

**Policy 9.1:** Encourage new healthcare facilities, including mental health facilities, to locate to Santee, with a focus on areas where residents lack health insurance or are underinsured, such as the southwestern portion of Santee.

**Policy 9.2:** Encourage existing healthcare organizations to provide safety improvement and service enhancements, as needed, to implement new technologies and best industry practices.

**Policy 9.3:** Explore partnerships with local and regional healthcare providers to provide free community healthcare and dental screenings and services throughout the year, particularly in disadvantaged communities.

**Goal 5: Improve access to healthy food.**

***Objective 10: Improve the nutrition and overall health of the population by expanding the already existing network of food banks and meal sites into neighborhoods with disadvantaged communities.***

**Policies**

**Policy 10.1:** Encourage the establishment and operation of additional farmers markets, farm stands, ethnic markets, mobile health food markets, and convenience/corner stores that sell healthy foods, including fresh produce where feasible and appropriate.

**Policy 10.2:** Encourage new developments to include a healthy food supply or edible garden (e.g., urban garden).

**Policy 10.3:** Work with nonprofits to expand and diversify alternative food access points, such as farmers markets and community-supported agriculture, and other healthy and local food distribution models.

**Policy 10.4:** Prioritize healthy food supplies in economic development efforts, especially in areas where a healthy food supply, farmers market, or community garden is not within a half mile of residential areas.

**Policy 10.5:** Work with food banks that serve the Santee community to maintain them as a food source to Santee residents, farmworkers, and youth.

**Policy 10.6:** Provide healthy food options at all municipal buildings and at City of Santee events where food is made available by the City.

**Policy 10.7:** Find incentives that encourage school districts to develop a program that integrates gardening and nutrition, making the connection between healthy food choices and fresh, locally grown produce.

**Policy 10.8:** Utilize the City of Santee’s social media and newsletter to promote messages regarding healthy eating habits and food choices and information about food assistance programs, such as the Supplemental Nutrition Assistance Program (SNAP).

**Goal 6: Improve access to safe and sanitary homes.**

***Objective 11: Continue to ensure community health and well-being by supporting rehabilitation programs, enforcing municipal codes, and supporting affordable housing projects that allow for members of disadvantaged communities, such as low-income residents, to live in safe, healthy housing.***

**Policies**

**Policy 11.1:** Continue to support and coordinate with social service providers and regional agencies to address the housing-related needs of Santee residents, particularly those with special needs.

Continue the operation of the Residential Rehabilitation Program, which offers a limited amount of low-interest, deferred loans to income-eligible homeowners to facilitate home improvements and/or correct any health and safety or building code violations.

**Policy 11.2:** Continue to prioritize and enforce the existing Buildings and Construction Code based on safety and blight as required through existing—and, if necessary, expanded—code enforcement efforts. Continue to use the City of Santee’s Code Compliance Program to bring substandard units into compliance with City of Santee codes and to improve overall housing quality and neighborhood conditions in Santee.

**Policy 11.3:** Continue to use HOME Investment Partnerships and other funding sources to assist residents with extremely low, very low, and low incomes with housing rehabilitation Citywide. Develop and maintain collaborative efforts among nonprofits, for-profit developers, and public agencies to encourage the development, maintenance, and improvement of affordable housing.

**Policy 11.4:** Continue to provide information to the public regarding resources for housing repairs for single-family homes, multi-family properties, and mobile or manufactured homes to address unsafe and unhealthy conditions in neighborhoods.

**Policy 11.5:** Continue to educate and/or provide resources and weatherization (i.e., weatherproofing) measures that can improve housing conditions and reduce energy costs.

***Objective 12: Increase affordable housing so households can put their income toward other goods and services, healthcare needs, and basic necessities and so households can avoid overcrowding, displacement of residents, and increased homelessness.***

## Policies

**Policy 12.1:** Address housing affordability through the Housing Element and Land Use Element to optimize land use for housing and to encourage affordable housing development.

**Policy 12.2:** Consider establishing a Community Revitalization and Investment Authority in the Santee Town Center area that would allow the City of Santee to use a portion of the property tax increment generated in that area to develop affordable housing and otherwise support Santee Town Center community revitalization projects.

**Policy 12.3** Encourage both the private and public sectors to produce or assist in the production of housing, with particular emphasis on housing affordable to lower-income households, including extremely low-income households, and housing suitable for people with disabilities, older adults, large families, and female-headed household.

**Policy 12.4:** Ensure that all new housing development and redevelopment in Santee is properly phased in amount and geographic location so that City of Santee services and facilities can accommodate growth.

**Policy 12.5:** Coordinate with affordable housing developers and social service providers in Santee to provide Santee residents with education on how to qualify and apply for affordable housing and other housing-related needs.

**Policy 12.6:** Increase affordable homeownership opportunities for Santee’s low-income households and provide free homeownership education programs.

**Policy 12.7:** Collaborate with local social service providers to address the needs of Santee’s homeless population.

***Goal 7: Promote community involvement in decisions.***

***Objective 13: Increase community involvement and participation in defining community needs, establishing local priorities, and creating programs to meet these needs.***

**Policies**

**Policy 13.1:** Establish and clearly communicate the purpose of outreach efforts and the role the public shall play in decisions or outcomes through the City of Santee’s social media and newsletter to share updates, resources, and other information from the City of Santee.

**Policy 13.2:** Consider providing multi-lingual requirements for published City of Santee notices and materials, meetings, and facilitation events, where appropriate.

**Policy 13.3:** Leverage online tools for community engagement when beneficial, including videos and podcasts, e-comments, online forums, interactive web-based mapping, interactive planning, and tools that allow community members to use data and create their own reports. Consider instituting broadband initiatives, such as providing laptops or internet hotspots to the households in Santee affected by inadequate internet access (i.e., “digitally divided” households).

**Policy 13.4:** Leverage offline tools for community engagement and continue to work with local media services, such as television and radio stations, to ensure adequate public awareness of events, City of Santee resources, recreation opportunities, and policy decisions under consideration.

**Policy 13.5:** Collaborate with community-based organizations that have relationships, trust, and cultural competency with target communities to outreach for local initiatives and issues.

**Policy 13.6:** Continue to hold meetings and other public engagement forums at accessible locations and times to include a wide range of residents. Consider holding virtual meetings alongside in-person meetings to enable more residents and other stakeholders to conveniently participate in public meetings.

**Policy 13.7:** Prioritize outreach efforts to target communities that will be most impacted by an issue or a decision.

**Policy 13.8:** Continue community outreach that introduces residents to the City of Santee’s functions and services while equipping residents to get involved in their community.

***Goal 8: Unique or compounded health risks.***

***Objective 14: Implement the Sustainable Santee Plan to help communities reduce greenhouse gases that cause climate change and to adapt to a changing climate with more extreme, more common weather phenomena.***

**Policies**

**Policy 14.1:** Invest in census tracts in the areas of Santee that are more exposed to extreme heat events to build community resilience to and minimize impacts from climate change-induced phenomena.

**Policy 14.2:** Reduce greenhouse gas emissions, increase renewable energy, and promote energy efficiency through implementation of the Sustainable Santee Plan.

**Policy 14.3:** Prioritize disproportionately vulnerable populations for adaptation and mitigation investments identified in the Local Hazard Mitigation Plan.

**Policy 14.4:** Plan responsive measures to wildfire events. Provide public information on emergency preparedness, evacuation, shelters, food, water, and recovery in both Spanish and English. Use the City of Santee’s social media and newsletter to provide information for climate-related hazards.

**Policy 14.5:** Work with the County of San Diego and community-based organizations to identify resources and funding sources for those who may otherwise not qualify for financial assistance from the Federal Emergency Management Administration in the event of a disaster.

**Policy 14.6:** Prevent or limit significant increases in housing costs or essential supplies (“price gouging”) following disasters either through ordinances or other measures.

**Policy 14.7:** Prioritize dissemination of public information on emergency preparedness, evacuation, shelters, food, water, and recovery in languages primarily spoken by the ethnic and immigrant groups in the community.

**Policy 14.8:** Implement green infrastructure projects, including tree planting in disadvantaged communities, through implementation of a Green Infrastructure Plan through implementation of the Sustainable Santee Plan, Urban Forestry Plan, and private development proposals.

**Policy 14.9:** Integrate the natural and human-made landscapes of Santee to enhance the quality of life, revitalize older neighborhoods and community places, and sustain a beautiful, distinctive, and well-organized community for Santee residents.

***Objective 15: Prioritize the health and safety of residents to create a resilient, adaptable community.***

**Policies**

**Policy 15.1:** Continue to create an environment that promotes racial, ethnic, and religious tolerance and is free from discrimination and continue to support community and religious efforts and programs that advance tolerance and embrace diversity and anti-discrimination.

**Policy 15.2:** Use tools and services, such as Neighborhood Watch, law enforcement, community services, rehabilitation loan programs, code compliance, and waste management services, to support and enhance neighborhoods and streetscapes in need of revitalization.

## Section 8. Implementation

Gov. Code, Section 65302(g)(2)(C), Section 65302(g)(3)(C), and Section 65302(g)(4)(C), require jurisdictions to establish a set of feasible implementation measures designed to carry out the goals, policies, and objectives established in the Safety Element of a General Plan. The policies outlined in **Section 7** function as implementation measures designed to carry out the Element's goals and objectives in compliance with the Gov. Code sections identified above.

The City will be responsible for ensuring that implementation of the policies identified in this Safety and Environmental Justice Element are monitored on an ongoing basis. The City is required to report on the implementation status of the Santee General Plan Elements in the City's Annual Progress Report in accordance with Gov. Code, Section 65400(a). The Annual Progress Report also informs the public of the City's progress toward meeting the community's goals. The Annual Progress Report is required to be prepared and submitted to City Council, the OPR, and the HCD by April 1 of each year. Additionally, implementation of policies identified in this Safety and Environmental Justice Element will be tracked and discussed during other regular City department meetings.

The policies will be implemented by various City departments and authorities. For example, the Santee Fire Department will be responsible for implementing policies related to wildfire response (e.g., Safety Policy 3.2, Environmental Justice Policy 14.4). Implementation of policies related housing, planning, and code compliance (e.g., Safety Policies 6.2 and 7.1, Environmental Justice Policies 12.4 and 14.2) will be the responsibility of the City's Development Services Department. The City's Community Services Department is responsible for implementation of policies related to recreational opportunities in Santee (e.g., Environmental Justice Policies 6.3 through 6.5). The City will implement these policies in coordination with the appropriate agencies, departments, and non-governmental organizations, as well as other jurisdictions.

The City acknowledges it is important to review the plan regularly and update it at least once every 8 years per Gov. Code, Section 65302(g)(5). The City will also ensure that as new safety hazard and equity information is discovered or produced, City staff will review and determine the appropriateness of incorporation. As part of this effort, as major disasters and other significant events affect Santee, City staff will be convened to review and assess the Safety and Environmental Justice Element.

The public will continue to be involved whenever the Safety and Environmental Justice Element is updated and as appropriate during the monitoring and evaluation process. Before the adoption of updates, the City will provide the opportunity for the public to comment on the updates. A public notice will be published before the meeting to announce the comment period and meeting logistics. Moreover, the City will engage stakeholders in community safety and environmental justice planning.

Various existing federal, state, and local programs and strategies can be used in Santee to reduce the potential public safety hazards and environmental justice issues described in this Element. The

Safety and Environmental Justice policies established in this Element must be integrated in the long-term with regional and state efforts to promote public safety and equity. The information in this Element, including results from the Vulnerability Assessment (**Appendix A**), Emergency Evacuation Route Analysis (**Appendix B**), and Environmental Justice Existing Conditions Assessment (**Appendix C**), will be used by the City to help inform updates and the development of local plans, programs, and policies. The City also incorporated the County's 2023 MJHMP into this Safety and Environmental Justice Element, as recommended by AB 2140. The 2023 update to the MJHMP was adopted prior to approval of the Safety and Environmental Justice Element and is incorporated by reference. However, much of the information included in this Element was informed by information gathered for preparation of the 2023 MJHMP update.



## Appendix A. Vulnerability Assessment

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Appendix A. Vulnerability Assessment is available via the below link:

<https://www.cityofsanteeca.gov/documents/planning-building/active-projects/safety-environmental-justice-element/a-vulnerability-assessment.pdf>

## Appendix B. Emergency Evacuation Route Analysis

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Appendix B. Vulnerability Assessment is available via the below link:

<https://www.cityofsanteeca.gov/documents/planning-building/active-projects/safety-environmental-justice-element/b-emergency-evacuation-route-analysis.pdf>

## Appendix C. Geotechnical/Seismic Hazard Study

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Appendix C1. Vulnerability Assessment is available via the below link:

<https://www.cityofsanteeca.gov/documents/planning-building/active-projects/safety-environmental-justice-element/c1-geotech-seismic-hazard-study.pdf>

Appendix C2. Vulnerability Assessment is available via the below link:

<https://www.cityofsanteeca.gov/documents/planning-building/active-projects/safety-environmental-justice-element/c2-geotech-study-maps.pdf>

## Appendix D. Environmental Justice Existing Conditions Assessment



Appendix D. Vulnerability Assessment is available via the below link:

<https://www.cityofsanteeca.gov/documents/planning-building/active-projects/safety-environmental-justice-element/d-santee-ej-existing-conditions.pdf>

## Appendix E. Environmental Justice Community Survey Results

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Appendix E. Vulnerability Assessment is available via the below link:

<https://www.cityofsanteeca.gov/documents/planning-building/active-projects/safety-environmental-justice-element/e-santee-ej-surveyresults.pdf>

**FINAL**

# **Initial Study/ Negative Declaration**

## **City of Santee Safety and Environmental Justice Element**

**October 2024**

Prepared for:



**City of Santee  
10601 Magnolia Avenue  
Santee, California 92071  
Contact: Christina Rios, Senior Planner**

Prepared by:



**600 B Street, Suite 2000  
San Diego, California 92101  
(619) 236-1778  
Contact: Darin Neufeld, AICP, Director**

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## ***Table of Contents***

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<b>Acronyms and Abbreviations .....</b>	<b>iii</b>
<b>Document Overview.....</b>	<b>v</b>
<b>Section 1 Project Description .....</b>	<b>1</b>
1.1 Project Location .....	1
1.2 Project Overview .....	1
1.3 Project Background.....	3
1.4 Proposed Element.....	3
1.5 Regulatory Requirements, Permits, and Approvals .....	4
<b>Section 2 Initial Study Checklist.....</b>	<b>7</b>
2.1 Project Information .....	7
2.2 Environmental Factors Potentially Affected .....	9
2.3 Lead Agency Determination .....	10
2.4 Evaluation of Environmental Impacts .....	11
2.4.1 Aesthetics .....	12
2.4.2 Agriculture and Forestry Resources .....	16
2.4.3 Air Quality .....	19
2.4.4 Biological Resources .....	24
2.4.5 Cultural Resources.....	31
2.4.6 Energy .....	36
2.4.7 Geology and Soils .....	39
2.4.8 Greenhouse Gas Emissions .....	46
2.4.9 Hazards and Hazardous Materials .....	51
2.4.10 Hydrology and Water Quality .....	61
2.4.11 Land Use and Planning.....	72
2.4.12 Mineral Resources .....	74
2.4.13 Noise .....	76
2.4.14 Population and Housing.....	79
2.4.15 Public Services.....	83
2.4.16 Recreation .....	91
2.4.17 Transportation .....	94
2.4.18 Tribal Cultural Resources .....	101
2.4.19 Utilities and Service Systems.....	103
2.4.20 Wildfire.....	108
2.4.21 Mandatory Findings of Significance.....	118

<b>Section 3</b>	<b>List of Preparers .....</b>	<b>122</b>
	3.1 Lead Agency .....	122
	3.2 Consultants .....	122
<b>Section 4</b>	<b>References .....</b>	<b>124</b>

**Figures**

Figure 1. Regional Location .....	5
-----------------------------------	---

**Tables**

Table 1. City of Santee EnviroStor Cleanup Sites .....	52
Table 2. City of Santee Population (2010–2020) .....	79

## ***Acronyms and Abbreviations***

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AB	Assembly Bill
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
Attainment Plan	Attainment Plan for San Diego County
Basin Plan	Water Quality Control Plan for the San Diego Basin
BMP	best management practice
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CBC	California Building Code
CEQA	California Environmental Quality Act
CH <sub>4</sub>	methane
CNEL	community noise equivalent level
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2e</sub>	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CWA	Clean Water Act
dB	decibel
EIR	Environmental Impact Report
EV	electric vehicle
FAA	Federal Aviation Administration
GHG	greenhouse gas
GWP	global warming potential
HU	Hydrological Unit
I-	Interstate
IS	Initial Study
LID	Low Impact Development
Metropolitan	Metropolitan Water District of Southern California
MRZ	Mineral Resource Zone
MSCP	Multiple Species Conservation Program
N <sub>2</sub> O	nitrous oxide
ND	Negative Declaration
NO <sub>2</sub>	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O <sub>3</sub>	ozone
Padre Dam	Padre Dam Municipal Water District
Pb	lead
PM <sub>10</sub>	particulate matter measuring no more than 10 microns in diameter
PM <sub>2.5</sub>	fine particulate matter measuring no more than 2.5 microns in diameter
RTP	Regional Transportation Plan



RWQCB	Regional Water Quality Control Board
Safety-EJ Element	Safety and Environmental Justice Element
SANDAG	San Diego Association of Governments
SB	Senate Bill
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SDMTS	San Diego Metropolitan Transit System
SF <sub>6</sub>	sulfur hexafluoride
SO <sub>2</sub>	sulfur dioxide
SR-	State Route
SRA	State Responsibility Area
Sustainable Santee Plan	Sustainable Santee Plan: The City's Roadmap to Greenhouse Gas Reductions
SWPPP	Stormwater Pollutant Prevention Plan
VMT	vehicle miles traveled
VHFHSZ	Very High Fire Hazard Severity Zones

## ***Document Overview***

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This Initial Study/Negative Declaration (IS/ND) has been prepared in accordance with California Environmental Quality Act (CEQA) and the CEQA Guidelines for the proposed Safety and Environmental Justice Element (Safety-EJ Element). The primary intent of this document is to (1) determine whether the Safety-EJ Element would result in potentially significant impacts to the environment, and (2) incorporate mitigation measures into the project design, as necessary, to eliminate or reduce the Safety-EJ Element's potentially significant impacts to a less than significant level.

In accordance with CEQA, projects that have the potential to result in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment must undergo analysis to disclose potential significant effects. The provisions of CEQA apply to California governmental agencies at all levels, including local agencies, regional agencies, state agencies, boards, commissions, and special districts. CEQA requires preparation of an IS for a discretionary project to determine the range of potential environmental impacts of that project and to define the scope of the environment review document. As specified in Section 15064(f) of the CEQA Guidelines, the lead agency (i.e., City of Santee) may prepare an ND if, in the course of the IS analysis, it is recognized that the project would not have a significant impact on the environment. As the lead agency for the Safety-EJ Element, the City has the principal responsibility for conducting the CEQA environmental review to analyze the potential environmental effects associated with the Safety-EJ Element. During the review process, it was determined that potential impacts would be less than significant. Therefore, an IS/ND has been prepared for the Safety-EJ Element.

The Safety-EJ Element has not been approved or denied. It is being reviewed for environmental impacts only.

This IS/ND is organized as follows:

- **Section 1: Project Description.** This section introduces the document and discusses the project description, including location, setting, and specifics of the lead agency and contacts.
- **Section 2: Initial Study Checklist.** This section discusses the CEQA environmental topics and checklist questions and identifies the potential for impacts.
- **Section 3: List of Preparers.** This section lists the organizations and individuals who were consulted and/or prepared this IS/ND.
- **Section 4: References.** This section presents a list of reference materials consulted during preparation of this IS/ND.

## **Public Review**

The IS/ND will be circulated for a 30-day public review period from October 25, 2024, to November 25, 2024.

Comments regarding this IS/ND must be made in writing and submitted to Christina Rios, 10601 Magnolia Avenue, Santee, California 92071, or by email to [crios@CityofSanteeCa.gov](mailto:crios@CityofSanteeCa.gov).

Comments should focus on the proposed finding that the Safety-EJ Element would not have a significant effect on the environment because revisions or mitigation measures have been made or agreed to by the City. If the commenter believes that the Safety-EJ Element may have a significant environmental effect, it would be helpful for the commenter to identify the specific effect and explain why the commenter believes the effect would occur and why it would be significant.

## Section 1 Project Description

---

### 1.1 Project Location

The City of Santee is a suburban city in eastern San Diego County. The City is part of the East County region and is approximately 18 miles from the Pacific Ocean. The City's regional location is shown on Figure 1, Regional Location. The City is connected to the coastline by State Route (SR-) 52, a six-lane freeway that runs from Interstate (I-) 5 in La Jolla to SR-67 in El Cajon. The City is intersected by the San Diego River, which is composed of a linear greenbelt that includes parks, trails, and more than 1,100 acres of natural riparian habitat.

### 1.2 Project Overview

The City proposes to update the City's existing General Plan Safety Element while incorporating a new Environmental Justice Element into one combined General Plan Element (hereafter referred to as the "Safety-EJ Element"). The Safety-EJ Element would be a component of the Santee General Plan that assesses the safety and environmental justice needs of all economic segments of the City; defines the goals, objectives, and policies that would guide the City's approach to resolving those needs; and recommends a set of programs that would implement these policies over the next 8 years.

The Safety-EJ Element, as part of the Santee General Plan, would establish safety- and environmental justice-related implementing programs to guide City decision-making related to emergency preparedness, emergency response, access to public facilities, and climate adaptation and resilience strategies, particularly for sensitive and vulnerable communities. The Safety-EJ Element would include strategies to establish action-oriented programs to increase the City's adaptive capacity to respond to climate change-related impacts to meet the current and future needs of people living and working in Santee. The Safety-EJ Element would require that the City implement a series of actions, referred to as the "implementation program" (Section 8 of the Safety-EJ Element), for compliance with state law.

Pursuant to California Government Code, Section 65302(g), a city's Safety Element is required to address the protection of its people from unreasonable risks associated with disasters, including earthquakes, floods, fires, landslides, and other hazards, identified by the local community. Specifically, the Safety Element must identify hazards and hazard abatement provisions to guide local decisions related to zoning, subdivisions, and entitlement permitting and should also integrate hazard and risk reduction strategies. In addition, the state recently adopted legislation that requires the Safety Element to provide additional information related to flooding, wildfires, emergency evacuation, and climate change, as well as several other requirements, including the following:

- An incorporation of, either by reference or through direct integration of content, the hazard profiles from the jurisdiction’s Local Hazard Mitigation Plan (Assembly Bill [AB] 2140)
- A Vulnerability Assessment that addresses the potential impact and the adaptive capacity of the jurisdiction to climate change-related events through a myriad of climate adaptation and resilience strategies (Senate Bill [SB] 379)
- An Emergency Evacuation Route Analysis that identifies evacuation routes and evaluates their capacity, safety, and viability under a range of emergency scenarios (AB 747) and evacuation route locations (AB 1409)

Pursuant to California Government Code, Section 65302(h), and SB 1000, a city’s Environmental Justice Element is required to identify disadvantaged communities in the area covered by the jurisdiction’s General Plan, if the jurisdiction has a disadvantaged community. The Environmental Justice Element is required to perform the following:

- Identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities by means that include but are not limited to the reduction of pollution exposure, including the improvement of air quality, and the promotion of public facilities, food access, safe and sanitary homes, and physical activity
- Identify objectives and policies to promote civic engagement in the public decision-making process
- Identify objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities

The Safety-EJ Element would consist of the following major components:

- Section 1, Executive Summary
- Section 2, Introduction
- Section 3, Statutory Requirements
- Section 4, Safety – Existing Conditions
- Section 5, Climate Adaptation and Resilience
- Section 6, Environmental Justice – Existing Conditions
- Section 7, Goals, Objectives, and Policies
- Section 8, Implementation
- Appendices
  - A, Vulnerability Assessment
  - B, Emergency Evacuation Route Analysis
  - C, Geotechnical/Seismic Hazard Study
  - D, Environmental Justice Existing Conditions Assessment
  - E, Environmental Justice Community Survey Results

### **1.3 Project Background**

The Safety-EJ Element would be adopted as a “joint element,” meaning that the Safety Element would be updated in conjunction with the Environmental Justice Element. The Safety-EJ Element would align with the City’s focus on providing “a more livable, equitable, and economically vibrant community,” especially considering the Element’s goal of creating a resilient, adaptable community in the face of climate change. The City would also be working toward its commitment to incorporate environmental responsibility into the management of its community and municipal operations through this Safety-EJ Element.

The City began coordinating development of its Safety-EJ Element with the update of its Housing Element, which was adopted in May 2022. The update of two or more General Plan Elements (Housing and Safety) triggers a state requirement to address environmental justice under the provisions of SB 1035 and SB 1000—the Planning for Healthy Communities Act (2016). SB 1000 requires cities and counties to address environmental justice in their General Plans. Therefore, the City is required to create new environmental justice policies to ensure compliance with state law and document the review.

### **1.4 Proposed Element**

The Safety-EJ Element would be consistent with existing and updated Santee General Plan goals, objectives, and policies and regulatory compliance with new California legislation. The Safety-EJ Element would assess existing conditions of potential hazards, health risks, and disproportionate environmental burdens faced by disadvantaged communities. The purpose of the Element is to identify goals, objectives, and policies that would perform the following:

- Mitigate existing and potential hazards in Santee
- Reduce the unique or compounded health risks in disadvantaged communities
- Promote public engagement in the City’s decision-making process
- Prioritize improvements and programs that address the needs of disadvantaged communities

Implementation of the Safety-EJ Element may encourage minor development and infrastructure projects for the enhancement of public safety and environmental justice in the City, such as the following:

- Utility and infrastructure improvements:
  - Improvement of drainage ways and flood control facilities to lessen recurrent flood problems;
  - Additional fire station construction or renovation;
  - Installation of sufficient security lighting around structures; and
  - Installation of solar equipment of electric vehicle charging stations.

- Transportation infrastructure:
  - Installation of traffic control devices such as signals, medians, and other street design measures along busy roadways;
  - Construction of additional transit stops;
  - Construction of alternative transit;
  - Development of bicycle and pedestrian infrastructure (e.g., bike paths, sidewalks, crosswalks, etc.); and
  - Road improvements to ensure that multiple evacuation routes are available under a range of hazard scenarios.
- Recreational facilities, community facilities, and green infrastructure:
  - Development of vegetative barriers, tree canopy, and green infrastructure;
  - Development of parks, green space, recreation facilities, and natural environments;
  - Development of community gardens;
  - Development of community centers and community-building facilities; and
  - Development of greenways and tree trenches to increase resiliency to the impacts of extreme precipitation.
- Development of farmers markets, farm stands, ethnic markets, mobile health food markets, and convenience/corner stores that sell healthy foods
- New healthcare facilities, including mental health facilities
- Housing repairs

It should be noted that while the Safety-EJ Element encourages the types of projects listed above, this Element is a policy document that does not propose any specific development. Therefore, the Safety-EJ Element would not directly result in the development of new infrastructure or facilities. Section 7, Goals, Objectives, and Policies, of the Safety-EJ Element provides the safety and environmental justice goals, objectives, and policies that are evaluated for environmental impacts in this Initial Study/Negative Declaration (IS/ND). Proposed Safety and EJ policies included in the Safety-EJ Element are listed in Section 2.4 as they relate to each of the resource areas evaluated (refer to Section 7, Goals, Objectives, and Policies, of the Safety-EJ Element for a full list of the proposed policies).

## **1.5 Regulatory Requirements, Permits, and Approvals**

The Safety-EJ Element would require an amendment to the Santee General Plan. In addition, the 2018 County of San Diego Multi-Jurisdictional Hazard Mitigation Plan would be incorporated into the Safety-EJ Element through resolution. If the 2023 County of San Diego Multi-Jurisdictional Hazard Mitigation Plan is approved prior to adoption of the Safety-EJ Element and this IS/ND, then that update would also be incorporated by resolution. Adoption of the Safety-EJ Element requires adoption of this IS/ND. No other regulatory requirements, permits, and/or approvals are required.





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## Section 2 Initial Study Checklist

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The following discussion of potential environmental effects was completed in accordance with Section 15063 of the California Environmental Quality Act (CEQA) Guidelines to determine if the proposed Safety-EJ Element may have a significant effect on the environment.

### 2.1 Project Information

1. **Project title:** City of Santee Safety and Environmental Justice Element
2. **Lead agency name and address:** City of Santee, Department of Development Services  
10601 Magnolia Avenue  
Santee, California 92071
3. **Contact person name, address, and phone number:** Christina Rios, Senior Planner  
10601 Magnolia Avenue  
Santee, California 92071  
(619) 258-4100 x157 [crios@CityofSanteeCa.gov](mailto:crios@CityofSanteeCa.gov)
4. **Project location:** City of Santee and sphere of influence
5. **Project sponsor's name and address:** City of Santee, Department of Development Services  
10601 Magnolia Avenue  
Santee, California 92071
6. **General plan designation:** Citywide – varies
7. **Zoning:** Citywide – varies
8. **Description of project:** Refer to Section 1, Project Description, of this IS/ND.
9. **Surrounding land uses and setting:** Refer to Section 1 of this IS/ND.

**10. Other public agencies whose approval is required:**

No other approvals are required.

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

The City initiated and completed Native American consultation requirements consistent with Senate Bill 18 (SB18) and Assembly Bill 52 (AB52). The City contacted the tribal representatives which are traditionally and culturally affiliated within Santee and the tribal representatives recommended by the Native American Heritage Commission (NAHC) by certified mail. Two requests for consultation were received by the San Pasqual Band of Mission Indians and the Campo Band of Mission Indians. Staff held a meeting with each tribal representative and explained that the project is an update to a planning-level document and future site-specific development would be subject to additional environmental review. The tribal representative from the Campo Band of Mission Indians requested a copy of the completed Negative Declaration for their records. No additional questions or requests were received by any of the tribes within the 30 and 90-day consultation period.

## 2.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by the Safety-EJ Element, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input 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"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Wildfire                           | <input type="checkbox"/> Mandatory Findings of Significance |
| <input checked="" type="checkbox"/> None               |   |   |

## 2.3 Lead Agency Determination

On the basis of this initial evaluation:

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



---

Signature

Christina Rios, Senior Planner, City of Santee

10/25/24

---

Date

## 2.4 Evaluation of Environmental Impacts

This section documents the screening process used to identify and focus on environmental impacts that could result from the Safety-EJ Element. The checklist portion of the IS begins below and includes explanations of each CEQA issue topic. CEQA requires that an explanation of all answers be provided along with this checklist, including a discussion of ways to mitigate any significant effects identified. The following terminology is used to describe the potential level of significance of impacts:

- **No Impact.** The analysis concludes that the Safety-EJ Element would not affect the particular resource in any way.
- **Less than Significant.** The analysis concludes that the Safety-EJ Element would not cause substantial adverse change to the environment without the incorporation of mitigation.
- **Less than Significant with Mitigation Incorporated.** The analysis concludes that it would not cause substantial adverse change to the environment with the inclusion of mitigation agreed upon by the project proponent.
- **Potentially Significant.** The analysis concludes that the Safety-EJ Element could result a substantial adverse effect or significant effect on the environment, even if mitigation is incorporated. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.

### 2.4.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

The City is primarily composed of the flat San Diego River Valley and the gently sloping areas that transition to the steeply sloped hillsides associated with major ridgeline systems. The dramatic hillsides, ridgelines, and rock outcrops form a significant design resource (City of Santee 2003). The orientation of the San Diego River corridor creates impressive long views in Santee and to the surrounding ridgelines and mountains, such as El Capitan. The elevated western entry to the City along Mission Gorge Road also affords an opportunity for scenic views along the San Diego River corridor (City of Santee 2003). The numerous topographic features of the City and the surrounding vicinity provide distinctive views and vistas from the developed portions of the City.

### Impact Analysis

**a. Would the project have a substantial adverse effect on a scenic vista?**

**Less Than Significant Impact.** Scenic vistas in Santee are identified in the Santee General Plan Community Enhancement Element, which describes several areas in and adjacent to the City that provide scenic relief and vistas and backdrops, including views of “scenic undisturbed hills and ridgelines” that surround the City, open space areas, and scenic views of the San Diego River corridor along Mission Gorge Road (City of Santee 2003). The Community Enhancement Element identifies Mission Gorge Road as a local scenic road and contains Mission Gorge Road Design Standards that establish specific design standards for properties along the Mission Gorge Road corridor. The design standards pertain to architectural theme of commercial buildings, signage,

access, and landscaping and are intended to improve the appearance and enhance the viability of commercial properties in the Mission Gorge Road corridor.

The Safety-EJ Element would not specifically propose development that would inhibit existing views in Santee of surrounding scenic areas. Future development that may be facilitated under implementation of the Safety-EJ Element could include transit and utilities infrastructure construction and repairs, healthcare facilities, and recreational space/community centers (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element). Due to the conceptual nature of future development, future development proposals would require project-specific CEQA review, including an assessment of potential impacts to scenic vistas in Santee. If necessary, mitigation would be required to reduce potential project-level impacts to a less than significant level. Future development that may be facilitated under implementation of the Safety-EJ Element would be subject to existing development standards in the Santee Municipal Code, such as the Mission Gorge Road Design Standards and other applicable standards. Compliance with these standards would ensure future development does not affect scenic views of the San Diego River corridor from Mission Gorge Road or other scenic vistas in Santee. The Santee General Plan Community Enhancement Element includes a goal to beautify the City to provide an aesthetically pleasing community: “To respect and integrate the natural and man-made environments of Santee to enhance the quality of life, revitalize older neighborhoods and community places, and sustain a beautiful, distinctive and well-organized community for our citizens” (City of Santee 2003). Therefore, compliance with applicable design standards and project-specific CEQA review would ensure that the Safety-EJ Element would result in less than significant impacts to scenic vistas.

**b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**Less Than Significant Impact.** The entirety of SR-52 is identified as eligible for designation as a state scenic highway between I-5 and SR-67 but has not been officially designated. A portion of SR-52 is an officially designated state scenic highway due to the available scenic views toward Mission Trails Regional Park, which includes the Mission Trails Summit and Cowles Mountain.

The Safety-EJ Element would not specifically propose new development that would adversely affect (directly or indirectly) scenic resources in Santee. As described under Section 2.4.1(a), future development that may be facilitated under implementation of the Safety-EJ Element would be subject to existing development standards in the Santee Municipal Code, such as the Mission Gorge Road Design Standards and other applicable standards. Due to the conceptual nature of future development, future development proposals would require project-specific CEQA review, including an assessment of potential impacts to scenic resources in Santee. If necessary, mitigation would be required to reduce potential project-level impacts to a less than significant level. Therefore, the Safety-EJ Element would result in less than significant impacts to scenic resources.



- c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

**Less Than Significant Impact.** The Santee General Plan Community Enhancement Element includes the objective of strengthening the gateways into the City (Objective 10.0) and maintaining and enhancing scenic views (Objective 15.0). The objectives are supported by policies to preserve the high-quality scenic viewshed visible from the western entry along Mission Gorge Road and SR-52 (Policy 10.1) and provide for the maintenance of view opportunities to surrounding hillsides by ensuring proposed structures do not significantly impact existing community-level viewsheds (Policy 15.2).

The Safety-EJ Element would not specifically propose the development of infrastructure that would degrade the visual character of the City. Due to the conceptual nature of future development, future development proposals would require project-specific CEQA review, including an assessment of potential impacts to visual character and scenic quality of the City. If necessary, mitigation would be required to reduce potential project-level impacts to a less than significant level. In addition, the Santee General Plan Land Use Element includes the objective to ensure that development in Santee is consistent with the overall community character and contributes positively toward the City's image (Objective 11.0). The objective is supported by policies to ensure that all requirements set forth within the Community Enhancement Element are implemented during the development review process (Policy 11.1) and to maintain and update, as needed, the design standards for landscaping and site planning to provide guidelines for future developments (Policy 11.2). Future development that may be facilitated under implementation of the Safety-EJ Element would be required to comply with these policies, and project-specific CEQA review would ensure that future development would not conflict with applicable zoning or regulations that have been designed to protect scenic quality. Therefore, impacts to visual character and scenic quality of the City would be less than significant.

- d. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?**

**Less Than Significant Impact.** The Safety-EJ Element would not specifically propose the development of infrastructure that would create a new source of light or glare or that adversely affect day or nighttime views in Santee. Future development that may be facilitated under implementation of the Safety-EJ Element would be subject to existing development standards in the Santee Municipal Code. For example, light spillover and glare are regulated by Section 13.30.030(B) of the Santee Municipal Code, which states that all lighting shall be designed and adjusted to reflect light away from any road or street and away from any adjoining premises. New sources of light or glare would be consistent with the ambient light levels from nearby sources.

Future development proposals would require project-specific CEQA review, including an assessment of potential impacts related to light and glare. If necessary, mitigation would be required to reduce potential project-level impacts to a less than significant level. Therefore, the Safety-EJ Element would result in less than significant impacts to light or glare that could affect day or nighttime views in Santee.

## **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.

## 2.4.2 Agriculture and Forestry Resources

<p>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 <b>Fire Protection regarding the state's</b> inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided. Would the project:</p>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d. Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Setting

The California Department of Conservation Farmland Mapping and Monitoring Program designates the majority of the City as Urban Land (not Important Farmland) (DOC 2016). No Farmlands of Statewide Importance, Unique Farmlands, or Farmlands of Local Importance occur in Santee. Further, according to the Santee General Plan Land Use Element, no agricultural land uses occur in Santee.

## Impact Analysis

- a. **Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No Impact.** The Safety-EJ Element does not propose specific development, but may facilitate minor development and infrastructure projects, such as transportation and utility improvements and recreational spaces/community centers (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element). Future development that may be facilitated under implementation of the Safety-EJ Element would be in areas that have been defined by the California Department of Conservation as Urban Land. The proposed Safety-EJ Element would be consistent with the existing Santee General Plan and would not identify any new land that is subject to urbanization or rezoning from agricultural use to commercial and/or residential use. As described above, no Farmlands of Statewide Importance, Unique Farmlands, or Farmlands of Local Importance exist in Santee. Therefore, future development would not result in the conversion of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing to non-agricultural use, and no impact would occur.

- b. **Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** The Santee General Plan Land Use Map shows no agricultural land uses in Santee. Therefore, the Safety-EJ Element would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

- c. **Would the project 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))?**

**No Impact.** No state forests or lands currently used for timber production or management are in Santee. Additionally, no zoning designation for timberland or forest resources exists in Santee. Therefore, future development that may be facilitated under implementation of the Safety-EJ Element would not conflict with existing zoning or cause rezoning of forest land, timberland, or timberland zoned Timberland Production. Therefore, no impact would occur.

- d. **Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

**No Impact.** As described in Section 2.4.2(c), no zoning designation for timberland or forest resources exists in Santee. Nevertheless, along the San Diego River is dedicated open space heavily vegetated with trees. Future development that may be facilitated under implementation of the Safety-EJ Element would be consistent with current zoning and land use regulations and would

not include development projects in designated open space areas of the City. As such, the proposed Safety-EJ Element would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.

- e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

**No Impact.** As described in Section 2.4.1(b), the Santee General Plan Land Use Map shows no agricultural land uses in Santee. Therefore, the Safety-EJ Element would not result in a zoning change for existing agricultural properties and would not restrict agricultural uses on these properties. Implementation of the Safety-EJ Element would not involve other changes in the existing environment that, due to their location or nature, could result in conversion of forest land to non-forest use. Therefore, no impact would occur.

## **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.

### 2.4.3 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:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Setting

Southern California is characterized as a semiarid climate, although it contains three distinct zones of rainfall that coincide with the coast, mountain, and desert. The City is within the San Diego Air Basin (SDAB). The SDAB is a coastal plain with connecting broad valleys and low hills bounded by the Pacific Ocean to the west and high mountain ranges to the east. The topography in the SDAB region varies greatly, from beaches to the west, to mountains, and then desert to the east.

Regional climate and local meteorological conditions influence ambient air quality. The climate in the SDAB is largely dominated by the strength and position of the semi-permanent high-pressure system over the Pacific Ocean, known as the Pacific High. This high-pressure ridge over the West Coast often creates a pattern of late night and early morning low clouds, hazy afternoon sunshine, daytime onshore breezes, and little temperature variation year-round.

The favorable climate of the SDAB also works to create air pollution problems. Sinking or subsiding air from the Pacific High Pressure Zone creates a temperature inversion, known as a “subsidence inversion,” which acts as a lid to vertical dispersion of pollutants. Weak summertime pressure gradients further limit horizontal dispersion of pollutants in the mixed layer below the subsidence inversion. The combination of poorly dispersed anthropogenic emissions and strong sunshine leads to photochemical reactions, which results in the creation of ozone (O<sub>3</sub>) at this surface layer.

Air quality is defined by ambient air concentrations of six specific pollutants identified by the U.S. Environmental Protection Agency to be of concern with respect to health and welfare of the public (known as criterial pollutants). The criteria pollutants include O<sub>3</sub>, carbon monoxide (CO), nitrogen

dioxide (NO<sub>2</sub>), 10-micrometer or less particulate matter (PM<sub>10</sub>), and 2.5-micrometer or less particulate matter (PM<sub>2.5</sub>), sulfur dioxide (SO<sub>2</sub>), and lead (Pb).

Air quality in the SDAB is regulated by the San Diego County Air Pollution Control District (SDAPCD). The SDAPCD is the government agency that regulates sources of air pollution in San Diego County. Currently, the SDAB has a “non-attainment” status for criteria pollutants O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The SDAPCD has prepared an Attainment Plan for San Diego County (Attainment Plan), the applicable air quality plan, to provide control measures to achieve attainment status for these criteria pollutants. The Attainment Plan relies on information from the California Air Resources Board and the San Diego Association of Governments (SANDAG), including mobile and area source emissions and information regarding projecting growth in San Diego County, to project future emissions and then determine strategies necessary for the reduction of emissions through regulatory controls. The California Air Resources Board mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and San Diego County. Projects that propose development that are consistent with the growth anticipated by the Santee General Plan are therefore consistent with the Attainment Plan.

### **Proposed Policies**

The following EJ policies in the Safety-EJ Element apply to air quality:

**Policy 1.4:** Continue to protect the air, water, soil, and biotic resources from damage by exposure to hazardous materials.

**Policy 2.1:** Continue to maintain or improve the current air quality level within the City of Santee’s jurisdiction.

**Policy 2.2:** Remove particulate matter from mobile source emissions through implementation of the Sustainable Santee Plan’s public transit, active transportation, and electrification strategies.

**Policy 2.3:** Seek to partner with the San Diego County Air Pollution Control District and the California Department of Transportation to establish a mitigation program, such as a roadside vegetation barrier program, to reduce the impacts of pollution, notably for homes in the disadvantaged communities bounded by Magnolia Avenue, Prospect Avenue, Cuyamaca Street, and Mission Gorge Road.

**Policy 2.4:** Explore creating a program to provide education on how to improve air quality for City residents impacted by air pollutants, especially those living within proximity to Gillespie Field.

**Policy 2.5:** Seek to partner with the San Diego County Air Pollution Control District to (1) establish a mitigation program to reduce the impact of air pollution on disadvantaged communities and (2)

create targeted permit inspection programs in disadvantaged communities to help ensure enforcement of air quality permits.

**Policy 2.6:** Create land use patterns that encourage people to bicycle, walk, or use public transit to reduce emissions from mobile sources, such as plans that (1) require vegetative barriers to be included in industrial developments near residential areas in Santee and/or (2) improve tree canopy and promote green infrastructure development in disadvantaged communities, particularly the neighborhoods that do not already have access to green space.

**Policy 2.7:** Encourage stronger pollution controls at facilities in/near disadvantaged communities, especially the neighborhoods around Magnolia Avenue, Prospect Avenue, Cuyamaca Street, and Mission Gorge Road.

## Impact Analysis

### a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

**Less Than Significant Impact.** The Safety-EJ Element does not propose specific development that could conflict with or obstruct implementation of the Attainment Plan. Instead, the Safety-EJ Element would identify policies that could be implemented to mitigate the current levels of air pollution in Santee. For example, the proposed Safety-EJ Element would incorporate the following new policies, which would improve air quality in Santee:

**Policy 2.2:** Remove particulate matter from mobile source emissions through implementation of the Sustainable Santee Plan’s public transit, active transportation, and electrification strategies.

**Policy 5.3:** Encourage ridesharing and the use of transit and other transportation systems management programs to reduce the number of vehicle miles traveled and traffic congestion.

**Policy 5.4:** Preclude through-city truck traffic on local roadways and limit truck routes through Santee to principal and major arterial roadways.

**Policy 11.2:** Continue expedited review of building permits for solar equipment and electric vehicle charging stations.

While the Safety-EJ Element does not propose specific development, it may facilitate minor development and infrastructure projects, such as transportation and utility improvements, healthcare facilities, and recreational spaces/community centers (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element). For specific future development projects, consistency with the Attainment Plan would be assessed during project-specific CEQA review at the time the individual projects are proposed, and mitigation measures would be applied as necessary in conformance with CEQA. Therefore,



the Safety-EJ Element would not conflict with or obstruct implementation of applicable air quality plans, and impacts would be less than significant.

**b. Would the project 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)?**

**Less Than Significant Impact.** The Safety-EJ Element does not propose specific development that could result in a cumulatively considerable net increase of any criteria pollutant for which San Diego County is non-attainment. Instead, the Safety-EJ Element would identify policies that could be implemented to mitigate the current levels of air pollution in Santee. Construction and operational emissions of future development projects would be estimated during projects-specific CEQA review and compared against the SDAPCD's screening-level thresholds. Mitigation measures would be applied as necessary in conformance with CEQA. Further, implementation of the proposed Safety-EJ Element would include several new policies that would improve air quality in Santee (e.g., Policies 5.3, 5.4, and 11.2 listed above). Therefore, the Safety-EJ Element would not result in a cumulatively net increase of any criteria pollutant, and impacts would be less than significant.

**c. Would the project expose sensitive receptors to substantial pollutant concentrations?**

**Less Than Significant Impact.** The Safety-EJ Element would not identify or approve specific development projects that could expose sensitive receptors to substantial pollutant concentrations. However, future development that may be facilitated under implementation of the Safety-EJ Element would result in short-term construction emissions, such as dust (i.e., particulate matter) generated by clearing and grading activities, exhaust from gas- and diesel-powered construction equipment, and vehicular emissions associated with construction worker commutes. All future development that may be facilitated under implementation of the Safety-EJ Element would require project-specific CEQA review, including an assessment of criteria pollutant emissions associated with construction and operation of the individual development project. Potential air quality-related impacts would be location-specific and cannot be assessed in a meaningful way until the nature of the individual project and location of the project site are known. The individual development project would be subject to SDAPCD rules and regulations, and any impacts identified with the development project would be addressed through mitigation measures specific to the impact. Short-term construction and long-term operational air emissions would be subject to the screening-level thresholds set forth in the San Diego County's CEQA Guidelines. In addition, the Safety-EJ Element would contain policies that would maintain or improve air quality through reducing vehicle traffic congestion (Policy 5.3), reducing particulate matter (Policy 2.2), and encouraging EV use (Policy 11.2). Therefore, impacts related to exposing sensitive receptors to substantial pollutant concentrations would be less than significant.

**d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

**Less Than Significant Impact.** Odors are one of the most obvious forms of air pollution to the public. The California Air Resources Board’s Air Quality and Land Use Handbook includes a list of the most common sources of odor complaints received by local air districts. Although offensive odors seldom cause physical harm, they can be a nuisance. Typical sources of odor complaints include facilities such as sewage treatment plants, landfills, recycling facilities, petroleum refineries, and livestock operations.

The Safety-EJ Element does not propose specific development projects. However, construction associated with future development that may be facilitated under implementation of the Safety-EJ Element could result in, for example, minor amounts of odor compounds associated with diesel heavy equipment exhaust. Construction would not take place all at once and would occur at various locations throughout the City. Any operations near existing receptors would be temporary; therefore, impacts associated with odors during construction and operation of new development would be less than significant.

### **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.

## 2.4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any applicable policies protecting biological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other applicable habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Setting

According to the Santee General Plan Conservation Element, the regionally important biological resources that occur in Santee include the coastal sage scrub- and chaparral-covered hills north and south of the City and the riparian corridor along the San Diego River (City of Santee 2003).

The City contains numerous wildlife species that are defined as “sensitive” species, meaning listed as rare, endangered, threatened, of “special concern,” or otherwise noteworthy by the California Department of Fish and Wildlife, the U.S. Fish and Wildlife Service, the California Native Plant Society, or other conservation agencies, organizations, or local botanists (City of Santee 2003).

Chaparral and coastal sage scrub communities occur throughout the City on undeveloped hillside areas in the North Magnolia area, Rattlesnake Mountain, and in the southwestern quadrant of the City, south of Prospect Avenue and Rancho Fanita Drive. These communities also provide

valuable wildlife habitat for a diverse group of species, including protected species like the California gnatcatcher (*Polioptila californica*) and the San Diego banded gecko (*Coleonyx variegatus abbotti*) (City of Santee 2003).

Sensitive plants in the region include the San Diego County viguiera (*Viguiera laciniata*), San Diego ambrosia (*Ambrosia pumila*), San Diego thorn mint (*Acanthomintha ilicifolia*), San Diego sagewort (*Artemisia palmeri*), Orcutt's brodiaea (*Brodiaea orcuttii*), long-spined spineflower (*Chorizanthe polygonoides* var. *longispina*), Palmer's grapplinghook (*Harpagonella palmeri*), and others. Sensitive animals in the region include the San Diego coast horned lizard (*Phrynosoma coronatum blainvillei*), coastal western whiptail (*Cnemidophorus tigris multiscutatus*), desert woodrat (*Neotoma lepida*), loggerhead shrike (*Lanius ludovicianus*), red-shouldered hawk (*Buteo lineatus*), and several other wide-ranging species, including various native bats (City of Santee 2003).

The City participates in the San Diego Multiple Species Conservation Program (MSCP) under the Natural Communities Conservation Planning Program and has prepared a MSCP Subarea Plan (City of Santee 2006). The MSCP is a multi-jurisdictional program that provides a regional conservation solution to species and habitat issues that have historically presented roadblocks to land and infrastructure development. The Draft Santee MSCP Subarea Plan represents its contribution to the MSCP and to the regional Natural Communities Conservation Planning (California Natural Community Conservation Planning) conservation goals. The implementation of the Draft Santee MSCP Subarea Plan also contributes to the recovery of listed species due in part to the coordination of key biological areas, including biological cores and habitat linkages and to the proactive habitat management actions. The Draft Santee MSCP Subarea Plan addresses the need for broad-based planning to accommodate the conflicting demands for wildlife conservation and urban development while contributing to the recovery of a species and their habitat.

### **Proposed Policies**

The following Safety policies in the Safety-EJ Element apply to biological resources:

**Policy 13.1:** Continue to encourage the implementation of low-impact development (e.g., rain gardens, rainwater harvesting, green roofs) to reduce flooding.

**Policy 13.2:** Continue to promote the application of nature-based solutions (e.g., greenways, tree trenches) to improve resilience and preserve biodiversity.

**Policy 13.3:** Continue to encourage the use of climate-smart landscaped surfaces (e.g., permeable pavement, stormwater parks, green streets) in new and existing development.

The following EJ policies in the Safety-EJ Element apply to biological resources:

**Policy 1.1:** Continue to protect natural resources from pollution, such as trash and debris in creeks, rivers, and storm drainage areas, especially in areas where transient populations are prevalent.

**Policy 1.2:** Increase maintenance of public spaces, such as parks and trails, to protect natural resources from pollution.

**Policy 1.3:** Continue to reduce the potential danger related to the use, storage, transport, and disposal of hazardous materials to an acceptable level of risk.

**Policy 1.4:** Continue to protect the air, water, soil, and biotic resources from damage by exposure to hazardous materials.

**Policy 8.1:** Consider creating an environmental education program that will include the following to encourage the appreciation of Santee’s natural resources:

- Development of trails, interpretive signs, and overlooks at public parks adjacent to sensitive environments
- Encouragement of private environmental organizations to sponsor wetlands enhancement programs and to provide docents for wetlands tours
- Coordination with school districts to use specified areas as outdoor learning laboratories

**Policy 8.2:** Consider developing and implementing a Green Infrastructure Plan, including a combination of stormwater features, habitat, trees, and other greenery.

**Policy 8.3:** Identify strategies for grassroots implementation of green infrastructure and restoration by Santee residents, such as through the promotion of eco-literacy with a focus on urban gardening.

**Policy 14.8:** Implement green infrastructure projects, including tree planting in disadvantaged communities, through implementation of a Green Infrastructure Plan through implementation of the Sustainable Santee Plan, Urban Forestry Plan, and private development proposals.

**Policy 14.9:** Integrate the natural and human-made landscapes of Santee to enhance the quality of life, revitalize older neighborhoods and community places, and sustain a beautiful, distinctive, and well-organized community for Santee residents.

## **Impact Analysis**

- a. **Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**Less Than Significant Impact.** The Santee General Plan Conservation Element includes policies designed to promote the preservation of natural communities that support rare, threatened, and/or endangered species. Specifically, Conservation Element Policy 10.1 addresses the importance of preserving significant natural resources (e.g., biological resources) in Santee: “The City should

encourage the conservation of rare or unique plants and wildlife by identifying such resources through the environmental review process and by using open space preservation, where appropriate, to preserve the resources as a condition of a project approval, consistent with the City’s future Multiple Species Conservation Program Subarea Plan” (City of Santee 2003).

Implementation of the Safety-EJ Element may facilitate minor development and infrastructure projects that could directly and indirectly affect sensitive and special-status plant and wildlife species, such as drainage and flood control improvements and development of parks and recreational facilities (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element). Given the programmatic nature of the Safety-EJ Element, specific development projects are unknown at this time. Future development that may be facilitated under implementation of the Safety-EJ Element would require subsequent project-specific CEQA review to identify the potential for significant impacts to sensitive species. However, the Safety-EJ Element is a policy document that includes goals, objectives, and policies for the enhancement of public safety and environmental justice in the City and does not propose any specific development projects. Therefore, the Safety-EJ Element would not directly result in the development of new infrastructure or facilities.

The City, through its CEQA compliance program, requires that new development projects in undeveloped areas prepare an assessment of biological habitat and potential impacts to sensitive species. Future projects would be required to comply with federal, state, and local regulations in place to protect special-status species. With implementation of project-specific CEQA review and compliance with federal, state, and local regulations protecting special-status species, impacts to candidate, sensitive, or special-status species would be less than significant.

**b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?**

**Less Than Significant Impact.** The Santee General Plan Conservation Element includes policies designed to promote the preservation of natural communities. Conservation Element Policy 2.1 intends to protect “the San Diego River Corridor and all other City water corridors to reduce flood hazards, protect significant biological resources and scenic values, and to provide for appropriate recreational uses” (City of Santee 2003).

Implementation of the Safety-EJ Element may facilitate minor development and infrastructure projects that could directly and indirectly affect riparian habitat or other sensitive natural communities as identified by state and federal agencies, such as drainage and flood control improvements and development of parks and recreational facilities (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element). Currently, specific development projects are unknown. The Safety-EJ Element is a

policy document that includes goals, objectives, and policies for the enhancement of public safety and environmental justice in the City and does not propose any specific development projects. Therefore, the Safety-EJ Element would not directly result in the development of new infrastructure or facilities.

Future development that may be facilitated under implementation of the Safety-EJ Element would require subsequent project-specific CEQA review to identify the potential for significant impacts to sensitive species. Further, the City, through its CEQA compliance program, requires that new development projects in undeveloped areas prepare an assessment of biological habitat, including riparian habitat and other sensitive natural communities. Future projects would be required to comply with federal, state, and local regulations in place to protect riparian habitat and sensitive natural communities. With implementation of project-specific CEQA review and compliance with federal, state, and local regulations, impacts to riparian habitats and other sensitive natural communities would be less than significant.

**c. Would the project 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?**

**Less Than Significant Impact.** Isolated wetlands that may be under the jurisdiction of the U.S. Army Corps of Engineers, which regulates compliance with Section 404 of the Clean Water Act (CWA), are supported in Santee. Construction associated with future development that may be facilitated under implementation of the Safety-EJ Element may directly or indirectly affect such wetlands. Given the programmatic nature of the Safety-EJ Element, specific development projects are unknown at this time. Future development that may be facilitated under implementation of the Safety-EJ Element would require subsequent project-specific CEQA review to identify the potential for significant impacts to federally protected wetlands. Any potential impacts to these resources from future projects would require consultation with and permits from the U.S. Army Corps of Engineers, Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife. Therefore, impacts to jurisdictional aquatic resources would be less than significant.

EJ Policy 8.1 encourages an environmental education program that includes wetlands enhancement programs with guided wetland tours. Additionally, Safety Policies 1.1 through 1.9 discourage development within the floodplain, which may include some wetlands areas.

**d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

**Less Than Significant Impact.** Implementation of the Safety-EJ Element may facilitate minor development and infrastructure projects, such as drainage and flood control improvements and development of parks and recreational facilities, that may adversely affect the ability of wildlife to

move through the City and cause habitat fragmentation (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element). The Santee General Plan Conservation Element addresses the need to ensure that individual projects comply with federal and state laws protecting sensitive plant and wildlife species: “The City shall require that all development proposals provide appropriate mitigation for identified significant biological resources including selective preservation, sensitive site planning techniques and in-kind mitigation for identified impact” (Policy 7.2) (City of Santee 2003).

Future development that may be facilitated under implementation of the Safety-EJ Element would require subsequent project-specific CEQA review to identify the potential for significant impacts to wildlife movement. In areas so designated by the regulatory agencies, appropriate surveys shall be conducted at the times of year necessary to detect sensitive species for which potentially suitable habitat exists on a given site, and appropriate mitigation shall be applied. Future projects would be required to comply with these goals and policies, as well as federal, state, and local regulations in place, to protect species movement. Further, the Safety-EJ Element is a policy document intended to enhance public safety and environmental justice in the City and does not propose any specific development. Therefore, impacts would be less than significant.

**e. Would the project conflict with any applicable policies protecting biological resources?**

**Less Than Significant Impact.** Future projects in Santee would be required to comply with policies protecting biological resources identified in the Santee General Plan Conservation Element. Any future development that may be facilitated under implementation of the Safety-EJ Element would be subject to applicable federal, state, and local policies protecting biological resources. Santee’s defensible space requirement is a 100-foot minimum for fuel modification between structures and wildland areas in accordance with the California Fire Code and City of Santee Fire Code Amendments. Policy 12.1 of the Safety-EJ Element states: “Continue to require fire prevention planning and defensible space in all new development within Very High Fire Hazard Severity Zones or wildland-urban interface.” Additionally, Santee Municipal Code Section 8.06 (Urban Forestry Ordinance) prohibit arbitrarily removing trees. Therefore, the Safety-EJ Element would not conflict with Santee Municipal Code Section 8.06 since tree removal for public safety would not be arbitrary and is in compliance with the California Fire Code and City of Santee Fire Code Amendments. In cases where the potential for adverse impacts to biological resources may occur, individual projects would require consultation and applicable permits with the appropriate regulatory agencies. Project-specific CEQA review would ensure that no significant adverse impacts to biological resources would occur. Therefore, impacts would be less than significant.



**f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other applicable habitat conservation plan?**

**Less Than Significant Impact.** The City is subject to the San Diego MSCP under the Natural Communities Conservation Planning Program and prepared a Draft MSCP Subarea Plan (City of Santee 2018). Future development that may be facilitated under implementation of the Safety-EJ Element would be subject to the San Diego MSCP and the Draft Santee MSCP Subarea Plan. Future housing that may be facilitated under implementation of the Safety-EJ Element could result in impacts to or inconsistencies with the Draft Santee MSCP Subarea Plan. Future development would require subsequent CEQA review to identify the potential for conflict with the provisions of the San Diego MSCP and the Draft Santee MSCP Subarea Plan. Therefore, implementation of the Safety-EJ Element would not conflict with provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or any other applicable Habitat Conservation Plan, and impacts would be less than significant.

### **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.

## 2.4.5 Cultural Resources

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

## Environmental Setting

Cultural resources are defined as those environmental components that are fragile and non-renewable evidence of human activity as reflected in districts, sites, structures, artifacts, works of art, and natural features that were of importance in human events, which in Santee, primarily consist of archaeological sites, features, and structures ranging from early prehistoric to recent historic age.

### Prehistoric Resources

The City is in the San Diego River Valley, which has been a prime location of human occupation since Native American hunter-gatherers first arrived in the San Diego County region. Climatic conditions are known to have fluctuated during the prehistoric period; however, the valley would have remained an important environment, providing both a reliable water supply and abundant fauna and floral resources. The settlement of this rich environment was both extensive in its range from the coast to the mountains and intensive in its relative density of sites (City of Santee 2003).

As of 2003, based on a review of official records, 65 recorded cultural sites exist within Santee's limits. The majority (60) of the cultural resources in Santee are prehistoric sites, with one that has both a prehistoric and a historic component. Prehistoric sites in the area tend to be characterized by diversity in the archaeological assemblage including bedrock milling stations, artifact scatters, and midden soils varying in size from small, temporary encampments to large, complex habitation areas. This is evidenced by the fact that only 20 sites are defined by only a lithic artifact scatter (City of Santee 2003).

Most are late prehistoric in age though a few may relate to the Early Archaic and Paleo-Indian cultural traditions. The late prehistoric sites may be affiliated with the Kumeyaay people that inhabited the area at the time of Euro-American contact (see Section 2.4.18, Tribal Cultural Resources). Fifteen prehistoric sites have been evaluated for eligibility to the California Register

of Historic Resources (CRHR) or National Register of Historic Places (NRHP). Six of these were determined eligible for listing, and nine were determined ineligible. Human remains are known to occur on one site, which was evaluated and determined eligible for listing in the NRHP (City of Santee 2003).

## **Historic Resources**

Whereas those cultural resources related to Native American occupation are classified as prehistoric, those related to Euro-American presence in the region are defined as historic resources. In San Diego, the historic period begins with establishment of the first mission in Alta, California, by Father Junípero Serra in 1769. Lasting until about 1824, this first phase of historic occupation has been designated the Spanish missionization and early agricultural development period. Following this, other phases are delineated: the Mexican land grant distribution (1824–1920) and, finally, the Modern Period (1920–present) (City of Santee 2003).

Five historic sites have been recorded in Santee and represent less than 10 percent of the total cultural resource inventory in Santee. One of these, SDI-5535/H, is a historic trash scatter that also contains a prehistoric component. Two of the sites date to the early 1930s and were recorded during a survey for SR-52. They include a historic trash site near Cuyamaca Street and Mission Gorge Road and a Depression-era agricultural complex in the eastern part of the City near Woodside Avenue. Another site is the Edgemoor Farm Polo Barn within the vicinity of Mission Gorge Road and Magnolia Avenue, an area that may contain numerous historic archaeological remains. The fifth site is a historic trash scatter that has not been assessed. Only SDI-5535/H has been evaluated for NRHP listing and was subsequently determined to be ineligible (City of Santee 2003).

## **Historic Structures**

The City has one structure that is listed on the NRHP: the Edgemoor Farm Dairy Barn, or Polo Barn. Located on the Edgemoor Hospital Grounds on Magnolia Avenue, the barn was built in 1913 by Walter H. Dupee to house his prize cattle and champion polo ponies. The barn was added to the NRHP in 1985. The City also has one officially registered Local Historic Landmark, the James Love House, or Granite House. The Granite House is on the City's maintenance yard property on Hazeldon Drive, just south of Forester Creek. The Granite House was built in 1934 of granite quarried from the Coyote Hill quarry, which is now the site of the Cameron's Mobile Estates Mobilehome Park. The house was officially recognized by the City as a Local Historic Landmark in May 1995. However, the structure does not qualify for listing in the NRHP and was relocated due to construction of SR-52 (City of Santee 2003).

## **Resource Evaluation**

Most of the City is either urbanized and, therefore, of low probability for significant cultural resources or has been subjected to surveys within the last decade resulting in complete resource

inventories. As such, the potential for unexamined areas with significant and CRHR-eligible historic properties (sites) is fairly low. Areas of the City with low cultural resource sensitivity consist of the developed areas and sloping terrain, while areas with cultural resource sensitivity moderate include two pockets of land in the northern area of the City and the San Diego River plain itself, where there is the potential for buried archaeological sites (City of Santee 2003).

Since a few areas remain that have not been surveyed, additional sites can be anticipated, especially buried sites along the San Diego River. This area is delineated as being of moderate potential for CRHR- and NRHP-eligible archaeological deposits that may be encountered during construction-related excavations exceeding a meter in depth. Three areas of the City are either regions of known significant resources or lands of projected resource potential—the San Diego River corridor, Sycamore Canyon, and North Magnolia Avenue (see Section 4.3 of the Santee General Plan Conservation Element for more detailed discussion of the resource potential in these areas) (City of Santee 2003).

## Impact Analysis

### a. **Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?**

**Less Than Significant Impact.** Previously unrecorded and recorded built environment resources are in Santee. The Safety-EJ Element is intended to enhance public safety and environmental justice in the City. The Safety-EJ Element does not propose specific development, but may facilitate minor development and infrastructure projects, such as utility improvements, healthcare facilities, and housing repairs (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element). Therefore, implementation of the Safety-EJ Element may have the potential to result in impacts to and removal of historical resources in Santee; for example, to ensure that residences and services in Santee have adequate capacity to address increased needs due to climate change-related impacts and other hazardous events. Future development that may be facilitated under implementation of the Safety-EJ Element would require subsequent project-specific CEQA review to identify the potential for significant impacts to historical resources. Additionally, the Santee General Plan Conservation Element requires either the preservation of significant historic or prehistoric sites or the professional retrieval of artifacts prior to the development of a site, consistent with the provisions of CEQA (Policy 8.1). Preservation may include various measures, including avoidance, preservation in place, incorporation into open space, or covering or capping. The type of preservation would depend on the nature and significance of the archaeological resource and the practical requirements of the proposed land use.

Future development that may be facilitated under implementation of the Safety-EJ Element would be required to comply with applicable policies to protect historical resources. Therefore, impacts to historical resources would be less than significant.

**b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

**Less Than Significant Impact.** As described in Section 2.4.5(a), implementation of the Safety-EJ Element may have the potential to result in removal of cultural resources in Santee; however, the Safety-EJ Element does not propose specific development. Future development that may be facilitated under implementation of the Safety-EJ Element would require subsequent project-specific CEQA review to identify the potential for significant impacts to archaeological resources. Additionally, the Santee General Plan Conservation Element requires curation of any recovered artifacts as a condition of any cultural resources mitigation program (Policy 8.1).

Development that is proposed on known sensitive sites or sites that are discovered to be sensitive require a reconnaissance survey to determine the likelihood of discovering resources during construction. If cultural resources, including archaeological resources, are encountered during construction, developers would be required to cease work and retain a qualified archaeologist to evaluate and conserve the resource(s). Future projects facilitated under implementation of the Safety-EJ Element would be required to comply with applicable federal, state, and local policies to protect archaeological resources. Therefore, impacts to archaeological resources would be less than significant.

**c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?**

**Less Than Significant Impact.** Future development consistent with the Safety-EJ Element has the potential to encounter previously buried known and unknown resources. However, the Safety-EJ Element does not propose specific development. Future projects that may be facilitated under implementation of the Safety-EJ Element would require subsequent project-specific CEQA review to identify the potential for significant impacts to archaeological resources, including human remains.

Additionally, Objective 8 of the Santee General Plan Conservation Element outlines policies that strive to preserve cultural resources, which include human remains, in Santee. Policy 8.1 requires projects to determine the presence and absence of and consider impacts to cultural resources during project review. Policy 8.1 also provides examples of the measures that would be implemented to allow for the preservation of significant cultural resources. Furthermore, if human remains are encountered during project construction, the California Health and Safety Code and CEQA Guidelines, Section 15064.5, require that work in the immediate area must halt and that the remains must be protected. The County Coroner and the Native American Heritage Commission shall be notified immediately, if applicable, per Section 5097.98 of the California Public Resources Code and Section 7050.5 of California Health and Safety Code. The responsibilities for acting on notification of a discovery of Native American human remains are identified in California Public Resources Code, Section 5097.94. Future projects facilitated under implementation of the Safety-

EJ Element would be required to comply with federal, state, and local regulations in place to protect human remains. Therefore, impacts to human remains would be less than significant.

### **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.

## 2.4.6 Energy

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

## Environmental Setting

The California Building Code (CBC) contains standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvement to real property. The CBC includes mandatory green building standards (CALGreen) for residential and nonresidential structures; the most recent version includes the 2022 Building Energy Efficiency Standards. These standards focus on four key areas: smart residential photovoltaic systems, updated thermal envelope standards (preventing heat transfer from the interior to the exterior and vice versa), residential and nonresidential ventilation requirements, and nonresidential lighting requirements. The City has adopted the 2022 CBC, including CALGreen, and includes it in the Sustainable Santee Plan: The City's Roadmap to Greenhouse Gas Reductions (Sustainable Santee Plan) (City of Santee 2019).

## Proposed Policies

The following Safety policies in the Safety-EJ Element apply to energy efficiency and energy demand:

**Policy 10.5:** Provide information on the benefits of the resiliency of existing residential and commercial development through structural strengthening, fire safe landscaping, and energy efficiency upgrades.

**Policy 11.1:** Increase the energy reliability of municipal facilities to withstand increased energy demands.

**Policy 11.2:** Continue expedited review of building permits for solar equipment and electric vehicle charging stations.

**Policy 11.3:** Encourage the conservation of energy during peak demand hours.

The following EJ policy in the Safety-EJ Element apply to energy efficiency and energy demand:

**Policy 11.5:** Continue to educate and/or provide resources and weatherization (i.e., weatherproofing) measures that can improve housing conditions and reduce energy costs.

## Impact Analysis

a. **Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

**Less Than Significant Impact.** The Safety-EJ Element does not propose specific development, but may facilitate minor development and infrastructure projects, such as new or renovated fire stations, healthcare facilities, and community centers (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element). Future development that may be facilitated under implementation of the Safety-EJ Element would be consistent with the Santee General Plan and would not result in any unplanned regional energy use. Implementation of new development has the potential to result in impacts to energy supply due to the anticipated development. Energy resources would be consumed during construction of future development that may be facilitated under implementation of the proposed Safety-EJ Element. Energy would also be consumed to provide operational lighting, heating, cooling, and transportation for future development. Future development that may be facilitated under implementation of the Safety-EJ Element would require subsequent project-specific CEQA review to identify the potential for significant impacts to energy use, including analysis of individual project consistency with the CBC, CALGreen, and any other requirements included as part of the Santee General Plan and the Sustainable Santee Plan. Compliance with state and local building regulations and standards would ensure that energy usage would not be inefficient, wasteful, or unnecessary. Therefore, impacts would be less than significant.

Additionally, the Safety-EJ Element would improve energy efficiency by incorporating several new policies and actions addressing energy use and energy efficiency in Santee:

**Policy 11.5:** Continue to educate and/or provide resources and weatherization (i.e., weatherproofing) measures that can improve housing conditions and reduce energy costs.

**Policy 14.2:** Reduce greenhouse gas emissions, increase renewable energy, and promote energy efficiency through implementation of the Sustainable Santee Plan.

As such, implementation of the Safety-EJ Element would result in beneficial impacts related to energy efficiency in Santee.



**b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

**Less Than Significant Impact.** The Sustainable Santee Plan is the applicable plan for energy efficiency in Santee. Goal 10 of the Sustainable Santee Plan promotes energy sustainability by outlining measures to decrease greenhouse gas (GHG) emissions through increasing clean energy use (i.e., renewable energy sources, especially those that have zero or near zero emissions, such as photovoltaic solar and wind generation). Measure 10.1 (Increase Distributed Renewable Energy within Santee) and Measure 10.2 (Community Choice Aggregation Program) of the Sustainable Santee Plan provide the blueprint for a more renewable, sustainable city. As described above, future development that may be facilitated under implementation of the Safety-EJ Element would require subsequent project-specific CEQA review to identify the potential for significant impacts to energy use, including compliance with applicable energy plans. In addition, as described in Section 2.4.6(b), the Safety-EJ Element would improve energy efficiency by incorporating new policies addressing energy use, renewable energy, and energy efficiency in Santee (refer to Policy 11.5 and Policy 14.2), thereby contributing to implementation of the Sustainable Santee Plan. Because implementation of the Safety-EJ Element would be consistent with and further implementation of the Sustainable Santee Plan, it would not conflict with applicable energy efficiency plans, and impacts would be less than significant.

## **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.

## 2.4.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Setting

The City is in seismically active Southern California, a region that has experienced numerous earthquakes in the past. The Alquist-Priolo Special Studies Zone Act specifies that an area termed an Earthquake Fault Zone is to be delineated if surrounding faults are deemed sufficiently active or well-defined after a review of seismic records and geological studies. The City is not within an Alquist-Priolo Special Studies Zone. The seismic risk in Santee is not considered significantly greater than that of the surrounding municipalities and the San Diego County area in general. Since no Alquist-Priolo Earthquake Fault Zones exist in Santee, no restrictions on development related to the Alquist-Priolo requirements occur.

According to the 2021 Geotechnical/Seismic Hazard Study prepared for the Safety-EJ Element, no active, potentially active, or inactive faults occur in Santee, and the City is not within an Alquist-Priolo Earthquake Fault Zone (Geocon, Inc. 2021). While no active or potentially active faults are known to occur in or adjacent to the City, the City is similar to other areas in California in that it is subject to periodic seismic shaking due to earthquakes along remote or regional active faults. An active fault is defined by the California Geological Survey as a fault showing evidence for activity within the last 11,000 years.

The Rose Canyon Fault Zone, approximately 10 miles west of the City, is the closest known active fault. Earthquakes that might occur within the Rose Canyon Fault Zone or other faults in the Southern California and northern Baja California area are potential generators of significant ground motion in Santee. The Rose Canyon Fault Zone is the dominant source of potential ground motion in Santee (City of Santee 2003). Seismic parameters for the Rose Canyon Fault Zone include an estimated maximum earthquake magnitude of 6.9.

According to the California Department of Conservation Geologic Map of California (2022), the southern area of the City is underlain with Mesozoic plutonic granite, quaternary deposits of alluvium, and tertiary sedimentary rocks of Eocene nonmarine sandstone. Areas underlain with alluvium and sandstone would have a moderate paleontological potential (County of San Diego 2009).

The following Safety policies in the Safety-EJ Element apply to geology and soils:

**Policy 2.1:** Utilize existing and evolving geologic, geophysical, and engineering knowledge to distinguish and delineate those areas that are particularly susceptible to damage from landslides and slope instability, liquefaction, and dam inundation.

**Policy 2.2:** For projects proposed in areas identified in the geologic hazard category area, the geologic/geotechnical consultant shall establish either that the unfavorable conditions do not exist in the specific area in question or that they can be mitigated through proper design and construction.

**Policy 2.3:** As shown in Table A-1, Determination of Geotechnical Studies Required, of the Geotechnical/Seismic Hazard Study Group II, III, and IV facilities require a Geotechnical Investigation, a Geologic Investigation, and a Seismic Hazard Study specific to the project. Additionally, the State of California require reports for public schools, hospitals, and other critical structures to be reviewed by the State Architect.

## Impact Analysis

- a. **Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
  - i. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**Less Than Significant Impact.** No known or suspected fault traces are in the Santee area. As described above, the Rose Canyon Fault Zone, approximately 10 miles west of the City, is the closest known active fault. Additionally, the City is not subject to the provisions of the Alquist-Priolo Earthquake Fault Zoning Act. The closest fault systems could produce earthquakes that cause substantial ground motion resulting in serious injuries or deaths and significant property damage due to the seismic activity of the region as a whole. However, the Safety-EJ Element does not propose specific development and, therefore, would not expose people to the risk of loss, injury, or death from rupture of an earthquake fault. Nevertheless, the Safety-EJ Element may facilitate minor development and infrastructure projects, such as transportation and utility improvements and recreational spaces/community centers (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element). Future projects facilitated under implementation of the Safety-EJ Element would require subsequent project-specific CEQA review and would be required to comply with the CBC, which would reduce exposure of people or structures to potential substantial adverse effects from seismic ground shaking. Any proposed construction would require the adoption of appropriate engineering design in conformance with the recommended geotechnical standards for construction. Additionally, the proposed Safety-EJ Element would incorporate the updated Geotechnical / Seismic Hazard Study (2021), which includes the following objectives and policies to address seismic shaking and other geologic hazards in Santee:

**Objective 2:** Increase awareness of geotechnical and seismic hazards to avoid or minimize the effects of hazards during the planning process for new development or redevelopment and to mitigate the risks for existing development.

- **Policy 2.1:** Utilize existing and evolving geologic, geophysical, and engineering knowledge to distinguish and delineate those areas that are particularly susceptible to damage from landslides and slope instability, liquefaction, and dam inundation.
- **Policy 2.2:** For projects proposed in areas identified in the geologic hazard category area, the geologic/geotechnical consultant shall establish either that the unfavorable conditions do not exist in the specific area in question or that they can be mitigated through proper design and construction.

- **Policy 2.3:** As shown in Table A-1, Determination of Geotechnical Studies Required, of the Geotechnical/Seismic Hazard Study Group II, III, and IV facilities require a Geotechnical Investigation, a Geologic Investigation, and a Seismic Hazard Study specific to the project. Additionally, the State of California require reports for public schools, hospitals, and other critical structures to be reviewed by the State Architect.

Therefore, impacts would be less than significant.

#### **ii. Strong seismic ground shaking?**

**Less Than Significant Impact.** Ground shaking is responsible for most of the damage from earthquakes and can damage or destroy buildings. Shaking intensity depends on the type of fault, distance to the epicenter, magnitude of the earthquake, and subsurface geology. The closest fault systems could produce earthquakes that cause substantial ground motion that could result in serious injuries or deaths and significant property damage due to the seismic activity of the region as a whole. However, the Safety-EJ Element does not propose specific development. Future projects facilitated under implementation of the Safety-EJ Element would require subsequent project-specific CEQA review and would be required to comply with the CBC, which would reduce exposure of people or structures to potential substantial adverse effects from seismic ground shaking. Any proposed construction would require the adoption of appropriate engineering design in conformance with the recommended geotechnical standards for construction. Additionally, the proposed Safety-EJ Element would incorporate the updated Geotechnical / Seismic Hazard Study (2021). Therefore, impacts would be less than significant.

#### **iii. Seismic-related ground failure, including liquefaction?**

**Less Than Significant Impact.** Liquefaction results when water-saturated, sandy, unstable soils are subject to intense shaking, such as that caused by an earthquake. These soils lose cohesiveness, causing unreinforced structures to fail. According to the Santee General Plan Safety Element, portions of the City are within a liquefaction hazard area. The Safety-EJ Element does not propose specific development. However, future development facilitated under implementation of the Safety-EJ Element may have the potential to expose people or structures to substantial adverse effects from liquefaction. Future projects proposed as a result of the Safety-EJ Element would require subsequent project-specific CEQA review and would be required to comply with all relevant federal and state regulations and building standards, including the preparation of a project-specific Geotechnical Investigation Report. Future projects would require the adoption of appropriate engineering design in conformance with the recommended geotechnical standards for construction. Additionally, the Safety-EJ Element would incorporate Policy 2.1 to address vulnerabilities to landslides and slope instability, liquefaction, and dam inundation. Therefore, impacts would be less than significant.

#### iv. Landslides?

**Less Than Significant Impact.** The nearest earthquake fault within the vicinity of the City is the Rose Canyon Fault Zone, which is approximately 10 miles west of the City. An earthquake large enough to result in moderate ground shaking is possible. Seismic risks are significantly higher in areas closer to the region's major faults, and a moderate or major earthquake could result in potentially damaging ground shaking. Development on the hillside areas where steep slopes are present can exacerbate landslide hazards. The Safety-EJ Element does not propose specific development. Future projects proposed as a result of the Safety-EJ Element would require subsequent CEQA review. Future development facilitated under implementation of the Safety-EJ Element would be required to comply with the CBC and the recommendations of the project-specific Geotechnical Investigation Report, including engineered site preparation and adequate structural design, which would reduce potential adverse impacts from landslides. Additionally, the Safety-EJ Element would incorporate Policy 2.1 to address vulnerabilities to landslides and slope instability, liquefaction, and dam inundation. Therefore, impacts would be less than significant.

#### b. Would the project result in substantial soil erosion or the loss of topsoil?

**Less Than Significant Impact.** The Safety-EJ Element does not propose specific development plans. Therefore, the nature of construction activities for future individual projects, such as the amount of grading, excavation, and vegetation removal, is unknown. If a project proposes to disturb more than one acre of soil, it is required by the state to prepare a Stormwater Pollution Prevention Plan (SWPPP), which would include best management practices (BMPs) for erosion and sedimentation control. BMP examples include an effective combination of erosion and sediment controls, which include barriers such as silt fences, hay bales, drain inlet protection, and gravel bags. Existing vegetation should be preserved as much as possible. Additionally, Santee Municipal Code, Section 11.40.300(B)(5), requires development projects to design ground cover to provide 100 percent coverage within nine months after planting or to provide additional landscaping to meet this standard. Future development facilitated by implementation of the Safety-EJ Element would be subject to these conditions for a construction permit. Following construction, implementation of individual projects that may be facilitated under the Safety-EJ Element would not increase the potential for soils to be subject to wind or water erosion. Therefore, impacts would be less than significant.

**c. Would the project 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?**

**Less Than Significant Impact.** Development on hillside areas when steep slopes are present can increase rates of erosion and exacerbate landslide hazards, lateral spreading, liquefaction, or collapse, which may threaten structures. Portions of the City have areas where slopes exceed 15 percent. The development on slopes with this degree of inclination is difficult and should be avoided, if possible, to prevent property damage resulting from slope failure. Policy 2.2 of the existing Santee General Plan Safety Element addresses impacts related to slope instability and steep slopes (e.g., hillside areas). The Safety-EJ Element would retain these existing policies and actions.

The Safety-EJ Element does not propose specific development. Future projects proposed as a result of the Safety-EJ Element would require subsequent CEQA review and would be required to adhere to the CBC, the Santee Municipal Code, and other standards and regulations for building designs. Additionally, the Safety-EJ Element would incorporate Policy 2.2, which would require geotechnical studies for development proposed on seismically and/or geologically hazardous sites.

Impacts resulting from unstable geologic units or soil would be reduced through compliance with the Santee General Plan and existing codes and adherence to the recommendations of the project-specific Geotechnical Investigation Report, including engineered site preparation and adequate structural design. Any proposed construction would require the adoption of appropriate engineering design in conformance with the recommended geotechnical standards for construction. Therefore, impacts would be less than significant.

**d. Would the project 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?**

**Less Than Significant Impact.** Certain types of clay soils expand when they are saturated and shrink when dried. These are called expansive soils and can pose a threat to the integrity of structures built on them without proper engineering. Expansion and contraction of soils in response to changes in moisture content could lead to differential and cyclical movements that could cause damage or distress to structures and equipment. Thus, they are less suitable for development compared to non-expansive soils.

Future development consistent with the Safety-EJ Element would have the potential to be adversely impacted by expansive soils; however, the Safety-EJ Element does not propose specific development. Future projects that may be facilitated under implementation of the Safety-EJ Element would require subsequent project-specific CEQA review. Any future development that is supported by the Safety-EJ Element would be required to adhere to the CBC, the Santee Municipal Code, and other standards and regulations for building designs. Impacts resulting from expansive soils would be reduced through compliance with existing codes and adherence to the

recommendations of the project-specific Geotechnical Investigation Report, including engineered site preparation and adequate structural design. Any proposed construction would require the adoption of appropriate engineering design in conformance with the recommended geotechnical standards for construction. Therefore, impacts would be less than significant.

**e. Would the project 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?**

**Less Than Significant Impact.** Future development that may be facilitated under implementation of the Safety-EJ Element may include septic tanks for wastewater disposal. Soils incapable of supporting septic tanks or alternative wastewater disposal systems are subject to provisions of the Santee Municipal Code, which require soils engineering investigations, including soil bearing capacity and soil expansion. The Santee General Plan Safety Element requires projects to complete soil and geologic/geotechnical investigations in hazard areas as identified by federal, state, and regional agencies. Sites would be required to be developed in accordance with recommendations from geological investigations. Therefore, with compliance with the Santee Municipal Code and the proposed Safety-EJ Element policies, impacts would be less than significant.

**f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less Than Significant Impact.** The Safety-EJ Element does not propose specific development. However, future development that may be facilitated under implementation of the Safety-EJ Element would have the potential to (directly or indirectly) destroy a unique paleontological resource or site if located in the southern area of the City where the surface is underlain with alluvium and sandstone (County of San Diego 2009). Future development projects proposed as a result of the Safety-EJ Element would require subsequent project-specific CEQA review to identify the potential for significant impacts to paleontological resources. If resources are encountered on an unknown site, the Santee Municipal Code requires that grading cease until the resource can be evaluated. Santee Municipal Code, Title 11, Chapter 40, Article 5, Archaeological and Paleontological Resources, states, “If any archaeological or paleontological resources are discovered during grading operations, the permittee must immediately cease all grading operations and notify the City Engineer of the discovery. Grading operations must not recommence until the permittee has received written authority from the City Engineer to do so.” Future projects facilitated under implementation of the Safety-EJ Element would be required to comply with applicable policies to protect paleontological resources. Therefore, impacts would be less than significant.

## **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.



## 2.4.8 Greenhouse Gas Emissions

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

## Environmental Setting

GHGs trap heat in the atmosphere and occur from natural processes and human activities. Human activities that produce GHGs are the burning of fossil fuels (e.g., coal, oil, and natural gas for heating and electricity, gasoline and diesel for transportation), decaying of landfill waste and raising of livestock (which produce methane [CH<sub>4</sub>]), deforestation activities, and some agricultural practices. Scientific evidence indicates a correlation between the worldwide proliferation of GHG emissions by humankind over the past century and increasing global temperatures (IPCC 2014). The following are the principal GHGs that enter the atmosphere because of human activities:

- Carbon dioxide (CO<sub>2</sub>) enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), agriculture, irrigation, and deforestation, as well as the manufacturing of cement.
- CH<sub>4</sub> is emitted through the production and transportation of coal, natural gas, and oil, as well as from livestock. Other agricultural activities (e.g., ranching, dairy production, and fertilizer) influence CH<sub>4</sub> emissions and the decay of waste in landfills.
- Nitrous oxide (N<sub>2</sub>O) is released most often during the burning of fuel at high temperatures. This GHG is caused mostly by motor vehicles, which also include non-road vehicles, such as those used for agriculture.
- Fluorinated gases are emitted primarily from industrial sources, which often include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (SF<sub>6</sub>). Although they are often released in smaller quantities, they are referred to as high global warming potential gases because of their ability to cause global warming.

These gases have different global warming potentials for trapping heat in the atmosphere. For example, one pound of CH<sub>4</sub> has 21 times more heat capturing potential than one pound of CO<sub>2</sub>. When dealing with an array of emissions, GHG emissions are typically reported in terms of pounds or metric tons of CO<sub>2</sub> equivalent (CO<sub>2</sub>e) per year for comparison purposes.

## Proposed Policies

The following EJ policy in the Safety-EJ Element apply to GHG emissions:

**Policy 14.2:** Reduce greenhouse gas emissions, increase renewable energy, and promote energy efficiency through implementation of the Sustainable Santee Plan.

## Impact Analysis

- a. **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Less Than Significant Impact.** The greatest source of GHG emissions associated with development projects in California is vehicular emissions. The second greatest source is emissions from energy consumption (both natural gas and electrical) (California Air Resources Board 2018).

The Safety-EJ Element would not authorize specific development project. As such, its adoption and implementation would not directly generate any GHG emissions. The Safety-EJ Element may, however, facilitate minor development and infrastructure projects, such as transportation and utility improvements, new or renovated fire stations, healthcare facilities, and recreational spaces/community centers (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element). As described in Section 2.4.6, Energy, future development facilitated by the proposed Safety-EJ Element would be designed and constructed in compliance with Title 24 energy efficiency requirements of the CBC, Building Energy Efficiency Standards, CALGreen, and any other requirements included as part of the Santee General Plan and the Sustainable Santee Plan (City of Santee 2019). For example, the Sustainable Santee Plan identifies goals, measures, and actions that will contribute to better air quality in Santee. Sustainable Santee Plan goals that reduce GHG emissions include increasing energy efficiency in existing and new residential and commercial units (Goals 1–4), decreasing energy demand through reducing urban heat island effect (Goal 5), reducing VMT (Goal 6), increasing the use of electric vehicles (Goal 7), improving traffic flow (Goal 8), reducing solid waste generation (Goal 9), and increasing clean energy use (Goal 10). Compliance with these proposed policies and actions would further increase energy efficiency in new buildings, reducing total energy demand and the level of GHG emissions generated from coal, natural gas, and oil-based energy sources. The Safety-EJ Element would not include any policies that would encourage inefficient building practices that could affect the volume of GHG emissions. The Safety-EJ Element would be consistent with the City’s overall efforts for energy and conservation policies to reduce GHGs; therefore, impacts would be less than significant.

Additionally, the Safety-EJ Element would improve energy efficiency, reduce energy demand, and reduce GHG emissions in Santee with the following new policies and actions addressing GHG emissions from energy use and transportation:

**Policy 2.2:** Remove particulate matter from mobile source emissions through implementation of the Sustainable Santee Plan’s public transit, active transportation, and electrification strategies.

**Policy 2.6:** Create land use patterns that encourage people to bicycle, walk, or use public transit to reduce emissions from mobile sources, such as plans that (1) require vegetative barriers to be included in industrial developments near residential areas in Santee and/or (2) improve tree canopy and promote green infrastructure development in disadvantaged communities, particularly the neighborhoods that do not already have access to green space.

**Policy 3.4:** Encourage the use of alternative transportation modes, such as walking, cycling, and public transit. Maintain and implement the policies and recommendations of the Active Santee Plan and the San Diego Association of Governments San Diego Regional Safe Routes to School Strategic Plan to improve safe bicycle and pedestrian access to major destinations.

**Policy 3.5:** Coordinate with the San Diego Metropolitan Transit System and San Diego Association of Governments to provide efficient, cost-effective, and responsive systems; multimodal support facilities; and adequate access near and to and from transit stops for bicyclists and pedestrians, including children and youth, older adults, and people with disabilities.

**Policy 3.6:** Encourage and provide ridesharing, park and ride, and other similar commuter programs that eliminate vehicles from freeways and arterial roadways. Encourage businesses to provide flexible work schedules for employees and employers to offer shared commute programs and/or incentives for employees to use public transit.

**Policy 3.7:** Work to increase public transit ridership among transit-dependent populations by providing greater access to public transit throughout Santee.

**Policy 5.5:** Continue to increase sidewalks, crosswalks, and safety for people who walk and/or use mobility devices, such as wheelchairs.

**Policy 5.6:** Implement the Complete Streets Policy in the Santee General Plan Mobility Element.

**Policy 5.7:** Continue to plan for and implement a comprehensive network of safe pedestrian facilities to promote pedestrian travel.

**Policy 5.8:** Continue to design pedestrian walkways in a way that promotes walking by providing a safe, aesthetically pleasing path of travel.

**Policy 5.9:** Maintain access for pedestrian travel where it already exists and provide it where it does not to prevent or eliminate barriers to pedestrian travel.

**Policy 7.5:** Continue and expand the City of Santee’s community garden program and provide information on how existing community gardens operate and how residents can get involved.

**Policy 7.6:** Assess and, if feasible, develop open land for community gardens.

**Policy 7.7:** Identify and implement opportunities to incorporate open spaces suitable for community gardens into larger development projects.

**Policy 8.1:** Consider creating an environmental education program that will include the following to encourage the appreciation of Santee’s natural resources:

- Development of trails, interpretive signs, and overlooks at public parks adjacent to sensitive environments
- Encouragement of private environmental organizations to sponsor wetlands enhancement programs and to provide docents for wetlands tours
- Coordination with school districts to use specified areas as outdoor learning laboratories

**Policy 8.2:** Consider developing and implementing a Green Infrastructure Plan, including a combination of stormwater features, habitat, trees, and other greenery.

**Policy 8.3:** Identify strategies for grassroots implementation of green infrastructure and restoration by Santee residents, such as through the promotion of eco-literacy with a focus on urban gardening.

**Policy 11.5:** Continue to educate and/or provide resources and weatherization (i.e., weatherproofing) measures that can improve housing conditions and reduce energy costs.

**Policy 14.2:** Reduce greenhouse gas emissions, increase renewable energy, and promote energy efficiency through implementation of the Sustainable Santee Plan.

As such, implementation of the Safety-EJ Element would result in beneficial impacts related to reduction of GHG emissions in Santee.

**b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Less Than Significant Impact.** The Safety-EJ Element does not propose specific development. As such, its adoption would not directly generate GHG emissions. However, future development that may be facilitated under implementation of the Safety-EJ Element would have the potential to generate short-term construction and long-term operational GHG emissions.

The City adopted its Sustainable Santee Plan in January 2020 to present the City’s GHG inventory, identify the effectiveness of California initiatives to reduce GHG emissions, and identify local measures to reduce citywide GHG emissions to achieve the City’s GHG reduction target. The Sustainable Santee Plan allows developers to demonstrate that their projects are consistent with the plan by demonstrating compliance with the Sustainable Santee Action Plan CEQA Project Consistency Checklist. The checklist allows developers to streamline CEQA review and bypass a complete GHG analysis on their own for CEQA processing, if applicable. Emissions associated with projects that are consistent with the Sustainable Santee Plan are considered less than significant, and their contributions to cumulative emissions are not considered cumulatively considerable.

Future projects under the Safety-EJ Element would be required to demonstrate consistency with the Sustainable Santee Plan through project-specific CEQA review and to implement mitigation measures as needed; therefore, impacts would be less than significant.

### **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.

## 2.4.9 Hazards and Hazardous Materials

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

## Environmental Setting

The California Health and Safety Code defines a hazardous material as “any material that because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.” Thus, the term “hazardous material” is a broad term for all substances that may be hazardous, specifically including hazardous substances and hazardous waste. Substances that are flammable, corrosive, reactive, oxidizers, radioactive, combustible, or toxic are considered hazardous.

Hazardous materials in Santee are transported through the City using the area’s primary transportation routes—SR-52, SR-67, and SR-125.

Hazardous materials sites in Santee include EnviroStor cleanup sites as identified and regulated by the California Department of Toxic Substances Control in Table 1, City of Santee EnviroStor Cleanup Sites.

**Table 1. City of Santee EnviroStor Cleanup Sites**

Facility Name	Address	Program Type	Status
Coneen Property	8656 Cuyamaca Street	Evaluation	Refer: 1248 Local Agency
Dave's Auto Service	10438 Mission Gorge Road	State Response	Certified
El Capitan Quarry/El Cajon Mountain Mill Site	16820 El Monte Road	State Response	Certified
Ketema Process Equipment Co., C/O Baker Process	9484 Mission Park Place	Tiered Permit	No Action Required
Marine Parachute School La Mesa	In El Cajon, about 12 miles northeast of downtown San Diego	Military Evaluation	No Further Action
Montes Metal Finishing	10039 Prospect Avenue, K	Tiered Permit	No Further Action
Quiroz Recycling	8514 Mast Avenue, Suite B	Inspection	No Action
Santee Army Camp	—	Military Evaluation	Inactive – Needs Evaluation

**Source:** DTSC 2022.

The Santee Fire Department is responsible for hazardous material incident management in Santee. The City also belongs to the San Diego County Joint Powers Authority Hazardous Materials Response Team, which assists with major incidents (City of Santee 2003).

The San Diego County Hazardous Waste Management Plan is the primary planning document providing overall policy on hazardous waste management in San Diego County. The plan describes how the San Diego County’s hazardous waste stream can be safely managed and serves as the guide for local decisions regarding hazardous waste management (City of Santee 2003).

The Hazardous Materials Division of the County of San Diego’s Department of Environmental Health and Quality protects the health and safety of the public and the environment by ensuring that hazardous materials and biomedical waste are properly handled and stored. The Hazardous Materials Division assists regulated businesses in Santee in developing their business plans and an area plan for hazardous material emergency response coordination in Santee and San Diego County (City of Santee 2003).

The City also provides residential curbside pickup of waste automotive oil and filters in addition to participating in a Household Hazardous Waste Program, which allows residents to safely dispose of any unused or leftover portions of products containing toxic chemicals. Residents can bring these types of materials to one of two collection facilities in their original containers for no-cost, safe disposal (City of Santee 2003).

## Proposed and Existing Policies

The following Safety policies in the Safety-EJ Element apply to hazards and hazardous materials:

**Policy 7.1:** Continue reviewing all development proposed in the Gillespie Field Airport Influence Areas using the Airport Land Use Compatibility Plan, which provides guidance on appropriate land uses surrounding airports to protect the health and safety of people and property within the vicinity of an airport. Ensure consistency determinations are received from the Airport Land Use Commission to ensure that design features are incorporated into the site plan to address identified aircraft safety and noise hazards.

**Policy 7.2:** Continue to discourage the establishment of additional high-risk uses, including schools, hospitals, nursing homes, and daycare centers in Airport Safety Zones and receive consistency determinations from the Airport Land Use Commission.

**Policy 7.3:** Receive final airspace determination from the Federal Aviation Administration for projects in Airport Influence Areas in accordance with Code of Federal Regulations, Title 14, Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace.

**Policy 8.1:** Continue to hold periodic disaster exercises in cooperation with the appropriate state and federal agencies.

**Policy 8.2:** Update the adopted Santee Emergency Operations Plan periodically to ensure the safety of residents, employees, and visitors in times of natural or human-caused disaster.

**Policy 8.3:** Maintain an Emergency Operations Center to coordinate resources, information, and communication, which would strengthen the City of Santee's ability to detect and respond to threats.

**Policy 9.1:** Continue to implement the County of San Diego's Hazardous Waste Management Plan or develop and implement an equivalent plan.

**Policy 9.2:** Continue to participate in the San Diego County Joint Powers Authority Hazardous Materials Response Team in dealing with hazardous materials incidents.

**Policy 9.3:** Require that any potential hazardous materials issues be fully investigated at the environmental review stage prior to project approval.

**Policy 9.4:** Review any proposed uses involving the use, transport, storage, or handling of hazardous waste to ensure that such uses will not represent a significant risk to surrounding uses or the environment.

**Policy 9.5:** Continue to provide for a household hazardous waste collection program for Santee residents as part of the contract with the City of Santee trash franchisee.



**Policy 9.6:** Control the location, manufacture, storage, or use of hazardous materials in Santee through Zoning Ordinance implementation and the development review process.

**Policy 9.7:** Encourage safe and proper disposal of household hazardous waste.

**Policy 9.8:** Promote safe, environmentally sound means of solid waste disposal for the community.

**Policy 9.9:** Investigate ways to encourage businesses to recycle their waste.

**Policy 9.10:** Continue to implement the Construction and Demolition Diversion Ordinance as required by Cal Recycle.

**Policy 10.2:** Ensure that emergency management activities are conducted equitably and are responsive to the needs of all community members, primarily by communicating emergency plans in many different formats and in multiple languages, as appropriate, and conducting outreach with and to seek feedback from members of the community who face equity issues.

**Policy 10.3:** Continue to collaborate with local and regional partners to support business resiliency through preparedness education, trainings, and resources.

**Policy 10.4:** Collaborate with local, regional, state, and federal partners to provide community-wide outreach to educate people on how to prepare for and recover from climate change effects.

**Policy 10.5:** Provide information on the benefits of the resiliency of existing residential and commercial development through structural strengthening, fire safe landscaping, and energy efficiency upgrades.

The following EJ policies in the Safety-EJ Element apply to hazards and hazardous materials:

**Policy 11.2:** Continue to prioritize and enforce the existing Buildings and Construction Code based on safety and blight as required through existing—and, if necessary, expanded—code enforcement efforts. Continue to use the City of Santee’s Code Compliance Program to bring substandard units into compliance with City of Santee codes and to improve overall housing quality and neighborhood conditions in Santee.

**Policy 14.3:** Prioritize disproportionately vulnerable populations for adaptation and mitigation investments identified in the Local Hazard Mitigation Plan.

**Policy 14.4:** Plan responsive measures to wildfire events. Provide public information on emergency preparedness, evacuation, shelters, food, water, and recovery in both Spanish and English. Use the City of Santee’s social media and newsletter to provide information for climate-related hazards.

**Policy 14.7:** Prioritize dissemination of public information on emergency preparedness, evacuation, shelters, food, water, and recovery in languages primarily spoken by the ethnic and immigrant groups in the community.

## Impact Analysis

**a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less Than Significant Impact.** The Safety-EJ Element would be a policy document and does not propose specific development. However, construction activities associated with future development facilitated under implementation of the Safety-EJ Element could involve the use of chemical substances, such as solvents, paints, fuel for equipment, and other potentially hazardous materials. These materials are common for typical construction activities and do not pose a significant hazard to the public or the environment. New developments may contain hazardous materials, such as paint, herbicides/pesticides, diesel fuel, and cleaning products, which have the potential to spill. Long-term operation of future land uses would not involve large quantities of hazardous materials. Future development of the sites would be consistent with designated land uses in the Santee General Plan Land Use Element. Adherence to regulations, including federal and local regulations, and standard protocols during the storage, transportation, disposal, and use of any hazardous materials would minimize the hazard to the public or the environment. Additionally, the Safety-EJ Element builds upon policies in the existing Safety Element, and Safety Policies 9.1 through 9.8 of the Safety-EJ Element address the transport, handling, use, and disposal of hazardous materials in Santee.

Future development that may be facilitated under implementation of the Safety-EJ Element would require subsequent project-specific CEQA review to identify the potential for significant impacts related to hazardous materials. Individual projects would be subject to adopted development guidelines and standards when a development proposal is considered. Project-specific CEQA review and compliance with the standards and regulations at the time of future development would ensure less than significant impacts.

**b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

**Less Than Significant Impact.** Human exposure to hazardous substances might occur through accidental release. Incidents that result in an accidental release of hazardous substances into the environment can cause contamination of soil, surface water, and groundwater in addition to any toxic fumes that might be generated. If not cleaned up immediately and completely, hazardous substances can migrate into the soil or enter a local stream or channel, causing contamination of soil and water. Human exposure to contaminated soil, soil gas, or water can have potential health

effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

The Safety-EJ Element does not propose specific development. However, construction of new development that may be facilitated under implementation of the Safety-EJ Element may result in accidental releases, such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials that would be used during new construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, state, and federal law, including the California Hazardous Waste Control Law, California Division of Occupational Safety and Health requirements, federal Resources Conservation and Recovery Act, and the federal Emergency Planning and Community Right-to-Know Act. Compliance with existing laws and regulations would ensure that impacts would be less than significant.

Long-term operation of future land uses would not involve large quantities of hazardous materials. Adherence to regulations and standard protocols during the storage and use of hazardous materials would minimize and avoid the potential for significant upset and accident condition impacts. In addition, the Santee Municipal Code establishes a hazardous materials release response program to initiate quick response to accidental releases (e.g., discharge, spills). All future development would require project-specific environmental evaluation to determine if potential impacts are less than significant. Potential hazard-related impacts would be location-specific and could not be assessed in a meaningful way until the location of a project site is known. When a development proposal is considered, the project would be subject to adopted development guidelines and standards, and impacts identified with the development project would be addressed through mitigation measures specific to the impact. Therefore, impacts related to accidental releases would be less than significant.

The Safety-EJ Element would build upon existing policies to address the transport, handling, use, and disposal of hazardous materials in Santee (refer to Safety Policies 9.1 through 9.8 of the Safety-EJ Element). Therefore, impacts related to hazardous waste sites would be less than significant.

**c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**Less Than Significant Impact.** Schools are throughout the City. However, development that would be facilitated as a result of the Safety-EJ Element would not use or store large quantities of hazardous waste. New developments would be subject to planning, zoning, and procedures

involved in site plan approvals, and land use planning would typically separate uses that would place a school near a development where hazardous materials may be used. Through the City's environmental review process, future development projects would be evaluated for the potential release of hazardous materials into the environment. Therefore, impacts related to hazardous materials near a school would be less than significant.

- d. Would the project 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?**

**Less Than Significant Impact.** The Safety-EJ Element would be a policy document and does not propose specific development. However, future development that may be facilitated under implementation of the Safety-EJ Element could locate new development on a hazardous materials site (refer to Table 1).

Through the City's environmental review process, it would be determined if a potential development site is on or within the immediate vicinity of any known hazardous materials site. If applicable, projects may be required to prepare a Phase I Environmental Site Assessment, which would include a database search for existing hazardous materials sites; identify potential violations under federal and/or applicable state and local environmental laws; and provide recommendations for correcting deficiencies or problems. Where appropriate, mitigation measures would be required for specific projects to reduce potential hazards to the public. With implementation of the City's environmental review process and proposed goals, policies, and actions addressing hazards in Santee, impacts related to hazardous waste sites would be less than significant.

The Safety-EJ Element would build upon existing policies to address the transport, handling, use, and disposal of hazardous materials in Santee (refer to Safety Policies 9.1 through 9.8 of the Safety-EJ Element). Therefore, impacts related to hazardous waste sites would be less than significant.

- e. Would the project for a project located within an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?**

**Less Than Significant Impact.** The City is serviced by one airport, Gillespie Field, directly on the southern boundary of Santee in the City of El Cajon. Gillespie Field is a 757-acre, publicly owned facility that is owned and operated by the County of San Diego, Department of Public Works. Gillespie Field is a general aviation airport used primarily for business and recreational purposes, which does not function as a major transportation mode for City residents. The majority of the operations at Gillespie Field are categorized as General Aviation. The smallest portions of the annual operations are categorized as Air Taxi and Military. No regularly scheduled commercial flights occur at Gillespie Field. The Gillespie Field Comprehensive Land Use Plan has a designated Airport Influence Area, which is the area that may be subject to either noise hazards or height

restrictions required to prevent obstructions to navigable airspace. The Clear Zones are areas of significant risk resulting from aircraft takeoff and landing patterns. While the Clear Zones for Gillespie Field fall mainly within airport boundaries, several San Diego County-owned properties north of the airport on Prospect Avenue are designated as Clear Zones. These properties are designated as Park/Open Space to reflect their airport function (San Diego County Airport Land Use Commission 2010).

To minimize the risk and to reduce the severity of aviation accident, six Airport Safety Zones have been established for Gillespie Field by the California Department of Transportation (Caltrans) Division of Aeronautics based on the California Airport Land Use Planning Handbook guidelines (Caltrans 2011). To ensure that community land uses are outside areas where aviation accidents are most likely to occur, three Gillespie Field Safety Zones are identified with policies formulated to address the specific safety concerns of those areas. Future development that may be facilitated under implementation of the Safety-EJ Element would be required to comply with the Gillespie Field safety hazard zone guidelines to ensure development is safe from air traffic hazards. Through the City's environmental review process, future development projects would be evaluated for compatibility with the existing Airport Safety Zones to ensure a project would not result in a safety hazard of excessive noise for people residing or working in the project area.

In addition, the Safety-EJ Element would build on in the City's existing General Plan Safety Element policies addressing airport hazards (refer to Safety Policies 7.1 through 7.3 above). Therefore, the proposed Safety-EJ Element would result in beneficial impacts related to public safety from airport hazards, and impacts would be less than significant.

**f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Less Than Significant Impact.** The City prepared its own Emergency Operations Plan (City of Santee 2020) in compliance with the California Governor's Office of Emergency Services and San Diego County Office of Emergency Services the Santee Municipal Code, which identifies responses and actions depending on the nature and scope of the disaster. In addition, the Safety-EJ Element includes emergency preparedness planning consisting of three primary components: (1) hazard identification and risk assessment, (2) hazard prevention and abatement, and (3) emergency response and action. The Safety-EJ Element would identify hazards present in Santee and focus on assessing the scope of risk associated with the hazards and emergency preparedness procedures.

Construction activities associated with future development that may be facilitated under implementation of the Safety-EJ Element would have the potential to interfere with emergency plans and procedures if authorities are not properly notified or multiple projects are constructed during the same time and multiple roadways used for emergency routes are concurrently blocked. Future development that may be facilitated under implementation of the Safety-EJ Element would

be consistent with the current Santee General Plan land use designations. Therefore, the Safety-EJ Element does not propose specific changes in Santee's existing circulation network. However, the proposed Safety-EJ Element includes an Emergency Evacuation Route Analysis to determine the vulnerability of the City's evacuation routes to potential hazards and to identify areas of the City that do not have at least two emergency evacuation routes (i.e., neighborhoods or households within a hazard area that have limited accessibility) in accordance with AB 747 and SB 99. The results of the Emergency Evacuation Route Analysis indicate that residents closest to the northern region of the City center are most vulnerable to general hazards given the distance they would need to travel to access an outbound road for evacuation. The Emergency Evacuation Route Analysis identified that residents closest to the southern and southwestern regions of the City are most vulnerable to evacuation from earthquake hazards because of the bridges they would need to traverse to access an outbound road.

Future development projects would be subject to site-specific review and would be subject to City regulations regarding street design, site access, and internal emergency access. Therefore, impacts associated with the physical interference of an Emergency Operations Plan would be less than significant.

**g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

**Less Than Significant Impact.** As described in Section 2.4.20, Wildfire, the California Department of Forestry and Fire Protection (CAL FIRE)'s Fire Hazard Severity Zone Map Viewer (CAL FIRE 2022) designates the City as a moderate to high, unzoned Local Responsibility Area. Several Very High Fire Hazard Severity Zones (VHFHSZs) are in Santee, notably in the northern/northwestern and the southern/southwestern portions of the City. The Safety-EJ Element does not propose specific development. However, the goals, policies, and actions incorporated into the proposed Safety-EJ Element may facilitate construction and operation of transit and utilities infrastructure construction and repairs, healthcare facilities, and recreational space/community centers (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element). Development of future projects in a Moderate to High Fire Hazard Severity Zone could result in a potentially significant impact from the exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residents are intermixed with wildlands.

To minimize risk from wildfire, future development would be required to comply with the 2022 (or most current) California Fire Code and the CBC, which contains measures to reduce fire hazards in structures, including the use of materials, fire separation walls, building separation, and fire sprinklers. In addition, the City adopted amendments to the California Fire Code (Section 11.18.020, Santee Municipal Code), which requires a Fire Protection Plan, approved by the fire chief, to be established for all new development within declared Fire Hazard Severity Zones and/or wildland-urban interface. Additionally, as described in Section 2.4.20, the Safety-EJ Element

would include several new goals, policies, and actions intended to reduce the exposure of people and the environment to wildland fire risks. Compliance with existing regulations and proposed Safety-EJ Element policies would ensure that impacts related to wildfire risk are below significant. Therefore, impacts would be less than significant.

## **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.

## 2.4.10 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Setting

### San Diego River Watershed

The City is in the San Diego River Watershed, which is in central San Diego County. The watershed is bordered to the north by the Peñasquitos and San Dieguito River Watersheds and to the south by the Pueblo San Diego and Sweetwater River Watersheds. According to the San Diego River Watershed Management Area Water Quality Improvement Plan (City of El Cajon et al. 2015), the San Diego River originates in the Cuyamaca Mountains near Santa Ysabel, over 6,000 feet above sea level, along the western border of the Anza Borrego Desert State Park. The San Diego River extends over 52 miles across central San Diego County, forming a watershed with an area of approximately 277,543 acres, or approximately 434 square miles. The San Diego River ultimately discharges to the Pacific Ocean at Dog Beach in Ocean Beach, a community in the City



of San Diego. The San Diego River Watershed is the fourth largest of the 10 watershed management areas in the San Diego region.

The San Diego River Watershed (Hydrological Unit [HU] 907) consists of four hydrologic areas: Lower San Diego (907.1), San Vicente (907.2), El Capitan (907.3), and Boulder Creek (907.4). The City is in the Lower San Diego Hydrologic Area (907.1). The Lower San Diego Hydrologic Area includes portions of the Cities of San Diego, El Cajon, La Mesa, Poway, and Santee and several unincorporated jurisdictions.

## **Water Quality**

Water quality in the San Diego River Watershed is governed by the San Diego RWQCB. The San Diego RWQCB's Water Quality Control Plan for the San Diego Basin (Basin Plan) is the RWQCB's master water quality control planning document. The Basin Plan, most recently updated in September 2021, recognizes and reflects regional differences in existing water quality, the beneficial uses of the region's ground surface waters, and local water quality problems. The Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan (1) designates beneficial uses for surface and ground waters; (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy; (3) describes implementation programs to protect the designated beneficial uses of all waters in the region; and (4) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan (California Water Boards 2021).

Four waterbodies in Santee are listed in the CWA Section 303(d) List of Impaired Waterbodies: the Lower San Diego River, Sycamore Canyon, Forester Creek, and Eucalyptus Hills Creek. These creeks are listed as Category 5 water body segments (i.e., a water segment where standards are not met and a total maximum daily load is required, but not yet completed, for at least one of the pollutants being listed for this segment) (SWRCB 2021).

## **Stormwater and Flooding**

The City updated its Jurisdictional Urban Runoff Management Plan in 2021. The local plan addresses water quality issues in the primary water basins in Santee. The goal of the plan is to reduce or eliminate contaminants that are transported in stormwater and ultimately delivered to the rivers and creeks in Santee and downstream (City of Santee 2021). The program focuses on reducing pollution in the three major areas of development: planning, construction, and existing development. Other components of the program include storm drain monitoring to detect pollution, public reporting of illegal dumping, and provision of education information to a variety of audiences describing water quality issues.

The San Diego County’s Low Impact Development (LID) Handbook integrates the most current research on LID implementation in the county (County of San Diego 2014). The handbook provides a comprehensive list of LID planning and stormwater management techniques as guidance to reference before developing a project site. The City also prepared a BMP Design Manual as required by the re-issued National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer Systems (MS4) Permit that covers the San Diego region. The manual addresses updated on-site post-construction stormwater requirements for development projects and provides updated procedures for planning, preliminary design, selection, and design of permanent stormwater BMPs based on the performance standards presented in the MS4 Permit. The City modified the manual to include jurisdiction-specific requirements (City of Santee 2016). The City prepared its own Guidelines for Surface Water Pollution Prevention in June 2015. The guidelines establish minimum stormwater management requirements and controls to address the highest priority water quality condition in the Water Quality Improvement Plan for the San Diego River Watershed Management Area. The guidelines also supports the City’s Stormwater Management and Discharge Control Ordinance (Stormwater Ordinance), codified as Santee Municipal Code, Chapter 9.06, and supports the water quality protection provisions of Santee Municipal Code, Chapters 15.58, Excavation and Grading (City of Santee 2015).

Chapter 9.06, Stormwater Management and Discharge Control, of the Santee Municipal Code prohibits discharge of pollutants and non-stormwater into the stormwater conveyance system or the receiving waters and provides BMPs for construction projects, commercial and industrial activities, and new development and redevelopment. Section 13.36.070, Stormwater Management and Rainwater Retention, of the Santee Municipal Code requires that all projects promote on-site stormwater and dry weather runoff capture and use through recommended measures, such as minimizing the area of impervious surfaces; draining impervious surfaces to vegetated areas; incorporating rain gardens, cisterns, and other catchment systems; and implementing other design concepts recommended in the San Diego County’s LID Handbook.

## **Groundwater**

The City gets its water supply from the Padre Dam Municipal Water District (Padre Dam) (see Section 2.4.19, Utilities and Service Systems). Currently, Padre Dam pumps a small amount of groundwater from the basin using a Padre Dam-owned well that supplements the recycled water system. Since the well is unreliable, the groundwater supplies from the well are assumed to not be available as a future supply, and Padre Dam has no plans for other groundwater supplies in the future. The San Diego River Valley Groundwater Basin aquifer is designated as a Very Low Priority Basin by the California Department of Water Resources (DWR 2022). The basin is unadjudicated and not critically overdrafted. The pueblo water rights are the key water rights doctrine that governs allocation of surface and groundwater of the San Diego River. The basin has

multiple users; however, given its status as a Very Low Priority Basin, the basin is not required to have a Groundwater Sustainability Plan (Padre Dam 2021).

### **Proposed and Existing Policies**

The following Safety policies in the Safety-EJ Element apply to hydrology and water quality:

**Policy 1.1:** Encourage the use of innovative site design strategies within the floodplain, which ensure the minimization of flood hazards and maintenance of the natural character of waterways.

**Policy 1.2:** Require that developments proposed within a floodplain area use design and site planning techniques to ensure that structures are elevated at least 1 foot above the 100-year flood level.

**Policy 1.3:** Ensure that proposed projects that would modify the configuration of any of the three main waterways in Santee (San Diego River and Sycamore and Forester Creeks) are required to submit a report prepared by a registered hydrologist that analyzes potential effects of the project downstream and within the local vicinity.

**Policy 1.4:** Actively pursue the improvement of drainage ways and flood control facilities to lessen recurrent flood problems and include such public improvements in the Capital Improvements Program for Santee.

**Policy 1.5:** Pursue the identification of flood hazard areas along Fanita and Big Rock Creeks and apply protective measures where necessary.

**Policy 1.6:** Require a hydrologic study, including the analysis of effects on downstream and upstream properties and on the flood-carrying characteristics of the stream, for development proposed in the floodplain.

**Policy 1.7:** Ensure that critical emergency uses (hospitals, fire stations, police stations, the Emergency Operations Center, public administration buildings, and schools) are not in flood hazard areas or in areas that would affect their ability to function in the event of a disaster.

**Policy 1.8:** Prohibit development within the 100-year floodway, subject to the provisions of the City of Santee's Flood Damage Prevention Ordinance.

**Policy 1.9:** Ensure that floodway areas are not included in the calculation of net area for the purpose of land division.

**Policy 13.1:** Continue to encourage the implementation of low-impact development (e.g., rain gardens, rainwater harvesting, green roofs) to reduce flooding.

**Policy 14.1:** Provide information on water efficiency and conservation efforts.

**Policy 14.2:** Continue to implement the City of Santee's Water Efficient Landscape Ordinance for private and public projects.

**Policy 14.3:** Provide information on building code requirements for water conservation features (e.g., low-flow toilets, faucets, appliances).

**Policy 14.4:** Explore programs to expand access to limited water resources for at-risk, vulnerable populations (e.g., people experiencing homelessness).

The following EJ policies in the Safety-EJ Element apply to hydrology and water quality:

**Policy 1.1:** Continue to protect natural resources from pollution, such as trash and debris in creeks, rivers, and storm drainage areas, especially in areas where transient populations are prevalent.

**Policy 1.3:** Continue to reduce the potential danger related to the use, storage, transport, and disposal of hazardous materials to an acceptable level of risk.

**Policy 1.4:** Continue to protect the air, water, soil, and biotic resources from damage by exposure to hazardous materials.

## Impact Analysis

**a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**

**Less Than Significant Impact.** The proposed Safety-EJ Element does not propose specific development. However, implementation of the Safety-EJ Element may facilitate development associated with transit and utilities infrastructure construction and repairs, healthcare facilities, and recreational space/community centers (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element). Clearing, grading, excavation, and construction activities associated with this development may result in short-term impacts to water quality due to sheet erosion of exposed soils and subsequent deposition of particulates in local drainages. Grading activities lead to exposed areas of loose soil and sediment stockpiles that are susceptible to uncontrolled sheet flow. Future development may also result in long-term impacts to the quality of stormwater and urban runoff associated with an increase in impervious surfaces, subsequently impacting downstream water quality, and could potentially create new sources of polluted runoff.

Future development facilitated under implementation of the Safety-EJ Element would be required to comply with all applicable water quality standards. Any future development in Santee would be subject to the CWA, which is established through compliance with the requirements of the NPDES Construction General Permit, and the Porter-Cologne Water Quality Control Act. In Santee, the San Diego RWQCB issues and approves NPDES Permits per the CWA. Under Section 402 of the CWA, NPDES Construction General Permits require individual projects to develop and implement a SWPPP, which must list the BMPs the applicant will employ to “prevent all construction pollutants from contacting stormwater,” and BMPs must be developed “with the intent of keeping all products

of erosion from moving off site into receiving water channels.” The SWPPP must also include a visual monitoring program and a chemical monitoring program for non-visible pollutants.

The NPDES also requires local governments to obtain an NPDES Permit for stormwater-induced water pollutants in its jurisdiction. The San Diego RWQCB regulates discharges from Phase I MS4s in the San Diego region under the Regional MS4 Permit. The Regional MS4 Permit covers 39 municipal, County government, and special district entities (referred to jointly as “copermittees”) in San Diego County, southern Orange County, and southwestern Riverside County that own and operate large MS4s that discharge stormwater (wet weather) runoff and non-stormwater (dry weather) runoff to surface waters throughout the San Diego region. The City is one of 18 municipal copermittees in the county. The permit establishes a regionwide Stormwater Management Plan to control discharges of sanitary wastewater, septic tank effluent, car wash wastewaters, improper oil disposal, radiator flushing, laundry wastewater, spills from roadway accidents, and improper disposal of toxic materials. Pollutant control measures in the Stormwater Management Plan include a specific focus on failing septic tanks, industrial/business connections, recreational sewage, and illegal dumping. Developers are required to implement appropriate BMPs on construction sites to control erosion and sediment. Future development would be subject to the NPDES MS4 Permit, which requires the development and implementation of a SWPPP, which specifies BMPs that reduce or prevent construction pollutants from leaving the site in stormwater runoff and minimize erosion caused by flooding associated with the construction project.

In addition, future projects would be required to comply with the City’s Jurisdictional Urban Runoff Management Plan (City of Santee 2002), BMP Design Manual (City of Santee 2016), Guidelines for Surface Water Pollution Prevention (City of Santee 2015), and Santee Municipal Code, Chapter 9.06, Stormwater Management and Discharge Control, and Section 13.36.070, Stormwater Management and Rainwater Retention, which contain requirements and BMPs for water quality controls and LID techniques. The Santee General Plan Conservation Element Policy 4.2 encourages grading, erosion control measures, and replanting to minimize erosion and prevent slippage of human-made slopes.

In the instance that individual development projects are required to implement construction activities within a waterbody (e.g., construction or repairs of bridges), these projects would be required to obtain applicable permits, which may include a CWA Section 404 Nationwide Permit, Section 401 Water Quality Certification, and Section 1602 Lake and Streambed Alteration Agreement prior to commencement of project construction activities. These permits would include standard construction BMPs (e.g., off-site fueling and maintenance of construction equipment), which would be in place for the duration of project construction to avoid potential impacts to surface or groundwater quality. Compliance with federal, state, and City regulations would reduce impacts to a less than significant level.

**b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

**Less Than Significant Impact.** The City receives its water supply from Padre Dam, which currently does not use groundwater as a source of potable water supply. Padre Dam currently pumps a small amount (less than 200 acre-feet per year) of groundwater from the basin using a Padre Dam-owned well that supplements the recycled water system for irrigation and other non-potable uses. Padre Dam has no plans for other groundwater supplies in the future. Further, the basin is designated as a Very Low Priority Basin by the California Department of Water Resources and is not showing signs of overdraft and has not been identified by the California Department of Water Resources as a basin at risk of being critically overdrafted (Padre Dam 2021). As such, while future development facilitated under implementation of the Safety-EJ Element may generate planned population growth that would increase the demand for potable water, the City would continue to source its potable water supply from imported California State Water Project and Colorado River water (see Section 2.4.19). The Safety-EJ Element includes two policies related to water supply for fire suppression, including Policy 3.1, which requires that proposed development be assessed for adequate water pressure to maintain the required fire flow at the time of development, and Policy 3.7, which requires the installation of fire hydrants and establishment of emergency vehicle access, notably before construction with combustible materials can begin on an approved project. The City's Fire Code includes requirements for water supply, such as fire hydrants and storage tanks. Within FHSZs and WUI areas, fire hydrants must be spaced every 300 feet and must have a fire flow of 2,500 gallons per minute, or a fire flow approved by the Fire Chief. Developments that require new or "stand alone" water storage facilities may also be required to provide secondary or backup systems, such as independently powered pumps that will ensure adequate water supply for firefighting emergencies. Given that the policies related to water supply for fire suppression do not require additional fire flow and are consistent with the City's Fire Code, implementation of the Safety-EJ Element would not substantially decrease groundwater supplies.

In addition, the City requires development projects to incorporate appropriate stormwater controls, such as site design measures, source controls, and LID techniques. Future development that may be facilitated under implementation of the Safety-EJ Element would be required to incorporate LID features that would reduce impervious area, as feasible, and promote water infiltration. Redevelopment of developed sites requires compliance with water quality standards intended to reduce runoff, increase infiltration, and improve water quality. Therefore, future development facilitated under implementation of the Safety-EJ Element would not interfere substantially with groundwater recharge. Compliance with federal, state, and City regulations would reduce impacts to less than significant.

- c. **Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**
  - i. **Result in substantial erosion or siltation on- or off-site?**
  - ii. **Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?**
  - 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?**
  - iv. **Impede or redirect flood flows?**

**Less Than Significant Impact.** Future development that may be facilitated under implementation of the Safety-EJ Element could result in the alteration of drainage patterns, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, during and after construction activities. Stormwater drainage and system modifications and improvements associated with future housing development would be required to comply with all applicable regulations, including discharge rate controls, and be designed for a 100-year storm event. Additionally, future projects would be required to comply with Section 9.06.230, Best Management Practices for Construction Projects, of the Santee Municipal Code, which requires construction and grading permits, BMPs, and compliance with the Construction General Permit.

Future development would be subject to the NPDES MS4 Permit, which requires the development and implementation of a SWPPP, which specifies BMPs that reduce or prevent construction pollutants from leaving the site in stormwater runoff and minimize erosion caused by flooding associated with the construction project. In addition, future development facilitated under implementation of the Safety-EJ Element would be required to comply with Santee Municipal Code, Chapter 9.06, Stormwater Management and Discharge Control, and Section 13.36.070, Stormwater Management and Rainwater Retention, which contain requirements and BMPs for water quality controls and LID techniques, and Santee General Plan Conservation Element and Land Use Element objectives and policies for implementing Water Quality Plans and incorporating BMPs. Considering these requirements, while future development facilitated under implementation of the Safety-EJ Element may substantially alter the existing drainage pattern of the site or area, this development would minimize impacts related to erosion and stormwater runoff. Additionally, future development would require subsequent project-specific CEQA review to identify the potential for significant impacts related to erosion and stormwater runoff. Therefore, impacts would be less than significant.

**d. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

**Less Than Significant Impact.** A tsunami is a very large ocean wave caused by an underwater earthquake or volcanic eruption. Tsunamis can cause flooding to coastlines and inland areas less than 50 feet above sea level and within 1 mile of the shoreline. The City is approximately 18 miles inland from the Pacific Ocean and would not be susceptible to inundation or flooding due to a tsunami.

Seiches are defined as wave-like oscillatory movements in enclosed or semi-enclosed bodies of water, such as lakes or reservoirs, and are most typically associated with seismic activity. The City is not subject to inundation by seiche. The City's lakes, including the Santee Recreation Lakes, are in areas that would make it difficult for the City to be inundated. The Santee Municipal Code contains provisions to protect against the overflow of floodwaters in Title 13, Chapter 36, Article 5, Flood Damage Prevention. Project developments associated with the Safety-EJ Element would be subject to flooding, damage, and public safety issues, where applicable. Further, the City is primarily in Federal Emergency Management Agency Flood Zone X, which is outside the 100- and 500-year flood hazard areas. Therefore, implementation of the proposed Safety-EJ Element would not result in release of pollutants due to inundation caused by a flood hazard, tsunami, or seiche.

The City's Flood Damage Prevention Ordinance contains provisions to safeguard the public and structures from flood hazards, including restrictions on uses that are dangerous to health, safety, and property; controls on alterations of natural floodplains, stream channels, and natural flood barriers; and prohibition of development within 100- year flood zone areas as identified by Federal Emergency Management Agency Flood Insurance Rate Maps and on Santee land use and zoning maps. Santee Municipal Code, Title 13, Chapter 36, Article 5, Flood Damage Prevention, contains methods of preventing and reducing flood hazards. In the Santee General Plan Conservation Element and existing Safety Element, objectives and policies are provided to protect the community from flooding hazards. The objectives and policies reinforce the Santee Municipal Code by ensuring that development proposals are outside designated floodways and development in the 100-year floodplain is consistent with the City's Flood Damage Protection Ordinance. With implementation of the Santee General Plan objectives and policies and Santee Municipal Code, impacts would be less than significant.

Further, the Safety-EJ Element would build on existing flood policies and incorporate the following new policies addressing flood hazards in Santee:

**Objective 1:** Minimize injuries, loss of life, and property damage resulting from flood hazards.

- **Policy 1.1:** Encourage the use of innovative site design strategies within the floodplain, which ensure the minimization of flood hazards and maintenance of the natural character of waterways.



- **Policy 1.2:** Require that developments proposed within a floodplain area use design and site planning techniques to ensure that structures are elevated at least 1 foot above the 100-year flood level.
- **Policy 1.3:** Ensure that proposed projects that would modify the configuration of any of the three main waterways in Santee (San Diego River and Sycamore and Forester Creeks) are required to submit a report prepared by a registered hydrologist that analyzes potential effects of the project downstream and within the local vicinity.
- **Policy 1.4:** Actively pursue the improvement of drainage ways and flood control facilities to lessen recurrent flood problems and include such public improvements in the Capital Improvements Program for Santee.
- **Policy 1.5:** Pursue the identification of flood hazard areas along Fanita and Big Rock Creeks and apply protective measures where necessary.
- **Policy 1.6:** Require a hydrologic study, including the analysis of effects on downstream and upstream properties and on the flood-carrying characteristics of the stream, for development proposed in the floodplain.
- **Policy 1.7:** Ensure that critical emergency uses (hospitals, fire stations, police stations, the Emergency Operations Center, public administration buildings, and schools) are not in flood hazard areas or in areas that would affect their ability to function in the event of a disaster.
- **Policy 1.8:** Prohibit development within the 100-year floodway, subject to the provisions of the City of Santee’s Flood Damage Prevention Ordinance.
- **Policy 1.9:** E Ensure that floodway areas are not included in the calculation of net area for the purpose of land division.

As such, implementation of the Safety-EJ Element would result in beneficial impacts related to flooding in Santee.

**e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

**Less Than Significant Impact.** The City is under the jurisdiction of the San Diego RWQCB. Water quality standards and control measures for surface and ground waters of the San Diego region are contained in the Basin Plan for the San Diego region. The plan designates beneficial uses for water bodies and establishes water quality objectives, waste discharge prohibitions, and other implementation measures to protect those beneficial uses.

Future projects associated with the Safety-EJ Element would comply with the requirements under the NPDES Permit program, the Phase I MS4 General Permit in the San Diego River Watershed, the San Diego RWQCB Basin Plan. Future project would also require implementation of associated BMPs and other requirements of the SWPPP, as well as a City-approved Stormwater Quality

Management Plan, which would ensure that stormwater discharges associated with construction and use of future development projects comply with regulatory requirements in Santee and would not conflict with a Water Quality Control Plan or Groundwater Management Plan. Compliance with state and local requirements for avoiding and minimizing construction and operational impacts to prevent conflicts with or obstruction of implementation of a Water Quality Control Plan or sustainable Groundwater Management Plan, including the Basin Plan for the San Diego RWQCB, and with federal, state, and City regulations would reduce impacts to less than significant.

## **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.

### 2.4.11 Land Use and Planning

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

### Environmental Setting

Physical development in Santee is currently governed by the existing Santee General Plan adopted in August 2003. The Santee General Plan identifies land use designations in Santee and its sphere of influence, with residential being the predominant existing land use.

### Proposed Policies

The following EJ policies in the Safety-EJ Element apply to land use and planning:

**Policy 5.4:** Ensure that industrial uses are compatible with adjacent land uses, ensure that natural and human-induced hazards are adequately addressed in the location and intensity of development in Santee, and minimize land use conflicts between land uses in adjacent areas and existing and planned land uses in Santee.

**Policy 10.1:** Encourage the establishment and operation of additional farmers markets, farm stands, ethnic markets, mobile health food markets, and convenience/corner stores that sell healthy foods, including fresh produce where feasible and appropriate.

**Policy 10.4:** Prioritize healthy food supplies in economic development efforts, especially in areas where a healthy food supply, farmers market, or community garden is not within a half mile of residential areas.

**Policy 10.6:** Provide healthy food options at all municipal buildings and at City of Santee event where food is made available by the City.

### Impact Analysis

#### a. Would the project physically divide an established community?

**Less Than Significant Impact.** Projects that divide an established community can involve large scale linear infrastructure, such as freeways, highways, and railroads, that bisect an established community or create barriers to movement within that community. “Locally undesirable land

uses,” such as prisons or landfills, sited within economically depressed areas can also divide an established community. The Safety-EJ Element does not propose specific development. Development that may be facilitated under the Safety-EJ Element would primarily consist of transit and utilities infrastructure construction and repairs, healthcare facilities, and recreational space/community centers (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element). Implementation of the Safety-EJ Element would not facilitate large scale linear infrastructure, such as freeways, highways, and railroads, or locally undesirable land uses. Future development facilitated under the Safety-EJ Element would be consistent with the Santee General Plan land use designations and would not physically divide the community. Therefore, impacts would be less than significant.

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

**Less Than Significant Impact.** The Safety-EJ Element would be a component of the Santee General Plan that improves the capacity of the City to respond to natural and human-caused changes in the environment. In addition, the Safety-EJ Element would define the goals, objectives, and policies that would guide the City’s approach to increasing its resiliency and would recommend a set of programs that would implement policies over the next several years. The Safety-EJ Element would be concerned with identifying ways in which the needs of existing and future residents can be met. Specifically, the Safety-EJ Element would establish specific policies that align with the San Diego County’s Multi-Jurisdictional Hazard Mitigation Plan, including the City’s chapter in this plan, and Sustainable Santee Plan to bring policies into compliance with current state laws and to allow for increased adaptability in the light of a changing climate. The Safety-EJ Element would not increase residential density and intensify land use designations in the City and therefore, is not subject to Measure N.

Future projects consistent with the Safety-EJ Element would be subject to the Santee General Plan, updates to the Santee General Plan (once approved) and Santee Municipal Code. These documents and ordinances include standards to protect aesthetic quality and scenic viewsheds, biological resources, cultural resources, and public health and safety. Therefore, impacts would be less than significant.

## **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.

## 2.4.12 Mineral Resources

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

## Environmental Setting

The Surface Mining and Reclamation Act of 1975 requires the classification of land into mineral resource zones (MRZs) according to known or inferred mineral resource potential. The process is based solely on geology without regard to existing land use or land ownership. According to the Santee General Plan Conservation Element, the City has land designated in two categories: MRZ-2 and MRZ-3. MRZ-2 designates “areas where adequate information exists to indicate that significant mineral deposits are present or where it was judged that a high likelihood for their presence exists,” while MRZ-3 includes “areas containing mineral deposits whose significance cannot be evaluated from available data” (City of Santee 2003). According to the Santee General Plan Land Use Element, areas in Santee that contain valuable mineral resources are along the floodplain of the San Diego River and on the surrounding hills underlain by granite. The remainder of the City is designated MRZ-3 (City of Santee 2003).

Three aggregate mining operations are in Santee—RCP Pit 1, RCP Pit 2, and RCP Pit 3—in the San Diego River east of Magnolia Avenue. These three mining operations have been active since the 1970s and are approaching completion. Despite the potential for mineral recovery from any MRZ, economics, land use compatibility, and environmental protection, including regional habitat protection efforts, must be considered when deciding on the appropriateness of mining in a particular area (City of Santee 2003).

## Impact Analysis

- 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?**

**Less Than Significant Impact.** Future development that may be facilitated under implementation of the Safety-EJ Element would be consistent with the Santee General Plan land use designations and would not substantially limit the future availability of known mineral resources; therefore, impacts would be less than significant.

**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?**

**Less Than Significant Impact.** According to the Santee General Plan Conservation Element, the portion of the upper San Diego River that flows through the City and Lakeside to the east of the City contains a significant share of the available construction sand reserves of the metropolitan San Diego market area. San Diego River sand is of high enough quality to be competitive with other sources in San Diego County. The sand and gravel mining used in Santee’s aggregate mining operations (i.e., RCP Pit 1, RCP Pit 2, and RCP Pit 3) meets the definition of a mineral resource as any form of natural rock materials that have commercial value. However, these sand deposits are not classified by the California Division of Mines and Geology as important mineral resources. Further, implementation of the proposed Safety-EJ Element would not facilitate development in the San Diego River where sand and gravel mining could occur. In fact, the Safety-EJ Element would incorporate restrictions on development and limitations for development types in the San Diego River flood hazard areas (refer to Policies 1.2 through 1.9 listed in Section 2.4.10, Hydrology and Water Quality). Therefore, implementation of the proposed Safety-EJ Element would not facilitate development in the San Diego River that would result in the loss of availability of a locally important mineral resource recover site, and impacts would be less than significant.

### **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.

### 2.4.13 Noise

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

## Environmental Setting

Noise is usually defined as unwanted or excessive sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep. The primary sources of noise in Santee are freeways and roadways, rapid transit (San Diego Trolley), aircraft operations from Gillespie Field and Marine Corps Air Station Miramar, and stationary sources (e.g., commercial/industrial, construction, community).

## Impact Analysis

- a. **Would the project result in 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?**

**Less Than Significant Impact.** The Safety-EJ Element does not propose specific development, but may facilitate minor development and infrastructure projects, such as new or renovated fire stations, healthcare facilities, and recreational spaces/community centers (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element). Development facilitated under implementation of the Safety-EJ Element would have the potential to generate both short-term and long-term noise impacts. Short-term noise impacts could occur during grading and construction. Construction activities have the potential to expose adjacent land uses to noise levels that could temporarily exceed the City’s Noise Standards. The degree of noise impact would depend on the distance between the construction activity and the noise sensitive receptor. Long-term noise impacts would be associated with vehicular traffic to/from the site (including residents and visitors), outdoor activities, and stationary mechanical

equipment on site. Traffic associated with future developments consistent with Santee General Plan land use designations would result in long-term increases in ambient noise levels. However, depending on the size of each development, this increase may be noticeable for some people but may not significantly impact surrounding sensitive uses and may not generate a substantial increase in ambient noise levels.

However, the Safety-EJ Element does not propose specific development. Development that may be facilitated under implementation of the Safety Element would require subsequent project-specific CEQA review to identify the potential for significant impacts to noise. Individual projects would also be subject to existing local noise policies. For example, Santee General Plan Noise Element provisions, particularly Policy 1.1, would reduce harmful and annoying noise: “The City shall support a coordinated program to protect and improve the acoustical environment of the City including development review for new public and private development and code compliance for existing development.” The City’s Noise Ordinance (Santee Municipal Code, Chapter 5.04) establishes the City’s noise regulation, generally prohibits nuisance noise, and states that it is unlawful for any person to make, continue, or cause to be made or continued within the City limits any disturbing, excessive, or offensive noise that causes discomfort or annoyance to reasonable persons of normal sensitivity residing in the area. For example, Section 5.04.090 prohibits construction activities outside the hours of 7:00 a.m. and 7:00 p.m., Mondays through Saturday, unless expressly approved by the City’s Director of Development Services. Section 5.04.040 details several specific sources of nuisance noise and outlines how it may be determined that the noise is in violation of the code. Specific sources of nuisance noise include but are not limited to devices for producing or reproducing sound, drums, and other musical instruments, yelling, and animals. Compliance with the Santee General Plan Noise Element policies and the City’s Noise Ordinance standards would reduce potential temporary and permanent noise impacts as a result of future development under implementation of the Safety-EJ Element. Therefore, impacts would be less than significant.

**b. Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?**

**Less Than Significant Impact.** Construction activities from developments facilitated under implementation of the Safety-EJ Element could generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver buildings. Results from vibration can range from no perceptible effects at the lowest vibration levels to low rumbling sounds and perceptible vibration at moderate levels to slight



damage at the highest levels. Groundborne vibration from construction activities rarely reach levels that damage structures.

The Safety-EJ Element does not propose specific development. Future projects that may be facilitated under implementation of the Safety-EJ Element would be subject to project-specific CEQA review to identify the potential for significant impacts to groundborne vibration and groundborne noise. Compliance with the Santee General Plan Noise Element policies would reduce groundborne noise impacts. Adherence to the Santee Municipal Code, particularly Chapter 5.04, Noise Abatement and Control, which sets limits on the time of day and days of the week that construction can occur, as well as noise limits for construction activities, would also reduce groundborne noise impacts. Therefore, impacts would be less than significant.

- c. Would the project, for a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?**

**Less Than Significant Impact.** As stated in Section 2.4.9, Hazards and Hazardous Materials, the City has one airport, Gillespie Field, which is directly on the southern boundary of the City in the City of El Cajon. The Gillespie Field ALUCP identifies an Airport Influence Area around the airport, which is the area that could be impacted by noise levels exceeding 60 decibels (dB) Community Noise Equivalent Level (CNEL).

Several policies in the Santee General Plan Noise Element seek to ensure that no conflict or inconsistency between the operation of Gillespie Field and future land uses in Santee occur. For example, the Noise Element discourages any future expansion of the facilities of Gillespie Field or intensification of operation, other than what has been already planned in the airport's Master Plan, that would result in greater noise impacts to the City (Policy 1.7); requires disclosure of airport noise impacts as a condition of all future residential development in the 65–70 dB noise contours (Policy 1.11); and requires the recordation of aviation easements for new development proposed within the 65–70 dB noise contours and the Runway Protection and Inner Approach/Departure Zones for Gillespie Field (Policy 1.12). The policies require the City to continue to monitor Gillespie Field operations and add these activities into the planning process. Future development that may be facilitated under implementation of the Safety-EJ Element would be required to comply with both the Comprehensive Land Use Plan for Gillespie Field and the Santee General Plan compatibility policies so it would not expose people residing or working in Santee to excessive noise levels. Therefore, impacts would be less than significant.

## **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.

## 2.4.14 Population and Housing

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

## Environmental Setting

The City’s Sixth Cycle 2021 -2029 General Plan Housing Element was adopted on May 11, 2022. The Housing Element of the General Plan is designed to provide the City with a coordinated and comprehensive strategy for promoting the production of safe, decent, and affordable housing within the community. The Housing Element is an eight-year plan for the 2021-2029 period. The Housing Element identifies strategies and programs that focus on:

1. Matching housing supply with need
2. Maximizing housing choice throughout the community
3. Assisting in the provision of affordable housing
4. Removing governmental and other constraints to housing investment
5. Promoting fair and equal housing opportunities

According to the Census, Santee’s population rose by almost nine percent from 53,413 in 2010 to 57,999 in 2020 (Table 2, City of Santee Population Growth). Population, housing, and employment are anticipated to grow in both the City and the county over the next 2 decades. Specifically, SANDAG forecasts that the Santee population will reach 63,812 by the year 2035. This represents a growth of 10 percent or 5,813 people from the 2020 population (City of Santee 2022c).

**Table 2. City of Santee Population Growth**

2000	2010	2020	2035 (Projected)	% Change 2010-2020	Projected % Change 2020-2035
<b>City of Santee</b>					
53,090	53,413	57,999	63,812	8.6%	10.0%
<b>San Diego County</b>					
2,813,833	3,095,313	3,343,355	3,853,698	8.0%	15.3%

**Sources:** Census 2000 and 2010; California Department of Finance, 2020; and SANDAG 2050 Series 13 Regional Growth Forecast (data extracted in July 2020).

## Proposed Policies

The following EJ policies in the Safety-EJ Element apply to population and housing:

**Policy 5.3:** Allow for the development of a wide range of commercial and residential building and structure types in Santee and ensure that development in Santee is consistent with the overall community character and contributes positively to Santee’s image.

**Policy 11.1:** Continue to support and coordinate with social service providers and regional agencies to address the housing-related needs of Santee residents, particularly those with special needs. Continue the operation of the Residential Rehabilitation Program, which offers a limited amount of low-interest, deferred loans to income-eligible homeowners to facilitate home improvements and/or correct any health and safety or building code violations.

**Policy 11.3:** Continue to use HOME Investment Partnerships and other funding sources to assist residents with extremely low, very low, and low incomes with housing rehabilitation citywide. Develop and maintain collaborative efforts among nonprofits, for-profit developers, and public agencies to encourage the development, maintenance, and improvement of affordable housing.

**Policy 11.4:** Continue to provide information to the public regarding resources for housing repairs for single-family homes, multi-family properties, and mobile or manufactured homes to address unsafe and unhealthy conditions in neighborhoods.

**Policy 12.1:** Address housing affordability through the Housing Element and Land Use Element to optimize land use for housing and to encourage affordable housing development.

**Policy 12.2:** Consider establishing a Community Revitalization and Investment Authority in the Santee Town Center area that would allow the City of Santee to use a portion of the property tax increment generated in that area to develop affordable housing and otherwise support Santee Town Center community revitalization projects.

**Policy 12.3:** Encourage both the private and public sectors to produce or assist in the production of housing, with particular emphasis on housing affordable to lower-income households, including extremely low-income households, and housing suitable for people with disabilities, older adults, large families, and female-headed household.

**Policy 12.4:** Ensure that all new housing development and redevelopment in Santee is properly phased in amount and geographic location so that City of Santee services and facilities can accommodate growth.

**Policy 12.5:** Coordinate with affordable housing developers and social service providers in Santee to provide Santee residents with education on how to qualify and apply for affordable housing and other housing-related needs.

**Policy 12.6:** Increase affordable homeownership opportunities for Santee’s low-income households and provide free homeownership education programs.

**Policy 12.7:** Collaborate with local social service providers to address the needs of Santee’s homeless population.

**Policy 14.6:** Prevent or limit significant increases in housing costs or essential supplies (“price gouging”) following disasters either through ordinances or other measures.

## **Impact Analysis**

- a. Would the project 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)?**

**Less Than Significant Impact.** The Safety-EJ Element would be a component of the Santee General Plan that would assess the needs of all economic segments of the City and would address the City’s ability to adapt to a changing climate as determined by the State of California. In addition, the Safety-EJ Element would define the goals, objectives, and policies that would guide the City’s approach to resolving those needs and recommend a set of programs that would implement policies over the next few years. The Safety-EJ Element is concerned with specifically identifying ways in which the needs of existing and future residents can be met as necessary to meet state safety- and environmental justice-related legal requirements. The Safety-EJ Element does not propose specific development, but may facilitate minor development and infrastructure projects, such as transportation and utility improvements and recreational spaces/community centers (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element). The Safety-EJ Element would identify a series of implementing actions to improve the City’s adaptive capacity to climate change-related impacts. Given this objective and the City’s existing development patterns, it is not anticipated that future development that may be facilitated under implementation of the Safety-EJ Element would directly (by proposing new homes and businesses) or indirectly (through extension of roads or other infrastructure) induce unplanned population growth.

Future development that may be facilitated under implementation of the Safety-EJ Element would be subject to subsequent project-specific CEQA review. The development of new projects holds the potential to increase the number of families and individuals in the area. However, as described above, SANDAG forecasts the City’s population to grow by 5,813 people (approximately 10 percent from the 2020 population) by the year 2035. As such, new development facilitated under implementation of the Safety-EJ Element would not induce unplanned population growth. Therefore, impacts would be less than significant.

**b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** As described in Section 2.4.14(a), the Safety-EJ Element does not propose specific development plans, and new development facilitated under implementation of the Safety-EJ Element would not induce unplanned population growth. The Safety-EJ Element would facilitate accommodating the City’s share of the regional housing needs, notably the provision of affordable housing options through Policy 12.1: “The City shall address housing affordability through the Housing Element and Land Use Element. Implementation of the Safety-EJ Element would not displace substantial numbers of existing people or housing; therefore, no impact would occur.

### **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.

### 2.4.15 Public Services

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

### Environmental Setting

Public services for fire protection, police protection, school, parks, and other facilities are described below.

#### Proposed and Existing Policies

The following Safety policies in the Safety-EJ Element apply to public services (see also Section 2.4.20, Wildfire, for a detailed list of Safety policies related to fire hazards):

**Policy 3.25:** The Santee Fire Department shall continue be involved in the review of development applications to minimize fire hazards. Considerations shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations, and needed fire flow requirements.

**Policy 3.27:** Ensure that the timing of additional fire station construction or renovation (or new services) relates to the rise of service demand in Santee and surrounding areas. Evaluate redevelopment after a large fire.

**Policy 3.30:** Support mutual aid agreements and communications links with the County of San Diego and the other municipalities participating in the Unified San Diego County Emergency Service Organization.

**Policy 4.1:** Encourage citizen participation in the Neighborhood and Kids Watch Programs and promote the establishment of new neighborhood watch programs to encourage community participation in the patrol and to promote the awareness of suspicious activity.

**Policy 4.2:** Incorporate Crime Prevention through Environmental Design principles into site planning for new developments and renovations of existing developments, considering the concepts of defensible space, surveillance, territoriality, access control, and maintenance.

**Policy 4.4:** Continue to involve law enforcement personnel in the review of new development applications through participation in the Development Review process.

**Policy 4.5:** Ensure that structures are adequately identified by street address and lighted sufficiently to deter criminal activity.

**Policy 4.6:** Work with the school districts in the establishment of a permanent School Resource Officer program or similar measure to provide a law enforcement presence at City schools.

The following EJ policies in the Safety-EJ Element apply to public services (parks and public facilities):

**Policy 3.1:** Implement the Santee Parks and Recreation Master Plan to increase access to diverse, high-quality parks, green space, recreation facilities, and natural environments for disadvantaged communities.

**Policy 4.1:** Prioritize seeking public funding to upgrade public facilities in disadvantaged communities, particularly the neighborhoods around Magnolia Avenue, Prospect Avenue, Cuyamaca Street, and Mission Gorge Road.

**Policy 4.2:** Continue the City of Santee’s maintenance and operation of parks and other recreational spaces throughout Santee, especially in the regions along the river, with more frequency. Provide and maintain the highest level of service possible for all community public services and facilities.

**Policy 4.3:** Continue to evaluate current agreements and work to improve joint-use agreements with schools for access to indoor facilities and use of fields to adopt a more cooperative approach to providing services to the community.

**Policy 4.4:** Explore providing more community centers throughout Santee, especially in residential areas that lack a community center within walking distance from home, such as the southwestern areas of Santee.

**Policy 4.5:** Prioritize new investments in community-building facilities that will foster a sense of belonging among its residents.

**Policy 6.3:** Provide readily accessible meeting space and inclusive programming at the community centers to meet the needs of people of all ages, physical conditions, and socioeconomic situations, especially Santee’s diverse communities, including but not limited to the art and lesbian, gay, bisexual, and transgender communities.

**Policy 6.5:** Consider providing affordable and free educational programming in disadvantaged communities to highlight practices that can improve one’s health, such as physical activity and healthy eating.

**Policy 7.5:** Continue and expand the City of Santee’s community garden program and provide information on how existing community gardens operate and how residents can get involved.

**Policy 7.6:** Assess and, if feasible, develop open land for community gardens.

**Policy 7.7:** Identify and implement opportunities to incorporate open spaces suitable for community gardens into larger development projects.

**Policy 15.2:** Use tools and services, such as Neighborhood Watch, law enforcement, community services, rehabilitation loan programs, code compliance, and waste management services, to support and enhance neighborhoods and streetscapes in need of revitalization.

**Policy 10.7:** Find incentives that encourage school districts to develop a program that integrates gardening and nutrition, making the connection between healthy food choices and fresh, locally grown produce.

**Policy 13.8:** Continue community outreach that introduces residents to the City of Santee’s functions and services while equipping residents to get involved in their community.

**Policy 14.1:** Invest in census tracts in the areas of Santee that are more exposed to extreme heat events to build community resilience to and minimize impacts from climate change-induced phenomena.

## **Impact Analysis**

**a. 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 public services:**

### **Fire protection**

**Less Than Significant Impact.** Fire protection and emergency medical services for the City are provided by the Santee Fire Department. Within the City limits, two fire stations and one fire administration building are staffed and operated by fire staff at the Santee Fire Department (City of Santee 2022a). The Santee Fire Department also operates the following emergency services on a daily basis: three paramedic assessment engine companies, paramedic assessment truck company, and two paramedic transport ambulances (24-hour units). The mission of the Santee Fire Department is “to protect life and property in our community through aggressive fire suppression,



public education, and emergency medical services, with leadership and professionalism” (City of Santee 2022a).

The Safety-EJ Element does not propose specific development, but may facilitate minor development and infrastructure projects, such as new or renovated fire stations, healthcare facilities, and recreational spaces/community centers (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element). As described in Section 2.4.14, Population and Housing, future development that may be facilitated under implementation of the Safety-EJ Element could generate planned population growth in alignment with SANDAG’s population forecasts for the City, which could incrementally increase the demand for fire services. Future development would be subject to subsequent project-specific CEQA review to identify the potential for significant impacts related to fire protection. Additionally, future development would be required to comply with CBC standards, which include site access requirements and fire safety standards, and with Santee Municipal Code, Title 12, Chapter 30, Article 4, Development Impact Fees, which would offset impacts of new development on Santee Fire Department resources. Additionally, future development would be subject to Santee Fire Department review through the Site Plan Review process to ensure that adequate emergency access and fire safety features are provided as part of the project. With incorporation of development fees and adherence to local and state regulations, impacts would be less than significant.

Additionally, the Safety-EJ Element would incorporate several new goals, policies, and actions intended to reduce impacts from fire hazards in Santee (see Section 2.4.20[b]). As such, implementation of the Safety-EJ Element would result in beneficial impacts related to fire protection in Santee.

### **Police protection**

**Less Than Significant Impact.** Police protection for the City is provided by the Santee Sheriff Station, which is contracted with the San Diego County Sheriff’s Department. The Santee Sheriff Station is located at 8811 Cuyamaca Street. The Santee Sheriff Station serves as the City’s police department and provides a full range of law enforcement services including patrol, traffic, investigations, parking enforcement, emergency services, crime prevention programs, crime analysis, and narcotics enforcement. The Santee Sheriff’s Station has more than 60 employees providing patrol and traffic services, criminal investigations, juvenile intervention, crime analysis, and crime prevention education. A Sheriff’s storefront is operated in the Santee Town Center near the San Diego Trolley line and San Diego Christian College.

The Safety-EJ Element does not propose specific development. Future development that may be facilitated under implementation of the Safety-EJ Element would generate planned population growth, which could incrementally increase the demand for police services. Future development

would be subject to subsequent project-specific CEQA review to identify the potential for significant impacts to the Santee Police Department.

Additionally, the Safety-EJ Element would retain all existing Santee General Plan goals, policies, and actions addressing public safety and would incorporate one new policy:

**Policy 4.8:** Ensure that critical facilities, hazardous facilities, and special occupancy structures are located and designed to be functional in an event of a disaster. These facilities and structures include fire and police stations, hospitals, communication centers, schools, churches, and other high occupancy structures.

As such, implementation of the Safety-EJ Element would result in beneficial impacts related to public safety in Santee.

### **Schools**

**Less Than Significant Impact.** The City is served by the Santee School District (for elementary schools) and the Grossmont Union High School District. The Safety-EJ Element does not propose specific development. Future development that may be facilitated under implementation of the Safety-EJ Element could generate planned population growth in alignment with SANDAG's population forecasts for the City, which could incrementally increase the demand for school facilities and services. However, future development would be subject to the requirements of AB 2926 and SB 50, which allow school districts to collect development impact fees to minimize potential impacts to school districts as a result of new development. Thus, upon payment of development fees consistent with existing state requirements, impacts would be less than significant.

### **Parks**

**Less Than Significant Impact.** Outdoor recreation resources in Santee include public parks, public access lakes, bicycle paths, pedestrian trails, and ground-level linkages between recreation areas and urbanized places. Per the Santee General Plan Recreation Element, the City operates one mini-park, four neighborhood parks, and two community parks:

- Mini-parks are small areas, no larger than 2 acres, and serve a population of approximately 500 to 1,000 people.
- Neighborhood parks are adjacent to elementary schools and should provide three types of recreation: open areas for passive recreation and relaxation, active sports areas, and a neighborhood center; neighborhood parks serve a larger population, from 2,000 to 5,000 people, and generally range in size from 2 to 20 acres.
- Community parks supplement neighborhood parks by providing activities that require more space and specialized functions that serve a larger population of up to 25,000 people. They range in size from 20 to 200 acres and include school playgrounds,

ballfields, and the Santee Lakes Recreation Area, in addition to approximately 200 acres of Mission Trails Regional Park.

The Safety-EJ Element does not propose specific development. However, new development that may be facilitated under implementation of the Safety-EJ Element could incrementally increase the volume of residents that may use public parks. Future development would be required to comply with Santee Municipal Code, Title 12, Chapter 30, Article 4, Development Impact Fees, which would offset impacts of new development on the City's parks and recreation resources. Therefore, impacts would be less than significant.

Additionally, the Safety-EJ Element would incorporate several new policies for the improvement and expansion of park systems in Santee:

**Policy 1.2:** Increase maintenance of public spaces, such as parks and trails, to protect natural resources from pollution.

**Objective 3:** Promote access to public transit by increasing frequency of buses and trolleys, decreasing travel duration for commuters, and updating system networks to connect riders to priority areas, such as shopping centers, schools, and parks and recreation facilities.

- **Policy 3.1:** Implement the Santee Parks and Recreation Master Plan to increase access to diverse, high-quality parks, green space, recreation facilities, and natural environments for disadvantaged communities.
- **Policy 3.2:** Work with the San Diego Metropolitan Transit System and the San Diego Association of Governments to encourage transit providers to establish, maintain, and increase frequency of routes to jobs, shopping, schools, daycares, parks, and healthcare facilities that are convenient to the disadvantaged communities in both the southeastern and the southwestern portions of Santee.
- **Policy 4.2:** Continue the City of Santee's maintenance and operation of parks and other recreational spaces throughout Santee, especially in the regions along the river, with more frequency. Provide and maintain the highest level of service possible for all community public services and facilities.

**Objective 6:** Improve access to and connectivity between community services, including group meetings, recreation programs, and health classes.

- **Policy 6.2:** Continue to consider alternative recreation programs, such as providing basketball equipment to private groups, using church and commercial center facilities, and closing streets to through-traffic, in neighborhoods with park deficiencies.

**Objective 7:** Continue to create green spaces, such as community gardens, open spaces, and public parks, that support food education, promote healthy lifestyles, and foster community building.

- **Policy 7.1:** Continue to create safe, attractive spaces for recreation, including well-lit parks and pedestrian paths, through implementation of the Santee Parks and Recreation Master Plan, which is a roadmap used to address the need for additional trails for activities such as biking and hiking to improve connectivity throughout the Santee and to provide a system of public parks and recreation facilities that serve the residents of Santee.
- **Policy 7.2:** Continue to provide adequate recreational acreage and facilities in all areas of Santee by identifying vacant lots and underused public land that can be turned into neighborhood-run community gardens. Provide additional park and recreational facilities for Santee residents, which could include a combination of local parks, trails, school playgrounds, and other public facilities that meet part of the need for local recreational facilities.
- **Policy 7.3:** Encourage the development of a San Diego River Park with passive recreation uses throughout Santee as part of an overall master plan concept for the entire San Diego River. Encourage the inclusion of recreational facilities in all mixed land use developments, especially in the Santee Trolley Square Town Center.
- **Policy 7.4:** Locate mini-parks in the built-up areas of Santee where recreational facilities are needed and where available land is limited. Pursue the development of additional publicly owned parks and recreation facilities that are distributed throughout Santee to meet the needs of all residents.

**Objective 13:** Increase community involvement and participation in defining community needs, establishing local priorities, and creating programs to meet these needs.

- **Policy 13.3:** Continue to encourage the use of climate-smart landscaped surfaces (e.g., permeable pavement, stormwater parks, green streets) in new and existing development.

As such, implementation of the Safety-EJ Element would result in beneficial impacts related to parks.

#### **Other public facilities**

**Less Than Significant Impact.** The Safety-EJ Element does not propose specific development. However, future development that may be facilitated under implementation of the Safety-EJ Element could increase the volume of residents that may use other public facilities, including the Santee Civic Center and the Santee Public Library. Future development would require subsequent project-specific CEQA review to identify the potential for significant impacts to public facilities. Therefore, impacts would be less than significant.

## **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.

## 2.4.16 Recreation

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

## Environmental Setting

Outdoor recreation resources in Santee include public parks, public access lakes, bicycle paths, pedestrian trails, and ground-level linkages between recreation areas and urbanized places.

### Proposed Policies

The following EJ policies in the Safety-EJ Element apply to recreation:

**Policy 3.1:** Implement the Santee Parks and Recreation Master Plan to increase access to diverse, high-quality parks, green space, recreation facilities, and natural environments for disadvantaged communities.

**Policy 4.2:** Continue the City of Santee’s maintenance and operation of parks and other recreational spaces throughout Santee, especially in the regions along the river, with more frequency. Provide and maintain the highest level of service possible for all community public services and facilities.

**Policy 6.1:** Continue to provide a comprehensive program of recreational services for all ages, with an emphasis on programs for children and youth.

**Policy 6.2:** Continue to consider alternative recreation programs, such as providing basketball equipment to private groups, using church and commercial center facilities, and closing streets to through-traffic, in neighborhoods with park deficiencies.

**Policy 6.4:** Encourage service clubs, civic groups, individual donors, and others to help develop recreational facilities. Encourage private employee recreation in business and industrial areas to provide recreational opportunities for employees.

**Policy 6.6:** Actively seek public and private funding sources to support recreation development, programs, and operation in the process of reviewing recreation programming to ensure that recreation programs reach all segments of the community.

**Policy 7.1:** Continue to create safe, attractive spaces for recreation, including well-lit parks and pedestrian paths, through implementation of the Santee Parks and Recreation Master Plan, which is a roadmap used to address the need for additional trails for activities such as biking and hiking to improve connectivity throughout the Santee and to provide a system of public parks and recreation facilities that serve the residents of Santee.

**Policy 7.2:** Continue to provide adequate recreational acreage and facilities in all areas of Santee by identifying vacant lots and underused public land that can be turned into neighborhood-run community gardens. Provide additional park and recreational facilities for Santee residents, which could include a combination of local parks, trails, school playgrounds, and other public facilities that meet part of the need for local recreational facilities.

**Policy 7.3:** Encourage the development of a San Diego River Park with passive recreation uses throughout Santee as part of an overall master plan concept for the entire San Diego River. Encourage the inclusion of recreational facilities in all mixed land use developments, especially in the Santee Trolley Square Town Center.

**Policy 7.4:** Locate mini-parks in the built-up areas of Santee where recreational facilities are needed and where available land is limited. Pursue the development of additional publicly owned parks and recreation facilities that are distributed throughout Santee to meet the needs of all residents.

## **Impact Analysis**

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**Less Than Significant Impact.** The Safety-EJ Element does not propose specific development, but may facilitate minor development and infrastructure projects, such as transportation and utility improvements, healthcare facilities, and recreational spaces/community centers (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element). Future development that may be facilitated under implementation of the Safety-EJ Element would be consistent with existing Santee General Plan land use designations; nevertheless, future development could result in an increase in the use of existing neighborhood and regional parks and recreation facilities. Santee Municipal Code, Title 12, Chapter 30, Article 4, Development Impact Fees, requires that new development pay a fee to ensure that the parkland and recreational facility standards established by the City are met with respect to the additional needs created by such development, if applicable. Future development would be required to pay the fee before the issuance of building permits. The Safety-EJ Element, in its implementation, could result in an increase in the use of existing neighborhood and regional parks or other recreational facilities, but it is unlikely this increase would result in or accelerate substantial physical deterioration of the facilities. Therefore, impacts would be less than significant.

**b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**Less Than Significant Impact.** An increase in demand for existing recreational resources is anticipated with new development that may be facilitated under implementation of the Safety-EJ Element. The Safety-EJ Element would include policies aimed at the expansion of recreation facilities, as identified in Section 2.4.15(a).

Individual development projects, including future recreational facilities, would be subject to project-specific CEQA review, including an assessment of potential physical effects on the environment. Therefore, impacts would be less than significant.

### **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.



## 2.4.17 Transportation

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

## Environmental Setting

The City’s circulation system is composed of freeways and their interchanges; arterial, collector, and local streets; public transportation; and non-motorized transportation. In addition to these facilities and services, implementation and management of the circulation system include parking policies and goods and freight movement.

The City’s roadway network is composed of regional facilities, such as SR-52, SR-67, and SR-125, as well as numerous arterials and local streets. North–south travel through the City is primarily provided by Magnolia Avenue, Cuyamaca Street, SR-67, and SR-125, while east–west travel is provided for mainly by Mast Boulevard, Mission Gorge Road, Prospect Avenue, and SR-52 (City of Santee 2017).

## Proposed and Existing Policies

The following Safety policies in the Safety-EJ Element apply to transportation:

**Policy 5.1:** Continue to review traffic safety problems annually and enforcement of parking regulations.

**Policy 5.2:** Promote the use of traffic control devices such as signals, medians, and other street design measures along busy roadways to regulate, warn, and guide traffic, thereby diminishing traffic hazards.

**Policy 5.3:** Encourage ridesharing and the use of transit and other transportation systems management programs to reduce the number of vehicle miles traveled and traffic congestion.

**Policy 5.4:** Preclude through-city truck traffic on local roadways and limit truck routes through Santee to principal and major arterial roadways.

**Policy 5.5:** Promote the establishment of shared driveways and reciprocal access between adjoining properties to reduce the number of curb cuts and conflicting traffic movements on major roads.

**Policy 6.1:** Consider methods of improving service safety along and across the trolley line in coordination with San Diego Association of Governments, San Diego Metropolitan Transit System, and other relevant agencies.

**Policy 6.2:** Coordinate with San Diego Metropolitan Transit System to encourage transit stops in areas serving vulnerable populations, such as near senior housing projects, medical facilities, major employment centers, and mixed-use areas.

**Policy 10.6:** Coordinate with transportation agencies to identify local and regional transportation corridors that are at risk from climate change effects while using the best available science and resilient design features to improve resiliency to extreme climate events.

**Policy 10.7:** Coordinate with regional transit providers to identify alternative routes, stops, and modes of transit if normal infrastructure is damaged or closed as a result of extreme events.

The following EJ policies in the Safety-EJ Element apply to transportation:

**Policy 3.2:** Work with the San Diego Metropolitan Transit System and the San Diego Association of Governments to encourage transit providers to establish, maintain, and increase frequency of routes to jobs, shopping, schools, daycares, parks, and healthcare facilities that are convenient to the disadvantaged communities in both the southeastern and the southwestern portions of Santee.

**Policy 3.3:** Promote and support the continued expansion of the San Diego Trolley system that benefits residents of Santee, especially in higher-density areas. Work with the San Diego Metropolitan Transit System to ensure that public transportation is provided from disadvantaged communities to commercial and recreational facilities. Work with the San Diego Metropolitan Transit System to increase frequency of the Green Line, particularly during weekends, which provides access to and from the City of Santee and the City of San Diego.

**Policy 3.4:** Encourage the use of alternative transportation modes, such as walking, cycling, and public transit. Maintain and implement the policies and recommendations of the Active Santee Plan and the San Diego Association of Governments San Diego Regional Safe Routes to School Strategic Plan to improve safe bicycle and pedestrian access to major destinations.

**Policy 3.5:** Coordinate with the San Diego Metropolitan Transit System and San Diego Association of Governments to provide efficient, cost-effective, and responsive systems; multimodal support

facilities; and adequate access near and to and from transit stops for bicyclists and pedestrians, including children and youth, older adults, and people with disabilities.

**Policy 3.6:** Encourage and provide ridesharing, park and ride, and other similar commuter programs that eliminate vehicles from freeways and arterial roadways. Encourage businesses to provide flexible work schedules for employees and employers to offer shared commute programs and/or incentives for employees to use public transit.

**Policy 3.7:** Work to increase public transit ridership among transit-dependent populations by providing greater access to public transit throughout Santee.

## Impact Analysis

### a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

**Less Than Significant Impact.** The Safety-EJ Element does not propose any programs, policies, or ordinances that are inconsistent with current provisions of the 2017 Santee General Plan Mobility Element (City of Santee 2017). The Safety-EJ Element does not propose specific development, but may facilitate minor development and infrastructure projects, such as transportation improvements to encourage biking and walking (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element). Future development would be required to comply with all goals, policies, and objectives addressing the City's circulation system, including alternative transportation. These include but are not limited to working with other agencies in the region to develop traffic and congestion management programs to improve commute times and improve air quality (Policy 2.9); implementing the recommendations of the Active Santee Plan to improve safe bicycle and pedestrian access to major destinations (Policy 9.4); and encouraging complete streets and the expansion of multimodal transportation (Policy 1.1). Future development would be required to be consistent with City standards, including the Santee Municipal Code, Title 11, Buildings and Construction, which adopts the CBC standards and regulations related to access and circulation. Future development would be subject to review by the City during final design to ensure adherence to local requirements for internal site circulation and site access. Due to the conceptual nature of future development, future development proposals would require project-specific CEQA review, including an assessment of potential impacts to City plans, programs, or policies supporting alternative transportation. Compliance with the Santee General Plan Mobility Element goals and policies and the Santee Municipal Code would ensure impacts are less than significant.

In addition, the Safety-EJ Element would contain several new policies that would encourage opportunities for transit and active transportation:

**Policy 2.2:** Remove particulate matter from mobile source emissions through implementation of the Sustainable Santee Plan’s public transit, active transportation, and electrification strategies.

**Policy 2.6:** Create land use patterns that encourage people to bicycle, walk, or use public transit to reduce emissions from mobile sources, such as plans that (1) require vegetative barriers to be included in industrial developments near residential areas in Santee and/or (2) improve tree canopy and promote green infrastructure development in disadvantaged communities, particularly the neighborhoods that do not already have access to green space.

**Objective 3:** Promote access to public transit by increasing frequency of buses and trolleys, decreasing travel duration for commuters, and updating system networks to connect riders to priority areas, such as shopping centers, schools, and parks and recreation facilities.

- **Policy 3.1:** Implement the Santee Parks and Recreation Master Plan to increase access to diverse, high-quality parks, green space, recreation facilities, and natural environments for disadvantaged communities.
- **Policy 3.2:** Work with the San Diego Metropolitan Transit System and the San Diego Association of Governments to encourage transit providers to establish, maintain, and increase frequency of routes to jobs, shopping, schools, daycares, parks, and healthcare facilities that are convenient to the disadvantaged communities in both the southeastern and the southwestern portions of Santee.
- **Policy 3.3:** Promote and support the continued expansion of the San Diego Trolley system that benefits residents of Santee, especially in higher-density areas. Work with the San Diego Metropolitan Transit System to ensure that public transportation is provided from disadvantaged communities to commercial and recreational facilities. Work with the San Diego Metropolitan Transit System to increase frequency of the Green Line, particularly during weekends, which provides access to and from the City of Santee and the City of San Diego.
- **Policy 3.4:** Encourage the use of alternative transportation modes, such as walking, cycling, and public transit. Maintain and implement the policies and recommendations of the Active Santee Plan and the San Diego Association of Governments San Diego Regional Safe Routes to School Strategic Plan to improve safe bicycle and pedestrian access to major destinations.
- **Policy 3.5:** Coordinate with the San Diego Metropolitan Transit System and San Diego Association of Governments to provide efficient, cost-effective, and responsive systems; multimodal support facilities; and adequate access near and to and from transit

stops for bicyclists and pedestrians, including children and youth, older adults, and people with disabilities.

- **Policy 3.6:** Encourage and provide ridesharing, park and ride, and other similar commuter programs that eliminate vehicles from freeways and arterial roadways. Encourage businesses to provide flexible work schedules for employees and employers to offer shared commute programs and/or incentives for employees to use public transit.
- **Policy 3.7:** Work to increase public transit ridership among transit-dependent populations by providing greater access to public transit throughout Santee.

**Objective 5:** Continue to create a “livable community” by offering supportive community programs and services, providing alternative transportation choices, and promoting equitable, affordable housing.

- **Policy 5.1:** Create a vibrant town center by developing a connected system of multimodal corridors that encourages walking, biking, and riding public transit. A mobility hub should be considered at the existing Santee Trolley Square to provide features such as bike-share, bike parking, car-share, neighborhood electric vehicles, real-time traveler information, demand-based shuttle services, wayfinding signage, bicycle and pedestrian improvements, and urban design enhancements. Continue to implement the Santee Town Center Specific Plan, which provides retail commercial, office, recreational, and other appropriate uses to establish a focal point for Santee.
- **Policy 5.10:** Coordinate with local school districts and nonprofit organizations to improve access and resources to engage in active forms of transportation (e.g., bicycles, skates, helmets, and related equipment) for disadvantaged communities.

**Objective 6:** Improve access to and connectivity between community services, including group meetings, recreation programs, and health classes.

- **Policy 6.7:** Collaborate with organizations like California Walks to improve active transportation in Santee through policy, project, and program development and implementation; grant writing; and neighborhood needs assessments.

As such, implementation of the Safety-EJ Element would result in beneficial impacts related to transit, roadway, bicycle, and pedestrian facilities in Santee.

**b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?**

**Less Than Significant Impact.** The Safety-EJ Element does not propose specific development. However, future development that may be facilitated under implementation of the Safety-EJ Element may result in an increase in vehicle miles that would have the potential to impact the circulation system. Future development would be consistent with the Santee General Plan land use designations. Additionally, future development in Santee would be subject to the City of Santee VMT Analysis Guidelines during project-specific CEQA environmental review (City of Santee

2022). The City of Santee VMT Analysis Guidelines include screening criteria and thresholds of significance to assess an individual project's impact on VMT during CEQA environmental review. Screening criteria for development projects that are presumed to have less-than-significant impacts to the transportation system, and therefore would not be required to conduct a VMT analysis, include the following: projects in a transit-accessible area, small projects, projects in a VMT-efficient area, local serving retail projects and public facilities, and infill affordable housing (City of Santee 2022d).

Therefore, future development projects in Santee would be required to adhere to the City of Santee VMT Analysis Guidelines, assess VMT impacts, and require project-specific mitigation measures as applicable. Therefore, impacts related to VMT would be less than significant.

Additionally, the proposed Safety-EJ Element would incorporate new policies that would support reduction in VMT citywide and regionally, as described in Section 2.4.17(a). As such, implementation of the Safety-EJ Element would result in beneficial impacts related to VMT reduction in Santee.

**c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Less Than Significant Impact.** The Safety-EJ Element does not propose specific development. Design features of future development would need to be consistent with road design standards in the Santee Municipal Code and San Diego County's Public Roads Standards (County of San Diego 2012). Through the City's environmental review process, future development projects would be evaluated for potential safety impacts due to a geometric design feature or incompatible use.

The existing Santee General Plan Safety Element includes several policies to address public safety-related roadway designs, including promoting the use of traffic control devices such as signals, medians, and other street design measures along busy roadways to regulate, warn, and guide traffic, thereby diminishing traffic hazards (Policy 5.2); precluding through-city truck traffic on local roadways and limiting truck routes through the City to principal and major arterial roadways (Policy 5.4); and promoting the establishment of shared driveways and reciprocal access between adjoining properties to reduce the number of curb cuts and conflicting traffic movements on major roads (Policy 5.5). The Safety-EJ Element would retain these policies and would incorporate new related policies:

**Policy 5.6:** Implement the Complete Streets Policy in the Santee General Plan Mobility Element.

**Policy 5.7:** Continue to plan for and implement a comprehensive network of safe pedestrian facilities to promote pedestrian travel.

As such, implementation of the Safety-EJ Element would result in beneficial impacts related to roadway design features in Santee.

**d. Would the project result in inadequate emergency access?**

**Less Than Significant Impact.** As discussed in Section 2.4.9, the City has prepared its own Emergency Operations Plan (City of San Diego 2010) in compliance with the State Office of Emergency Services and the Santee Municipal Code that identifies responses and actions depending on the nature and the scope of the disaster. The Safety-EJ Element would identify hazards present in Santee and would focus on assessing the scope of risk associated with the hazards and emergency preparedness procedures and fire, police, and medical facilities and/or staffing.

Construction activities associated with future development that may be facilitated under implementation of the Safety-EJ Element would have the potential to interfere with emergency access and procedures if authorities are not properly notified or multiple projects are constructed during the same time and multiple roadways used for emergency routes are concurrently blocked. Future development that may be facilitated under implementation of the Safety-EJ Element would be consistent with the current Santee General Plan land use designations. Therefore, the Safety-EJ Element does not propose specific changes in Santee's existing circulation network. However, the proposed Safety-EJ Element includes an Emergency Evacuation Route Analysis to determine the vulnerability of the City's evacuation routes to potential hazards and to identify areas of the City that do not have at least two emergency evacuation routes (i.e., neighborhoods or households within a hazard area that have limited accessibility) in accordance with AB 747 and SB 99. Refer to Section 2.4.9(f) for a description of the analysis results.

## **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.

## 2.4.18 Tribal Cultural Resources

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

## Environmental Setting

Tribal Cultural Resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are either included or determined to be eligible for inclusion in the CRHR or included in a local register of historical resources, as defined in subdivision (k) of California Public Resources Code, Section 5020.1, or determined to be significant pursuant to criteria set forth in California Public Resources Code, Section 5024.1.

The people who traditionally occupied the region along the Pacific coast from the central part of San Diego County southward into Baja California and eastward into the County of Imperial were originally referred to by Europeans as the “Diegueño” or “Diegueno” because they lived on the lands granted to Mission San Diego de Alcalá by the Spanish crown. Today, the Native Americans dubbed Diegueño generally refer to themselves as the “Kumeyaay.” Linguistic studies support the division of the Kumeyaay people into northern (Ipai) and southern (Tipai) dialect groups while often identifying the Desert Kumeyaay of the eastern county, portions of northeastern Baja California, and the majority of the western portion of the County of Imperial as Kamia. Prior to European contact, the boundary between the Kumeyaay groups was not rigid and the distinction between them likely existed as a gradient rather than a clear division of cultural and political units. These groups shared closely related Yuman languages, as well as customs, beliefs, and material culture.



## Impact Analysis

- a. **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**
  - i. **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**
  - ii. **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

**Less than Significant Impact.** Tribal outreach pursuant to AB 52 and SB 18 was initiated on November 17, 2022, with the following Tribes: Barona Band of Mission Indians, Jamul Tribe, Kumeyaay Tribe, and Mesa Grande Band of Mission Indians. The Native American Heritage Commission provided a list of Tribes who should be contacted for information related to Tribal Cultural Resources. The additional Tribes and individuals identified by the Native American Heritage Commission were contacted on January 4, 2023.

Two requests for consultation were received by the San Pasqual Band of Mission Indians and the Campo Band of Mission Indians. Staff held a meeting with each tribal representative and explained that the project is an update to a planning-level document and future site-specific development would be subject to additional environmental review. The tribal representative from the Campo Band of Mission Indians requested a copy of the completed Negative Declaration for their records. No additional questions or requests were received by any of the tribes within the 30 and 90-day consultation period. Therefore, impacts would be less than significant.

## Mitigation Measures

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.

## 2.4.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment 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"/>

## Environmental Setting

### Water Supply

The City, along with parts of El Cajon and Lakeside, is included in the Western Service Area for Padre Dam. The source of drinking water supply for Padre Dam is from the San Diego County Water Authority. The San Diego County Water Authority receives the majority of its supply from the Metropolitan Water District of Southern California (Metropolitan). The tap water customers receive from Padre Dam is blended water from the Colorado River System, the California State Water Project, ocean water from the desalination plant, and local watersheds in San Diego County (Padre Dam 2022). Water travels through over 600 miles of aqueducts and 1,100 miles of pipeline to get to the county. Padre Dam has a large infrastructure of its own, including over 300 miles of water mains, to provide water to residents of the City. The water is treated at Metropolitan's Skinner Treatment Plant near Temecula, the San Diego County Water Authority's Twin Oaks Valley Treatment Plant in San Marcos, Aberdeen Standard Investments' Claude "Bud" Lewis Carlsbad Desalination Plant in Carlsbad, and the Helix Water District's Levy Treatment Plant in Lakeside (Padre Dam 2022).

Padre Dam produces 2 million gallons per day of recycled water at their Ray Stoyer Water Recycling Facility. The recycled water provides irrigation water throughout the City and provides the water that fills the Santee Recreation Lakes (Padre Dam 2022).

## **Wastewater**

The City, through Padre Dam, provides sewer service to residents and businesses in the Western Service Area. Approximately 40 percent of the wastewater (sewer) is sent to the Ray Stoyer Water Recycling Facility where it is treated and becomes part of Padre Dam's recycled water supply. The remaining 60 percent of the wastewater collected travels from Padre Dam's wastewater system into the City of San Diego's Metropolitan Wastewater Treatment Facility in Point Loma (Padre Dam 2022).

## **Stormwater**

City-maintained storm draining systems include drain pipes, catch basins, and drainage channels. The City's Public Services Division of the Community Services Department is responsible for maintaining the City's streets, storm drains, and curbs and gutters in addition to the City's parks, landscape, and public buildings.

## **Solid Waste**

Commercial and residential trash hauling, as well as industrial solid waste and recycling collection and disposal services, are provided by Waste Management, Inc., under an exclusive franchise agreement with the City (City of Santee 2022).

## **Impact Analysis**

- a. **Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

**Less Than Significant Impact.** The Safety-EJ Element does not propose specific development, but may facilitate minor development and infrastructure projects, such as transportation and utility improvements and recreational spaces/community centers (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element). Future development facilitated under implementation of the Safety-EJ Element would be expected to be connected to the existing domestic water supply system, wastewater infrastructure, and existing stormwater infrastructure. Given the programmatic nature of the Safety-EJ Element, specific development projects are unknown at this time. Potential impacts to utility infrastructure would be location- and project-specific and cannot be assessed in a meaningful way until the location of the project site and nature of the project is known. Overall, future development construction and operation would result in increased water, wastewater treatment, electric power,

natural gas, and telecommunications demands and wastewater and solid waste generation, which would require the expansion or construction of utility infrastructure. However, future development facilitated under implementation of the Safety-EJ Element would be consistent with SANDAG's planned population growth in its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Individual development projects would require subsequent project-specific CEQA review to identify the potential for significant impacts related to utilities infrastructure. Future development would be required to comply with Santee Municipal Code, Title 12, Chapter 30, Article 4, Development Impact Fees, which would offset impacts of new development on the City's utilities infrastructure. Therefore, impacts would be less than significant.

**b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

**Less Than Significant Impact.** Padre Dam would provide water services to future development that may be facilitated under implementation of the Safety-EJ Element. Padre Dam's Urban Water Management Plan addresses the District's water system and includes a description of the water supply sources, magnitudes of historical and projected water use, and a comparison of water supply and water demands during normal, single-dry, and multiple-dry years (Padre Dam 2020).

No specific development is proposed as part of the Safety-EJ Element. Future development that may be facilitated under implementation of the Safety-EJ Element would rely on existing Santee General Plan land use designations and would be consistent with SANDAG's planned population growth in its RTP/SCS. According to Padre Dam's Urban Water Management Plan, the City is projected to have an adequate supply of water to meet the increase in demand. In addition, the City is projected to have enough water to meet demand during single-dry year and multiple-dry year scenarios, primarily through the implementation of the East County Water Purification Program (Padre Dam 2020). The East County Water Purification Program is a collaborative effort between Padre Dam, the City of El Cajon, the County of San Diego, and Helix Water District. Notably, the East County Water Purification Program will create "a new, local, sustainable, and drought-proof drinking water supply by using state-of-the-art technology to produce up to 30 percent of East County's drinking water supply" (East County Advanced Water Purification 2022).

All new development is required to comply with applicable state and local laws and regulations governing conservation of water supply resources. New development would be required to undergo subsequent project-specific CEQA review, including an analysis of water supply impacts. Therefore, impacts would be less than significant.

- c. Would the project 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?**

**Less Than Significant Impact.** As described previously, Padre Dam operates a 2-million-gallons-per-day wastewater treatment plant through its Ray Stoyer Water Recycling Facility. The remainder of the City's wastewater flows into the City of San Diego's Metropolitan Wastewater Treatment Facility in Point Loma. Development facilitated by the Safety-EJ Element would be consistent with the adopted Santee General Plan and land use designations and would be consistent with SANDAG's planned population growth in its RTP/SCS. Based on Padre Dam's Urban Water Management Plan, the City's wastewater treatment facility has adequate capacity to serve additional planned growth in the region, including development facilitated by the Safety-EJ Element. Therefore, impacts would be less than significant.

- d. Would the project 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?**

**Less Than Significant Impact.** According to the Santee General Plan, non-hazardous solid and liquid waste generated in Santee is currently deposited in the Sycamore Landfill, which is in the northwestern region of the City at 8514 Mast Boulevard. Based on information provided by the California Department of Resources Recycling and Recovery (CalRecycle), the Sycamore Landfill has a maximum daily throughput of 5,000 tons per day and a remaining capacity of 113,972,637 cubic yards (CalRecycle 2019). It is anticipated that this landfill will have sufficient permitted capacity to service solid waste generated by future development that may be facilitated under implementation of the Safety-EJ Element. Therefore, impacts would be less than significant.

- e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

**Less Than Significant Impact.** The Safety-EJ Element does not propose specific development. However, construction activities for future development would be subject to conformance with relevant federal, state, and local requirements related to solid waste disposal. Specifically, future projects would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to "reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible." AB 939 requires that at least 50 percent of waste produced be recycled, reduced, or composted. Local jurisdictions, including the City, are monitored by the state (CalRecycle) to verify if waste disposal rates set by CalRecycle that comply with the intent of AB 939 are being met. Future projects would also be required to demonstrate compliance with CALGreen, which includes design and construction measures that act to reduce construction-related waste through material conservation measures and other construction-related efficiency measures. Compliance would be verified by the City through review of project plans and specifications. Lastly, the future projects would be subject to compliance with all

applicable solid waste handling, processing, and disposal requirements stipulated in Title 9, Chapter 2, Article 120, Solid Waste Management, of the Santee Municipal Code. Therefore, future projects would be required to comply with the City's efforts in reducing solid waste and with solid waste regulations at the state level. As such, impacts would be less than significant.

## **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.

## 2.4.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Setting

According to California Department of Forestry and Fire Protection (CAL FIRE)'s Fire Hazard Severity Zone Map Viewer (CAL FIRE 2022), the City is designated as a moderate to high, unzoned Local Responsibility Area. CAL FIRE also maps fire threat for the state. Fire threat is a combination of two factors: (1) fire probability, or the likelihood of a given area burning, and (2) potential fire behavior (hazard). These two factors are combined to create five threat classes ranging from low to extreme. The mapping shows that portions of the City are within high, very high, and extreme fire threat areas, although small portions of the City are not mapped for fire threat (CAL FIRE 2019).

## Proposed Policies

The following Safety policies in the Safety-EJ Element apply to fire hazards:

### New Development

**Policy 3.1:** Mandate that a proposed development in State Responsibility Area or Very High Fire Severity Zone be approved only after it is determined that a Fire Protection Plan is in place that includes measures to avoid or minimize fire hazards, such as adequate water pressure to maintain the required fire flow at the time of development.

**Policy 3.2:** Ensure that all new development meets established response time standards for fire and life safety services and that all new development in State Responsibility Areas or Very High Fire Hazard Severity Zones requires fuel modification around homes and subdivisions.

**Policy 3.3:** Avoid expanding new residential development, essential public facilities, and critical infrastructure in areas subject to extreme threat or high risk, such as High or Very High Fire Hazard Severity Zones, or areas classified by the California Department of Forestry and Fire Protection as having an Extreme Threat classification on Fire Threat Maps unless all feasible risk reduction measures have been incorporated into project designs or conditions of approval.

**Policy 3.4:** Prohibit land uses that could exacerbate the risk of ignitions in High or Very High Fire Hazard Severity Zones, such as outdoor storage of hazardous or highly flammable materials, automobile service or gas stations, or temporary fireworks sales.

**Policy 3.5:** Prohibit land uses that could place occupants at unreasonable risk in High or Very High Fire Hazard Severity Zones, such as areas with large events or assembly of people and healthcare facilities.

**Policy 3.6:** Encourage the use of conservation easements or establish a Transfer of Development Rights Program in undeveloped wildland areas within High or Very High Fire Hazard Severity Zones.

**Policy 3.7:** Require the installation of fire hydrants and establishment of emergency vehicle access, notably before construction with combustible materials can begin on an approved project.

**Policy 3.8:** Require emergency access routes in developments to be adequately wide to allow the entry and maneuvering of emergency vehicles to ensure that new development has adequate fire protection.

**Policy 3.9:** Mandate that proposed development satisfy the minimum structural fire protection standards in the adopted edition of the California Building Standards Code and California Fire Code; however, where deemed appropriate, the City of Santee shall enhance the minimum standards to provide optimum protection.

**Policy 3.10:** Mandate that all new development in the Very High Fire Severity Zones comply with the most current version of the California Building Codes and California Fire Code.

**Policy 3.11:** Mandate that all new development shall meet or exceed Title 14, California Code of Regulations, Division 1.5, Chapter 7, Subchapter 2, Articles 1-5 (commencing with section 1270) (SRA Fire Safe Regulations) and Title 14, California Code of Regulations, Division 1.5, Chapter 7, Subchapter 3, Article 3 (commencing with Section 1299.01) (Fire Hazard Reduction Around Buildings and Structures Regulations) for State Responsibility Areas and/or Very High Fire Severity Zones.



### **Existing Development**

**Policy 3.12:** Increase resilience of existing development in high-risk areas built prior to modern fire safety codes or wildfire hazard mitigation guidance.

**Policy 3.13:** Mandate that public and private landowners for all existing land uses comply with all applicable state and local requirements and implement site-specific safety measures that mitigate to a low-risk condition around or near public facilities, infrastructure, and natural resources.

**Policy 3.14:** Provide information regarding defensible space and building retrofits to achieve a low-risk condition.

**Policy 3.15:** Require public and private landowners to minimize the risk of wildfire moving from wildland areas to developed properties or from property to property by increasing structural hardening measures (e.g., fire-rated roofing and fire-resistant construction materials and techniques), maintaining and improving defensible space on site, and supporting vegetation management in adjacent undeveloped areas.

**Policy 3.16:** Require structures with fire protection sprinkler systems to provide for outside alarm notification.

**Policy 3.17:** Mitigate existing non-conforming development to contemporary fire safe standards (e.g., road standards, vegetative hazards). Support state legislation that would provide tax incentives to encourage the repair or demolition of structures that could be considered fire hazards.

### **Infill Development**

**Policy 3.18:** Prioritize infill development within the existing developed footprint to reduce vehicle miles traveled; improve access to jobs, services, and education; increase active transportation choices; avoid future unfunded infrastructure repair and maintenance liabilities; and avoid hazardous or environmentally sensitive open space areas.

**Policy 3.19:** Ensure that all infill development projects within State Responsibility Areas or Very High Fire Hazard Severity Zones are required to comply with applicable state or local fire safety and defensible space regulations or standards and any applicable fire protection or risk reduction measures identified in locally adopted plans.

**Policy 3.20:** Ensure that discretionary infill projects may be required to prepare a project-specific fire hazard and risk assessment and incorporate project-specific risk reduction measures, subject to the determination and approval of the Fire Marshal.

## **All Development**

**Policy 3.21:** Support the continuation of long-term maintenance of fire hazard reduction projects, such as a weed abatement program (existing), community fire breaks, and private and public road clearance.

**Policy 3.22:** Ensure that the distribution of fire hydrants and capacity of water lines is adequate through periodic review. Collaborate with the Padre Dam Municipal Water District to ensure the City's water supply location and long-term integrity are sufficient and future water supply needs are met.

**Policy 3.23:** Encourage and support the delivery of a high level of emergency services through cooperation with other agencies and use of available financial opportunities.

**Policy 3.24:** Encourage the continued development, implementation, and public awareness of fire prevention programs.

**Policy 3.25:** The Santee Fire Department shall continue be involved in the review of development applications to minimize fire hazards. Considerations shall be given to adequate emergency access, driveway widths, turning radii, future water supply needs, fire hydrant locations, needed fire flow requirements, street addressing, and signage.

**Policy 3.26:** Coordinate with the Padre Dam Municipal Water District on future water supply needs and existing water infrastructure constraints and deficiencies that could affect their ability to meet fire flow requirements.

**Policy 3.27:** Ensure that the timing of additional fire station construction or renovation (or new services) relates to the rise of service demand in Santee and surrounding areas.

**Policy 3.28:** Ensure that re-development after a large fire complies with the requirements for construction in the Very High Fire Hazard Severity Zones for fire safety.

**Policy 3.29:** Ensure that the planning and design of re-development in very high Fire Hazard Severity Zones minimizes the risks of wildfire and includes adequate provisions for vegetation management, emergency access, and firefighting while also complying with current fire codes.

**Policy 3.30:** Support mutual aid agreements and communications links with the County of San Diego and the other municipalities participating in the Unified San Diego County Emergency Service Organization.

**Policy 3.31:** Provide adequate staffing, equipment, technology, training, and funding for the Santee Fire Department to meet the existing and projected service demands and response times.

**Policy 10.5:** Provide information on the benefits of the resiliency of existing residential and commercial development through structural strengthening, fire safe landscaping, and energy efficiency upgrades.

**Policy 12.1:** Continue to require fire prevention planning and defensible space in all new development within Very High Fire Hazard Severity Zones or wildland-urban interface.

**Policy 12.2:** Review development proposals and coordinate with regional transportation agencies, as needed, to ensure that multiple evacuation routes are available under a range of scenarios and to identify alternative routes that are accessible to people without life-supporting resources.

**Policy 12.3:** Continue to educate the public on the importance of fire safety with information on topics including but not limited to defensible space, evacuation routes, and road clearance, with a focus on reaching at-risk, vulnerable populations.

**Policy 12.4:** Identify fire-prone habitats to plan for increased risk of larger and more frequent wildfires.

## **Impact Analysis**

### **a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?**

**Less Than Significant Impact.** As discussed in Section 2.4.9, the City has prepared its own Emergency Operations Plan (City of Santee 2020) in compliance with the State Office of Emergency Services and the Santee Municipal Code, which identifies responses and actions depending on the nature and the scope of the disaster. The Safety-EJ Element would identify hazards present in Santee and would focus on assessing the scope of risk associated with the hazards and emergency preparedness procedures and fire, police, and medical facilities and/or staffing.

Construction activities associated with future development that may be facilitated under implementation of the Safety-EJ Element would have the potential to interfere with emergency plans and procedures if authorities are not properly notified or multiple projects are constructed during the same time and multiple roadways used for emergency routes are concurrently blocked. Future development facilitated under implementation of the Safety-EJ Element would potentially increase the extent of development, such as healthcare facilities and recreational space/community centers, in Santee, which could result in development in areas of the City adjacent to or in fire hazard areas. In the case of a wildfire evacuation, an increase in development, such as healthcare facilities and recreational space/community centers, would incrementally increase vehicular traffic on evacuation routes. Future development that may be facilitated under implementation of the Safety-EJ Element would be consistent with the current Santee General Plan land use designations, and therefore, the Safety-EJ Element does not propose specific changes in Santee's existing circulation network. However, the proposed Safety-EJ Element includes an Emergency

Evacuation Route Analysis to determine the vulnerability of the City's evacuation routes to potential hazards and to identify areas of the City that do not have at least two emergency evacuation routes (i.e., neighborhoods or households in a hazard area that have limited accessibility) in accordance with AB 747 and SB 99. Refer to Section 2.4.9(f) for a description of the analysis results.

Future projects would be subject to site-specific review and City regulations regarding street design, site access, and internal emergency access. Compliance would prevent multiple roadways used for emergency routes from being concurrently blocked. Therefore, impacts associated with the physical interference of an Emergency Response or Evacuation Plan would be less than significant.

Policy 4.4 of the City's existing General Plan Safety Element requires emergency access routes in all developments to be adequately wide to allow the entry and maneuvering of emergency vehicles. The Safety-EJ Element would retain and update this policy and incorporate several new policies related to evacuation routes:

**Policy 3.8:** Require emergency access routes in developments to be adequately wide to allow the entry and maneuvering of emergency vehicles to ensure that new development has adequate fire protection.

**Policy 10.7:** Coordinate with regional transit providers to identify alternative routes, stops, and modes of transit if normal infrastructure is damaged or closed as a result of extreme events.

**Policy 12.2:** Review development proposals and coordinate with regional transportation agencies, as needed, to ensure that multiple evacuation routes are available under a range of scenarios and to identify alternative routes that are accessible to people without life-supporting resources.

**Policy 12.3:** Continue to educate the public on the importance of fire safety with information on topics including but not limited to defensible space, evacuation routes, and road clearance, with a focus on reaching at-risk, vulnerable populations.

As such, implementation of the Safety-EJ Element would result in beneficial impacts related to evacuation routes and implementation of an adopted Emergency Response Plan or Emergency Evacuation Plan.

**b. Would the project, 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?**

**Less Than Significant Impact.** The Safety-EJ Element does not propose specific development. However, the goals and policies incorporated into the proposed Safety-EJ Element may facilitate development of transit and utilities infrastructure construction and repairs, healthcare facilities, and recreational space/community centers (refer to Section 1.4, Proposed Element, for further discussion of the types of projects that may be facilitated under the Safety-EJ Element).

Development of facilities in high, very high, and extreme fire threat areas are subject to wildfire hazards due to slope and prevailing winds based on location, which would consequently result in higher fire-related risks to people and structures. Through the City's environmental review process, future development projects associated with the Safety-EJ Element would be required to abide by the 2022 (or most current) California Fire Code and the CBC, which contains measures to reduce fire hazards in structures, including the use of materials, fire separation walls, building separation, and fire sprinklers. In addition to existing policies addressing wildfire in the Santee General Plan Safety Element, the Safety-EJ Element would build upon these policies and include several new policies intended to reduce the exposure of people and the environment to wildland fire risks:

**Policy 3.1:** Mandate that a proposed development in SRA or Very High Fire Hazard Severity Zone be approved only after it is determined that a Fire Protection Plan is in place that includes measures to avoid or minimize fire hazards, such as adequate water pressure to maintain the required fire flow at the time of development.

**Policy 3.2:** Ensure that all new development meets established response time standards for fire and life safety services and that all new development in State Responsibility Areas or Very High Fire Hazard Severity Zones requires fuel modification around homes and subdivisions.

**Policy 3.3:** Avoid expanding new residential development, essential public facilities, and critical infrastructure in areas subject to extreme threat or high risk, such as High or Very High Fire Hazard Severity Zones, or areas classified by the California Department of Forestry and Fire Protection as having an Extreme Threat classification on Fire Threat Maps unless all feasible risk reduction measures have been incorporated into project designs or conditions of approval.

**Policy 3.4:** Prohibit land uses that could exacerbate the risk of ignitions in High or Very High Fire Hazard Severity Zones, such as outdoor storage of hazardous or highly flammable materials, automobile service or gas stations, or temporary fireworks sales.

**Policy 3.5:** Prohibit land uses that could place occupants at unreasonable risk in High or Very High Fire Hazard Severity Zones, such as areas with large events or assembly of people and healthcare facilities.

**Policy 3.6:** Encourage the use of conservation easements or establish a Transfer of Development Rights Program in undeveloped wildland areas within High or Very High Fire Hazard Severity Zones.

**Policy 3.7:** Require the installation of fire hydrants and establishment of emergency vehicle access, notably before construction with combustible materials can begin on an approved project.

**Policy 3.8:** Require emergency access routes in developments to be adequately wide to allow the entry and maneuvering of emergency vehicles to ensure that new development has adequate fire protection.

**Policy 3.9:** Mandate that proposed development satisfy the minimum structural fire protection standards in the adopted edition of the Uniform Fire and Building Codes; however, where deemed appropriate, the City of Santee shall enhance the minimum standards to provide optimum protection.

**Policy 3.10:** Increase resilience of existing development in high-risk areas built prior to modern fire safety codes or wildfire hazard mitigation guidance.

**Policy 3.11:** Mandate that public and private landowners for all existing land uses comply with all applicable state and local requirements and implement site-specific safety measures that mitigate to a low-risk condition around or near public facilities, infrastructure, and natural resources.

**Policy 3.12:** Provide information regarding defensible space and building retrofits to achieve a low-risk condition.

**Policy 3.13:** Require public and private landowners to minimize the risk of wildfire moving from wildland areas to developed properties or from property to property by increasing structural hardening measures (e.g., fire-rated roofing and fire-resistant construction materials and techniques), maintaining and improving defensible space on site, and supporting vegetation management in adjacent undeveloped areas.

**Policy 3.14:** Require structures with fire protection sprinkler systems to provide for outside alarm notification.

**Policy 3.15:** Mitigate existing non-conforming development to contemporary fire safe standards (e.g., road standards, vegetative hazards). Support state legislation that would provide tax incentives to encourage the repair or demolition of structures that could be considered fire hazards.

**Policy 3.16:** Prioritize infill development within the existing developed footprint to reduce vehicle miles traveled; improve access to jobs, services, and education; increase active transportation choices; avoid future unfunded infrastructure repair and maintenance liabilities; and avoid hazardous or environmentally sensitive open space areas.

**Policy 3.17:** Ensure that all infill development projects within State Responsibility Areas or Very High Fire Hazard Severity Zones are required to comply with applicable state or local fire safety and defensible space regulations or standards and any applicable fire protection or risk reduction measures identified in locally adopted plans.

**Policy 3.18:** Ensure that discretionary infill projects may be required to prepare a project-specific fire hazard and risk assessment and incorporate project-specific risk reduction measures, subject to the determination and approval of the Fire Marshal.

**Policy 3.19:** Support the continuation of long-term maintenance of fire hazard reduction projects, such as a weed abatement program (existing), community fire breaks, and private and public road clearance.

**Policy 3.20:** Ensure that the distribution of fire hydrants and capacity of water lines is adequate through periodic review.

**Policy 3.21:** Encourage and support the delivery of a high level of emergency services through cooperation with other agencies and use of available financial opportunities.

**Policy 3.22:** Encourage the continued development, implementation, and public awareness of fire prevention programs.

**Policy 3.23:** The Santee Fire Department shall continue be involved in the review of development applications to minimize fire hazards. Considerations shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations, and needed fire flow requirements.

**Policy 3.24:** Ensure that the timing of additional fire station construction or renovation (or new services) relates to the rise of service demand in Santee and surrounding areas. Evaluate redevelopment after a large fire.

**Policy 3.25:** Support mutual aid agreements and communications links with the County of San Diego and the other municipalities participating in the Unified San Diego County Emergency Service Organization.

Compliance with existing regulations and proposed Safety-EJ Element policies would ensure that impacts related to wildfire risk are below significant. Therefore, impacts would be less than significant.

**c. Would the project 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?**

**Less Than Significant Impact.** The Safety-EJ Element does not propose specific development. However, future development facilitated under implementation of the Safety-EJ Element may require the installation of new water, emergency water, wastewater, stormwater, and natural gas infrastructure and connections to City infrastructure. Any new infrastructure components would be required to comply with applicable CBC and California Fire Code regulations. Therefore, implementation of the Safety-EJ Element would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. Therefore, impacts would be less than significant.

**d. Would the project 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?**

**Less Than Significant Impact.** The Safety-EJ Element does not propose specific development. Any future development that may be facilitated under implementation of the Safety-EJ Element would be required to adhere to the CBC and other standards and regulations for building designs, which would minimize any potential risks associated with landslides. In addition, future development

would be subject to City and state drainage and stormwater quality requirements that are designed to reduce stormwater runoff from individual projects sites by promoting infiltration, minimizing impervious surfaces, and requiring LID measures. Therefore, future development would not expose people or structures to significant risk associated with post-fire landslides, mudflows, and flooding.

## **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.



### 2.4.21 Mandatory Findings of Significance

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

**Note:** Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; Sundstrom v. County of Mendocino,(1988) 202 Cal.App.3d 296; Leonoff v. Monterey Board of Supervisors, (1990) 222 Cal.App.3d 1337; Eureka Citizens for Responsible Govt. v. City of Eureka (2007) 147 Cal.App.4th 357; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th at 1109; San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656.

### Impact Analysis

- 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?**

**Less Than Significant Impact.** The Safety-EJ Element does not propose specific development. Instead, the Safety-EJ Element would identify action programs that could be implemented to provide additional capacity for the City to adapt to hazard- and climate-related changes in the environment. Implementation of the Safety-EJ Element would not directly remove sensitive vegetation communities or species or eliminate cultural resources because the Safety-EJ Element does not propose specific development projects. Development facilitated by the Safety-EJ Element would be subject to compliance with the regulations and guidelines set forth in the Santee General Plan, the update to the General Plan (once approved), Santee Municipal Code, and development review process. Due to the conceptual nature of future development, proposals would require

project-specific CEQA review, including an assessment of potential impacts to biological and cultural resources. If necessary, additional mitigation would be required to reduce potential impacts to a less than significant level.

Adoption of the proposed Safety-EJ Element would not significantly 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, 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. Therefore, the proposed Safety-EJ Element's contribution to adverse impacts on wildlife resources, individually or cumulatively, would be less than significant.

- 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)?**

**Less Than Significant Impact.** The Safety-EJ Element would be a policy document designed to assist the City in future planning. Cumulative impacts associated with development consistent that may be facilitated under implementation of the Safety-EJ Element have been evaluated at a program or policy level. In addition, future development would be required to be consistent with Santee General Plan policies aimed at reducing cumulative impacts. Furthermore, through the City's environmental review process, future development projects would be evaluated for potential cumulative impacts. Where needed, appropriate mitigation measures would be required to reduce potential impacts. Therefore, the Safety-EJ Element's contribution to cumulative impacts would be less than significant.

- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

**Less Than Significant Impact.** The Safety-EJ Element would consist of an updated determination of public safety and environmental justice needs in Santee and revisions to policies and procedures the City uses in addressing those needs. The Safety-EJ Element would be a policy document designed to assist the City in future planning. The Safety-EJ Element does not propose specific development. Environmental impacts with the potential to adversely affect people that may result from development have been evaluated at a program or policy level. Due to the conceptual nature of future development, future development proposals would require project-specific CEQA review, including an assessment of potential impacts to hazards and hazardous materials, noise, and other environmental topics that would directly or indirectly affect people. Where needed, appropriate mitigation measures would be required to reduce potential impacts. Therefore, impacts associated with adoption of the Safety-EJ Element would be less than significant.

## **Mitigation Measures**

The analysis completed for this section indicates that no significant impacts would result from implementation of the proposed Safety-EJ Element. As a result, no mitigation measures are required.

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## Section 3 List of Preparers

---

### 3.1 Lead Agency

City of Santee  
10601 Magnolia Avenue  
Santee, California 92071  
Christina Rios, Senior Planner

### 3.2 Consultants

Harris & Associates  
600 B Street, Suite 2000  
San Diego, California 92101

Diane Sandman, AICP, Principal in Charge  
Darin Neufeld, AICP, Project Manager  
Kelsey Hawkins, Deputy Project Manager  
Michael RupiĆ, Environmental Analyst  
Sydnie Margallo, Environmental Analyst  
Randy Deodat, GIS Analyst  
Lindsey Messner, Technical Editor  
Eija Blocker, Technical Editor

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**Initial Study/Environmental Checklist Form  
for the Safety & Environmental Justice Element  
Santee, California**

**GPA2019-4/AEIS2019-8**

**Letters of Comment and Responses**

The following letter of comment was received from the California Department of Transportation during the public review period (October 25, 2024 to November 25, 2024) of the Draft IS/ND. A copy of the comment letter along with corresponding staff responses is included here. Some of the comments did not address the adequacy of the environmental document. The comments received did not affect the conclusions of the document, and no changes to the text of the Draft IS/ND were required.

Letter	Author	Page Number
A	California Department of Transportation	RTC-2

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 11  
4050 TAYLOR STREET, MS-240  
SAN DIEGO, CA 92110  
(619) 985-1587 | FAX (619) 688-4299 TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)



Letter A

November 20, 2024

11-SD-52  
VAR

City of Santee Safety and Environmental Justice Element  
ND/SCH#2024101127

Ms. Christina Rios  
Senior Planner  
Planning and Building Department  
City of Santee  
10601 Magnolia Avenue  
Santee, CA 92071

Dear Ms. Rios:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Negative Declaration (ND) of the City of Santee's Safety and Environmental Justice Element. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the City of Santee in areas where the City and Caltrans have joint jurisdiction to improve the transportation network and connections

"Provide a safe and reliable transportation network that serves all people and respects the environment"

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These comments are informational in nature and do not raise a significant environmental issue for which a response is required.

Ms. Christina Rios, Senior Planner  
November 20, 2024  
Page 2

between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

**Transportation Safety**

When a local land-use development project has potential impacts on the State Highway System (SHS), a traffic safety team would likely investigate several key issues such as increased traffic volume and safety, intersection capacity and overall system impact. Caltrans has set a goal to reach zero traffic-related fatalities and serious injuries in California by 2050, which is part of the Federal Highway Administration's (FHWA) nationwide zero fatalities goal. The following six challenges areas were identified as high priorities in California as they represent the greatest opportunity to reduce fatalities and sever injuries:

- Lane Departures
- Impaired Driving
- Speed Management
- Pedestrians
- Bicyclist
- Intersection

**Traffic Safety and Accessibility Considerations**

The Environmental Document should also incorporate a schematic illustrating existing walking, biking, and auto conditions at the project site and surrounding roadways. This information, along with the *Local Development Review (LDR) Safety Review Practitioner's Guidance* <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/202402-ldr-safety-review-practitioners-guidance-all11y.pdf> provided by Caltrans, can be used to assess potential traffic safety concerns impacting the State Transportation Network (STN). The safety evaluation should include proposed countermeasures to address potential Vehicle Miles Traveled (VMT) increases and any trade-offs that may result from mitigation strategies. The project design should ensure continued access for pedestrians, bicyclists, and transit users.

**System Planning**

The City of Santee Safety and Environmental Justice Element discusses emergency evacuation information in the Emergency Evacuation Route Analysis in Appendix B and summarizes findings in Section 4 of the main report. Please continue to work with Caltrans District 11 regarding wildfire, flood, and earthquake evacuation discussions and planning for transportation projects and transportation corridors.

"Provide a safe and reliable transportation network that serves all people and respects the environment"

A-2 These comments are informational in nature and specific to new development. The Safety Element is a planning document and not site specific. Therefore, a response is not required.

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Ms. Christina Rios, Senior Planner  
November 20, 2024  
Page 3

Please refer to the evacuation strategies included in Caltrans planning documents, such as the Coast, Canyons, and Trails Comprehensive Multimodal Corridor Plan (<https://www.sandag.org/regional-plan/comprehensive-multimodal-corridor-plans/coast-canyons-trails-cmcp>) and the San Vicente Comprehensive Multimodal Corridor Plan (<https://www.sandag.org/regional-plan/comprehensive-multimodal-corridor-plans/san-vicente-cmcp>). Additionally, the District 11 – San Diego Ramona Emergency Response Plan, currently in draft form, was created to address issues and improve mobility for the community of Ramona if an emergency situation arises. Please stay tuned for the final document release.

**Environmental**

Caltrans appreciates the opportunity to comment on this *City of Santee Safety and Environmental Justice Element*. The analysis of potential future projects presented no impact on Caltrans' Right-of-Way in the future. Should future projects based upon the changes enacted from the Negative Declaration have elements and/or mitigation measures that change or effect Caltrans' Right-of-Way, Caltrans would be a Responsible Agency under the California Environmental Quality Act (CEQA) and would use your environmental assessment in your environmental documentation for Caltrans subsequent environmental compliance. These projects may be applicable for the Caltrans encroachment permit process, which would naturally evolve from our continued coordination.

**Right-of-Way**

Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.

Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.

If you have any questions or concerns, please contact Mark McCumsey, LDR Coordinator, at (619) 985-4957 or by e-mail sent to [mark.mccumsey@dot.ca.gov](mailto:mark.mccumsey@dot.ca.gov).

Sincerely,

*Kimberly D. Dodson*

KIMBERLY D. DODSON, GISP  
Branch Chief  
Local Development Review

A-3 These comments are informational in nature and specific to new development. The Safety Element is a planning document and not site specific. Therefore, a response is not required.

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RESOLUTION NO. \_\_\_\_\_

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE,  
CALIFORNIA, APPROVING GENERAL PLAN AMENDMENT GPA2019-4 TO  
AMEND THE SAFETY ELEMENT OF THE SANTEE GENERAL PLAN AND  
ADOPTION OF A NEGATIVE DECLARATION (AEIS2019-8) UNDER THE  
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

**WHEREAS**, the Santee General Plan includes a Safety Element with an overall goal “to minimize injuries, loss of life, and property damages resulting from natural and human-induced safety hazards;” and

**WHEREAS**, the Safety Element is a planning and policy document that does not approve, permit, or entitle any development project; and

**WHEREAS**, Senate Bill (SB) 1035 requires the update of the Safety Element upon adoption or revision of the Housing Element or Local Hazard Mitigation Plan (LHMP) to identify new information not available during the previous revision relating to flood and fire hazards and climate adaptation and resiliency strategies; and

**WHEREAS**, SB 1000 requires local governments to identify environmental justice communities (called “disadvantaged communities”) in their jurisdictions and address environmental justice to mitigate existing and potential hazards, reduce health risks, and prioritize improvements that address the needs of disadvantaged communities; and

**WHEREAS**, environmental justice will be integrated with the Safety Element, therefore, renamed to the Safety and Environmental Justice Element; and

**WHEREAS**, SB 1241 requires local governments to address the risk of fire for land classified as very high fire hazard severity zones, as defined in Section 51177 of the Government Code; and

**WHEREAS**, SB 99 requires the City to identify residential developments in hazard areas that do not have at least two emergency evacuation routes (i.e., neighborhoods or households within a hazard area that have limited accessibility); and

**WHEREAS**, Assembly Bill (AB) 747 requires the City to update the Safety Element of its General Plan to identify evacuation routes and assess the capacity, safety, and viability of those routes under a range of emergency scenarios; and

**WHEREAS**, SB 379 requires the City to address climate change and adaption and resiliency through the preparation of a vulnerability assessment and comprehensive hazard mitigation and emergency response strategy; and

**RESOLUTION NO. \_\_\_\_\_**

**WHEREAS**, the Safety and Environmental Justice Element required review by the California Geological Survey of the Department of Conservation and the State Board of Forestry and Fire Protection; and

**WHEREAS**, on December 8, 2023 ,the State Board of Forestry and Fire Protection approved the Safety and Environmental Justice Element; and

**WHEREAS**, on December 19, 2024, the California Geological Survey of the Department of Conservation provided “no comment on the project”; and

**WHEREAS**, pursuant to the requirements of the California Environmental Quality Act (“CEQA”), an Initial Study (AEIS 2019-8) was prepared for the Safety and Environmental Justice Element, which determined that the Safety and Environmental Justice Element would not result in a significant environmental effect; and

**WHEREAS**, a Notice of Intent to Adopt a Negative Declaration (State Clearinghouse Number 2024101127) with the Initial Study was prepared and advertised for public and agency review, which included postings at the San Diego County Clerk/Recorder’s Office, on the website of the Office of Planning and Research and on the City’s website from October 25, 2024 to November 25, 2024; and

**WHEREAS**, on January 22, 2025, the City Council held a duly advertised public hearing on the General Plan Amendment (GPA2019-4); and

**WHEREAS**, the City Council considered the Staff Report, considered all recommendations by staff and public testimony, and all other information available, and finds that the General Plan Amendment (GPA2019-4) is in the best interest of the public because the updated Safety Element: 1) Incorporates environmental justice; 2) Incorporates an existing conditions assessment to identify areas with greater pollution exposure and reduced access to public goods and services that improve quality of life for residents; 3) Addresses a variety of changes in State law such as wildfire planning, evacuation routes, and climate resiliency; 4) Updates accomplishments, objectives and policies to reflect progress; 5) Includes the City’s updated Geotechnical / Seismic Hazard Study; and 6) Incorporates the Multi-Jurisdictional Hazard Mitigation Plan.

**WHEREAS**, as contained herein, the City Council has endeavored in good faith to set forth the basis for its decision on the Safety and Environmental Justice Element; and

**WHEREAS**, all of the findings and conclusion made by the City Council pursuant to this Resolution are based upon the oral and written evidence presented to it as a whole and the entirety of the administrative record for the Safety and Environmental Justice Element, which are incorporated herein by this reference, and not based solely on the information provided in this Resolution; and



**RESOLUTION NO. \_\_\_\_\_**

**WHEREAS**, prior to taking action, the City Council had heard, been presented with, reviewed and considered all of the information and data in the administrative record; and

**WHEREAS**, the City Council considered the Staff Report, all recommendations by staff, and public testimony; and

**WHEREAS**, all legal prerequisites to the adoption of this Resolution have occurred.

**NOW, THEREFORE**, the City Council of the City of Santee, California, does resolve as follows:

**SECTION 1:** The City Council hereby finds that the recitals set forth above are true and correct and are incorporated herein as substantive findings of this Resolution.

**SECTION 2:** The General Plan Amendment (GPA2019-4) to adopt the Safety and Environmental Justice Element is in the best interest of the public because it is consistent with the provisions of Government Code Section 65350 et seq. pertaining to amendments to mandatory elements of the Santee General Plan, provides an assessment of both current and future housing needs, identifies constraints and opportunities for meeting those needs, provides a comprehensive strategy with goals, policies and programs to provide housing for all economic segments of the community, and contains all of the components required under Government Code Section 65583.

**SECTION 3:** The Amendment promotes the goals and objectives of the General Plan and leaves the General Plan a compatible, integrated, and internally consistent statement of policies for the following reasons:

1. The Safety and Environmental Justice Element includes diagrams and text setting forth the objectives, strategies, standards, and plans for the City.
2. The Safety and Environmental Justice Element is integrated and compatible with all other elements of the General Plan, in that it will not conflict with, not affect the implementation of, existing policies and programs therein.
3. The Safety and Environmental Justice Element is in the public interest and protects the health, safety and welfare of the public, because it is integral to guiding future development in Santee as it addresses public safety concerns and provides goals and policies to minimize public safety hazards.

**SECTION 4:** The proposed amendment includes modifications to the Safety Element that would bring the Safety and Environmental Justice Element into compliance with state law. None of these modifications would result in any additional physical changes to the environment than those previously analyzed and found to be less than significant under the adopted Initial Study/Negative Declaration (State Clearinghouse Number

**RESOLUTION NO. \_\_\_\_\_**

2024101127) (IS/ND). In considering the Safety and Environmental Justice Element, the City Council has considered the IS/ND, along with all oral and written comments received and the administrative record. The City Council hereby finds and determines that the record contains a complete and accurate reporting that Safety and Environmental Justice Element could not have a significant effect on the environment as addressed in the IS/ND.

**SECTION 5:** Based on the substantial evidence set forth in the record, the City Council finds that none of the conditions under State CEQA Guidelines section 15162 requiring the need for further subsequent environmental review have occurred because:

- a) Substantial changes are not being proposed in the Safety and Environmental Justice Element that will require major revisions of the IS/ND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and
- b) Substantial changes have not occurred with respect to the circumstances under which the Safety and Environmental Justice Element will be undertaken that will require major revisions of the IS/ND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and
- c) There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the IS/ND was adopted, showing any of the following: (i) the Safety and Environmental Justice Element would have one or more significant effects not discussed in the IS/ND; (ii) significant effects previously examined would be substantially more severe than shown in the IS/MND; (iii) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects, but the City Council declined to adopt such measures; or (iv) mitigation measures or alternatives considerably different from those analyzed in the IS/ND would substantially reduce one or more significant effects on the environment, but which the City Council declined to adopt.

**SECTION 6:** The Safety and Environmental Justice Element is hereby adopted, attached hereto as Exhibit A.

**SECTION 7:** The City Council directs staff to file a Notice of Determination with the San Diego County Clerk and the Office of Planning and Research within five (5) working days of approval of the Safety and Environmental Justice Element.

**SECTION 8:** The documents and materials that constitute the record of proceedings on which these findings have been based are located with the City Clerk at the City of Santee City Clerk's office at 10601 Magnolia Avenue, Building #3, Santee CA 92071.

**RESOLUTION NO. \_\_\_\_\_**

**ADOPTED** by the City Council of the City of Santee, California, at a regular meeting thereof held this 22<sup>nd</sup> day of January 2025, by the following roll call vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

\_\_\_\_\_  
**JOHN W. MINTO, MAYOR**

**ATTEST:**

\_\_\_\_\_  
**JAMES JEFFRIES, CITY CLERK**

Attachment: Exhibit A – Safety and Environmental Justice Element

**MEETING DATE** January 22, 2025

**ITEM TITLE** PUBLIC HEARING AND INTRODUCTION AND FIRST READING OF AN AMENDMENT TO AN URGENCY ORDINANCE OF THE CITY OF SANTEE, CALIFORNIA ENACTING AN ESSENTIAL HOUSING PROGRAM TO BOOST HOUSING PRODUCTION AND IMPROVE HOUSING AFFORDABILITY IN ORDER TO ACHIEVE THE GOALS SET FORTH IN THE CITY'S HOUSING ELEMENT (SIXTH CYCLE: 2-21-2029) AND DETERMINING THE AMENDMENT EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

**DIRECTOR/DEPARTMENT** Shawn Hagerty, City Attorney

**SUMMARY**

Urgency Ordinance 592, adopted on August 25, 2021, enacted the City of Santee's (City) Essential Housing Program. This proposed Amendment responds to a 2024 trial court decision and is intended to clarify an identified ambiguity in the original Ordinance surrounding its authority, intent, and implementation. The proposed Amendment does not constitute a change in, but is declaratory of, existing law. This Amendment establishes procedures and standards for streamlining housing projects and permitting concessions, waivers, and density bonuses for housing projects that further City housing objectives but that may not meet the strict requirements of State Density Bonus Law as allowed by Government Code section 65915, subdivision (n).

The specific modifications to the original Ordinance are underscored in the attached Amendment.

A notice of public hearing was published in the East County Californian on January 10, 2025, as required by state law. This is the First Reading of the proposed Amendment.

**ENVIRONMENTAL REVIEW**

This Amendment is not subject to the requirements of the California Environmental Quality Act (CEQA) because the Director's determination contemplated by this Amendment is a ministerial action not subject to CEQA under Public Resources Code section 21080(a) and (b)(1). Further, the Director's determination is exempt under CEQA Guidelines section 15061(b)(3) because it can be seen with certainty that there is no possibility that the determination may have a significant effect on the environment. A proposed Housing Development Project that is certified as an Essential Housing Project shall be required to comply with CEQA and other state laws prior to project approval or denial. Finally, the Director's determination will enhance, rather than degrade, existing environmental conditions by ensuring that a certified Essential Housing Project meets stringent environmental standards.

**FINANCIAL STATEMENT** *HS*

The proposed Amendment has no direct financial impact on the City budget.

**CITY ATTORNEY REVIEW**  N/A  Completed

**RECOMMENDATION** *For MDB*

1. Open and conduct the Public Hearing; and
2. Introduce and conduct the First Reading of an Amendment to Urgency Ordinance 592; and
3. Set and conduct the Second Reading of the Amendment for February 12, 2025.

**ATTACHMENTS**

Amendment To Urgency Ordinance 592



ORDINANCE NO. \_\_\_\_\_

**AMENDMENT TO AN URGENCY ORDINANCE OF THE CITY OF SANTEE,  
CALIFORNIA ENACTING AN ESSENTIAL HOUSING PROGRAM TO BOOST  
HOUSING PRODUCTION AND IMPROVE HOUSING AFFORDABILITY IN ORDER  
TO ACHIEVE THE GOALS SET FORTH IN THE CITY'S HOUSING ELEMENT (SIXTH  
CYCLE: 2-21-2029) AND DETERMINING THE AMENDMENT EXEMPT FROM THE  
CALIFORNIA ENVIRONMENTAL QUALITY ACT**

**WHEREAS**, on August 25, 2021, the City Council of the City of Santee ("City") unanimously voted to adopt Urgency Ordinance No. 592 enacting an "Essential Housing Program" in the City; and

**WHEREAS**, the California Legislature enacted and has repeatedly strengthened Government Code section 65915, known as the "Density Bonus Law" or "DBL", to incentivize the production of affordable housing and increase the supply of housing stock available to all income levels; and

**WHEREAS**, Density Bonus Law and numerous other state housing laws have been enacted to incentivize and streamline the production of market rate and affordable housing in order to improve housing affordability. (Gov. Code, §§ 65915, 65589.5, 66300, 65920 *et seq.*); and

**WHEREAS**, Density Bonus Law includes the acknowledgement that, if authorized by local ordinance, a city may grant a density bonus in excess of that provided by section 65915 or to projects that do not meet its requirements, pursuant to subsection (n) thereof, and may include an increase in gross residential density or no increase in density, and grants housing projects other advantages, including "incentives and concessions"; "waivers or reductions" of "development standards"; and prescribed "parking ratios." (Gov. Code, § 65915 (b)(1), (f), (n).); and

**WHEREAS**, the Legislature has declared that Density Bonus Law is to be interpreted liberally in favor of producing the maximum number of total housing units. (Gov. Code, § 65915 (r)); and

**WHEREAS**, this Amendment to Urgency Ordinance No. 592 is intended to clarify an identified ambiguity surrounding the authority, intent, and implementation of previously adopted Urgency Ordinance No. 592 and its Essential Housing Program, and does not constitute a change in, but is declaratory of, existing law; and

**WHEREAS**, a purpose of this Amendment is to establish procedures and standards for streamlining housing projects and permitting concessions, waivers, and density bonuses for housing projects that further City housing objectives but that may not meet the strict requirements of State Density Bonus Law in accordance with Government Code § 65915 (n); and

**WHEREAS**, this Amendment is a "local ordinance" within the meaning of State Density Bonus Law in accordance with Government Code § 65915 (n); and

ORDINANCE NO. \_\_\_\_\_

**WHEREAS**, the City of Santee (“City”) is a California charter city; and

**WHEREAS**, the City Council is authorized to adopt this Amendment by state law and the City Council hereby declares its intent to utilize its authority, however and wherever derived, to adopt this Amendment and amend Urgency Ordinance 592.

**NOW, THEREFORE**, the City Council of the City of Santee does ordain as follows:

**SECTION 1. Recitals Incorporated.** The above recitals are each incorporated by reference and adopted as findings by the City Council.

**SECTION 2. Amendment to Ordinance 592.** Urgency Ordinance 592 enacting the City’s Essential Housing Program is amended as follows:

A. Section 4. Essential Housing Program, Paragraph D (Essential Housing Project Determination), subparagraph (1) is amended to read as follows:

1. Notwithstanding any goal, policy, term, provision, requirement, or mandate contained in the General Plan and its various Elements, a Housing Development Project certified as an Essential Housing Project, as described in Section G below, including any approved density bonus, waivers, concessions and/or incentives, as applicable, shall be deemed both in compliance and consistent with the General Plan Land Use Element and Housing Element and shall not require an amendment to the General Plan, an amendment to a Specific Plan, a rezone, or other legislative act.

B. Section 4. Essential Housing Program, Paragraph L (Definitions) is amended to add new subparagraph 11, which reads as follows:

11. “Waivers, Concessions and Incentives” shall have the meaning given those terms in Government Code section 65915.

C. Section 5. Findings Related to State Housing Law is amended to add a new final sentence to the paragraph, which reads as follows:

Moreover, the City Council finds that the Essential Housing Program is a local ordinance authorized by Density Bonus Law, Government Code section 65915 subdivision (n), as a method to increase housing supply and combat the declared housing crisis.

D. Ordinance 592 Exhibit A, Essential Housing Project Application, Paragraph 17 is amended as follows:

ORDINANCE NO. \_\_\_\_\_

17. RESIDENTIAL DWELLING UNIT COUNT:

Indicate the number of dwelling units proposed. ~~, including a breakdown of levels by affordability\*, set by each income category.~~ For projects that do not meet the minimum affordability requirements for eligibility under the State Density Bonus Law, the Checklist (Attachment 2) should indicate how the project meets minimum housing affordability credit standards identified by the City's Essential Housing Program, to satisfy the proportionality requirements under State Density Bonus Law, Government Code section 65915(n), in order to benefit from the market rate density bonus units, incentives and concessions, and waivers offered by the City's Program. Pursuant to Government Code section 65915(f), the applicant is not obligated to accept density bonus market rate units.

E. Ordinance 592 Exhibit A, Essential Housing Project Application, Paragraph 18 is amended as follows:

18. Affordable Housing Incentives, Waivers, Concessions, and Parking Reductions – ~~Will the project proponent seek any incentives, waivers, concessions, or parking reductions pursuant to California Government Code section 65915? If so, provide details on separate page.~~ The Essential Housing Program provides for the use of waivers, concessions, and/or incentives pursuant to State Density Bonus Law (Gov. Code sections 65915(d), (e), (n), and (p).) Requests for incentives, concessions and waivers must be provided on a separate page attached to this form or as part of the development application submittal.

**SECTION 3. CEQA.** The City Council finds that a determination under this Amendment to Urgency Ordinance 592 is not subject to the requirements of the California Environmental Quality Act (CEQA) because the Director's determination contemplated by this Amendment is a ministerial action not subject to CEQA under Public Resources Code § 21080(a) and (b)(1). Further, the Director's determination is exempt under CEQA Guidelines § 15061(b)(3) because it can be seen with certainty that there is no possibility that the determination may have a significant effect on the environment. A proposed Housing Development Project that is certified as an Essential Housing Project shall be required to comply with CEQA and other state laws prior to project approval or denial. Further, the Director's determination will enhance, rather than degrade, existing environmental conditions by ensuring that a certified Essential Housing Project meets stringent environmental standards.

**SECTION 4. Severability.** If any provision of this Amendment or its application to any person or circumstance is held to be invalid, such invalidity has no effect on the other provisions or applications of the Amendment that can be given effect without the invalid

**ORDINANCE NO. \_\_\_\_\_**

provision or application, and to this extent, the provisions of this Amendment are severable. The City Council declares that it would have adopted this Amendment irrespective of the invalidity of any portion thereof.

**SECTION 5. Publication and Effective Date.** Notice of the January 22, 2025, public hearing was published in a newspaper of general circulation on January 10, 2025. In addition, a summary of this Ordinance was published on February 7, 2025, five days prior to its adoption and this date, and will be published again within 15 days after adoption. The Amendment will take effect thirty (30) days after passage.

**INTRODUCED AND FIRST READ** at a Regular Meeting of the City Council of the City of Santee California on the 22<sup>nd</sup> day of January 2025, and thereafter **ADOPTED** at a Regular Meeting thereof held 12<sup>th</sup> day of February 2025, by the following roll call vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

\_\_\_\_\_  
**JOHN W. MINTO, MAYOR**

**ATTEST:**

\_\_\_\_\_  
**JAMES JEFFRIES, CITY CLERK**



**MEETING DATE** January 22, 2025

**ITEM TITLE** CITY COUNCIL POLICY ON ANNEXATION POLICY DIRECTION

**DIRECTOR/DEPARTMENT** Sandi Sawa, AICP, Planning and Building *JS for SS*

**SUMMARY**

At the City of Santee (Santee) City Council Retreat on January 30, 2023, and confirmed by the City Council at their meeting on February 22, 2023, the City Council (Council) established a priority to “consider annexation of West Hills Parkway and surrounding parcels” in response to a desire to control the City of San Diego (San Diego) owned intersection at West Hills Parkway and Mast Boulevard.

Since incorporation as a city, Santee’s jagged boundary with the City of San Diego (San Diego) has led to impacts of projects in San Diego that have been felt in Santee. One challenge has been coordination with the Sycamore Canyon Landfill, which led to litigation, and the approval of the Castlerock/Weston project, which led to an Annexation Agreement and the approved development annexing into Santee. There is currently a request for San Diego to consider a Community Plan Amendment for a property close to the Castlerock/Weston project, that indicates an interest in annexing to Santee. Due to these persistent issues, Council direction on this specific policy priority, especially as it relates to areas in San Diego other than the West Hills Parkway (that is, the “surrounding parcels” as used in the Council’s priority) is desired so that Staff may work to implement the Council’s intent in this area.

**ENVIRONMENTAL REVIEW**

This report is not a “project” under the California Environmental Quality Act.

**FINANCIAL STATEMENT** *HS*

There is no financial impact to this policy direction.

**CITY ATTORNEY REVIEW**  N/A  Completed

**RECOMMENDATION** *JS for MDB*

Provide direction to staff on specified policy directions.

**ATTACHMENT**

Staff Report

City of San Diego Planning Commission Resolution on the Community Plan Amendment Initiation Maps

## **STAFF REPORT**

### **CITY COUNCIL POLICY ON ANNEXATION POLICY DIRECTION**

**CITY COUNCIL MEETING: JANUARY 22, 2025**

#### **A. BACKGROUND**

At the City of Santee (Santee) City Council Retreat on January 30, 2023, the City Council (Council) established a priority to “consider annexation of West Hills Parkway and surrounding parcels” in response to a desire to control the City of San Diego (San Diego) owned intersection at West Hills Parkway and Mast Boulevard. At that time and currently, residents experience traffic delays at this intersection that are beyond Santee’s ability to control. This priority was confirmed by the City Council at their meeting on February 22, 2023.

Historically, and currently, Santee’s western border with San Diego has presented short- and long-term planning and service provision challenges for Santee. As reflected in the attached maps, the portions of San Diego adjacent to Santee are very far from the developed areas of San Diego. At times, this lack of integration with the developed portion of San Diego has resulted in less-than-optimal maintenance of this area, which negatively impacts Santee while having little impact on San Diego. Similarly, San Diego has permitted uses in this area (such as the Sycamore Canyon Landfill or new development), which have significant impacts on Santee but generate revenue primarily for San Diego. Currently, there is at least one proposed new development project in San Diego of a similar nature, and legal challenges from property owners located in San Diego have also arisen in the past and recently. Due to these persistent issues, Council direction on this specific policy priority, especially as it relates to areas in San Diego other than the West Hills Parkway (that is, the “surrounding parcels” as used in the Council’s priority) is desired so that Staff may work to implement the Council’s intent in this area.

#### **B. HISTORY**

When Santee incorporated in 1980 as an independent city separate from the County of San Diego (County), the approved border between Santee and San Diego was jagged and there was a noticeable portion of the Carlton Oaks Golf Course and adjacent properties in San Diego. These jurisdictional lines have presented challenges to Santee.

Over the decades since Santee’s incorporation, there have been several projects and events located in these areas that remained in San Diego which have had direct impact to the western portion of Santee. To address these challenges, Santee has had to take action to protect the health, safety and welfare of its residents.

First, one of the largest challenges has been the Sycamore Canyon Landfill, located in San Diego but immediately adjacent to Santee. The Landfill is situated in such a location that it has little to no impact on San Diego, but has immediate and significant impacts to Santee including traffic, odor, noise, and visual impacts. To mitigate these impacts, Santee was forced to challenge the expansion of the Landfill in 2008. This successful challenge ultimately resulted in a Landfill Settlement Agreement on September 11, 2011, which includes specific

requirements regarding the Landfill operations that help mitigate impacts to Santee.

Second, there have been many attempts by San Diego to locate new residential development in areas of San Diego that San Diego cannot serve and which would entirely impact Santee. The major example of this approach is the Castlerock (now Weston) project. This project was located immediately adjacent to Santee but within the jurisdiction of San Diego. Admittedly, it would have been cost prohibitive for San Diego to serve this project. Nevertheless, San Diego approved the project, and triggered provisions in an Annexation Agreement between Santee, San Diego and Pardee Homes (the developer) that culminated in the annexation of the project to Santee. This defensive annexation was necessary to mitigate the impacts of this San Diego approved project on Santee, and was not an expression of a Council policy to promote new development in this area. In fact, Council provided policy direction to oppose development in San Diego which San Diego could not itself support with the provision of basic services such as police, fire and other services. One of the main purposes of this policy request is to seek Council confirmation that opposition to such development in San Diego remains the City's policy, so that Staff may continue to implement this prior direction.

Third, and most recently, David Dilday has proposed the Palmer Trails project, located north of Castle Rock/Weston on land under the jurisdiction of San Diego. As noted above, previous direction from Council, consistent with the policy expressed in connection with the Castlerock Project, was that San Diego should only consider the Palmer Trails project if it could be served by San Diego. Santee staff has expressed this position in writing to the applicant and to San Diego. However, this project recently moved to San Diego's Planning Commission and was approved to move forward as a Community Plan Amendment Initiation. San Diego did not provide a recommendation on the project itself and asked that additional information be provided for staff, Planning Commission and City Council review including a cost estimate for services. The San Diego staff report for this item indicates that annexation to Santee would be a required element of this project, a position inconsistent with previous Santee direction.

Fourth, the portion of West Hills Parkway located in San Diego was not developed and has not been maintained in a manner that is consistent with Santee standard. It is estimated that the required maintenance and improvements to the Parkway, not including the San Diego River section, would cost between \$12 to \$14 million. There is also a major gas pipeline located in West Hills Parkway.

### **C. POLICY QUESTIONS**

- ***Policy Question #1: Does Council wish to continue to maintain a priority to annex West Hills Parkway and surrounding parcels? If so, what are the "surrounding parcels" involved?***
- ***Policy Question #2: Does Council wish to modify its position regarding future residential development in the East Elliott area that cannot be fully served by the City of San Diego?***

**D. NEXT STEPS**

Based on City Council direction, Staff will take appropriate steps to implement the direction through discussions with San Diego, the Local Agency Formation Commission and with potential applicants.

**D. STAFF RECOMMENDATION**

1. Provide direction to staff on specified policy questions.

**ATTACHMENTS**

City of San Diego Planning Commission Staff Report on the Community Plan Amendment  
Initiation  
Maps

**PLANNING COMMISSION RESOLUTION NO. 5296-PC**

**INITIATING A GENERAL/COMMUNITY AMENDMENT TO THE EAST ELLIOTT COMMUNITY PLAN TO REDESIGNATE APPROXIMATELY 7.25 ACRES OF A 29-ACRE SITE LOCATED NORTH OF TRAILMARK WAY FROM OPEN SPACE TO RESIDENTIAL – VERY LOW (0-5 DWELLING UNITS PER ACRE).**

WHEREAS, on June 27, 2024, the Planning Commission of the City of San Diego held a public hearing to consider the initiation of a Community Plan Amendment to the East Elliott Community Plan; and

WHEREAS, the initiation will also include an amendment to the General Plan due to the East Elliott Community Plan being part of the Land Use Element of the adopted General Plan; and

WHEREAS, the applicant requested a Community Plan Amendment Initiation to redesignate approximately 7.25 acres of a 29-acre site located at Assessor's Parcel Numbers (APN) 366-050-25 and 366-050-23 from Open Space to Residential – Very Low (0-5 Dwelling Units Per Acre) and

WHEREAS, the Planning Commission considered Report No. PC-24-019 as well as all maps, exhibits, evidence, and testimony; NOW, THEREFORE,

BE IT RESOLVED, by the Planning Commission of the City of San Diego that it hereby initiates the requested General Plan and Community Plan Amendment based on its compliance with the initiation criteria found in Policy LU-D.10 of the Land Use Element of the General Plan and specifically addressed in Report No. PC-24-019 contingent on the proposed amendment, including the following:

- Limit development on 25 percent or less of the 29-acre subject site;
- Include a proposal to detach the residential portion from the City of San Diego and annex by the City of Santee; and
- Include additional conservation benefits to offset the loss of open space.

Staff will work with the applicant to determine the appropriate land use designation and zoning on the 25 percent or less of the subject site (7.25 acres) and retain the open space designation and rezone to an open space zone on the remaining 75 percent of the subject site (21.75 acres), and

BE IT FURTHER RESOLVED that in anticipation of a future development project that would allow residential development on the approximately 7.25 acres of a 29-acre site, the Planning Commission directs staff to consider the following issues identified in Report No. PC-24-019:

Public Facilities, Services and Safety

- Conduct an analysis to include, but not limited to, the following:
  - Identify operation costs and impacts to public facilities and services.
  - Evaluate the provision of public services and facilities, including but not limited to police, fire service, and sewer and water facilities.
- Evaluation of the applicable wildfire safety planning strategies and emergency access and egress.

- Evaluation of the LAFCO process for reorganization (detachment/annexation) and the most efficient method of providing public services and facilities.
- Coordinate community plan amendment review, including the issues identified in this report and analysis of the potential LAFCO reorganization process with the City of Santee.
- Coordinate with all relevant public service providers for public facilities, services, and safety, including school districts.

#### Open Space

- Evaluation of the impacts of the proposed development on surrounding City of San Diego owned, 100 percent conserved open space (MHPA) property.
- Evaluate potential biological and wetland impacts.
- Evaluate options in consultation with staff from the wildlife agencies for clustering potential development to less habitat-sensitive areas of the site and a smaller development area.
- Evaluation of the ability of the proposed development to strictly adhere to the City's MSCP Subarea Plan, Environmentally Sensitive Lands Regulations, and Land Development Manual Biology Guidelines (2018).
- Ensure that the proposed development does not exceed a 25 percent maximum development area (e.g., grading, access, brush management zone 1 area), which would necessitate a MHPA boundary line adjustment.
- Identification of how the project would retain the open space land use designation on at least 75 percent of the subject site to ensure no development would occur in the conserved area.
- Identification of the trail access and improved connectivity to Mission Trails Regional Park.
- Incorporate brush management zones into landscaping plans, given the proximity to native/naturalized vegetation.
- Discussion of the proposed development with the Mission Trails Regional Park Citizens Advisory Committee

#### Land Use Designation

- Evaluation of the appropriate land use designation and zoning for the subject site, including an open space land use designation and zone on portions of the subject site, to ensure 75 percent or more of the subject site remains 100 percent conserved within City of San Diego jurisdiction.
- Revision of community plan maps and figures to reflect the new city and community boundaries for a potential LAFCO reorganization process with the City of Santee.
- Consideration of onsite or offsite affordable homes within the City of San Diego.
- Evaluation for consistency with the goals and policies of the Mission Trails Regional Park Master Plan.

#### Site Design

- Evaluation of the proposed amendment with the General Plan Urban Design Element goals and policies addressing development adjacent to natural features.
- Address the minimization of lighting onto adjacent open space areas.
- Evaluation of site design and grading for consistency with the Mission Trails Design District Subarea 2 design guidelines.
- Identification of additional vehicle access locations from a public street to the subject site.

BE IT FURTHER RESOLVED, that this initiation does not constitute an endorsement of a project proposal. This action allows the future development project to become a complete submittal and will allow staff

analysis to proceed.

*Corey Funk*

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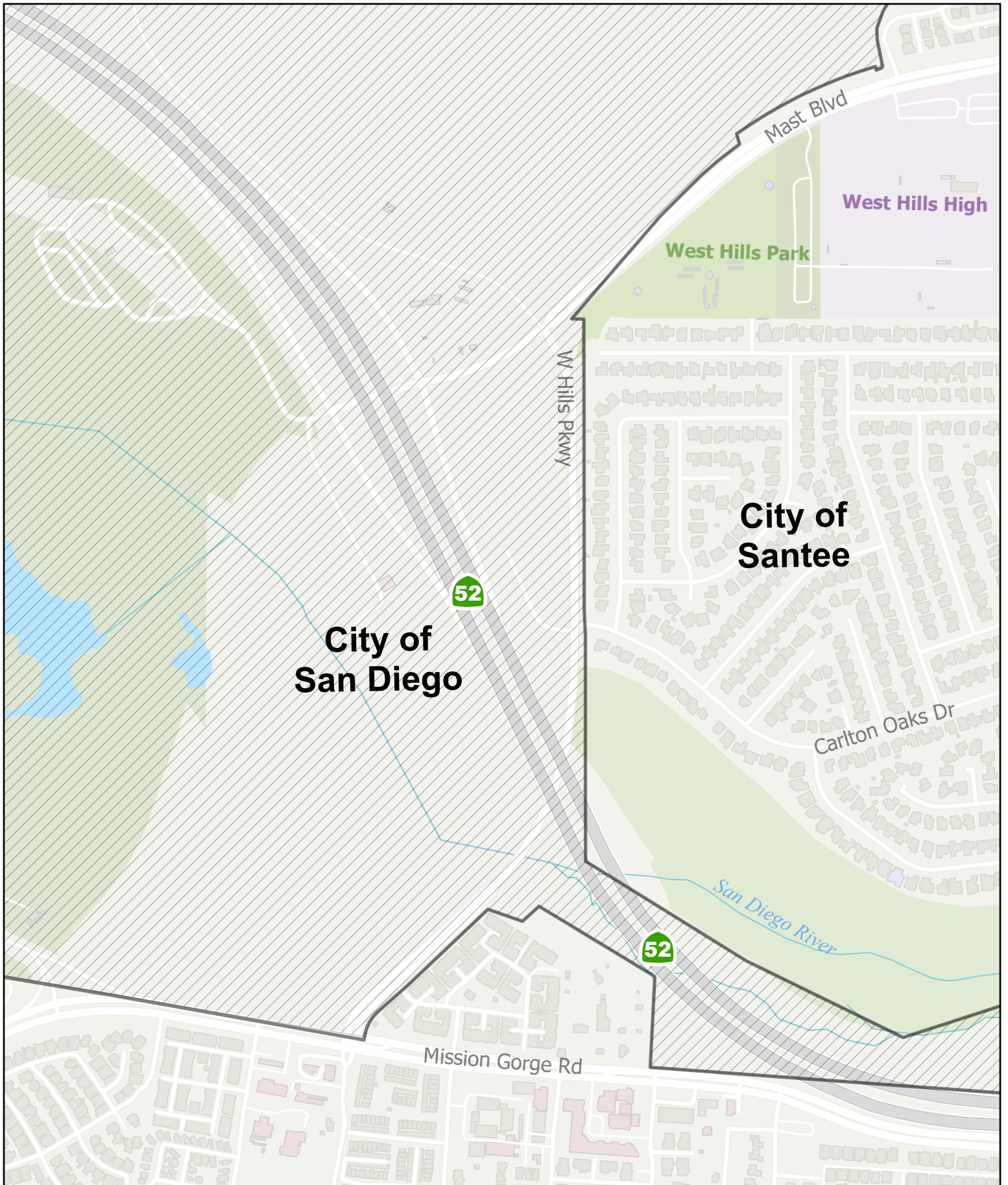
Corey Funk  
Senior Planner  
City Planning Department

Initiated June 27, 2024

By a vote of 6-0-0

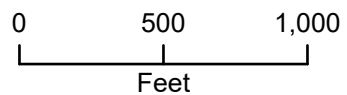
PRJ # 1109904

cc: Legislative Recorder, Development Services Department



## Jurisdictional Boundaries

 City of Santee     City of San Diego










# Zoning

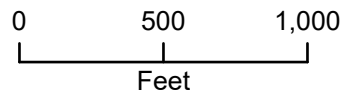
-  City of Santee
-  City of San Diego
-  Parcels

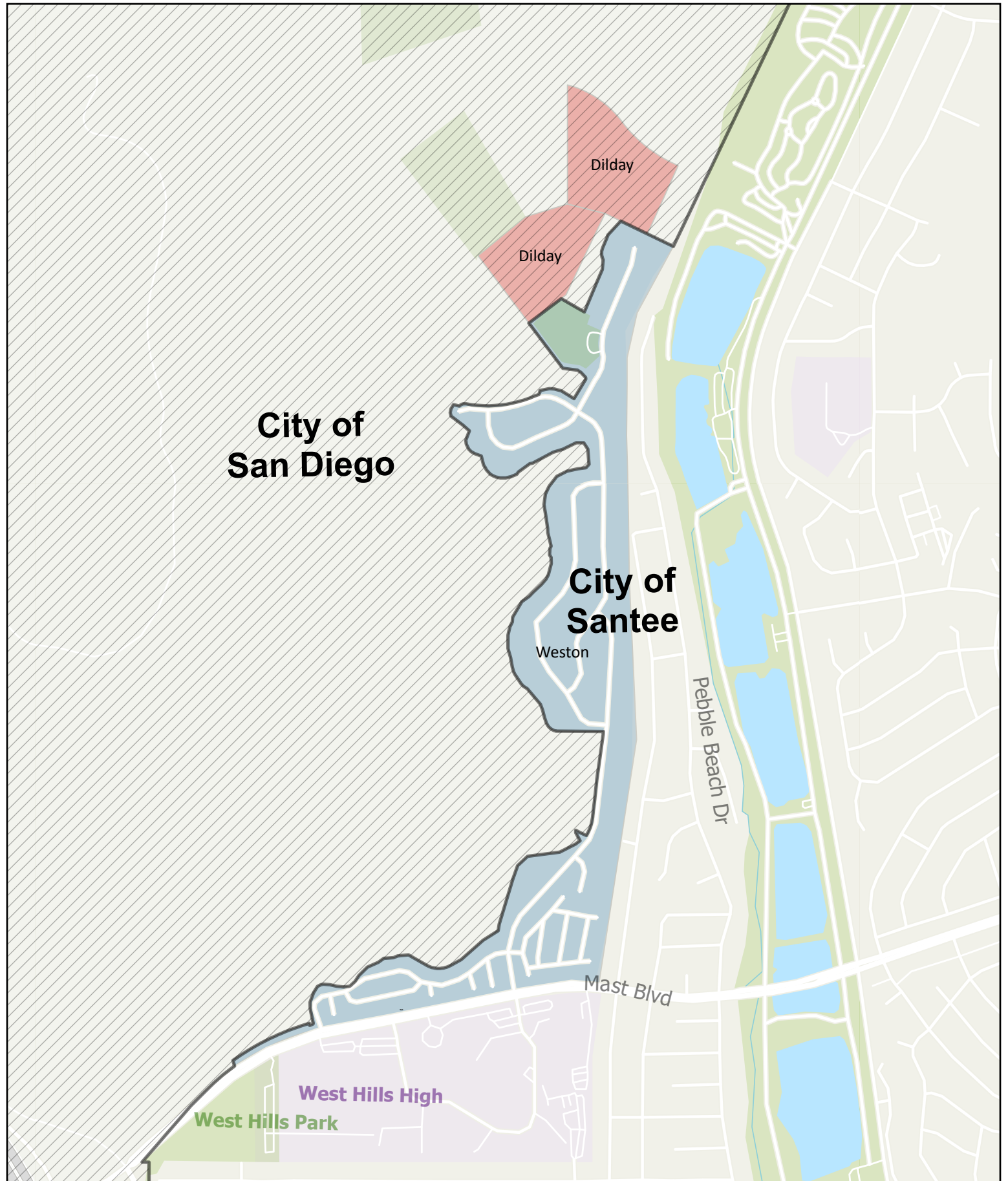
## City of Santee Zones

-  GC
-  P/OS
-  PD
-  R14
-  R2
-  R22
-  R7

## City of San Diego Zones

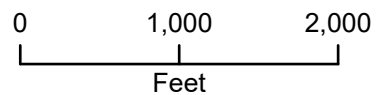
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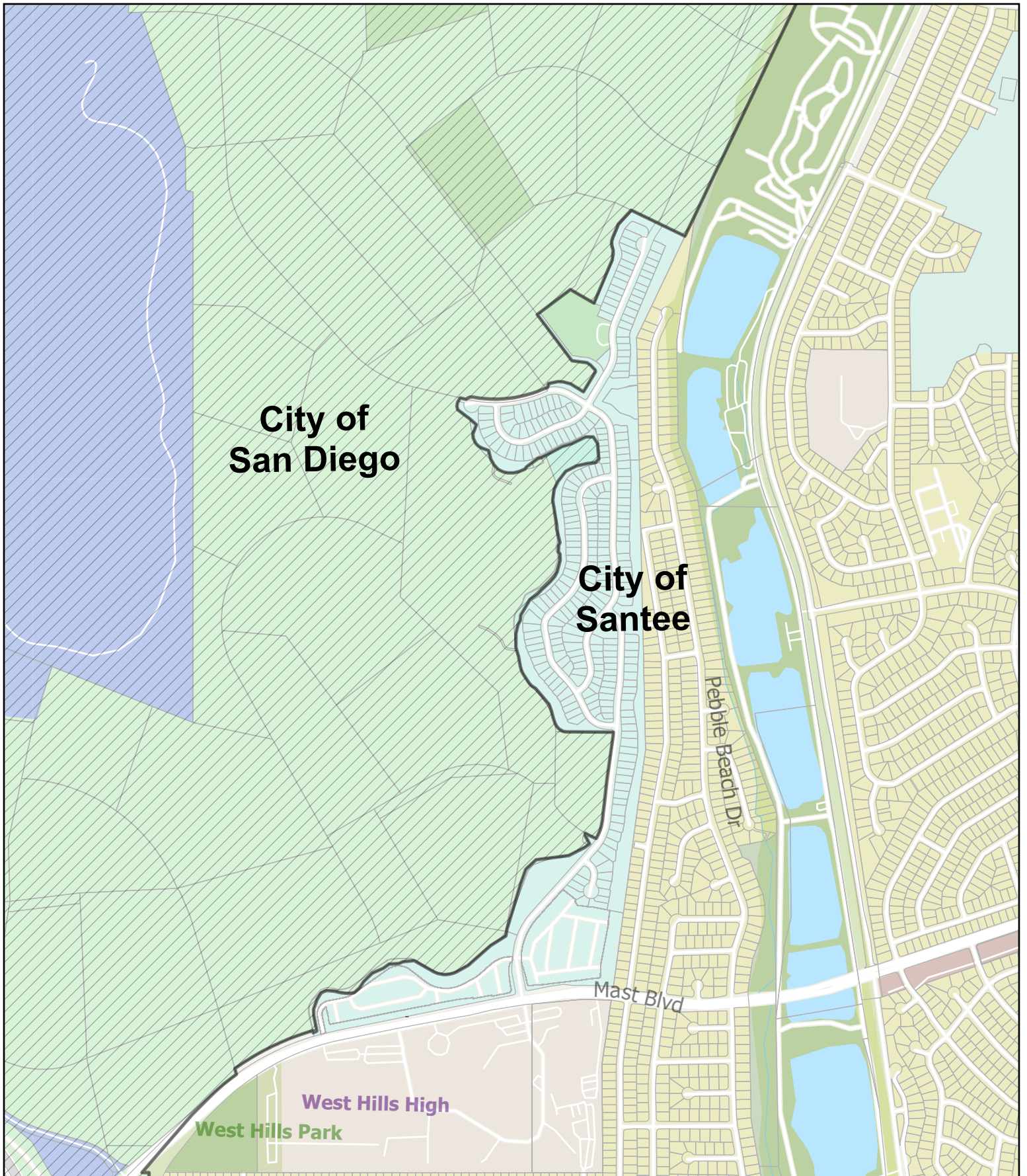




## Jurisdictional Boundaries

- City of Santee
- Dilday
- City of San Diego
- Weston





**City of San Diego**




**City of Santee**

Pebble Beach Dr

Mast Blvd

West Hills High  
West Hills Park



**Zoning**

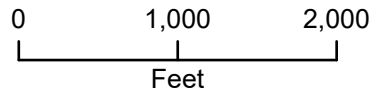
-  City of Santee
-  City of San Diego
-  Parcels

City of Santee Zones

-  P/OS
-  PD
-  R14
-  R2

City of San Diego Zones

-  IH-2-1
-  RS-1-8



**MEETING DATE** January 22, 2025

**ITEM TITLE** PAVEMENT MAINTENANCE WORKSHOP FY 2025-26 AND FINDING THE ACTION IS NOT A PROJECT SUBJECT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (“CEQA”)

**DIRECTOR/DEPARTMENT** Carl Schmitz, Engineering 

**OVERALL SUMMARY**

This is an informational item requesting the approval of streets for the FY 2025-26 annual street resurfacing projects as they relate to the City’s pavement maintenance program.

At the February 9, 2022 Council meeting, staff presented the 2022 Pavement Management Report, (“2022 Report”) and a list of street resurfacing projects for future fiscal years. The 2022 Report identified an overall rating of the **City’s pavement condition index (PCI) of 65**. A PCI of 70 is an indication that the overall City pavement condition is within a satisfactory maintenance strategy rating. Within the 2022 Report, neighborhood zones and major streets are recommended for resurfacing. The City is required to utilize a Pavement Management Report when utilizing TransNet and RMRA funding for street resurfacing projects.

The 2022 Report identifies Zone BH as the next neighborhood zone, Cuyamaca Street (Airport Vista Road to SR 52) and Fanita Drive (Mission Gorge Road to Prospect Avenue) to be resurfaced as shown in the attached Project Zone/Street Map. Staff recommends that this neighborhood zone and major streets be included in the FY 2025-26 annual street resurfacing projects and are consistent with the current RMRA and TransNet program streets.

A total of 30 streets were resurfaced in FY 2024-25 for a total construction cost of \$3,683,230.

**TRANSNET AND RMRA FUNDING RECOMMENDATIONS**

The estimated FY 2025-26 available funding for street paving is \$2,197,780 which is provided by funding from TransNet and the Road Maintenance and Rehabilitation Account (“RMRA”) funds. This includes \$2,078,780 in FY 2025-26 funding and carryforward funds from FY 2024-25 of \$119,000. TransNet and RMRA funding require the streets to be programmed in advance of the work and must be consistent with the Pavement Management Report recommendations and prior City Council approval.

A total of 13 streets are being recommended for the FY 2025-26 street resurfacing projects, which includes 2 major streets.

The estimated costs for the neighborhood zones, major streets and their necessary crack sealing proposed for FY 2024-25 street resurfacing are as follows:

- |   |                   |
|---|-------------------|
| • Zone BH                                       | \$1,555,000       |
| • Fanita Drive (Mission Gorge to Prospect Ave)  | \$ 350,000        |
| • Cuyamaca Street (Airport Vista Road to SR 52) | \$ 83,000         |
|   | Total \$1,988,000 |

Of the total estimated available funding of \$2,197,780 from Transnet and RMRA Funds, \$1,988,000 is estimated to be expended in FY 2025-26 as listed above, while providing \$209,780 for staff time, change orders and additional streets pending favorable bid prices in a varying bidding environment.



**GENERAL FUND RECOMMENDATIONS**

In prior fiscal years, City Council allocated \$4,635,000 in General Fund dollars to enhance the annual budget for street resurfacing. In addition, City Council allocated \$1,000,000 of ARPA funds to be used for street resurfacing which was spent on FY 2023-24 streets. At the February 28, 2024 City Council meeting, an additional \$2,400,000 was allocated to street resurfacing by City Council to be used for FY 2025-26 paving projects.

The current General Fund balance for paving is \$2,710,000, \$2,400,000 allocated by City Council and \$310,000 from unspent prior paving allocations. Staff recommends the following streets from the City Council priority street list to be completed in FY 2025-26 with the remaining General funds available for street resurfacing.

- Citywide Crack Sealing Program 2025 \$ 155,000
- Fanita Drive Patching (Prospect Avenue to City Limits) \$ 460,000
- Mission Gorge Road (Rancho Fanita Drive to Father Junipero Serra Trail) \$2,045,000
- Total: \$2,660,000**

Of the total budget of \$2,710,000 from the General Fund, \$2,660,000 is estimated to be expended as listed above while providing \$50,000 for change orders and additional streets pending favorable bid prices in a varying bidding environment.

Upon approval of the neighborhood zones and streets as recommended in the 2022 Report and by City Council, Staff will return to City Council to award the annual street resurfacing projects by June 2025 in order for the work to proceed in early FY 2025-26.

**ENVIRONMENTAL REVIEW**

Per California Environmental Quality Act (CEQA) Guidelines Section 15378, this action is not a project under CEQA as it involves the creation of a government funding mechanism, or other government fiscal activities, however, if the projects are awarded, CEQA will be reviewed, as applicable.

**FINANCIAL STATEMENT** *Hy*

Funding for the paving projects will be provided by Transnet funds, Gas Tax-RMRA funds, and the General Fund and will be programmed in the FY 2025-29 Capital Improvement Program. Revenue estimates will be updated at that time.

**CITY ATTORNEY REVIEW**       N/A       Completed

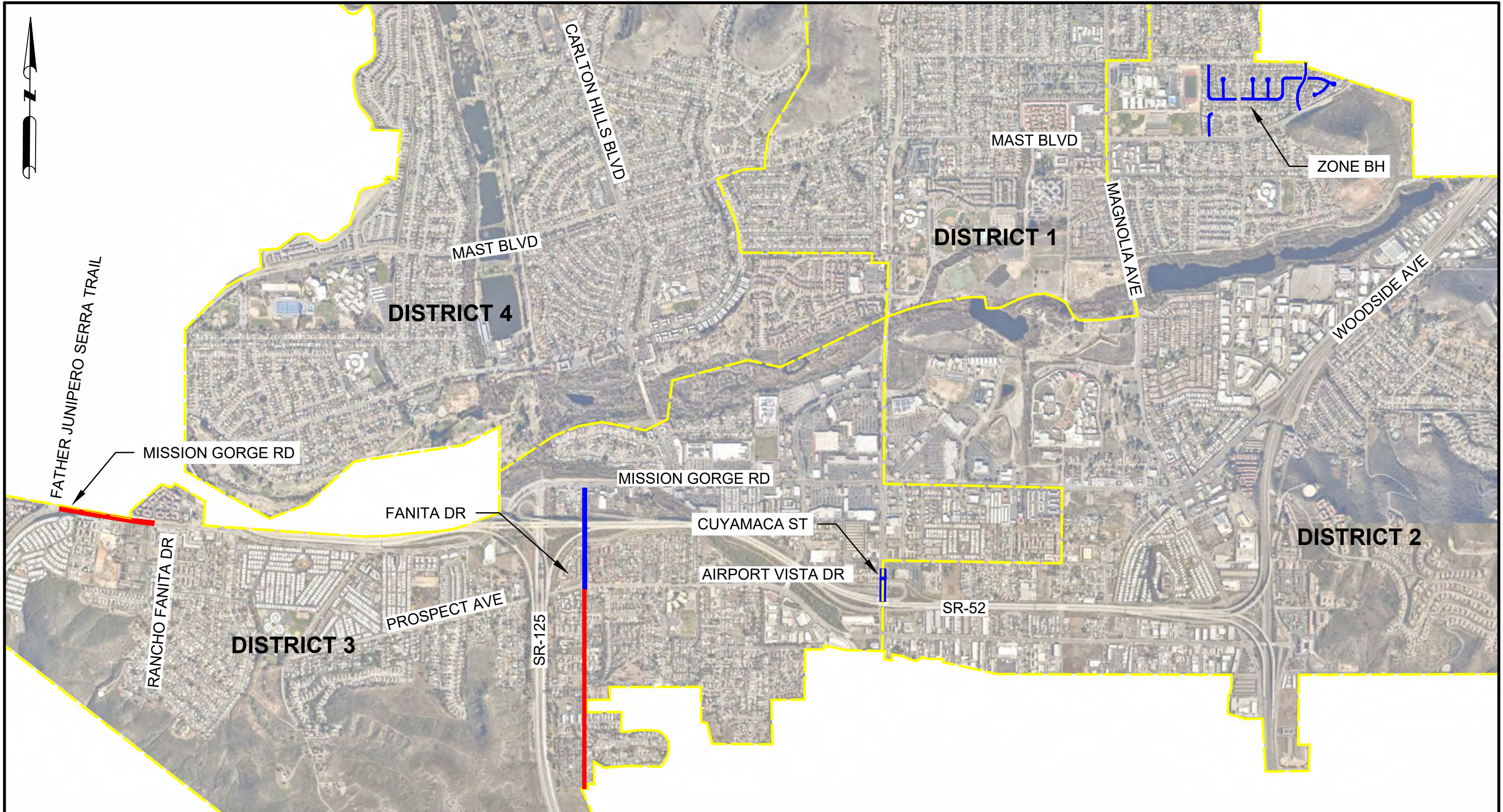
**RECOMMENDATION** *Per MOB*

1. Approve neighborhood Zone BH, Fanita Drive, Cuyamaca Street to be resurfaced using available funding; and
2. Provide direction to staff on recommendations for future street repairs with additional funding allocated to street paving.

**ATTACHMENT**

Project Map – Proposed Streets FY 2025-26





**PROPOSED STREETS FY 2025-26  
OVERALL MAP**

GENERAL FUND 

TRANSNET/RMRA 

**MEETING DATE** January 22, 2025

**ITEM TITLE** PROPOSAL TO CONSIDER TRANSITIONING CONTRACT LANDSCAPING AND CUSTODIAL SERVICES IN AREA 1 TO SERVICES SUPPORTED BY CITY EMPLOYEES

**DIRECTOR/DEPARTMENT** Nicolas Chavez, Community Services 

**SUMMARY**

The City of Santee currently has two contracts for park maintenance totaling \$1,109,222.00 for Fiscal Year 2024/2025. These contracts are the Landscape and Horticulture Management Area 1 – City Parks & Facilities contract with Steven Smith Landscaping for \$1,037,855.00 and the Custodial Services – Parks contract with Aztec Landscaping for \$71,367.00. Over the next 5 years it is projected the City will spend between \$6M and \$6.4M on park maintenance contracts based on historical CPI increases and amendment data. Both contracts are in their final extension and will need to be rebid for Fiscal Year 2025/2026.

Staff has performed a thorough analysis and has identified potential savings year over year to bring the Area 1 Landscape Services and Custodial Services for Parks in house, with an average projected savings of \$195,000 – \$330,000 annually for the next 5 years. This proposal seeks to bring these two contracts in-house to reduce the cost of park maintenance, increase the quality of work and level of service in the parks.

**FINANCIAL STATEMENT** 

There is no financial impact at this time. If it is determined that the City's landscaping services are brought in house, there will need to be up front purchases which would include the purchasing of equipment and supplies and the ordering of the vehicles.

**CITY ATTORNEY REVIEW**  N/A  Completed

**RECOMMENDATION**  For MDB

Receive report and provide comments.

**ATTACHMENTS**

Staff Report



## STAFF REPORT

### PARK MAINTENANCE IN HOUSE PROPOSAL

#### CITY COUNCIL MEETING

January 22, 2025

#### Overview

The City of Santee currently has two contracts for park maintenance totaling \$1,109,222.00 for Fiscal Year 2024/2025. These contracts are the Landscape and Horticulture Management Area 1 – City Parks & Facilities contract with Steven Smith Landscaping for \$1,037,855.00 and the Custodial Services – Parks contract with Aztec Landscaping for \$71,367.00. Over the next 5 years it is projected the City will spend between \$6M and \$6.4M on park maintenance contracts based on historical CPI increases and amendment data. This proposal seeks to bring these two contracts in-house to reduce the cost of park maintenance and increase the quality of work in the parks.

#### Historical and Projected Costs

**Historical Contract Costs:** Both contracts are in their final extension and will need to be rebid for Fiscal Year 2025/2026. The Area 1 contract was awarded in Fiscal Year 2020/2021 and is in its fourth and final extension. The initial contract amount was \$586,791.00 which has increased 77% over the length of the contract to \$1,037,855.00. The contract has been amended 11 times with total permanent increases of \$287,154.99 and total one-time increases of \$445,519.96. Permanent increases have been for items such as the defensible space program and work for newly built parks/facilities that continued with each renewal of the contract while one-time increases have been for items such as brush clearing of specific areas and sod replacement that did not continue in the next renewal. The contract has also increased \$163,909.01 from CPI adjustments

The Custodial Services – Parks contract was awarded in Fiscal Year 2021/2022 and is in its third and final extension. The initial contract amount was \$52,056.50, it has increased 37% over the length of the contract to \$71,367.00. The contract has been amended 3 times with total permanent increases of \$8,355.65 and increased \$10,954.85 from CPI adjustments.

**Projected Contract Costs:** The City is projected to spend between \$6,065,680.57 and \$6,399,987.07 over the next five years on these two contracts. This range takes into account whether amendments to the Area 1 contract are considered. Since the Area 1 contract has been amended every year since its signing, a total considering the average amendment cost from the past five years is considered alongside a total that does not consider amendments.



### 5 Year Projected Costs

Fiscal Year	SSL Contract	Aztec Contract	Avg Amendment	Total w/amends	Total No amends
FY 25/26	\$1,068,990.65	\$73,508.01	\$66,861.30	\$1,209,359.96	\$1,142,498.66
FY 26/27	\$1,101,060.37	\$75,713.26	\$66,861.30	\$1,243,634.92	\$1,176,773.62
FY 27/28	\$1,134,092.18	\$77,984.65	\$66,861.30	\$1,278,938.13	\$1,212,076.83
FY 28/29	\$1,168,114.95	\$80,324.19	\$66,861.30	\$1,315,300.44	\$1,248,439.14
FY 29/30	\$1,203,158.39	\$82,733.92	\$66,861.30	\$1,352,753.61	\$1,285,892.31
				<b>\$6,399,987.07</b>	<b>\$6,065,680.57</b>

*\*Contract increases based on CPI increases of 3%*

*\*Average amendment excludes outlier year of FY 21/22*

*\* 10 Year costs are \$13,766,079.81 and \$13,097,466.81 respectively*

### Proposal

Bring the Landscape and Horticulture Management Area 1– City Parks & Facilities and Custodial Services – Parks contracts in house to reduce the cost of park maintenance and improve the quality of work performed in the parks. This will require hiring additional staff, purchasing vehicles and equipment, and ordering supplies in-house as follows:

- Hire 5 full time Maintenance Workers for the parks crew, and two part time workers, in addition to the 2 Maintenance Workers currently on staff
- Lease 5 Ford F150's
- Purchase 3 electric zero turn lawnmowers, 2 trailers, and 2 UTV's
- Purchase additional landscaping tools to equip the staff
- Purchase all landscaping supplies, custodial supplies, and mulch in house

The now seven maintenance workers on the parks crew will have assigned parks they will be responsible for during the week, while the two part-time workers will be responsible for opening all parks on the weekends. Combined they will cover all the responsibilities of the Area 1 and Custodial-Parks contracts.

The first-year budget for this proposal is as follows:

In House FY 2025/2026 Budget

**Employees**

5 FT Employee Fully Loaded Salary/Benefits	\$451,100.00
2 PT Employee Salary	\$37,000.00
Overtime	\$37,000.00
Training/Development	\$4,460.00
Uniforms	\$6,680.00

**Vehicles/Equipment**

5 F-150's - Leased	\$53,914.00
3 Electric Zero Turn Lawnmowers	\$75,000.00
2 Trailers	\$15,000.00
2 UTV's	\$30,000.00
Fuel	\$11,320.84
F-150 Maintenance	\$8,000.00
UTV and Lawnmower Maintenance	\$5,000.00
Lawnmower Amortization	\$7,500.00

**Supplies/Tools/Etc.**

Back Room/Shed Improvements	\$10,000.00
Custodial Supplies	\$10,000.00
Landscaping Supplies	\$50,000.00
Landscaping Tools	\$25,000.00
Mulch	\$90,000.00

**Contingency Costs** \$20,000.00

<b>First Year of In-House Total</b>	<b>\$946,974.84</b>
Projected Contract Total	\$1,142,498.92
<b>First Year Savings (no amends)</b>	<b>\$195,523.82</b>

\* Wages start at C step and include 3% COLA

\* Fuel is based off the F'150's 17mpg and uses a matrix of the distances of park/city facilities to get an accurate yearly mileage for each individual worker

\*Lawnmowers amortized over a 10-year life span

**Costs and Savings**

The cost and savings over 5 years for this proposal are as follows:

**5 Year Projected Budget**

Fiscal year	Wages	Vehicle/Equipment	Supplies	Misc	Total In House
<b>FY 25/26</b>	\$525,100.00	\$205,734.84	\$175,000.00	\$41,140.00	\$946,974.84
<b>FY 26/27</b>	\$561,321.00	\$86,242.77	\$180,250.00	\$32,074.20	\$859,887.97
<b>FY 27/28</b>	\$600,312.30	\$86,762.39	\$185,657.50	\$33,036.43	\$905,768.62
<b>FY 28/29</b>	\$621,078.26	\$87,294.07	\$191,227.23	\$34,027.52	\$933,627.07
<b>FY 29/30</b>	\$640,941.19	\$87,838.16	\$196,964.04	\$35,048.34	\$960,791.73
					<b>\$4,607,050.24</b>

**5 Year Savings**

Fiscal Year	Total Parks w/amends	Total Parks no amends	Total In house	Savings w/amends	Savings no amends
<b>FY 25/26</b>	\$1,209,359.96	\$1,142,498.66	\$946,974.84	\$262,385.12	\$195,523.82
<b>FY 26/27</b>	\$1,243,634.92	\$1,176,773.62	\$859,887.97	\$383,746.96	\$316,885.66
<b>FY 27/28</b>	\$1,278,938.13	\$1,212,076.83	\$905,768.62	\$373,169.51	\$306,308.21
<b>FY 28/29</b>	\$1,315,300.44	\$1,248,439.14	\$933,627.07	\$381,673.36	\$314,812.06
<b>FY 29/30</b>	\$1,352,753.61	\$1,285,892.31	\$960,791.73	\$391,961.88	\$325,100.58
<b>\$6,399,987.07</b>		<b>\$6,065,680.57</b>	<b>\$4,607,050.24</b>	<b>\$1,792,936.84</b>	<b>\$1,458,630.34</b>

**10 Year Projected Savings w/amends:** \$3,879,883.64  
**10 Year Projected Savings no amends:** \$3,211,270.64

*\*Wages start at C Step and include 3% COLA  
 \*Supplies, tools, fuel, etc. costs increase 3% yearly*

## **Logistics**

All parks, trails, and areas that were previously under the Area 1 and custodial contracts will be covered by the parks crew's seven full-time maintenance workers during the week and the two part-time workers during the weekend. The seven full-time maintenance workers will each have assigned parks/trails that they will take ownership of and be responsible for opening, maintaining, and improving. Monday through Thursday they will focus primarily on their assigned parks. On Friday's they will open their parks and then group up to perform landscaping at the Fire Stations, City Hall, and Operations Yard. On the weekends, the two part-time workers will be responsible for opening parks and maintenance until roughly midday.

### **Park Assignments:**

**Worker A:** Mast Park

**Worker B:** Town Center East

**Worker C:** Town Center West, Town Center YMCA/Sportsplex

**Worker D:** West Hills, Weston

**Worker E:** Big Rock, Ken Collier

**Worker F:** Woodglen Vista, Walker Preserve

**Worker G:** Shadow Hill, Sky Ranch, Mast Park West

### **Standard Work Week:**

**Monday – Friday:** Full time maintenance workers will open their parks and work in them throughout the day. They will be responsible for cleaning restrooms, collecting trash, and general maintenance to ensure their parks are clean and operational. They will also be responsible for larger projects in their parks such as landscaping, trail maintenance, and repairs. Workers will take ownership of their parks and dedicate the majority of their time during the week to their assigned parks/trails making sure they are in the best condition. On Fridays, after opening their parks the workers will perform landscaping at the Fire Stations, Operations Yard, and City Hall on alternating weeks.

**Weekends:** On weekends the two part-time workers will split up and open all the parks. They will make sure the restrooms and rental spaces are ready for the first park rental time slot at 8:30 AM. They will then return to parks with restrooms and rental spaces to empty trash cans and check the restrooms as the morning rental space time slot ends and the afternoon time slot begins at 12:30 PM.

**Holidays:** On holidays the parks will either be opened by the duty person or by a worker from the parks crew on a standby list. Workers will only need to open the parks, clean restrooms and empty all trash cans.

**Sick Days/Vacation:** When a worker takes a sick day or vacation the rest of the parks crew will coordinate to cover their assigned parks. Workers will coordinate with their supervisor ahead of time for vacations to make sure enough of the crew will be present to cover their parks. The Irrigation Specialist and Parks and Landscape Supervisor will also be able to help cover any absences. If needed the Public Works crew can assist in worse case scenarios.

**Extra Work:** The Area 1 contract has historically included extra work items such as defensible space, sod replacement, and replanting that will be covered by the seven-person parks crew. All extra work will be scheduled on days when the full team is there and after the crew has completed opening their parks they will group up and perform the extra work together.

**Vehicles:** Each of the seven workers on the parks crew will have an assigned truck. There are two trucks in the existing City fleet for the current Maintenance workers. The five new workers will be assigned a new Ford F-150 leased by Enterprise. The two part-time workers will have use of these trucks on the weekends.

**Equipment:** The three electric lawnmowers will be purchased in accordance with California AB 1346. Two of the lawnmowers will be the main mowers used for mowing in the parks. The third will remain as a backup to ensure we will always have the necessary two lawnmowers if one goes down. The lawnmowers will be stored and charged at the operations yard. The two trailers purchased will be used to transport the mowers to parks and will also be stored at the Operations Yard. The two UTV's (Utility Task Vehicles) will be used at Mast Park and Town Center Community Park East. This will allow the workers at those parks to quickly get around the park to places the F-150's cannot reach. They will be stored in the maintenance sheds at their respective parks.

**Supplies and Tools:** All supplies previously included in the contracts will be purchased in house. For the Area 1 contract that will be landscaping supplies and mulch, while the Custodial-Parks contract will be custodial supplies. All these supplies will be purchased at a lower rate without the markup the contractors charge to provide them. Landscaping tools such as trimmers and chainsaws will also be purchased to equip the staff to tend to their parks. Most of these tools will be stored in maintenance sheds as each worker has at least one assigned park with a maintenance shed.

## **Benefits**

In addition to the financial benefits there will be significant performance benefits in both the quality and quantity of work.

- Workers will take ownership of their assigned parks/trails and be able to take pride in their work
- More time and effort spent in the parks to provide in-depth care and maintenance
- Quicker response to incidents and emergencies in the parks

Staff Report – Park Maintenance In House Proposal

- More “presence” in the parks to deter vandalism and misuse of park assets
- Extra work that once required amendments can be scheduled and completed quicker
- Workers will be trained by Irrigation Tech on their park’s irrigation

**MEETING DATE** January 22, 2025

**ITEM TITLE** FIRST READING OF AN ORDINANCE OF THE CITY OF SANTEE, CALIFORNIA ADDING CHAPTER 7.19 TO TITLE 7 OF THE SANTEE MUNICIPAL CODE TO PROHIBIT TRESPASS ON PRIVATE PROPERTY AND BUSINESS PREMISES

**DIRECTOR/DEPARTMENT** Shawn Hagerty, City Attorney

**SUMMARY**

This Agenda Item would establish the City of Santee’s (“City”) authority to regulate trespassing on private property and business premises and assist property and business owners remove unwanted trespassers from their property and mitigate associated disturbances to businesses and the community.

While California Penal Code Section 602 prohibits trespassing on private property and interference with a lawful business carried out on the property, at this time only the District Attorney has the authority to enforce these prohibitions. The City does not currently have the authority to enforce this provision through Municipal Code citations.

California Constitution Article XI, Section VII enables the City to make and enforce within its limits all local, police, sanitary, and other ordinances and regulations. The ordinance to be adopted under this authority would amend Title 7 of the Santee Municipal Code (“SMC”) by adding a new chapter 7.19, which is consistent with and supplemental to Penal Code 602.

New section 7.19.050 makes the violation of Chapter 7.19 subject to the penalties provided in SMC Chapter 1.04. New section 7.19.030 prohibits a person from remaining on the private property or business premises of another after being asked to leave by the owner or other specified person, including a peace officer acting at the request of the owner or specified person; intentionally interfering with any lawful business; or remaining on posted private property without the consent of the property owner. Exceptions to the ordinance include allowing persons to exercise their constitutional right to free speech and freedom of assembly in a manner consistent with the expressive conduct policies adopted by business owners where required by law. A further exception protects individuals’ rights to engage in legally permissible labor picketing, other constitutionally protected activities, and authorized activities.

This is the First Reading of the proposed Ordinance.

**ENVIRONMENTAL REVIEW**

This Ordinance is not a “project” under CEQA.

**FINANCIAL STATEMENT**

The proposed Ordinance has no direct financial impact on the City budget but could call upon additional Code Enforcement resources.

**CITY ATTORNEY REVIEW**  N/A  Completed

**RECOMMENDATION** *OK for MDB*

1. Introduce and conduct the First Reading of an Ordinance
2. Set and conduct the Second Reading of the Ordinance for February 12, 2025.

**ATTACHMENTS**

Ordinance



**ORDINANCE \_\_\_\_**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SANTEE ADDING CHAPTER 7.19 TO TITLE 7 OF THE SANTEE MUNICIPAL CODE TO PROHIBIT TRESPASS ON PRIVATE PROPERTY AND BUSINESS PREMISES**

**WHEREAS**, the City of Santee, California (“City”) is a municipal corporation, duly organized under the constitution and laws of the State of California; and

**WHEREAS**, the City is authorized by California Constitution Article XI, Section VII and section 100 of the Charter of the City of Santee to make and enforce within its limits all local, police, sanitary, and other ordinances and regulations; and

**WHEREAS**, California Penal Code Section 602 prohibits trespass on private property and the interference with a lawful business being carried out on the property; and

**WHEREAS**, the City is aware that from time to time private property and business owners have had difficulty dispelling trespassers from their land; and

**WHEREAS**, the City now desires to regulate trespass on private property, by way of this Ordinance, to prohibit persons from remaining on private property without the consent of the owner(s);

**NOW, THEREFORE**, the City Council of the City of Santee does ordain as follows:

**SECTION 1. Incorporation.** The recitals above are each incorporated by reference and adopted as findings by the City Council.

**SECTION 2. Trespassing Prohibition.** A new Chapter 7.19 is hereby added to Title 7 of the Santee Municipal Code to read as follows:

**Chapter 7.19  
TRESPASS**

**7.19.010 Definitions.**

The following definitions apply to the use of these terms for the purposes of this chapter:

“Expressive activity policy” means a written policy of a shopping center owner that establishes regulations for the time, place, and manner of expressive activity on private property

“Posted property” means any property at each corner of which, and



at each entrance to which, a sign is posted three (3) feet above the normal ground level, and said sign is composed of wood, metal or other equally substantial material, the face of which is not less than one (1) square foot in area, and upon which, in legible letters not less than two (2) inches in height in black against a white background, appear the words "PRIVATE PROPERTY—NO TRESPASS." In addition, the sign may contain such other words as may be desired, indicating that trespassers are subject to prosecution. Where the area of such property exceeds one (1) acre, the notice shall also be posted at intervals of not more than three hundred (300) feet along or near the boundaries thereof.

#### **7.19.030 Trespass upon private property prohibited.**

- A. No person shall remain upon any private property or business premises, after being requested to leave by the owner, owner's agent, lessee, or by a peace officer acting at the request of any of the foregoing. For purposes of this section, a lessee includes a tenant in lawful possession of real property.
- B. No person, without permission, express or implied, from the owner, owner's agent, or lessee, shall enter upon the private property or business premises after having been notified by the owner, owner's agent, lessee, or a peace officer acting at the request of any of the foregoing to keep off or keep away therefrom.
- C. No person shall enter or remain upon posted private property without the permission, expressed or implied, of the owner, owner's agent, or lessee of such posted property or premises. .
- D. No person shall enter or remain upon business premises for the purpose of injuring any property or property rights or with the intention of interfering with, obstructing, or injuring any lawful business or occupation carried on by the owner of the land, the owner's agent or by the person in lawful possession.

#### **7.19.040 Exceptions.**

- A. Exceptions. The provisions of Section 7.19.030 shall not apply in any of the following instances:
  - 1. When its application results in or is coupled with an act prohibited by the Unruh Civil Rights Act or any other provision of law relating to prohibited discrimination against any person on account of sex, race, color, religion, creed, ancestry, national origin, disability, medical condition, marital status, or sexual orientation;

2. When its application results in or is coupled with an act prohibited by Section 365 of the California Penal Code or any other provision of law relating to duties of innkeepers and common carriers;
3. When its application would result in an interference with or inhibition of peaceful labor picketing or other lawful labor activities;
4. When its application would result in an interference with or inhibition of activities protected by the California or United States Constitutions, including, but not limited to free speech and freedom of assembly rights, if any.
5. When the person who is upon another's property is there pursuant to the property owner's expressive activity policy.
6. When the person who is upon another's private property or business premises is there under claim or color of legal right and is not loitering or otherwise suspected of violating any law or ordinance. This exception is applicable, but not limited to, the following situations involving disputes wherein the participants have available to them practical and effective civil remedies: marital and post-marital disputes, child custody or visitation disputes, disputes regarding title to or rights in real property, landlord-tenant disputes, disputes between members of the same family or between persons residing upon the property concerned up until the time of the dispute, employer-employee disputes, business-type disputes such as those between partners, debtor-creditor disputes, and instances wherein the person claims rights to be present pursuant to order, decree or process of a court.

#### **7.19.050 Violations and Penalties.**

Any person who violates any provision of this chapter is subject to the penalties provided in chapter 1.04 of this code.

**SECTION 3. Conflicting Regulations.** Upon the effective date of this Ordinance, all former ordinances or parts thereof conflicting or inconsistent with the provisions of this Ordinance are hereby repealed and declared to be of no further force and effect.

**SECTION 4. Severability.** If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of this Ordinance that can be given effect without the invalid provision or

application, and to this end the provisions of this Ordinance are severable. The City Council hereby declares that it would have adopted this Ordinance irrespective of the invalidity of any particular portion thereof.

**SECTION 5. Compliance With CEQA.** City Council finds that this Ordinance is not a project subject to the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines section 15378, as it is an administrative activity of government and the Ordinance does not have the potential to result in either a direct or reasonably foreseeable indirect physical change in the environment. Even if the amendments are considered a project under CEQA, they are exempt from CEQA review pursuant to State CEQA Guidelines section 15061(b)(3) as the Ordinance does not have the potential to result in either a direct or reasonably foreseeable indirect physical change in the environment.

**SECTION 6. Publication and Effective Date.** A summary of this Ordinance was published on February 7, 2025, five days prior to its adoption and this date, and will be published again within 15 days after adoption. The Amendment will take effect thirty (30) days after passage.

**INTRODUCED AND FIRST READ** at a Regular Meeting of the City Council of the City of Santee, California, on the 22<sup>nd</sup> Day of January, 2025, and thereafter **ADOPTED** at a Regular Meeting of the City Council held on this 12<sup>th</sup> Day of February, by the following vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

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**JOHN MINTO, MAYOR**

**ATTEST:**

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**JAMES JEFFRIES, CITY CLERK**

**MEETING DATE** January 22, 2025

**ITEM TITLE** REPORT ON NEW LAWS ENACTED IN 2024 RELEVANT TO SANTEE

**DIRECTOR/DEPARTMENT** Shawn Hagerty, City Attorney

**SUMMARY**

2024 was the second half of a two-year session of the California Legislature. Along with carry-over bills from the first session, in 2024, nearly 2,200 new bills were introduced. In the end, approximately 1,200 bills made it to the Governor. The Governor vetoed 189 of these bills.

The new laws enacted in 2024 were less groundbreaking than in previous years, but generally continued the trend of erosion of local control, particularly in the area of housing. Some new positive laws were enacted regarding theft prevention, and assisting local agencies in addressing impacts due to lack of housing.

The attached staff report summarizes some of the key new laws relevant to Santee. If the City Council wishes more detail on any of these or other new laws, the City Attorney will provide that information.

**FINANCIAL STATEMENT** *dx*

Implementation of some of these new laws may result in an as yet unquantifiable increase in City costs.

**CEQA ANALYSIS**

This report is not a "project" under CEQA

**CITY ATTORNEY REVIEW**  N/A  Completed

**RECOMMENDATION** *Off for MDB*

Receive Report

**ATTACHMENT**

Selected Summary of New Laws

## **STAFF REPORT**

### **Legislative Update on New Laws Relevant to Santee**

**January 22, 2025**

#### **I. Highlighted New Laws Effective in 2025**

- AB 2561 (McKinnon)—Requires a local public agency to present the status of vacancies and recruitment and retention efforts at a public hearing at least once a year. Santee Staff will implement as part of the regular budget process in May and June.
- SB 1181 (Glazer) and SB 1243 (Dodd)—These new laws make a variety of changes to the Levine Act. As the City Council will recall, the Levine Act was amended in recent years to apply to elected officials. This change to the Levine Act limited the amount of campaign contributions that an elected official could receive from an interested party and still participate in matters involving that party. SB 1881 and SB 1243 address a variety of ambiguity challenges related to the implementation of this change to the Levine Act. These include the types of proceedings covered, applicability to the city attorney, period of time to return a contribution, and the codification of when a person is an “agent” for purposes of the Levine Act.
- AB 1785 (Pacheco)—Prohibits a local agency from publicly posting the home address, telephone number, name and Assessor Parcel Number of an elected or appointed official without written consent.
- AB 98 (Carrillo/Reyes)—Prescribes 21<sup>st</sup>-Century warehouse design and building standards for new or expanded logistics use developments located within 900 feet of sensitive receptors. The new law applies to projects starting on January 1, 2026. It also requires cities to update their circulation elements by January 1, 2028 regarding truck routes.
- AB 2715 (Boerner)—Confirms that a legislative body may discuss a threat to critical infrastructure related to cybersecurity in closed session.
- AB 2553 (Friedman)—Requires lower traffic impact fees for certain qualifying transit oriented developments.
- AB 2854 (Irwin)—Requires local agencies to publish on their websites and provide the Department of Tax and Fee Administration certain information about local sales tax agreements.
- AB 2904 (Quirk/Silva)—Requires 20-day public notice for certain local zoning ordinances. The measure focuses on planning commission hearings but may impact Santee zoning ordinances going forward.

- AB 413 (Lee)—This is a law enacted in 2023. It prohibits the stopping, standing or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present. As of January 1, 2025, citations may be issued for violation of this law.
- Retail Theft Bills (AB 1779, 1802, 1960, 1972, 2943, 3209; SB 905, 982, 1144, 1242, 1416)—The Legislature enacted at least 11 new laws to generally expand enforcement of retail theft statutes and related laws.
- AB 166 (Cmte. On Budget)—This measure provides the framework for the distribution, use and oversight of \$1 billion in funding for the sixth round of the Homeless Housing, Assistance and Prevention (HHAP) Grant Program.

## **II. Miscellaneous New Laws**

- AB 2346 (Lee)—Authorizes local jurisdictions to count compost produced and procured from certain compost operations, investments, and expenditures toward their procurement targets.
- SB 1072 (Padilla)—Requires a local agency to provide a credit against Proposition 218 fees unless a refund is explicitly provided by statute. A case is pending before the California Supreme Court that addresses parts or all of this new law.
- AB 3093 (Ward)—Requires future general plans to account for housing needs of people experiences homelessness as part of the housing element.
- AB 1889 (Friedman)—Requires future general plans to include a wildlife connectivity element in updates after January 1, 2028.
- AB 2684 (Bryan)—Requires future general plans to address hazards associated with extreme heat after January 1, 2028.
- SB 1361 (Blakespear)—Clarifies that local agencies’ actions to provide services for people experiencing homelessness are exempt from CEQA.
- AB 2939 (Rendon)—Allows the use of local parks by a nonprofit or native American tribe to provide interpretative services to 30 or fewer park visitors at a time.
- AB 2302 (Addis)—Makes updates to the virtual meeting process under the Brown Act.
- SB 1034 (Seyarto)—Recognizes a “state of emergency” exception to timelines to provides documents under the Public Records Act.

- AB 2597 (Ward)—Makes numerous changes in the Regional Housing Needs Allocation process. Changes include shorter timelines for appeal, submittal to HCD, and public hearing process for appeals.
- AB 2632 (Wilson)—Requires that local zoning laws treat thrift retail stores and non-thrift retail stores in the same way. Certain reasonable regulation of thrift retail stores is permitted.
- SB 450 (Atkins)—Limits local agencies' ability to deny housing projects that qualify under SB 9.
- SB 1037 (Wiener)—Authorizes the Attorney General to fine local jurisdictions up to \$50,000 a month for not having a certified housing element or for other housing related violations.
- SB 1123 (Caballero)—Requires ministerial approval of certain parcel maps up to 10 units.
- AB 2533 (Carillo)—Prohibits the denial of certain unpermitted ADUs or JADUs constructed before January 1, 2020, unless certain findings are made. The Santee Municipal Code was recently updated to reflect this new state law.
- SB 1211 (Skinner)—Requires local agencies to ministerially approve up to 8 detached units on an existing multifamily dwelling lot, so long as the number of ADUs does not exceed the number of existing dwelling units on the lot. Also prohibits the requirement to replace certain uncovered parking spaces that are demolished to construct an ADU. Recent updates to the Santee Municipal Code ensure its consistency with this new law.
- AB 1413 (Ting)—Requires posting of certain notices regarding Housing Accountability Act compliance.
- AB 1820 (Schiavo)—Requires local jurisdictions to provide preliminary fee and exaction estimates within 30 business days of a request during the preliminary application process.
- AB 3012 (Grayson)—Requires local jurisdictions (in the size range of Santee) to provide an online fee estimate tool by July 1, 2032.
- SB 937 (Wiener)—Requires that the payment of certain fees be deferred to the date of issuance of a certificate of occupancy (rather than issuance of permits) for specific affordable housing projects.
- SB 393 (Glazer)—Changes the burden of proof in certain CEQA lawsuits involving housing projects.

- SB 1498 (Ashby)—Permits the City Attorney to enforce certain laws regarding cannabis advertisements.
- AB 1775 (Haney)—Allows a local jurisdiction to allow for the preparation or sale of non-cannabis food or beverage products at cannabis businesses where the consumption of cannabis is allowed.
- SB 1059 (Bradford)—Limits a local jurisdiction from including specified state-authorized taxes in the definition of “gross receipts” for purposes of a cannabis business tax or fee.
- AB 1843 (Rodriguez)—Requires the provision of certain peer support services for emergency ambulance employees, upon request.
- AB 2618 (Chen)—Extends time period for local agencies to make certain investments of surplus funds.
- SB 1418 (Archuleta)—Requires a local ordinance on hydrogen fuel stations by September 30, 2028.
- SB 399 (Wahab)—Prohibits an employer from discriminating against an employee due to an employee’s decision not to attend certain employer-sponsored meetings that communicate the employer’s opinion about religious or political matters.
- SB 1100 (Portantino)—Prohibits an employer from including a statement requiring a driver’s license for employment in various employment materials unless the employer reasonably believes that driving is part of the critical job duties for the position.