



City of El Cajon

Planning Commission Agenda

Tuesday, November 1, 2016

ANTHONY SOTTILE, Chairman
 DARRIN MROZ, Vice Chairman
 PAUL CIRCO
 JERRY TURCHIN
 VERONICA LONGORIA

Meeting Location: City Council Chambers, 200 Civic Center Way, El Cajon, CA
www.cityofelcajon.us/your-government/departments/community-development/planning-division

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CHAIRPERSON'S WELCOME

PUBLIC COMMENT

This is the opportunity the public to address the Commission on any item of business within the jurisdiction of the Commission that is not on the agenda. Under state law no action can be taken on items brought forward under Public Comment except to refer the item to staff for administrative action or to place it on a future agenda.

CONSENT

Agenda Item:	1
	Planning Commission minutes of October 18, 2016

PUBLIC HEARINGS

Agenda Item:	2
Project Name:	El Cajon Animal Care
Request:	Animal Care Facility and Associated Uses
CEQA Recommendation:	Mitigated Negative Declaration
STAFF RECOMMENDATION:	APPROVE
Project Number(s):	Conditional Use Permit No. 2163
Location:	East side of North Marshall Avenue between West Bradley Avenue and Vernon Way
Applicant:	City of El Cajon – David Keltner; 619-441-1510
Project Planner:	Anthony Shute; tonys@cityofelcajon.us ; 619-441-1742
City Council Hearing Required?	No
Recommended Actions:	<ol style="list-style-type: none"> 1. Conduct the public hearing; and 2. MOVE to adopt the next resolutions in order approving proposed Mitigated Negative Declaration and Conditional Use Permit No. 2163, subject to conditions

Decisions and Appeals - A decision of the Planning Commission is not final until the appeal period expires 10 days from the date of transmittal of the Commission's resolution to the City Clerk. The appeal period for the items on this Agenda will end on Monday, November 14, 2016 at 5:30 p.m., except that Agenda items which are forwarded to City Council for final action need not be appealed.

Agenda Item:	3
Project Name:	C&D Towing
Request:	Expansion of tow services and impound yard
CEQA Recommendation:	Exempt
STAFF RECOMMENDATION:	APPROVE
Project Number(s):	Amendment of Conditional Use Permit No. 1638
Location:	1101 and 1105 North Marshall Avenue
Applicant:	C & D Towing (Salar Mansur); sal@cdtowing.com ; 619.577.2277
Project Planner:	Melissa Devine; mdevine@cityofelcajon.us ; 619-441-1773
City Council Hearing Required?	No
Recommended Actions:	<ol style="list-style-type: none"> 1. Conduct the public hearing; and 2. MOVE to adopt the next resolution in order approving proposed Amendment of Conditional Use Permit No. 1638, subject to conditions

Agenda Item:	4
Project Name:	Verizon Wireless
Request:	Establish a wireless communications facility
CEQA Recommendation:	Exempt
STAFF RECOMMENDATION:	APPROVE
Project Number(s):	Conditional Use Permit No. 2231
Location:	378 West Chase Avenue
Applicant:	Verizon c/o Cortel (Andrea Urbas); andrea.urbas@cortel-llc.com ; 909.528.6925
Project Planner:	Lorena Cordova; lcordova@cityofelcajon.us ; 619.441.1539
City Council Hearing Required?	No
Recommended Actions:	<ol style="list-style-type: none"> 1. Conduct the public hearing; and 2. MOVE to adopt the next resolution in order approving proposed Conditional Use Permit No. 2231, subject to conditions

Decisions and Appeals - A decision of the Planning Commission is not final until the appeal period expires 10 days from the date of transmittal of the Commission's resolution to the City Clerk. The appeal period for the items on this Agenda will end on Monday, November 14, 2016 at 5:30 p.m., except that Agenda items which are forwarded to City Council for final action need not be appealed.

Agenda Item:	5
Project Name:	Bender Residences – Planned Residential Development
Request:	Development of a 5-unit residential project
CEQA Recommendation:	Exempt
STAFF RECOMMENDATION:	RECOMMEND CITY COUNCIL APPROVAL
Project Number(s):	Zone Reclassification No. 2318, Planned Residential Development No. 70, and Tentative Subdivision Map No. 664
Location:	1245 Tres Lomas
Applicant:	RLM Surf LLC (Jeffery Bender);
Project Planner:	Lorena Cordova; lcordova@cityofelcajon.us 619.441.1539;
City Council Hearing Required?	Yes November 15, 2016
Recommended Actions:	<ol style="list-style-type: none"> 1. Conduct the public hearing; and 2. MOVE to adopt the next resolutions in order recommending City Council approval of proposed CEQA exemption, Zone Reclassification No. 2318, Planned Residential Development No. 70, and Tentative Subdivision Map No. 664, subject to conditions

6. OTHER ITEMS FOR CONSIDERATION

7. STAFF COMMUNICATIONS

8. COMMISSIONER REPORTS/COMMENTS

9. ADJOURNMENT

This Planning Commission meeting is adjourned to December 6, 2016 at 7 p.m.



**MINUTES
PLANNING COMMISSION MEETING
October 18, 2016**

The meeting of the El Cajon Planning Commission was called to order at 7:00 p.m.

PLEDGE OF ALLEGIANCE & MOMENT OF SILENCE

COMMISSIONERS PRESENT: Anthony SOTTILE, Chairman
Darrin MROZ, Vice Chairman
Paul CIRCO
Veronica LONGORIA

COMMISSIONERS ABSENT: Jerry TURCHIN

STAFF PRESENT: Majed AL-GHAFRY, Assistant City Manager
Anthony SHUTE, Deputy Director / Planning Commission Secretary
Melissa DEVINE, Senior Planner
Barbara LUCK, Assistant City Attorney
Ron Luis VALLES, Administrative Secretary

SOTTILE explained the mission of the Planning Commission. Under Public Comment, no one approached the podium.

CONSENT CALENDAR

Agenda Item:	1
	Planning Commission minutes of September 20, 2016

Motion was made by CIRCO, seconded by LONGORIA, to adopt the minutes of the Planning Commission meeting of September 20, 2016, which were modified, under Item No. 3, the South Anza Rezoning project, the sentence was changed to "LONGORIA stated that the city should look at spot zoning and making sure that the zoning map is current with the General Plan map."; carried 4-0 (Turchin-absent).

PUBLIC HEARING ITEMS

Agenda Item:	2
Project Name:	St. Ephrem Church
Request:	New social hall at an existing religious facility
CEQA Recommendation:	Exempt
STAFF RECOMMENDATION:	APPROVE
Project Number(s):	Amendment of Conditional Use Permit No. 1814
Location:	750 Medford Street

Applicant:	St. Ephrem Church (Reverend Toufic Nasr); 619.337.1350
Project Planner:	Lorena Cordova; lcordova@cityofelcajon.us ; 619.441.1539
City Council Hearing Required?	No
Recommended Actions:	<ol style="list-style-type: none"> 1. Conduct the public hearing; and 2. MOVE to adopt the next resolution in order approving proposed Amendment of Conditional Use Permit No. 1814, subject to conditions

SHUTE summarized the agenda report in a PowerPoint presentation.

SOTTILE opened the public hearing.

Deacon George GHOSN, representing Reverend Nasr, in response to the Chair, said that they accepted conditions of approval.

Mr. Roger REYNOLDS, architect for the project, spoke in favor of the project and noted some of the features.

Mr. J.F. SLIEMAN, engineer and church member, spoke in favor and emphasized that they are replacing an old, deteriorating facility, and also ensuring ADA compliance.

Ms. Cheryl DENTT, a neighbor, shared concerns over the height of the building, the footprint of the building expanding from 2,000 to 7,000 square feet, and geological concerns. Noise and parking concerns were addressed.

SLIEMAN returned to the podium. He responded that they will not be touching the slope. The proposed footprint will be at least six feet away from the retaining wall. He also noted that no parking spots will be eliminated.

In response to the Chair's question, SLIEMAN responded that 90% of the time parking is within the church property. He also noted that they have shared parking with the neighboring Our Lady of Grace Church.

Mr. Renee SHERRY-FARRELL, a neighbor, concurred with parking issues, especially during the annual festival. She was also concerned with high noise levels once construction begins.

MROZ asked the architect about parking. SLIEMAN noted that they will do a concerted effort to inform parishioners on parking. He did note that during their annual festival where parking spaces at both churches are filled, and they arrange with a shuttle with off-site location. They will work with neighbors about parking concerns.

Motion was made by SOTTILE, seconded by MROZ, to close the public hearing; carried 4-0 (Turchin – absent).

Motion was made by SOTTILE, seconded by MROZ, to adopt the next resolution in order approving proposed Amendment of Conditional Use Permit No. 1814, subject to conditions; carried 4-0 (Turchin – absent).

Agenda Item:	3	
Project Name:	Oakdale Residences	
Request:	Amend General Plan and Zoning Map, and approve the construction of an 15-unit common interest residential project	
CEQA Recommendation:	Adopt Mitigated Negative Declaration	
STAFF RECOMMENDATION:	RESCHEDULED TO THE FIRST AVAILABLE MEETING.	
Project Number(s):	General Plan Amendment No. 2015-01, Zone Reclassification No. 2317, Planned Unit Development No. 343, and Tentative Subdivision Map No. 663	
Location:	Northwest corner of Oakdale Lane and Oakdale Avenue	
Applicant:	Ray Kafaji; rkafaji@aol.com ; 619.665.4464	
Project Planner:	Lorena Cordova; lcordova@cityofelcajon.us ; 619.441.1539	
City Council Hearing Required?	Yes	Initially noticed for November 15, 2016. New date will be set.
Recommended Actions:	This project will be rescheduled to the first available meeting.	

SOTTILE opened the public hearing.

Mr. Jim WIENRICH, a neighboring resident, shared concerns over the limited street parking in the area.

Motion was made by CIRCO, seconded by LONGORIA, to reschedule this item to the first available meeting; carried 4-0 (Turchin – absent).

SHUTE added that a new public hearing notice will be sent.

Agenda Item:	4	
Project Name:	Mallonee Condo Conversion	
Request:	Condominium conversion of nine existing apartment units	
CEQA Recommendation:	Exempt	
STAFF RECOMMENDATION:	RECOMMEND CITY COUNCIL APPROVAL	
Project Number(s):	Planned Unit Development No. 344 and Tentative	

	Subdivision Map No. 665	
Location:	411 Emerald Avenue	
Applicant:	Westone Management Consultants (Joseph Scarlatti); westone.ca@gmail.com ; 619.334.3670	
Project Planner:	Lorena Cordova; lcordova@cityofelcajon.us 619.441.1539;	
City Council Hearing Required?	Yes	November 15, 2016
Recommended Actions:	<ol style="list-style-type: none"> 1. Conduct the public hearing; and 2. MOVE to adopt the next resolutions in order recommending City Council approval of proposed Planned Unit Development No. 344 and Tentative Subdivision Map No. 665, subject to conditions 	

SHUTE summarized the agenda report in a PowerPoint presentation.

SOTTILE opened the public hearing.

Mr. Joseph SCARLATTI, who is representing the applicant, asked that under Condition 3.m in the proposed resolution the second stairway exit be eliminated. SHUTE noted that clarity could be added to the condition but it could not be eliminated.

Mr. David MARRS, a neighboring resident, encouraged that a condition be added to encourage owner occupancy of the units.

Commissioners praised the proposed project.

Motion was made by SOTTILE, seconded by CIRCO, to close the public hearing; carried 4-0 (Turchin – absent).

Motion was made by CIRCO, seconded by MROZ, to adopt the next resolutions in order recommending City Council approval of proposed Planned Unit Development No. 344 and Tentative Subdivision Map No. 665, subject to conditions; carried 4-0 (Turchin – absent).

OTHER ITEMS FOR CONSIDERATION

The proposed 2017 Planning Commission meeting scheduled was approved.

Motion was made by MROZ, seconded by SOTTILE, to accept the proposed 2017 Planning Commission meeting calendar; carried 4-0 (Turchin – absent).

DEVINE provided an update on the Transit District Specific Plan and noted that the project will return to the Planning Commission and City Council towards the end of 2017. SHUTE emphasized that having the plan in place will allow the city to be more competitive for capital improvement grants.

ADJOURNMENT

Motion was made by CIRCO, seconded by SOTTILE, to adjourn the meeting of the El Cajon Planning Commission at 8:29 p.m. this 18th day of October until November 1, 2016; carried 4-0 (Turchin – absent).

Anthony SOTTILE, Chairman

ATTEST:

Anthony SHUTE, AICP, Secretary



Agenda Item:	2
Project Name:	El Cajon Animal Care
Request:	Animal Care Facility and Associated Uses
CEQA Recommendation:	Mitigated Negative Declaration
STAFF RECOMMENDATION:	APPROVE
Project Number(s):	Conditional Use Permit No. 2163
Location:	East side of North Marshall Avenue between West Bradley Avenue and Vernon Way
Applicant:	City of El Cajon – David Keltner; 619-441-1510; dkeltner@cityofelcajon.us
Project Planner:	Anthony Shute, 619-441-1742; tonys@cityofelcajon.us
City Council Hearing Required?	No
Recommended Actions:	<ol style="list-style-type: none"> 1. Conduct the public hearing; and 2. MOVE to adopt the next resolutions in order approving proposed Mitigated Negative Declaration and Conditional Use Permit No. 2163, subject to conditions

PROJECT DESCRIPTION

On November 2, 2004, Proposition “O” was approved by the voters of El Cajon which increased sales tax by 0.5% in the City to fund the development of a new Public Safety Center, a new Animal Care Facility, and other public safety improvements. Proposition “O” expired in March, 2015. This proposed project would construct a new animal care facility on a 2.6-acre site located at the City’s public works yard and consists of approximately 13,494 square feet of animal care facilities with a possible future expansion of 4,303 square feet for a total of 17,797 square feet. Grading activities include excavation of approximately four feet and exporting 6,500 cubic yards. The building is one story and would replace operations of the current Animal Shelter at 1275 North Marshall Avenue.

BACKGROUND

General Plan:	Manufacturing
Specific Plan:	N/A
Zone:	Manufacturing (M)
Other City Plan(s):	N/A
Regional and State Plan(s):	Gillespie Field Airport Land Use Compatibility Plan
Notable State Law(s):	N/A

Project Site & Constraints

The 2.6-acre project site is currently vacant and part of the City's public works yard. Site access is via two (2) existing driveways on North Marshall Avenue. There is an existing parking lot that provides 34 parking stalls with the ability to provide up to 21 additional parking stalls for future expansion. The existing parking lot is used by the Heartland Fire Training Facility (HFTF); however, upon completion of the animal care facility, parking for HFTF will be relocated to the existing animal care facility located approximately 400 feet south. Surrounding land uses include Heartland Fire Training Facility, Waste Management (office, fleet, and transfer station), City public works yard, and other industrial related uses.

Surrounding Context

Properties surrounding the site are developed and zoned as follows:

Direction	Zones	Land Uses
North	M	Waste Management
South	M	Fire Station 9 & HFTF
East	M	Public Works Yard
West	M	Ferguson Contractor Supply

General Plan

The project site is designated as PI (Public Institution) on the General Plan Land Use Map which allows for governmental services and operations. Furthermore, the Community Facilities portion of the General Plan states that adequate safety facilities, or public institutions such as the Animal Care Facility, are essential to maintaining the quality of life in El Cajon. The proposed care facility complies with the General Plan Goals and Policies for public or community facilities, specifically Policy 1-8.2 which states "As a policy consideration, the City shall regard public facilities as one of the means at its disposal to improve the appearance of an area."

Municipal Code

El Cajon Municipal Code (ECMC) Section 17.150.170 indicates governmental service facilities may be approved by a conditional use permit (CUP) in the M zone. The CUP is intended to ensure compliance with applicable development standards, use restrictions, and compatibility with surrounding properties and land uses. A detailed discussion of applicable Municipal Code requirements is included below in the section of this report titled "Discussion."

Gillespie Field ALUCP

The Gillespie Field Airport Land Use Compatibility Plan (ALUCP) is a regional plan that governs the project site and the surrounding area. The ALUCP is a policy document designed to implement the primary objectives of the State Aeronautics Act and the

California Airport Land Use Planning Handbook by promoting compatibility between Gillespie Field and the land uses that surround it. This plan provides compatibility policies and criteria applicable to the City of El Cajon and other affected local agencies in the design of new development.

The subject site is located within the Airport Influence Area (AIA) of Gillespie Field, and is therefore subject to the ALUCP. The applicant has obtained clearance from the FAA that the proposed project is not a hazard to flight safety.

DISCUSSION

This project is designed to meet the El Cajon animal care program with a future expansion area planned to accommodate an “all-in” animal care program. The “all-in” approach includes the cities of El Cajon, La Mesa, Lemon Grove and Santee. The proposed building will include administrative offices, housing for animals, veterinary services for sick and injured sheltered animals, grooming, play/interaction areas, pet adoption services, and storage.

Architectural Design

Chapter 17.180 of the Zoning Code requires design creativity and visual interest through variations in exterior forms, materials, and colors. The animal care facility is designed to enhance the existing industrial area with a modernist approach. The project’s design incorporates masonry, glass, metal, wood, and steel panels. The main entrance is on the west elevation facing North Marshall Avenue, and includes a recessed entry, and a decorative concrete surface. The color palette of reds, browns, tans, and metal finishes complement the modern appearance of the building. The proposed colored elevations have been included in the Planning Commissioner’s packets and a building material color board will be displayed at the Planning Commission hearing.

Transportation/ Parking

The project site’s location and surrounding properties are served by the adjacent public transportation network. Public streets include North Marshall Avenue which is a secondary roadway improved with two lanes, a Class II bicycle facility in the southbound lane and a Class III bicycle facility in the northbound lane. There is on-street parking in various areas on North Marshall Avenue and there are approximately 45 parking spaces proposed on-site. No specific parking requirement is identified in the Zoning Code for the proposed use. Per El Cajon Municipal Code Section 17.185.100, parking for uses not specifically listed is determined by the Planning Commission based on comparable uses.

Lighting

The project site plan includes freestanding light poles and building façade mounted lights. Section 17.130.150 of the Zoning Code requires that adequate lighting be provided to ensure pedestrian and vehicular safety, but not create a nuisance on adjacent properties. Lights must be of an appropriate size and intensity and must be directed

downward and hooded to prevent casting glare upon adjacent properties. Additionally, lighting element details will need to be provided for all proposed exterior lights that are in concert with the overall theme of the project. The proposed resolution recommends that a lighting plan be submitted to Planning that clearly indicates the location of all on-site lighting and includes details that indicate how the lights are shielded, so as not to create a nuisance on any adjacent properties.

Development Standards

The table below provides a comparison of the applicable development standards.

Development Standard	M Zone	Proposed
Setbacks from exterior property lines	20 feet for buildings 10 feet for parking areas	87 feet for care facility 22 feet for parking area
Building Height	35 feet	24 feet
Parking	Planning Commission determines for uses not specified in the Zoning Code	45 spaces for proposed 55 spaces for future expansion
Landscaping	Exterior setback area plus 10 sq. ft. per parking space	Deferred to Landscape Documentation Package Submittal

FINDINGS

A. *The proposed project is consistent with applicable goals, policies, and programs of the General Plan and applicable Specific Plans.*

The proposed project will improve the immediate project area on an existing underutilized site located in the City’s industrial area. The modern animal care facility is designed to serve El Cajon and the broader region.

B. *The proposed project is consistent with all applicable use and development standards.*

The proposed project’s architectural style, setbacks, on-site parking, and building height meets the applicable Zoning Code development standards, and all applicable requirements from other City Departments and Divisions, and the Helix Water District.

C. *The proposed project will be operated in a manner that is compatible with existing and planned land uses in the vicinity of the proposed use.*

The proposed project includes uses that will contribute to the benefit of the community and will be operated in a manner that is compatible with existing and planned land uses in the vicinity, if all activities are conducted within the thresholds of the Performance Standards listed in Zoning Code Section 17.115.130 and Section

17.210.150; and, sufficient customer and employee parking is provided; and, if on-site lighting does not create a nuisance on adjacent properties.

- D. The proposed project will not be detrimental to the public health, safety, and general welfare, including but not limited to matters of noise, smoke, dust, fumes, vibration, odors, and hazards or excessive concentrations of traffic.*

Such impacts are not anticipated with the normal conduct of the proposed project in the Manufacturing Zone. Moreover, the City has performance standards for those impacts, which are addressed through Code Compliance actions if complaints are received.

- E. The proposed project is in the best interest of public convenience and necessity.*

The proposed project will redevelop an existing underutilized site in accordance with the City's regulatory framework. Furthermore, it will create a new development that is designed to provide animal care services for the benefit of the community's public health, safety and general welfare. Moreover it will provide El Cajon and the broader area with a needed modern facility that is conveniently located near the existing El Cajon Animal Shelter.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

An Initial Study was prepared for the project, and the study determined that the project may have a significant impact on the environment that could be mitigated to a less than significant level with mitigation measures incorporated. Potential impacts were identified in the following areas: biological due to the potential for nesting of sensitive bird species in trees, cultural resources due to the potential for archeological resources disturbed during grading, water quality due to the project's proximity to Forester Creek, and traffic due to the long term vehicle volumes on North Marshall Avenue. Mitigation measures are incorporated as part of the Mitigation Monitoring and Reporting Program, which would reduce potential impacts to a level of less than significant. Mitigation measures include on-site archeological and Native American monitoring during grading, limitations on tree removal during nesting season, a storm water mitigation plan, and a fair-share contribution to the widening of North Marshall Avenue. Based upon this determination a draft Mitigated Negative Declaration was circulated for public review and comment. One public comment was received in response to the Notice of Intent to adopt the draft Mitigated Negative Declaration from the Native American Heritage Commission. A response to these comments are included in the final draft Mitigated Negative Declaration.

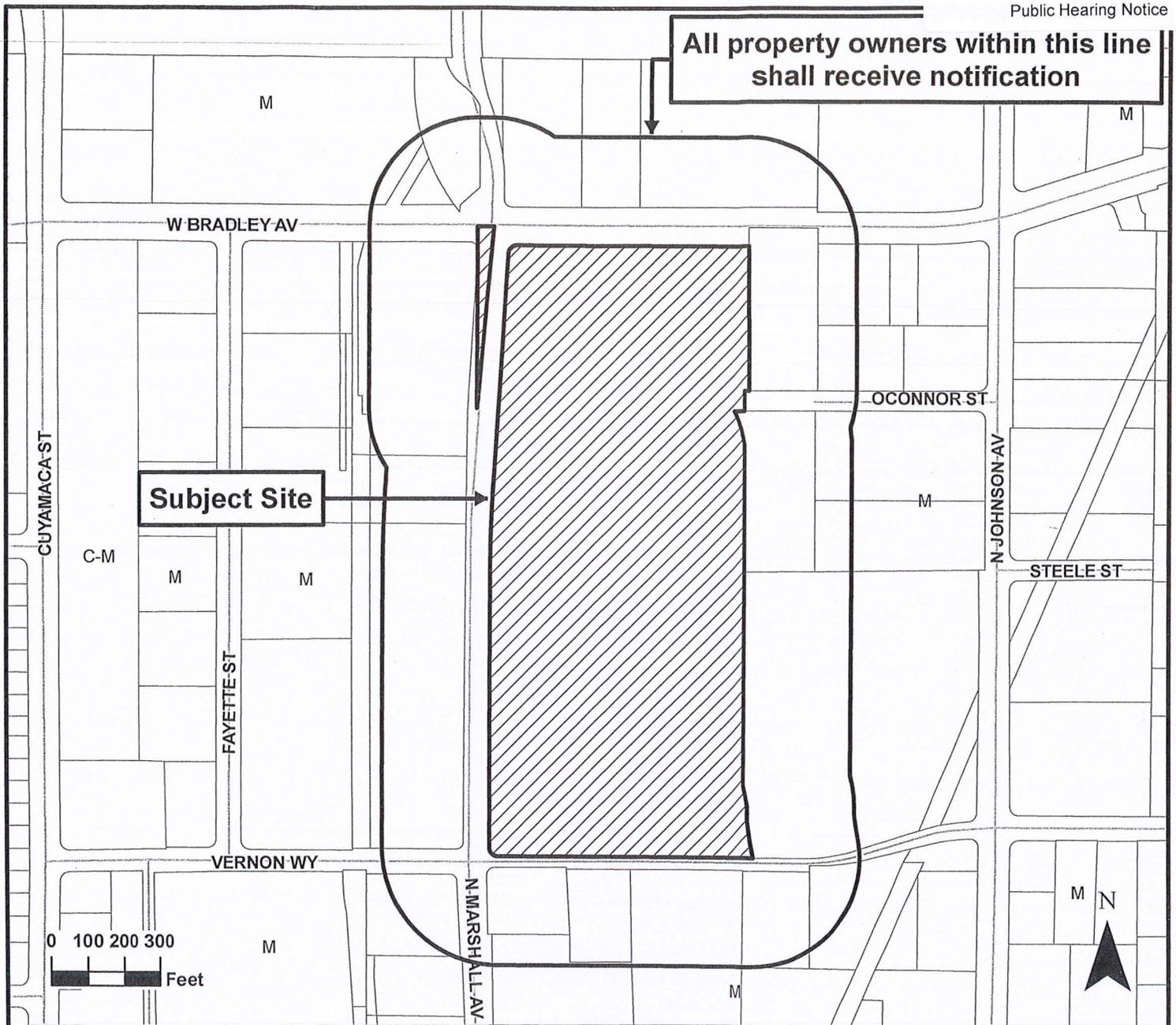
PUBLIC NOTICE & INPUT

Notice of this public hearing was mailed on October 20, 2016, to all property owners within 300 feet of the project site and to anyone who requested such notice in writing, in

compliance with Government Code Sections 65090, 65091, and 65092, as applicable. Additionally, as a public service, the notice was posted in the kiosk at City Hall and on the City's website. The notice was also mailed to the two public libraries in the City of El Cajon, located at 201 East Douglas Avenue and 576 Garfield Avenue.

ATTACHMENTS

1. Public Hearing Notice/Location Map
2. Proposed Resolution Recommending APPROVAL of Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
3. Proposed Resolution Recommending APPROVAL of CUP No. 2163
4. Aerial Photograph of Subject Site
5. Application & Disclosure statement
6. Reduced site plan
7. Draft Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (in commissioner's binders)
8. Reduced 11" x 17" Elevations (in commissioner's packets)
9. Full Size Site Plan (in commissioner's packets)



**NOTICE OF PROPOSED
CONDITIONAL USE PERMIT
FOR CITY OF EL CAJON ANIMAL CARE FACILITY**

NOTICE IS HEREBY GIVEN that the El Cajon Planning Commission will hold a public hearing at **7:00 p.m., Tuesday, November 1, 2016**, in the City Council Chambers, 200 Civic Center Way, El Cajon, CA, to consider: **ANIMAL CARE FACILITY – CONDITIONAL USE PERMIT NO. 2163**, as submitted by the City of El Cajon requesting a new animal care facility and associated uses. The subject property is located on the east side of North Marshall Avenue between West Bradley Avenue and Vernon Way. A Draft Initial Study and Mitigated Negative Declaration has been prepared in compliance with the California Environmental Quality Act.

The public is invited to attend and participate in this public hearing. The agenda report for this project will be available 72 hours prior to the meeting at <http://cityofelcajon.us/your-government/calendar-meetings-list>. In an effort to reduce the City's carbon footprint, paper copies will not be at the public hearing, but will be available at the Project Assistance Center counter upon request.

If you challenge the matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the Commission at, or prior to, the public hearing. The City of El Cajon encourages the participation of disabled individuals in the services, activities, and programs provided by the City. Individuals with disabilities who require reasonable accommodation in order to participate in the public hearing should contact the Planning Division at 619.441.1742. More information about planning and zoning in El Cajon is available at <http://www.cityofelcajon.us/your-government/departments/community-development/planning-division>.

If you have any questions, or wish any additional information, please contact **Anthony Shute** at 619.441.1742 or via email at tonys@cityofelcajon.us and reference "Care Facility" in the subject line.

PROPOSED PLANNING COMMISSION RESOLUTION

A RESOLUTION RECOMMENDING ADOPTION OF A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE EL CAJON ANIMAL CARE FACILITY LOCATED ON THE EAST SIDE OF NORTH MARSHALL AVENUE BETWEEN WEST BRADLEY AVENUE AND VERNON WAY SUBJECT TO APPROVAL OF CONDITIONAL USE PERMIT NO. 2163

WHEREAS, the El Cajon Planning Commission held a duly advertised public hearing on November 1, 2016 to consider Conditional Use Permit No. 2163 requesting an animal care facility and associated uses, on property located on the east side of North Marshall Avenue between West Bradley Avenue and Vernon Way; and

WHEREAS, the City prepared a draft Mitigated Negative Declaration for the project in accordance with California Environmental Quality Act guidelines, which indicates that the potential environmental effects of the proposed project would be less than significant with mitigation measures; and

WHEREAS, pursuant to Section 21082.1 of the Public Resources Code, the draft Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program was circulated for public review from September 22 through October 24, 2016; and

WHEREAS, comments were received from the Native American Heritage Commission during the public review period and addressed accordingly in the final draft Mitigated Negative Declaration; and

WHEREAS, the Mitigated Negative Declaration and Mitigation and Monitoring and Reporting Program reflects the City's independent judgment as required by Section 21082.1 of the Public Resources Code; and

WHEREAS, prior to making a decision, the Planning Commission reviewed and considered the information contained in the proposed final draft Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; and

WHEREAS, the draft Mitigation Monitoring and Reporting Program will ensure that the proposed project will not result in any significant impacts; and

WHEREAS, in accordance with CEQA Guidelines Section 15074(c), the custodian of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program is the El Cajon Community Development Department, and all supporting documentation is in the Conditional Use Permit No. 2163 file; and

Proposed Planning Commission Resolution

WHEREAS, after considering the evidence and facts, the Planning Commission considered the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program as presented at its November 1, 2016, meeting.

NOW, THEREFORE, BE IT RESOLVED by the El Cajon Planning Commission as follows:

Section 1. That the foregoing recitals are true and correct, and are findings of fact of the El Cajon Planning Commission in regard to the draft Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

Section 2. That based upon said findings of fact, the El Cajon Planning Commission hereby ADOPTS the final draft Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the El Cajon Animal Care Facility.

A. Adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program shall only apply to the subject project and shall not waive compliance with all other provisions of the Zoning Code and all other applicable City ordinances in effect at the time that the building permit is issued.

B. The applicant shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any and all claims, actions, proceedings, damages, judgments, and costs, including attorneys' fees, against the City or its agents, officers or employees, relating to this Mitigated Negative Declaration determination (the "CEQA Determination"), and relating to the approval of Conditional Use Permit No. 2163 (the "Approval") including, but not limited to, any action to attach, set aside, void, challenge, or annul the Approvals and the CEQA Determination. The City may elect to conduct its own defense, participate in its own defense, or obtain independent legal counsel in defense of any claim related to this indemnification. In the event of such election, applicant shall pay all of the costs related thereto, including without limitation reasonable attorneys' fees and costs. In the event of a disagreement between the City and applicant regarding litigation issues, the City shall have the authority to control the litigation and make litigation related decisions, including, but not limited to, settlement or other disposition of the matter. However, the applicant shall not be required to pay or perform any settlement unless such settlement is approved by the applicant.

Proposed Planning Commission Resolution

PASSED AND ADOPTED by the El Cajon Planning Commission at a regular meeting held November 1, 2016, by the following vote:

AYES:
NOES:
ABSENT:

Anthony SOTTILE Chairman

ATTEST:

Anthony SHUTE, AICP, Secretary

PROPOSED PLANNING COMMISSION RESOLUTION

A RESOLUTION APPROVING CONDITIONAL USE PERMIT NO. 2163 FOR THE EL CAJON ANIMAL CARE FACILITY IN THE MANUFACTURING (M) ZONE, APN: 482-131-16, GENERAL PLAN DESIGNATION: PUBLIC INSTITUTION (PI)

WHEREAS, the El Cajon Planning Commission duly advertised and held a public hearing on November 1, 2016, to consider Conditional Use Permit (CUP) No. 2163, as submitted by the City of El Cajon, requesting to construct an animal care facility in the M zone, on property located on east side of North Marshall Avenue between West Bradley Avenue and Vernon Way; and

WHEREAS, the El Cajon Planning Commission adopted the next resolution in order, adopting the proposed final draft Mitigated Negative Declaration, including attachments, and Mitigation Monitoring and Reporting Program; and

WHEREAS, the evidence presented to the Planning Commission at the public hearing includes the following:

- A. The proposed project will improve the immediate project area on an existing underutilized site located in the City's industrial area. The modern animal care facility is designed to serve El Cajon and the broader region;
- B. The proposed project's architectural style, setbacks, on-site parking, and building height meets the applicable Zoning Code development standards, and all applicable requirements from other City Departments and Divisions, and the Helix Water District;
- C. The proposed project includes uses that will contribute to the benefit of the community and will be operated in a manner that is compatible with existing and planned land uses in the vicinity, if all activities are conducted within the thresholds of the Performance Standards listed in Zoning Code Section 17.115.130 and Section 17.210.150; and, sufficient customer and employee parking is provided; and, if on-site lighting does not create a nuisance on adjacent properties;
- D. Such impacts are not anticipated with the normal conduct of the proposed project in the Manufacturing Zone. Moreover, the City has performance standards for those impacts, which are addressed through Code Compliance actions if complaints are received; and
- E. The proposed project will redevelop an existing underutilized site in accordance with the City's regulatory framework. Furthermore, it will create a new development that is designed to provide animal care services for the benefit of the community's public health, safety and general welfare. Moreover it will provide

Proposed Planning Commission Resolution

El Cajon and the broader area with a needed modern facility that is conveniently located near the existing El Cajon Animal Shelter.

NOW, THEREFORE, BE IT RESOLVED that based upon said findings of fact, the El Cajon Planning Commission hereby APPROVES Conditional Use Permit No. 2163 to conduct construct a mixed-use development, in the C-G zone, on the above described property subject to the following conditions:

1. The foregoing recitals are true and correct and include the findings of the Planning Commission.
2. The El Cajon Planning Commission hereby approves CUP No. 2163 for an animal care facility in the M zone, on the above described property.

Planning

1. Prior to the issuance of building permits, the applicant shall submit and obtain approval of a revised, one-page, 24" by 36" mylar site plan that reflects the following specific notes and changes:
 - a. Under the heading "Ongoing Conditions of Approval," add the ongoing conditions of approval listed below in Condition No. 4.
 - b. Under the heading "Public Works Department Notes," add the notes listed in Condition A-1.
2. In addition to complying with the notes and site configuration of the approved site plan, the following conditions shall be satisfied:
 - A. The applicant shall comply with all applicable conditions listed in the "Standard Conditions of Development" adopted by the Planning Commission by Resolution No. 10649 and referenced herein.
 - B. The applicant shall comply with all Engineering comments.
 - C. The applicant shall comply with all the following Building comments.
3. Prior to the issuance of building permits, the applicant shall submit and obtain approval of a lighting plan in accordance with ECMC Section 17.130.150. The lighting plan shall be subject to review and approval by staff and shall specify light fixtures designed to minimize light and glare on adjacent properties and not otherwise create a nuisance. The plan shall demonstrate that there will be adequate lighting for pedestrian and vehicular safety and sufficient lighting to minimize security problems. Light fixtures shall complement the architecture, and shall be placed in a logical pattern.
4. The following are ongoing conditions of approval for this CUP and shall be noted on the CUP Site Plan:
 - a. Any changes to the exterior building materials and colors must be reviewed and

approved by staff in conformance with the intent of the project.

- b. The building shall maintain the trash and recycling area as identified in the approved set of plans.
- c. The bicycle parking must be maintained as part of the project at all times.
- d. The use shall be operated in a manner that is compatible at all times with the surrounding properties.
- e. Any change in use or expansion may require City approval, including an amendment to this Conditional Use Permit.
- f. The use shall be operated in a manner that complies at all times with the performance standards of the Zoning Code.

Building and Fire Safety

5. Comply with Currently adopted edition of the California Building Code, California Fire Code, California Mechanical Code, California Plumbing Code, California Electrical Code, and Green Building Standard Code.
6. A Building permit is required for this project.
7. Project must comply with Title 24 disabled access regulations.
8. Title 24 energy efficiency compliance and documentation is required.
9. Soils report will be required for this project.
10. A licensed design professional is required for this project.
11. Undergrounding of all on-site utilities is required.
12. An approved automatic fire sprinkler system is required for this project.
13. Dedicate and maintain fire apparatus access lanes by red curb or signage. Fire access lane to be min. 20 feet wide and 13'-6" in height.
14. The Fire Department turn around does not appear adequate at the interior radius. Minimum 28 radius required.
15. Minimum required fire flow is 1875 gpm for 3 hours. Please provide verification of required fire flow before start of construction.
16. Provide a fire hydrant within 50 feet of FDC location.
17. The Fire Department Connection must be clearly visible with low level ground cover in the area five feet around the FDC. FDC location should be within 50 feet of a fire hydrant.
18. Fire extinguisher is required. One for every 3000 s.f. with max. 75 ft. travel distance. Minimum size 2A10BC with signage.

Engineering and Storm Water

18. Add the following notes to the Conditional Use permit Site Plan and implement the Best Management Practices as a condition of the CUP:

- a. "All operations shall comply with the City's Jurisdictional Runoff Management Program (JRMP) and the City's Storm Water Ordinance (Municipal Code 13.10 and 16.60) to minimize or eliminate discharges of pollutants to the storm drain system. Operations shall include implementation of Best Management Practices (BMPs) as follows:
 - i. Only rain is permitted to enter the storm drain system. Discharges (direct or by conveyance) of trash, debris, vehicle fluids, or wastewater (including washing fluids) to the storm drain system are strictly prohibited.
 - ii. Sweep or vacuum to clean outdoor areas (trash enclosures, sidewalks and parking lots). Power washing in outdoor areas is strictly prohibited.
 - iii. Capture, contain, and collect any power wash water and dispose of in the sanitary sewer.
 - iv. Maintain parking area to be free from trash and petroleum leaks.
 - v. Provide sufficient trash receptacles.
 - vi. Dispose of wastes properly.
 - vii. All dumpsters used by this project shall have lockable lids. All lids on all dumpsters shall remain closed while dumpster is not directly in use and locked after business hours.
 - viii. All trash enclosures must be secured, covered with an impervious roof, and constructed with a berm or grade-break across the entire entrance in accordance with the requirements of Public Works Storm Water Attachment No. 2 (available to the public via the Storm Water Department at City Hall).
 - ix. All animal facilities, including but not limited to shelters, kennels, exercise yard open areas, grooming areas must be conducted in a covered and contained building that is protected from rainwater, either direct or indirect. These areas cannot be connected to the storm drain system.
 - x. All materials must be stored in a properly covered and contained area that will not be exposed to rainwater, either directly or indirectly.
 - xi. All storm water runoff treatment control mechanisms (catch basins, bioretention basins, Low Impact Development (LID) BMPs, etc.)

employed by the facility shall be maintained to be in good working order and replaced as necessary.

- xii. All "No Dumping" signage shall be maintained to be legible and replaced as necessary. A template for painting the concrete or asphalt around inlets and catch basins can be provided by the City upon request.
- xiii. For the requirements on this Planning Action please refer to the Conditions of Approval. This Site Plan may not clearly show existing or proposed improvements in the public right-of-way and should not be used for public improvement construction purposes."

19. Comply with the following Storm Water requirements:

- b. In accordance with the City of El Cajon Municipal Code Section 16.60, this project falls into a priority development project (PDP) category and is subject to the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements. To fulfill SUSMP requirements, a Storm Water Mitigation Plan (SWMitP) needs to be prepared, submitted, and approved by a Registered Civil Engineer in the State of California. Amongst other things, the SWMitP shall include the following:
 - i. Incorporation of New Development Best Management Practices (BMPs). Please refer to the City of El Cajon BMP Design Manual. Use the Design Manual and BMP calculator to help design and size proposed BMPs. The design manual can be found on the City of El Cajon website at: <http://www.cityofelcajon.us/Home/ShowDocument?id=8233>
 - ii. Runoff calculations for water quality. A specific volume or flow of storm water runoff must be captured and treated with an approved (series of) storm water treatment control device(s); the BMP design size is calculated using either: a) the 85th percentile hourly precipitation (San Diego County 85th Percentile Isopluvials) for volume based BMPs, or b) using a rain fall intensity of 0.2 inches per hour for flow based BMPs.
 - iii. Incorporation of Low Impact Development (LID) BMPs for compliance with the California Regional Water Quality Control Board (San Diego Region) Order No. R9-2013-0001 or a subsequent updated Order.
 - iv. LID BMPs must be included as a separate section of the SWMitP. The LID section must include a comprehensive review and consideration of LID BMPs and a determination of feasibility and practicality for all mandatory LID BMPs. The LID section must include implementation of Source Control BMPs, Treatment Control BMPs

and other LID BMPs where practical and feasible. Please refer to the Final Model BMP Design Manual for design support.

- v. A Maintenance Plan to ensure perpetual maintenance of BMPs (available from Storm Water staff at City Hall).
- vi. Landscaping Plans that comply with SUSMP requirements.
- vii. Details of any proposed and existing trash enclosures. Any and all enclosures must be designed to be secured, constructed with a grade-break or berm across the entire enclosure entrance, and covered with an impervious, fire-resistant roof in accordance with the requirements of Public Works Storm Water Attachment No. 2. The design of the enclosure should accommodate a recycling grease bin if one will be used and stored outdoors.

Note: Contact the City of El Cajon Public Works Department to request a sample of the SWMitP document.

- c. The plans shall show that all new driveways and other impervious areas will drain to sufficiently sized and designed landscaped areas so as to incorporate Low Impact Development (LID) BMPs for compliance with the California Regional Water Quality Control Board (San Diego Region) Order No. R9-2013-0001 or a subsequent updated Order.
- d. LID BMP details must be included as a separate section of the Building Permit Plan Set. The project must include a comprehensive review and consideration of LID BMPs and a determination of feasibility and practicality for all mandatory LID BMPs. The LID section must include implementation of Source Control BMPs, Treatment Control BMPs and other LID BMPs where practical and feasible. Incorporate all cross sections of proposed BMPs on the site plan.
- e. Prepare and submit a Storm Water Maintenance and Operations Plan to ensure compliance with City of El Cajon's storm water regulations.
- f. Submit a signed and executed Storm Water Facilities Maintenance Agreement with Easement and Covenants. An electronic copy of the Storm Water Facilities Maintenance Agreement with Easement and Covenants can be obtained from Storm Water staff at City Hall.
- g. If applicable, submit copies of the Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) from the California Regional Water Quality Control Board.

Requirements and Comments prior to the issuance of any building permit:

- 20. In accordance with the City's lot grading ordinance, no grading or soil disturbance, including clearing of vegetative matter and demolition activities, shall be done until

all necessary environmental clearances are secured and an Erosion Control Plan (ECP) has been reviewed and approved by Engineering. The ECP shall control sediment and pollution and be in compliance with the City's 2015 Jurisdictional Runoff Management Plan (JRMP). The plan should show measures to ensure that pollutants and runoff from the development are reduced to the maximum extent practicable.

NOTE: Failure to comply with or implement these conditions is considered a violation of the City's JRMP and may result in a citation with monetary fines, criminal charges, and/or revocation of this permit.

Requirements and comments with a building permit valuation greater than \$80,000.00:

21. Install gravity sewer services, water services (including meters) and other utilities to each building in accordance with the Municipal Code. The proposed sewer and water laterals serving the parcel shall be private and shall be approved by the Building Division. A double cleanout is required at the property line for all sewer laterals. Connections to the City sewer system shall be a drop manhole attached to the trunk line sewer.
22. The proposed storm drain system to serve the site shall be approved by the City Engineer and all connections to Forester Creek will be made using a SDRSD D-73. A detailed scaled drawing showing the plan and profile of the private storm drain system and manhole locations shall be prepared by a Civil Engineer registered in the State of California. The storm drain system shall be designed and built in accordance with the City of El Cajon Improvement Standards for Public Drainage Systems and submitted to the City for review.
23. Submit a Drainage Study and a Grading and Drainage Plan along with an Erosion Control Plan prepared by a Civil Engineer, registered in the State of California. No grading or soil disturbance, including clearing of vegetative matter, shall be done until all necessary environmental clearances are secured and the Grading and Drainage Plan and Erosion Control Plan have been reviewed by the City.
24. These Plans shall be based on the preliminary soils report and in conformance with the City of El Cajon Jurisdictional Urban Runoff Management Program (JURMP) and Standard Urban Storm Water Mitigation Plan Ordinance (SUSMP) which require additional erosion control measures and future ongoing maintenance even after completion of the project to prevent, treat, or limit the amount of storm water runoff and pollution from the property.
25. The Erosion Control Plan shall show measures to ensure that pollutants and runoff from the development are reduced to the maximum extent practicable and will not cause or contribute to an exceedance of receiving water quality objectives throughout project construction.
26. The Drainage Study shall include all related tributary areas and adequately address the impacts to the surrounding properties and to the City drainage system. The

developer shall provide any needed public and private drainage facilities, including off site drainage facilities (as determined by the study). If public drainage facilities are required, the required improvements need to be included in improvement plans, prepared by a Civil Engineer, registered in the State of California, and submitted to the City for approval. Note: If the Drainage Study indicates the existing downstream drainage system is inadequate for the proposed density of the subdivision, a reduction in density and/or hard surface coverage of the subdivision may be required.

Permit Compliance

27. The existence of this conditional use permit shall be recorded with the County Recorder.
28. The Planning Commission may at any time during the life of this use permit, after holding a properly noticed public hearing, at which time the applicant may appear and object under applicable law to any potential revocation or modification of the conditions of approval, and after considering testimony as to the operation of the approved use, revoke the permit, or modify the permit with any additional conditions as it deems necessary, to ensure that the approved use continues to be compatible with surrounding properties and continues to be operated in a manner that is in the best interest of public convenience and necessity and will not be contrary to the public health, safety or welfare.
29. The proposed use shall be developed and operated in substantial conformance as presented in the Planning Commission staff report titled Conditional Use Permit No. 2163, dated November 1, 2016, except as modified by this resolution. Operation of the use in violation of the conditions of approval is grounds for revocation.
30. If this permit is not legally exercised within two years of project approval, and a written request for an extension of time has not been received by the Planning Secretary within the same time period, and subsequently approved, this conditional use permit shall be considered null and void per El Cajon Zoning Code Section 17.35.010.

[REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK]

Proposed Planning Commission Resolution

PASSED AND ADOPTED by the El Cajon City Planning Commission at a regular meeting held November 1, 2016, by the following vote:

AYES:
NOES:
ABSENT:

Anthony SOTTILE, Chairperson

ATTEST:

Anthony SHUTE, AICP, Secretary



Aerial Image



Community Development Department
Planning Division
PLANNING PERMIT APPLICATION

Type of Planning Permit(s) Requested

- | | | | | |
|--|---|------------------------------|------------------------------|------------------------------|
| <input type="checkbox"/> AZP | <input checked="" type="checkbox"/> CUP | <input type="checkbox"/> LLA | <input type="checkbox"/> PRD | <input type="checkbox"/> PUD |
| <input type="checkbox"/> Specific Plan | <input type="checkbox"/> TPM | <input type="checkbox"/> TSM | <input type="checkbox"/> VAR | <input type="checkbox"/> ZR |

Other: CUP 2163

Applicant Information (the individual or entity proposing to carry out the project; not for consultants)

Company Name: CITY OF EL CAJON

Contact Name: DAVID KELTNER

Address: 200 CIVIC CENTER WAY

Phone: 619-441-1510 Email: dkeltner@cityofelcajon.us

Interest in Property: Own Lease Option

Project Representative Information (if different than applicant; consultant information here)

Company Name: FERGUSON PAPE BALDWIN ARCHITECTURE

Contact Name: AMANDA SHULTZ License: _____

Address: 4499 RUFFIN ROAD, STE 300, SAN DIEGO, CA 9213

Phone: 619-231-0751 Email: Ashultz@fpbarch.com

Property Owner Information (if different than applicant)

Company Name: SAME AS APPLICANT

Contact Name: _____

Address: _____

Phone: _____ Email: _____

Project Location

Parcel Number (APN): 482-131-16

Address: ? MARSHALL AVE (PRESENT ADDRESS IS 1050 VERNON AVE)

Nearest Intersection: MARSHALL & BRADLEY

Project Description (or attach separate narrative)

SEE ATTACHMENT

Hazardous Waste and Substances Statement

Section 65962.5(f) of the State of California Government Code requires that before the City of El Cajon accepts as complete an application for any discretionary project, the applicant submit a signed statement indicating whether or not the project site is identified on the State of California Hazardous Waste and Substances Sites List. This list identifies known sites that have been subject to releases of hazardous chemicals, and is available at <http://www.calepa.ca.gov/sitecleanup/corteselist/>. Check the appropriate box and if applicable, provide the necessary information:

The development project and any alternatives proposed in this application:
 is/are NOT contained on the lists compiled pursuant to Government Code Section 65962.5.
 is/are contained on the lists compiled pursuant to Government Code Section 65962.5.
If yes, provide Regulatory Identification Number: T0608196984 Date of List: 6-16-16

Authorization

Applicant Signature¹:  Date: 6-16-16
DAVID KELTNER, AGENT

Property Owner Signature²:  Date: 6-16-16
MAUREEN CHAERY ASST CITY MGR

- 1. **Applicant's Signature:** I certify that I have read this application and state that the above information is correct, and that I am the property owner, authorized agent of the property owner, or other person having a legal right, interest, or entitlement to the use of the property that is the subject of this application. I understand that the applicant is responsible for knowing and complying with the governing policies and regulations applicable to the proposed development or permit. The City is not liable for any damages or loss resulting from the actual or alleged failure to inform the applicant of any applicable laws or regulations, including before or during final inspections. City approval of a permit application, including all related plans and documents, is not a grant of approval to violate any applicable policy or regulation, nor does it constitute a waiver by the City to pursue any remedy, which may be available to enforce and correct violations of the applicable policies and regulations. I authorize representatives of the City to enter the subject property for inspection purposes.
- 2. **Property Owner's Signature:** If not the same as the applicant, property owner must also sign. A signed, expressed letter of consent to this application may be provided separately instead of signing this application form. By signing, property owner acknowledges and consents to all authorizations, requirements, conditions and notices described in this application. Notice of Restriction: property owner further acknowledges and consents to a Notice of Restriction being recorded on the title to their property related to approval of the requested permit. A Notice of Restriction runs with the land and binds any successors in interest.



Disclosure Statement

This statement is intended to identify and avoid potential conflicts of interest that may exist between the project proponents and the decision makers; including City staff, Planning Commissioners, and City Council members.

The following information must be disclosed:

1. List the names and addresses of all persons having a financial interest in the application.

CITY OF EL CAJON, _____

List the names and address of all persons having any ownership interest in the property involved.

200 CIVIC CENTER WAY, EL CAJON, _____

2. If any person identified pursuant to (1) above is a corporation or partnership, list the names and addresses of all individuals owning more than 10% of the shares in the corporation or owning any partnership interest in the partnership.

N/A _____

3. If any person identified pursuant to (1) above is a trust, list the name and address of any person serving as trustee or beneficiary or trustor of the trust.

N/A _____

4. Have you or your agents transacted more than \$500.00 worth of business with any member of City staff, Boards, Commissions, Committees and Council within the past 12 months or \$1,000.00 with the spouse of any such person? Yes YES No _____

If yes, please indicate person(s), dates, and amounts of such transactions or gifts.

PROCUREMENT OF CITY FUNDS FOR CITY PROJECTS

"Person" is defined as "Any individual, proprietorship, firm, partnership, joint venture, syndicate, business trust, company, corporation, association, committee, and any other organization or group of persons acting in concert." Gov't Code §82047.



Signature of applicant / date

DAVID KELTNER

Print or type name of applicant

NOTE: Attach appropriate names on additional pages as necessary.

**INITIAL STUDY / ENVIRONMENTAL CHECKLIST
AND MITIGATED NEGATIVE DECLARATION
FOR THE
THE CITY OF EL CAJON ANIMAL CARE FACILITY
NORTH MARSHALL AVENUE
EL CAJON, CALIFORNIA**

FINAL DRAFT

**Prepared by:
COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF EL CAJON**

SEPTEMBER 2016

**THE CITY OF EL CAJON ANIMAL CARE FACILITY
NORTH MARSHALL AVENUE
EL CAJON, CALIFORNIA**

RESPONSE TO COMMENTS

STATE OF CALIFORNIA
 NATIVE AMERICAN HERITAGE COMMISSION
 1550 Harbor Blvd., Suite 100
 West Sacramento, CA 95691
 Phone (916) 372-3710
 Fax (916) 372-2471
 Email: na-hc@nhhc.ca.gov
 Website: http://www.nahc.ca.gov
 Twitter: @CA_NAHC

Edmund G. Brown Jr., Governor



October 18, 2016

Anthony Shute, Deputy Director
 City of El Cajon
 200 Civic Center Way
 El Cajon, CA 92020

sent via e-mail:
 torrys@cityofelcajon.us

Re: SCH#2016041051, City of El Cajon Animal Care Facility Project, City of El Cajon, San Diego County, California

Dear Mr. Shute:

The Native American Heritage Commission (NAHC) has reviewed the Mitigated Negative Declaration prepared for the project referenced above. The review included the Project Description/Introduction, the Cultural Resources Section (V) of the Initial Study, and Appendix B - Cultural Resources Survey from the document prepared by RECON Environmental for the City of El Cajon. We have the following concerns:

1. There is no Tribal Cultural Resources section or subsection as per California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," <http://resources.ca.gov/ceqa/>
2. There are no mitigation measures addressing Tribal Cultural Resources. Mitigation measures must take Tribal Cultural Resources into consideration as required under AB-52, with or without consultation occurring.
3. There are no specific mitigation measures included for the inadvertent finds of remains.
4. There is no documentation of contact or consultation with California Native American tribes under AB-52.
5. Cultural Resources Appendix B does not indicate the tribe identified in the positive Sacred Lands File search as having additional information on the site was contacted.

The California Environmental Quality Act (CEQA)¹, specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.² If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared.³ In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended in 2014 by Assembly Bill 52. (AB 52).⁴ AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015. AB 52 created a separate category for "tribal cultural resources", that now includes "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment."⁵ Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.⁶ Your project may also be subject to Senate Bill 18 (SB 18) (Burton, Chapter 905, Statutes of 2004), Government Code 65352.3. If it also involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space. Both SB 18 and AB 52 have tribal consultation requirements. Additionally, if your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966⁷ may also apply.

¹ Pub. Resources Code § 21000 et seq.
² Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b); CEQA Guidelines Section 15064.5 (b)
³ Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd. (a)(1); CEQA Guidelines § 15064 (b)(1)
⁴ Government Code 65329.3
⁵ Pub. Resources Code § 21074
⁶ Pub. Resources Code § 21084.2
⁷ Pub. Resources Code § 21084.3 (a)
⁸ 164 U.S.C. 300101, 36 C.F.R. § 800 et seq.

1 The Tribal Cultural Resources section as per California Natural Resources Agency (2016) final text for tribal cultural resources update to Appendix G: Environmental Checklist Form is provided as follows:

TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code §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::

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. According to the procedures in Public Resources Code (21080.3.1, if a tribe wishes to be notified of projects within its traditionally and culturally affiliated area, the tribe must submit a written request to the relevant lead agency (City of El Cajon). The City had not received any such notice at the time of this application. The City is not aware of any Tribal Cultural Resources within the project area and neither the record search nor review of state and local registers of historic resources indicate the presence of Tribal Cultural Resources. Nevertheless, the City required Native American participation in the survey that was conducted for the project site. Native American monitoring was provided by Tuchon Phoenix of Red Tail Monitoring and Research, Inc., representing the Kumeyaay Nation. During the survey, the Native American monitor did not indicate to the archaeologist that there are any Tribal Cultural Resources in the project area.

As described in Section Vb, the project is in an area of alluvial deposition in the El Cajon Valley where cultural resources have been found; thus there is a potential for subsurface cultural resources to exist. Archaeological monitoring during grading activities is included as a project mitigation measure (MM-CUL-1). This measure includes the requirement for a Native American monitor representing the Kumeyaay community, along with a qualified archaeologist to be present during all ground disturbing activities. This will ensure that if any resources are uncovered, they will be handled appropriately. Thus, the project would not cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code §5020.1(k) and impacts to tribal cultural resources would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) 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"/>

Less Than Significant Impact. As described in response a. above, the project would not cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code §5024.1 and impacts to Tribal Cultural Resources would be less than significant.

LETTER

RESPONSE

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

Agencies should be aware that AB 52 does not preclude agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timetrames provided in AB 52. For that reason, we urge you to continue to request Native American Tribal Consultation Lists and Sacred Lands File searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>. Additional information regarding AB 52 can be found online at http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CatEPAPDF.pdf, entitled "Tribal Consultation Under AB 52: Requirements and Best Practices".

The NAHC recommends lead agencies consult with all California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.

A brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments is also attached.

Please contact me at gayle.totton@nahc.ca.gov or call (916) 373-3710 if you have any questions.

Sincerely,

Gayle Totton, B.S., M.A., Ph.D
Associate Governmental Project Analyst

Attachment

cc: State Clearinghouse

- 2 As the project would not cause a substantial adverse change in the significance of a Tribal Cultural Resource (see response to comment 1), impacts would be less than significant and no mitigation is required.
- 3 As described in the MND Section Vd, no dedicated cemetery or human remains are known to be present on-site. In the unlikely event that remains are located on-site, the project would be handled in accordance with procedures of the Public Resources Code Section 5097.98, the California Government Code Section 27491, and the Health and Safety Code Section 7050.5. These regulations detail specific procedures to follow in the event of a discovery of human remains. In addition, the mitigation measure detailed under MM-CUL-1 requires the presence of archaeological and Native American monitors during grading that would ensure that any buried human remains inadvertently uncovered during grading operations are identified and handled in compliance with these regulations. Thus, impacts to human remains would be less than significant.
- 4 Please see response to comment 1.
- 5 Please see to response to comment 1.

Pertinent Statutory Information:**Under AB 52:**

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice.

A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project,⁹ and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18)."¹⁰

The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- a. Alternatives to the project.
- b. Recommended mitigation measures.
- c. Significant effects.¹¹

1. The following topics are discretionary topics of consultation:

- a. Type of environmental review necessary.
- b. Significance of the tribal cultural resources.
- c. Significance of the project's impacts on tribal cultural resources.

If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency.¹²

With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (f) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.¹³

If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
- b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource.¹⁴

Consultation with a tribe shall be considered concluded when either of the following occurs:

- a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
- b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.¹⁵

Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable.¹⁶

If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b).¹⁷

An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
- b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

⁹ Pub. Resources Code § 21080.3.1, (c) and (e)

¹⁰ Pub. Resources Code § 21080.3.1 (b)

¹¹ Pub. Resources Code § 21080.3.2 (a)

¹² Pub. Resources Code § 21080.3.2 (a)

¹³ Pub. Resources Code § 21082.3 (b)(1)

¹⁴ Pub. Resources Code § 21082.3 (b)

¹⁵ Pub. Resources Code § 21080.3.2 (b)

¹⁶ Pub. Resources Code § 21082.1 (a)

¹⁷ Pub. Resources Code § 21080.3 (e)

- c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days.¹⁸
This process should be documented in the Tribal Cultural Resources section of your environmental document.

Under SB 18:

Government Code § 65352.3 (a) (1) requires consultation with Native Americans on general plan proposals for the purposes of "preserving or mitigating impacts to places, features, and objects described § 5097.9 and § 5091.993 of the Public Resources Code that are located within the city or county's jurisdiction. Government Code § 65560 (A), (B), and (C) provides for consultation with Native American tribes on the open-space element of a county or city general plan for the purposes of protecting places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code.

- SB 18 applies to local governments and requires them to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_622.pdf.
- Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. A tribe has 60 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.¹⁹
- There is no Statutory Time Limit on Tribal Consultation under the law.
- Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research,²⁰ the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction.²¹
- Conclusion Tribal Consultation: Consultation should be concluded at the point in which:
 - o The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - o Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation.²²

NAHC Recommendations for Cultural Resources Assessments:

- Contact the NAHC for:
 - o A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - o A Native American Tribal Contact List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
 - The request form can be found at <http://nahc.ca.gov/resources/forms/>.
- Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=10653) for an archaeological records search. The records search will determine:
 - o if part of the entire APE has been previously surveyed for cultural resources.
 - o if any known cultural resources have been already been recorded on or adjacent to the APE.
 - o if the probability is low, moderate, or high that cultural resources are located in the APE.
 - o if a survey is required to determine whether previously unrecorded cultural resources are present.
- If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - o The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - o The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

¹⁸ Pub. Resources Code § 21080.3 (d)

¹⁹ (Gov. Code § 65352.3 (a)(2))

²⁰ pursuant to Gov. Code section 65040.2.

²¹ (Gov. Code § 65352.3 (b))

²² (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2006) at p. 18)

Examples of Mitigation Measures That May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- o Avoidance and preservation of the resources in place, including, but not limited to:
 - Planning and construction to avoid the resources and protect the cultural and natural context.
 - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- o Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - Protecting the cultural character and integrity of the resource.
 - Protecting the traditional use of the resource.
 - Protecting the confidentiality of the resource.
- o Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- o Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed.²³
- o Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated.²⁴

The lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

- o Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources.²⁵ In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
- o Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
- o Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subs. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

²³ (Civ. Code § 815.3 (c)).

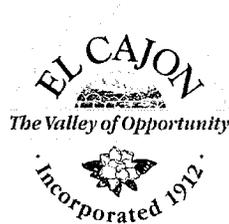
²⁴ (Pub. Resources Code § 6007.991).

²⁵ per Cal. Code Regs., tit. 14, section 15064.5(i) (CEQA Guidelines section 15064.5(i)).

**Mitigation Monitoring and
Reporting Program Summary**

Animal Care Facility

North Marshall Avenue, El Cajon, CA



City of El Cajon
Community Development Department
200 Civic Center Way
El Cajon, California 92020
619-441-1742

November 1, 2016

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MITIGATION MONITORING AND REPORTING PROGRAM SUMMARY

ANIMAL CARE FACILITY, NORTH MARSHALL AVENUE, EL CAJON, CA

Mitigation Measures	Responsible for Mitigation	Responsible for Verification	Method of Verification	Timing of Verification	Verification Date	Notes
BIOLOGICAL RESOURCES						
<p>BIO-1: Project-related ground-disturbing or vegetation removal activities may be conducted outside of the nesting bird season (January 15th through September 15th). If such activities are to occur during the nesting season, a nesting bird survey shall be conducted within seven days prior to any ground-disturbing activities in order to determine if any nesting birds are present within the project site. If nesting birds are not found on the project site, no further action is required. If nesting birds are observed onsite, no construction activity shall occur within 250 feet (500 feet for raptors) of any active nests. Construction activity may only occur within 250 feet of an active nest at the discretion of a biological monitor, or if the biologist determines that the young have fledged. Construction activity may occur within the buffer area at the discretion of the biological monitor. A barrier (fence) shall be installed during the construction phase, if it is determined to be necessary by the biological monitor. BIO-1 shall be noted on the grading plan.</p>	Project Applicant and Construction Manager	Community Development	Submittal of additional biological report(s) prior to approval of grading plans; note on grading plans; permit condition; on-site verification	Prior to approval of grading permit(s); during construction		

Mitigation Measures	Responsible for Mitigation	Responsible for Verification	Method of Verification	Timing of Verification	Verification Date	Notes
CULTURAL RESOURCES						
<p>CUL-1: Unanticipated Discovery of Resources. All ground disturbing activities for the project will be monitored by a qualified archaeological monitor and a Native American monitor representing the Kumeyaay community. If archaeological materials are identified during construction activities, work in the immediate area shall cease and an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for Archaeology (National Park Service 2008) must evaluate the find. If the discovery proves to be significant under CEQA, a data recovery program shall be implemented. Monitors shall notify appropriate staff of the City of El Cajon Community Development Department.</p> <p>In the unlikely event that human remains are discovered, existing laws and protocols are required to be followed before proceeding with any project action that would further disturb the remains. Provisions set forth in California Public Resources Code Section 5097.78 and State Health and Safety Code Section 7050.5 would be implemented in consultation with the most likely descendant identified by the Native American Heritage Commission.</p>	Project Applicant, Construction Manager	Community Development	Pre-construction Meeting; Prior to approval of grading plans, applicant to provide agreement with archaeological and Native American monitor; note on grading plans; permit conditions	Prior to approval of grading permit(s); during construction		

Mitigation Measures	Responsible for Mitigation	Responsible for Verification	Method of Verification	Timing of Verification	Verification Date	Notes
WATER QUALITY						
<p>WAT-1: Storm water design and implementation shall exclude the outdoor animal exercise areas and kennels. The outdoor animal exercise areas and kennels shall be designed to connect with the sanitary sewer system. The design may require these areas to be at a lower grade than the proposed storm water management treatment areas to prevent polluted runoff from discharging into the treatment Best Management Practices (BMPs). Further compliance with water quality regulatory framework, BMPs, and design guidelines would adequately ensure that the project impacts to water quality would be less than significant.</p>	Project Applicant, Construction Manager	Public Works/ Storm Water	Designed on the grading and drainage plan and storm water mitigation plan	Prior to approval of grading and drainage plan and storm water mitigation plan		

Mitigation Measures	Responsible for Mitigation	Responsible for Verification	Method of Verification	Timing of Verification	Verification Date	Notes
TRANSPORTATION / TRAFFIC						
TRF-1: Prior to the issuance of any building permit for the construction of the Animal Care Facility, the fair-share payment of \$62,500 shall be paid to the City of El Cajon Capital Improvement Program.	Project Applicant and Construction Manager	Public Works/Traffic Engineering	Document validation of transfer of funds	Prior to the issuance of building permits		

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City of El Cajon
Initial Study / Environmental Checklist
Mitigated Negative Declaration

This Initial Study / Environmental Checklist has been prepared pursuant to the California Environmental Quality Act (CEQA) [Public Resources Code §21000, et seq.] and the 2015 State CEQA Guidelines [California Code of Regulations §15000, et seq.]. This Initial Study / Environmental Checklist determines that the Animal Care Facility project will result in no impacts or less than significant impacts (with mitigation) on the environmental resources and issues evaluated herein, and hence would not have a significant impact on the environment.

This document is being made available for a 30-day public review comment period, beginning September 21, 2016 and ending October 21, 2016. Comments regarding this Initial Study/ Environmental Checklist must be made in writing to: Anthony Shute, Deputy Director of Community Development, Community Development Department, City of El Cajon, 200 Civic Center Way, El Cajon, California 92020. Comments must be received by 5:00 P.M. on the last day of the public review period.

- 1. Project Title:** Animal Care Facility

- 2. Lead Agency Name and Address:** City of El Cajon
200 Civic Center Way
El Cajon, CA 92020

- 3. Contact Person and Phone Number:** Anthony Shute, AICP
Deputy Director
City of El Cajon
200 Civic Center Way
El Cajon, CA 92020

- 4. Project Location:** East side of North Marshall Avenue
between West Bradley Avenue and Vernon
Way, and north of Heartland Fire Training
Facility

- 5. Project Applicant:** David Keltner, P.E.
City of El Cajon
200 Civic Center Way
El Cajon, CA 92020

- 6. General Plan Designation:** Public Institution (PI)

- 7. Zoning Designation:** Manufacturing (M)

8. Project Description:

The project would construct an animal care facility on a 2.6-acre site located in the city of El Cajon, San Diego County (Figures 1 and 2). The project is on the east side of North Marshall Avenue, between West Bradley Avenue to the North, Vernon Way to the South, and bounded by Forester Creek to the East (Figure 3). The project would consist of approximately 13,494 square feet of animal care facilities with a possible future expansion of 4,303 square feet for a total of 17,797 square feet (Figure 4). Grading activities will include disturbing the soil to a depth of approximately four feet and exporting approximately 6,500 cubic yards to create the building pad for the new facility. The building is one story above grade. The proposed animal care facility would replace operations of the current El Cajon Animal Shelter located approximately 400 feet to the south at 1275 North Marshall Avenue. The existing parking lot on the project site is used by the Heartland Fire Training Facility (HFTF); however, upon completion of the animal care facility, parking for HFTF would be relocated to the existing animal care facility.

9. Setting and Surrounding Land Uses:

The site is located in the northerly portion of the City of El Cajon (City), at the City's Public Works Yard. Surrounding land uses include Heartland Fire Training Facility, Waste Management (office, fleet, and transfer station), City Public Works Facilities, and other industrial related uses.

10. Approvals Required:

Conditional Use Permit (CUP) No. 2163

11. Other public agencies whose approvals are required (e.g., permits, financing approval, or participation agreement):

N/A

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

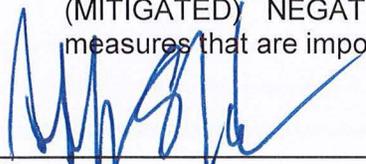
Based upon the initial evaluation presented in the following Initial Study / Environmental Checklist, it is concluded that the Project **would** result in the following potentially significant adverse environmental impacts to the following resource areas:

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

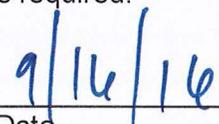
DETERMINATION:

On the basis of this initial evaluation: (To be completed by the Lead Agency)

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



Signature



Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Impact Terminology

The following terminology is used to describe the potential level of significance of impacts:

- A finding of ***no impact*** is appropriate if the analysis concludes that the project would not affect the particular resource in any way.
- An impact is considered a ***less than significant impact*** if the analysis concludes that it would not cause substantial adverse change to the environment and requires no mitigation.
- An impact is considered ***less than significant with mitigation incorporated*** if the analysis concludes that it would not cause substantial adverse change to the environment with the inclusion of environmental commitments that have been agreed to by the applicant.
- An impact is considered a ***potentially significant impact*** if the analysis concludes that it could have a substantial adverse effect on the environment and requires mitigation.

PROJECT DESCRIPTION:

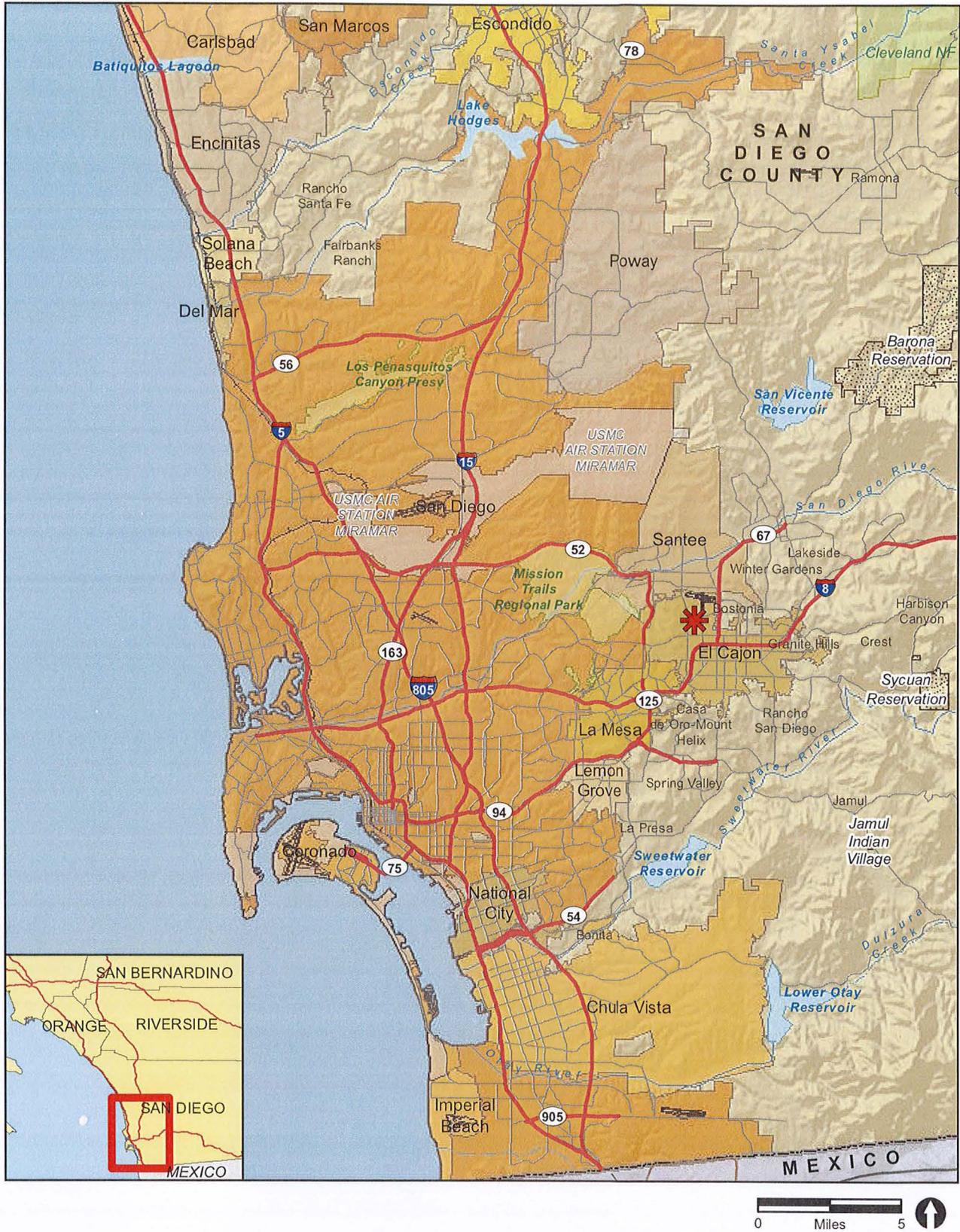
The proposed animal care facility will be constructed on a 2.6 acre site at the City of El Cajon Public Works Operations Center. The project site is approximately 400 feet north of the existing El Cajon animal shelter. The project will consist of approximately 13,494 square feet of animal care facilities with a possible future expansion of 4,303 square feet. This initial study analysis is based on the total potential square footage of 17,797.

Site access is proposed via two (2) existing driveways on North Marshall Avenue. There is an existing parking lot that provides 34 parking stalls with the ability to provide up to (21) additional parking stalls for future expansion. The existing parking lot is used by the Heartland Fire Training Facility (HFTF); however, upon completion of the animal care facility, parking for HFTF will be relocated to the existing animal care facility located approximately 400 feet south. Regional access to the project site is provided via State Route 52, State Route 67 and Interstate 8.

The project includes on-site sewer, water, and storm drain utility improvements. Sewer and water improvements would be primarily on-site, but connections would be made to the existing utility lines in North Marshall Avenue.

Project construction would begin with the grading of approximately one acre of land (43,560 square feet). In order to meet final pad elevations, approximately 4' of excess material will be hauled to a landfill. The grading process is expected to last two weeks (10 working days) from 7:30 AM to 3:30 PM.

The project requires a conditional use permit.



 Project Location

FIGURE 1
Regional Location



 Project Boundary

FIGURE 2
Aerial Photograph of the Project Vicinity

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I. AESTHETICS

Would the project:

Issue	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 type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Explanation of Checklist:

a-c: No Impact. The site is located on North Marshall Avenue and surrounded by industrial development. North Marshall Avenue is not designated as a state scenic highway, nor does the City's General Plan identify this roadway as scenic. The site has been historically used for operational purposes by the City's Public Works Department, and temporarily interim storage of waste containers by Waste Management. The site does not contain unique geologic features or historic buildings with scenic value. A small number of trees exist along the site perimeter and scattered in the central area of the site; however, these trees do not constitute a scenic vista. As there are no significant scenic resources on-site or scenic highways in the vicinity, the project would have no impact to such resources.

The project site is partially developed with Heartland Fire Training Facility, Animal Shelter, Public Works Department Operations Yard, and ancillary storage structures and parking lots. The undeveloped portions of the site consist of disturbed land with no vegetation. There is ornamental landscaping on the site.

The surrounding area includes an industrial uses.

The project proposes a one-story Animal Care Facility with a visually modern industrial design visible from the roadway. The addition of the facility and landscaping would be a visually compatible change. Therefore, the project would be consistent with surrounding development and would not degrade the existing visual character or quality of the site. Therefore, the project would not substantially degrade the existing visual character or quality of the site and its surroundings.

d: Less than Significant. The additional lighting proposed by the project would be consistent with the City's lighting standards and would not create a substantially new source of light or glare. Thus, lighting impacts would be less than significant.

II. AGRICULTURAL RESOURCES

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist:

a–e: No Impact. The project site is located in an existing urbanized area with no agricultural or forest resources within the vicinity. The site is mostly developed and no agricultural or forestry uses are located on-site. The project site is not zoned for

agricultural or forestry purposes; nor is there a Williamson Act Contract associated with the site or vicinity. Therefore, the project would not convert Important Farmland, conflict with agricultural zoning, or otherwise cause the conversion of farmland or forest land to non-agricultural/non-forest use. The project would have no agricultural resource impact.

III. AIR QUALITY

Would the project:

Issue	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. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentration including air toxics such as diesel particulates?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist:

a: Less Than Significant Impact. Section 15125(B) of the CEQA Guidelines contains specific reference to the need to evaluate any inconsistencies between the proposed project and the applicable air quality management plan, i.e., the San Diego Regional Air Quality Strategy (RAQS). Included in the RAQS are transportation control measures (TCMs). The RAQS and TCM set forth the steps needed to accomplish attainment of state and federal ambient air quality standards. The primary concern for assessing impacts on the RAQS is whether the project is consistent with the growth assumptions used to develop the plan.

The RAQS is the applicable regional air quality plan that sets forth the San Diego Air Pollution Control District's (SDAPCD) strategies for achieving the National Ambient Air Quality Standards (NAAQS) and California Air Pollution Control Officers Association (CAAQS). The San Diego Air Basin (SDAB) is designated non-attainment for the federal and state ozone standard. Accordingly, the RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the standards for ozone. The two pollutants addressed in the RAQS are (Reactive Organic Gases) ROG and oxides of nitrogen (NO_x), which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and growth create challenges in controlling emissions and by extension to maintaining and improving air quality. The RAQS, in conjunction with the TCM, were most recently adopted in 2009 as the air quality plan for the region.

The growth projections used by the SDAPCD to develop the RAQS emissions budgets are based on the population, vehicle trends, and land use plans developed in general plans and used by SANDAG in the development of the regional transportation plans and sustainable communities strategy. As such, projects that propose development that is consistent with the growth anticipated by SANDAG's growth projections and/or the general plan would not conflict with the RAQS. In the event that a project would propose development that is less dense than anticipated by the growth projections, the project would likewise be consistent with the RAQS. In the event a project proposes development that is greater than anticipated in the growth projections, further analysis would be warranted to determine if the project would exceed the growth projections used in the RAQS for the specific subregional area.

The project would replace the existing animal shelter, which is located on the same parcel as the proposed animal care facility and is compatible with the existing zoning and land use designation. The project site is zoned (M) Manufacturing and is designated as (PI) Public Institution. The M zone is intended to provide for manufacturing, warehousing, and limited industrial uses as well as certain employment generating office and service uses. According to the El Cajon General Plan, all zones are consistent with the Public Institution land use designation. The project would be consistent with this land use designation and therefore, with the growth anticipated by the General Plan and SANDAG.

The project would therefore not result in an increase in emissions that are not already accounted for in the RAQS. Thus, the project would not interfere with implementation of the RAQS or other air quality plans.

b–c: Less Than Significant Impact. The SDAPCD is the regional government agency that monitors and regulates air pollution within the SDAB and is responsible for measuring the air quality of the region. The SDAB is classified as a federal nonattainment area for ozone and a state nonattainment area for ozone, particulate matter 10 microns or less in diameter (fugitive dust; PM₁₀) and particulate matter 2.5 microns or less in diameter (PM_{2.5}).

Project construction would not exceed the applicable regional emissions thresholds. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality. Therefore, as project emissions are well below these limits, project construction would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Additionally, construction emissions would be temporary, intermittent, and would cease at the end of project construction.

As shown in Table 1, project construction would not exceed the applicable regional emissions thresholds. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality. Therefore, as project emissions are well below these limits, project construction would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Additionally, construction emissions would be temporary, intermittent, and would cease at the end of project construction.

**CONSTRUCTION EMISSIONS
(pounds per day)**

Table 1 Summary of Worst-case Construction Emissions (pounds per day)						
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Site Preparation	3	29	17	0	3	1
Grading	4	50	40	0	10	5
Building Construction	3	23	17	0	2	1
Paving	2	17	13	0	1	1
Architectural Coatings	19	2	2	0	0	0
Maximum Daily Emissions	19	50	40	0	10	5
<i>Significance Threshold</i>	<i>250</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>

Long-term emissions of regional air pollutants occur from operational sources. As shown in Table 2, project operation would not exceed the applicable regional emissions thresholds. Therefore, as project emissions are well below these limits, project operations would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Therefore, the project would result in a less than significant impact.

**OPERATIONAL EMISSIONS
(pounds/day)**

Table 2 Summary of Project Operational Emissions (pounds per day)						
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	0	0	0	0	0	0
Energy Sources	0	0	0	0	0	0
Mobile Sources	1	1	8	0	1	0
Total	1	2	8	0	1	0
<i>Significance Threshold</i>	<i>250</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>
Note: Totals may vary due to independent rounding.						

The region is classified as attainment for all criterion pollutants except ozone, PM₁₀, and PM_{2.5}. The SDAB is non-attainment for the 8-hour federal and state ozone standards. Ozone is not emitted directly, but is a result of atmospheric activity on precursors. NO_x and ROG are known as the chief “precursors” of ozone. These compounds react in the presence of sunlight to produce ozone.

As shown in Tables 1 and 2, emissions of ozone precursors (ROG and NO_x), PM₁₀, and PM_{2.5} from construction and operation would be below the applicable thresholds.

Therefore, the project would not result in a cumulatively considerable net increase in emissions of ozone, PM₁₀, or PM_{2.5}, and impacts would be less than significant

d: Less Than Significant Impact.

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

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the project would occur over a one-year period. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time.

According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptor were 12 months, the exposure would be less than 3 percent of the total exposure period used for health risk calculation.

Therefore, DPM generated by project construction is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic toxic air contaminants (TAC) that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Additionally, with ongoing implementation of U.S. EPA and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types, the DPM emissions of individual equipment would be substantially reduced over the years as the project construction continues. Therefore, project construction would not expose sensitive receptors to substantial pollutant concentration.

CARB has provided guidelines for the siting of land uses near heavily traveled roadways. The CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided when possible. The project would not place sensitive receptors within 500 feet of a roadway carrying 100,000 vehicles per day. Therefore, the project would not expose sensitive receptors to substantial concentrations of DPM.

Localized carbon monoxide (CO) concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions. The SDAB is a CO maintenance area under the federal Clean Air Act (CAA). This means that SDAB was previously a non-attainment area and is currently implementing a 10-year plan for continuing to meet and maintain air quality standards. As a result, ambient CO levels have declined significantly. CO hot spots have been found to occur only at signalized

intersections that operate at or below level of service E with peak-hour trips for that intersection exceeding 3,000 trips. Based on the traffic impact analysis, the project would not result in a signalized intersection to operate at LOS E or worse (City of El Cajon 2016), and therefore is not anticipated to result in a CO hot spot. Therefore, localized air quality impacts to sensitive receptors would be less than significant.

e: Less Than Significant Impact. There are no sensitive receptors in the immediate vicinity of the project. The nearest residential receptor is located upwind of the project site approximately a quarter mile to the west. During construction, diesel equipment may generate some nuisance odors. Exposure to odors associated with project construction would be short-term and temporary in nature. Additionally, due to the distance between the project site and the nearest sensitive receptors, it is anticipated that odors due to diesel equipment would disperse.

Once operational, odors may be associated with animals and animal waste, however, animals would be cared for and offices and enclosures such as cages, runs, and kennels would be readily cleaned and disinfected.

Project construction and operation is not expected to generate significant objectionable odors affecting a substantial number of people, therefore impacts would be less than significant.

IV. BIOLOGICAL RESOURCES

Would the project:

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

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist:

a: Less Than Significant Impact with Mitigation. The project site was previously used by the El Cajon Public Works Department and Waste Management, and lies in a highly-disturbed condition. Furthermore, the site is bounded by active governmental support operations and various industrial uses.

Due to the conditions described above, neither the project site nor surrounding lands offer habitat of significant value for sensitive wildlife species. No sensitive plant species are onsite, and no riparian habitat or wetland resources are located on or immediately adjacent to the property. As a result, the project would not directly or indirectly impact any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS).

However, a number of existing trees are located onsite and may be removed prior to grading and construction activities. Additionally, existing mature trees are within close proximity to the south on the adjacent Heartland Fire Training Facility and existing Animal Shelter; refer to Figure 2, Aerial Photograph. The potential for migrating birds, protected under the Migratory Bird Treaty Act (MBTA), to utilize these trees for breeding and/or roosting may occur. As such, Mitigation Measure BIO-1 is proposed to require a pre-construction nesting survey to avoid any impacts on such activities during the project construction phase. With implementation of the proposed mitigation measure, project impacts would be reduced to a level of less than significant.

Mitigation Measure

To mitigate for Impact BIO-1, the following measure shall be implemented:

BIO-1: Project-related ground-disturbing or vegetation removal activities may be conducted outside of the nesting bird season (January 15th through September 15th). If such activities are to occur during the nesting season, a nesting bird survey shall be conducted within seven days prior to any ground-disturbing activities in order to determine if any nesting birds are present within the project site. If nesting birds are not found on the project site, no further action is required. If nesting birds are observed onsite, no construction activity shall occur within 250 feet (500 feet for raptors) of any active nests. Construction activity may only occur within 250 feet of an active nest at the discretion of a biological monitor, or if the biologist determines that the young have fledged. Construction activity may occur within the buffer area at the discretion of the biological monitor. A barrier (fence) shall be installed during the construction phase, if it is determined to be necessary by the biological monitor. BIO-1 shall be noted on the grading plan.

b and c: No Impact. As noted in IV(a), the project site consists of urban/developed land and is highly-disturbed. There are no riparian habitats or wetland resources on the site. Therefore, no impacts would result from the project.

d: No Impact. The site is in an urbanized area and is not adjacent to an open space or wildlife corridor; nor does the site itself serve as a wildlife corridor or nursery site. No impact related to wildlife corridors would occur.

e and f: No Impact. The project site is not located within a Habitat Conservation Plan or within the vicinity of any local, regional, or state conservation plan. The project would not conflict with any local ordinances that protect biological resources. Therefore, no impact related to local biological plans and ordinances would occur.

V. CULTURAL RESOURCES

Would the project:

Issue	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 an historical resource as defined in	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Explanation of Checklist:

a: No Impact. The entire project area has been extensively impacted by grading and used as a storage area by Waste Management, and by El Cajon Public Works Operations. The soil surface has been compacted by vehicle activity and storage of materials. Gravel is scattered across the property and piles of soil, gravel, construction debris, pallets, and plastic pipe are scattered around the perimeter of the western half of the property. Some of the soil is contained in concrete barrier walls. A large trash disposal bin, wood stage, and an A-shaped wood structure sit along the southern edge of the eastern half of the property. No prehistoric or historic cultural material was observed during the survey of the project site.

b: Less than Significant Impact with Mitigation Incorporated. No archaeological deposits or historical features were identified within the project area in the California Historical Resources Information System, South Coastal Information Center, at San Diego State University record search and no prehistoric or historic cultural resources were identified during the survey of the project area. The significance of archaeological resources is based on integrity and potential to yield research information. Because the project site has been graded used extensively for many years, the integrity of the project area has been compromised; thus, the potential for unknown significant subsurface archaeological resources to be present is considered low. However, the project is in an area of alluvial deposition in the El Cajon Valley and the possibility exists for the buried prehistoric archaeological deposits to exist on-site. Therefore, the project's impact on cultural resources is considered potentially significant unless mitigated. Mitigation Measure CUL-1 would reduce potential impacts to less than significant.

Mitigation Measure

CUL-1: All ground disturbing activities for the project will be monitored by a qualified archaeological monitor and a Native American monitor representing the Kumeyaay community. If archaeological materials are identified during construction activities, work in the immediate area shall cease and an archaeologist meeting the Secretary of the Interior's Professional Qualifications

in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist:

a: Less than Significant Impact. A limited geotechnical investigation report was completed by Ninyo and Moore in September 2014 to address geotechnical conditions on the project site.

The City of El Cajon lies within southern California which is a seismically-active region. The potential for people and/or structures to experience strong ground shaking, ground failure, or soil instability due to a seismic event therefore exists. Ground surface rupture along an earthquake fault may cause damage to aboveground infrastructure and other features.

The State of California has mapped known active faults that may cause surface fault rupture in inhabited areas as part of the Alquist-Priolo Earthquake Fault Zoning Act. The known active faults within proximity to the project site include the Rose Canyon Fault Zone, located approximately 14.5 miles to the west, generally parallel to the Pacific Coastline. This Fault Zone generally runs from La Jolla southward to Downtown San Diego. Additionally, the La Nacion Fault Zone trends from north to south approximately 6.5 miles to the west/southwest of the Project site. Other major faults within the San Diego County region include the San Jacinto Fault Zone (near Borrego Springs); Elsinore Fault Zone (near Julian); and, the San Clemente Fault Zone (offshore near San Clemente Island). These Fault Zones are designated as Alquist-Priolo Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act and are capable of experiencing major ground shaking or surface rupture during a seismic event; however, the project site itself is not located within a designated State of California Alquist-Priolo Earthquake Fault Zone for surface fault rupture, and no active or potentially active faults are known to underlie the property.

The proximity of the site to the La Nacion Fault Zone and Rose Canyon Fault Zone systems suggest that the project site (and surrounding City) would experience moderate to severe grounds shaking in the event of a strong earthquake. To reduce the potential for damage to occur from such events, all construction is subject to compliance with the design standards given in Title 24 of the California Building Code (CBC). Furthermore, development would be subject to any applicable design requirements identified in the Alquist–Priolo Act, the Uniform Building Code, and local building standards implemented by the City. Project adherence to applicable construction standards would minimize

potential impacts relative to seismic hazards. Impacts would be less than significant, and no mitigation measures are required.

b–d: Less than Significant Impact. Geologically, the proposed project site lies within the Peninsular Ranges Geomorphic Province. The Peninsular Range region is underlain primarily of plutonic rock of the Southern California Batholith and is generally characterized by alleviated basins, elevated erosion surfaces, and northwest trending faults. The subject site lies within the San Diego Embayment, which is a downdropped structural block, encompassing the western portion of San Diego County from south of Carlsbad, east to Rancho Bernardo, and south into the northern portion of Mexico. The site is underlain by Quaternary-age alluvial deposits.

The project site and vicinity are not prone to landslides, and the potential for liquefaction is very low due to the absence of shallow groundwater and dense terrace deposits and granitic rocks. Foundation soils at the project site have been identified as fill at the ground surface and extended to depths of up to approximately 4 feet. As encountered, the fill materials generally consisted of various shades of brown, dry to moist, medium dense, silty to clayey sand. Scattered gravel and pieces of asphalt and concrete were encountered in the fill. Documentation of the existing fill materials was not available for review. The project would follow the recommendations of the geotechnical study (Ninyo & Moore, September 2014).

e: No Impact. The project would be served by the City’s wastewater system and would not require the use of septic systems. No impact related to septic system soil issues would occur.

VII. GREENHOUSE GAS EMISSIONS

Would the project:

Issue	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"/>

Explanation of Checklist:

a–b: Less Than Significant Impact. The City of El Cajon follows the recommendations of the California Air Pollution Control Officers Association (CAPCOA) report “CEQA & Climate Change” (January 2008) which recommends a screening criterion of

900-metric-ton of carbon dioxide equivalent (MTCO₂E). Projects that exceed this level of emissions either during the construction or operational phase are required to prepare an in-depth GHG analysis. The City utilizes this screening criterion in evaluating the significance of potential GHG-related impacts. For the purposes of this analysis it was determined that new development projects emitting less than 900 MT CO₂E annual GHG would not contribute considerably to cumulative climate change impacts. A project that exceeds the 900 MT CO₂E threshold would require further analysis.

The 900-metric-ton guideline is considered to represent a conservative significance threshold for determining whether additional analysis and/or mitigation are required with regard to project-generating GHG emissions. This threshold considers the number of anticipated vehicle trips, energy and water consumption, and other activities typically generated by development projects. Typical land uses anticipated to generate approximately 900 MTCO₂E of GHGs annually are identified by CAPCOA.

GHGs are typically generated during the construction phase by the combustion of diesel and gasoline fuels in the motors of construction equipment used onsite or in the commute to and from a project site. GHGs are also generated by project lighting (e.g. for security and/or nighttime construction work) and water use.

Project construction emissions were modeled assuming construction would begin in January 2017 and last for approximately one year. Construction emissions are calculated for construction activity based on the construction equipment profile and other factors determined as needed to complete all phases of construction. Based on guidance from the South Coast Air Quality Management District (SCAQMD), total construction GHG emissions resulting from a project should be amortized over 30 years and added to operational GHG emissions to account for their contribution to GHG emissions over the lifetime of a project (SCAQMD 2009).

Over the long-term, typical GHG-generating activities would include combustion of fuel in vehicles, generation of electricity, natural gas consumption, water use, and transport and disposal of solid waste.

TABLE 3
Summary of GHG Emission Calculation Methodology

Table 3 Summary of GHG Emission Calculation Methodology	
Source	Project Emission Calculation
Construction	Construction emissions were amortized over 30 years and added to operational emissions.
Vehicles	Vehicle emissions were calculated using vehicle emission factors for year 2020. Calculations also took into account LEV III and the Tire Pressure Program.
Energy	Energy calculations include increased energy efficiency (21.8 percent over 2008 Energy Code standards for electricity and 16.8 percent for natural gas for non-residential buildings). Additionally, to account for the effects of RPS through 2020, the SDG&E energy-intensity factors included in CalEEMod were reduced by 22.8 percent.

Area	Area-source emissions were calculated based on standard landscaping equipment and quantities and consumer product emission factors. The project would not include woodstoves or fireplaces.
Water	A 20 percent increase in indoor water use efficiency was included in the water consumption calculations in accordance with 2013 CalGreen standards. Additionally, to account for the effects of RPS through 2020, the SDG&E energy-intensity factors included in CalEEMod were reduced by 22.8 percent.
Solid Waste	Emissions were calculated using standard generation rates and emission factors, which are based on California Department of Resources Recycling and Recovery waste generation rates.

Primary sources of direct and indirect GHG emissions have been calculated and summarized in Table 4. The complete model outputs for the project are included in Appendix C.

Table 4 Project GHG Emissions (MT CO ₂ E per Year)	
Emission Source	Project GHG Emissions
Vehicles	155
Energy Use	80
Area Sources	0
Water Use	17
Solid Waste Disposal	8
Construction	9
TOTAL	270

As demonstrated, the project would result in total emissions of 270 MT CO₂E annually. Emissions are projected to be less than the 900 MT CO₂E screening level. By emitting less than 900 MT CO₂E the project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable. Therefore, the project's direct and indirect GHG emissions would have a less than significant impact on the environment.

Executive Order (EO) S-3-05 established GHG emission reduction targets for the state, and AB 32 codified the 2020 goal of EO S-3-05 and launched the Climate Change Scoping Plan that outlined the reduction measures needed to reach these targets. The project would not exceed the 900 MT CO₂E screening criterion for GHG emissions. The 900 MT CO₂E screening criterion was established so that small projects would not conflict with the state's AB 32 mandate for reducing GHG emission (CAPCOA 2008). As the project is below the screening criterion, it would not conflict with the AB 32 mandate for reducing GHG emissions at the state level.

Furthermore, EO S-3-05 establishes an executive policy of reducing GHG emissions to 80 percent below 1990 levels by 2050. Additionally, EO B-30-15 establishes an interim GHG emission reduction policy by the executive branch for the state of California to reduce GHG emissions 40 percent below 1990 levels by 2030. The 2020 GHG emission policy of EO S-3-05, to reduce GHG emissions to 1990 levels by 2020, was codified by the Legislature's adoption of AB 32. As discussed above, the project would be consistent with the reduction goals of AB 32. The 2050 goal of EO S-3-05 was not codified by the Legislature. Similarly, EO B-30-15's goal to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030 has not been codified by the Legislature. Nonetheless, because these two EOs represent a GHG reduction policy in the context of CEQA and the strong interest in California's post-2020 climate policy, this analysis renders a determination as to whether the project would conflict with or impede substantial progress towards the statewide reduction policies established by EO B-30-15 for 2030 and by EO S-3-05 for 2050.

As illustrated above, the project would emit less than 900 MT CO₂E annually and would not conflict with the state's AB 32 mandate for reducing GHG emissions. Further, the project's 2020 emissions represent the maximum emissions inventory for the project; as project emissions would continue to decline from 2020 through at least 2050 based on regulatory forecasting. Vehicle emissions would continue to decline past 2020 due to regulations that increase vehicle efficiency, and the development of alternative fuel vehicles and technologies. GHG emissions associated with energy and the transportation and treatment of water would continue to decrease, as SDG&E continues to increase renewable sources of energy in accordance with RPS goals. Given the reasonably anticipated decline in project emissions, due to existing regulatory programs, once the project is fully constructed and operational, the project emissions would continue to decline in line with the GHG reductions needed to achieve the EOs' interim (2030) and horizon-year (2050) goals. Therefore, the project would not conflict with the long-term GHG policy goals of the state. As such, the project's impacts with respect to the state's post-2020 GHG emissions goals under EO B-30-15 and EO S-3-05 would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

Issue	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 routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Expose 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 residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist:

a–c: No Impact. Because of the nature of the project which involves an Animal Care Facility; no uses are proposed that would involve the use, transport, or disposal of hazardous materials. Nor would the project generate significant quantities of hazardous materials, be prone to the accidental release of hazardous materials, or emit hazardous substances near a school. The project construction and operational maintenance (cleaning and removal of animal waste) activities may involve small amounts of hazardous materials such as solvents, cleaners, paint, oils and fuel for equipment, and pesticides/herbicides. Construction activities would comply with all regulations in place to protect public safety, including the Clean Air Act, Clean Water Act, Comprehensive Environmental Response, Compensation and Liability Act, and the Toxic Substances Control Act. Therefore, no impacts are anticipated.

d: Less than Significant Impact. A Phase I Environmental Site Assessment (ESA) was prepared for the site by Environmental Business Solutions, dated June 14, 2005, in conformance with the scope and limitations of the American Standard Testing of Materials (ASTM) Practice E1527 and the Environmental Protection Agency’s (EPA) All Appropriate Inquiry (AAI) regulations 40 CFR Part 312. Recognized environmental conditions (RECs) are defined by the ASTM as any hazardous substance or petroleum product under conditions that indicate an existing, past, or material threat of release into the structures, ground, groundwater, or surface water at a subject site. If the presence of RECs is identified on a subject site, additional research, site investigation, and/or action may be warranted.

The Phase I ESA revealed no evidence of RECs on the project site or on offsite properties within the vicinity that would have the potential to result in public exposure to environmental hazards and/or hazardous substances with regard to the project site. No sites were identified in the search of various government agency database records that appear to have impacted the soils or groundwater beneath the project site.

Based on a data search of the various government agency records, the project site was not listed on applicable databases.

Consistent with the findings of the Phase I ESA, the proposed project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and therefore, would not create a significant hazard to the public or the environment. Impacts would be less than significant, and no mitigation measures are required.

e-f: No Impact. There are no private airstrips near the project site; however, Gillespie Field (public airport) is located within 1,400 feet to the north. Specifically, the proposed project site is located within Review Area 1 and Safety Compatibility Zone 3 of the Gillespie Field Airport Land Use Compatibility Plan (ALUCP). According to the ALUCP, Review Areas 1 and 2 defines the airport influence area for land use compatibility. Review Area 1 is defined by an area where noise and safety concerns may necessitate limitations on the types of land use actions. These safety compatibility policies prohibit or restrict certain sensitive or hazardous land uses. They also restrict non-residential intensity of land use and development within the safety compatibility zones around the airport. These intensity restrictions are in addition to the other applicable land use and development regulation. These intensity restrictions are summarized in Table III-2 (Safety Compatibility Criteria) of the ALUCP. Furthermore, the project received a "Determination of No Hazard to Air Navigation" letter, dated 08-01-16, from the Federal Aviation Administration (FAA). The proposed Animal Care Facility is a compatible use according to the ALUCP and would have no impact relative to airport hazards.

g-h: No Impact. The project does not propose any changes in the City's existing circulation network, and no land uses are proposed that would impair implementation of or physically interfere with the City's emergency response plan, evacuation routes; or conflict with any of the Multi-Jurisdictional Hazardous Mitigation Plan's specific hazard mitigation goals, objectives, and related potential actions. Furthermore, the proposed project would be reviewed and approved by the Heartland Fire and Rescue prior to issuance of building permit. Therefore, the project would not conflict with an emergency response plan, and have no impact.

According to the County of San Diego Wildland-Urban Interface at Risk and Fire Zones of Influence Map (July 2007), no areas designated as urban/wildfire interface areas are located on or within the vicinity of the project site. Therefore, the project would not expose 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 residences are intermixed with wildlands. No impact would occur, and no mitigation measures are required.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

Issue	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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. 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"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Contribute to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist:

a and f: Less than Significant Impact. A Stormwater Conceptual Plan was prepared for the project by Snipes Dye and Associates, dated June 22, 2016. According to that document, the project is within the San Diego River watershed. The project discharges to the Forrester Creek Basin which is listed on the Clean Water Act (CWA) Section 303(d) list as being an “impaired water body” as a result of total dissolved solids, pH, selenium and fecal coliform bacteria. These impairments are being addressed by Total Daily Maximum Loads (TMDLs) (e.g., TMDL Loads for indicator bacteria Resolution No. R9-2010-0001) and National Pollutant Discharge Elimination Permit (NPDES) permits (e.g., San Diego County and co-permittees Municipal Permit Order No. R9-2013-0001).

Construction and operation of the project would potentially result in the release of sediments, nutrients, heavy metals, organic compounds, trash and debris, oxygen demanding substances, oil and grease, bacteria and viruses, and pesticides into runoff from the project site, which would ultimately discharge to the impaired Forrester Creek Basin. As such, the primary pollutants of concern during the construction phase are nutrients, oxygen demanding substances, and oil and grease. Potential impacts associated with these pollutants shall be reduced to below a level of significance through compliance with the State’s General Construction Permit (Order No. 2009-0009-DWQ). This order requires the development and implementation of a Storm Water Pollution Prevention Plan. The primary pollutants of concern post construction include nutrients, heavy metals, trash and debris and bacteria primarily from animal waste. These pollutants would be reduced through the development and implementation of a Storm Water Mitigation Plan in accordance with the City’s Standard Urban Stormwater Mitigation Plan (SUSMP) requirements.

To reduce the potential for water quality impacts, including impacts related to the above pollutants of concern, the project would comply with regulations and would implement Treatment Control Best Management Practices (BMPs), Source Control BMPs, Site Design BMPs, and Low Impact Development BMPs. Such Treatment

Control BMPs would include bioretention facilities. The bioretention areas would be sized to manage the post construction runoff from the project site.

However, the proposed project includes outdoor animal exercise areas that are within 450 feet of Forrester Creek which is listed on the Clean Water Act (CWA) Section 303(d) list as being an “impaired water body” as a result of total dissolved solids, pH, selenium and fecal coliform bacteria. If runoff from these outdoor areas enters Forrester Creek then there is the potential to further compromise water quality which be a violation of a water quality standard. Therefore, the project’s impact on water quality is considered potentially significant unless mitigated. Mitigation Measure WAT-1 would reduce potential impacts to less than significant.

Mitigation Measure

WAT-1: Stormwater design and implementation shall exclude the outdoor animal exercise areas and kennels. The outdoor animal exercise areas and kennels shall be designed to connect with the sanitary sewer system. The design may require these areas to be at a lower grade than the proposed stormwater management treatment areas to prevent polluted runoff from discharging into the treatment Best Management Practices (BMPs). Further compliance with water quality regulatory framework, BMPs, and design guidelines would adequately ensure that the project impacts to water quality would be less than significant.

b: No Impact. The project would result in additional hardscape of approximately 55,000 square feet. While the project would slightly decrease the infiltration of water into the groundwater basin, the project itself would not use groundwater and would not significantly alter groundwater levels or supply. Therefore, implementation of the project would have no impact related to the depletion of groundwater supplies.

c and d: Less than Significant Impact. Stormwater drains generally south to north and is proposed to flow into two drainage basins then connect to a single storm drain that will empty into Forrester Creek. As there are no existing streams or rivers onsite or in the vicinity, implementation of the project would not result in substantial erosion, siltation, or flooding. Overall, the project would not alter the existing drainage pattern and impacts would be less than significant.

e: Less than Significant Impact. The City maintains regulations that restrict or prohibit new development projects from generating stormwater runoff volumes or velocities with the potential to cause the City’s existing storm drain system to exceed its design capacity. Therefore, all development is required to be designed to ensure that runoff volumes and velocities post-development do not exceed those experienced prior to construction. Development of the project would increase the impervious area of the site and provides adequate drainage with two drainage basins and incorporates private a storm drain system and bioretention areas. The bioretention areas would be sized to manage the increase in runoff and control runoff rates. Further, the project would comply with the San Diego County Hydromodification Management Plan. Thus, impacts to the stormwater system would be less than significant.

g–j: No Impact. The project site is not within a mapped 100-year flood hazard area. No levees are located in the area and the nearest dam is Lake Jennings, located

approximately 5.5 miles to the northeast. With regard to risks due to dam, levee failure or seiche, the site is not located within an area that would be impacted by any dam or levee failure or waterbody overflowing due to seismic activity. Mudflow risk would also be negligible, as the site is not located downslope from an unstable hillside. With regard to tsunami risk, the site is located over 20 miles from the Pacific Ocean and is not within a mapped tsunami inundation area.

X. LAND USE AND PLANNING

Would the project:

Issue	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 type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist:

a: No Impact. The project site is currently vacant and is located within a highly-urbanized area of the City of El Cajon. The site is generally surrounded by governmental support operations and industrial uses. Development of the site as proposed would not create a division within the surrounding established community, and would represent a use that would be consistent with surrounding land uses and with development anticipated for the site in the General Plan therefore would not divide an established community.

b: Less than Significant Impact. The project consists of a conditional use permit for the development of new animal care facility on an approximately 2.6-acre site. The existing General Plan land use designation for the site is PI (Public Institution) which allows for governmental services. The project site and surrounding area is also governed by the Gillespie Field Airport Land Use Compatibility Plan and the El Cajon Municipal Code. The project meets all applicable development regulations including height clearances and safety compatibility. Therefore, the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

c: No Impact. Refer to Section IV(f). The project site is not within the boundaries of any adopted habitat conservation plan or natural community conservation plan. Therefore, no impact would occur, and no mitigation measures are required.

XI. MINERAL RESOURCES

Would the project:

Issue	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 type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist:

a and b: No Impact. According to the City's General Plan, the City does not support any known mineral resources having significant value or that are categorized as locally important. Therefore, the loss of availability of such resources with future development within the City would not occur. The proposed Project would not cause a loss of availability of a known mineral resource of value to the region or State, or of a locally-important mineral resource recovery site. No impact would occur, and no mitigation measures are required.

XII. NOISE

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Expose persons to or generate excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist:

a-c: Less Than Significant Impact. The City of El Cajon General Plan and Noise Ordinance set forth measures for regulation of daytime and nighttime noise levels within the City. The Noise Element of the City's General Plan establishes the City's standard for ambient noise levels and transportation noise. The City of El Cajon Noise Ordinance

is contained in section 17.115.130 of the City's Municipal Code. Section 17.115.130(C)(3) pertains to equipment noise, including construction. The Noise Ordinance states:

It is unlawful for any person within any residential zone, or within a radius of 500 feet from any residential zone, to operate equipment or perform any outside construction, maintenance or repair work on buildings, structures, landscapes or related facilities, or to operate any pile driver, power shovel, pneumatic hammer, power hoist, leaf blower, mower, or any other mechanical device, between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next day in such a manner that a reasonable person of normal sensitivities residing in the area is caused discomfort or annoyance. This subsection shall also apply to any property in the Mixed-Use zone having one or more residential units. This restriction does not apply to emergency work made necessary to restore property to a safe condition, restore utility service, or to protect persons or property from an imminent exposure to danger.

Day-night levels (L_{dn}) of noise are used as a method of evaluating transportation-related noise impacts with regard to various types of land uses. The L_{dn} represents a 24-hour A-weighted decibel average sound level [dB(A) L_{eq}]. This sound level is achieved by adding 10 decibels (dB) to noise levels generated between the hours of 10:00 p.m. and 7:00 a.m., as sensitive receptors (e.g. residential uses) are more susceptible to noise during the nighttime hours (therefore, a higher threshold is used). The City of El Cajon uses a 65 L_{dn} as the maximum acceptable standard for noise-sensitive land uses, as identified in the General Plan. The nearest sensitive receptor(s) is the residential developments to the west approximately 1,400 feet from the Animal Care Facility project.

Potential noise impacts generated by activities at a given location are required to occur in compliance with the City's Municipal Code. Maximum one-hour average sound level limits are identified for that measured level at the boundary of a property and represent maximum allowable noise levels at any location on the property boundaries or within the parcel. Noise performance standards for the industrial area are 70 dB(A).

The project would result in future construction of an animal care facility that would generate an estimated 888 ADT at full buildout based on the Traffic Impact Analysis prepared by the City of El Cajon Traffic Engineering Division dated July 2016. This is approximately 600 ADT more than the existing animal shelter generates. Due to the number of ADT generated by the proposed project, it is not anticipated to result in a substantial permanent increase in noise levels in this industrial dominated area.

Construction of the project as proposed would result in short-term, temporary or periodic increases in noise levels and/or ground-borne noise and vibration during grading, excavation, installation of utilities, and/or construction of the housing units and roadways. Such activities may affect the project site or surrounding adjacent uses. The length of time or the level of such increases would be experienced would vary based upon the type of construction equipment being used and the specific construction activity, as well as the distance between the source of the noise and the receiver.

All project construction would occur in compliance with the City's established time limits identified in the City's Noise Ordinance to ensure that any noise or vibration generated by the project would not exceed the established thresholds or cause disturbance to sensitive receptors.

Therefore, the project would not result in a substantial temporary or permanent increase in ambient noise levels in the vicinity above levels existing without the project or expose persons to or generate noise levels in excess of standards established in the adopted General Plan or Noise Ordinance. Impacts would be less than significant, and no mitigation measures are required.

e-f: No Impact. There are no private airstrips near the project site; however, Gillespie Field (public airport) is located within 1,400 feet to the north. According to Exhibit III-3, Compatibility Policy Map: Noise, of the Gillespie Field Airport Land Use Compatibility Plan (January 25, 2010), the project site is located outside of the 60 dB community noise equivalent level (CNEL) contour line for the airport. Therefore, the project would not expose people residing or working in the area to excessive noise levels. No impact would occur, and no mitigation measures are required.

XIII. POPULATION AND HOUSING

Would the project:

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

Explanation of Checklist:

a: No Impact. The proposed development is located in an urbanized industrial area and replaces the existing animal shelter. The project site already has roadway access, utility connections, and would not require the extension of infrastructure. Furthermore, the surrounding area is already built out with industrial and government support uses and the project would not induce substantial population growth. Thus, the project would not indirectly induce growth. Therefore, there are no impacts to induce population growth.

b and c: No Impact. The project site does not contain housing; thus, the project would not displace existing housing or people.

XIV. PUBLIC SERVICES

Would the project:

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

Explanation of Checklist:

a(i-v): Less Than Significant Impact. The project is located on an existing developed site in a highly urbanized community well served with sewer and water lines, streets, storm drains and other public utilities. In addition, the project site is served by Heartland Fire & Rescue, a joint powers authority delivering fire protection and emergency medical services to the cities of El Cajon, Lemon Grove, and La Mesa. Police protection is provided by the El Cajon Police Department. The El Cajon Branch Library, part of the San Diego County Library system, opened in 1991 and is located at 201 E. Douglas Avenue.

Implementing the project would not result in student generation. No physical impacts to school facilities would occur as a result of project implementation.

XV. RECREATION

Would the project:

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

Explanation of Checklist:

a–b: Less Than Significant Impact. The project proposes a new Animal Care Facility to replace the City's existing animal shelter. The project would not significantly increase the use of existing parks such that deterioration would accelerate; nor would it require the addition or expansion of park facilities. Thus, recreation impacts would be less than significant.

XVI. TRANSPORTATION / TRAFFIC

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist:

a–b: Less Than Significant Impact with Mitigation. A traffic impact analysis was prepared by the City of El Cajon Traffic Engineering Division for the proposed project in July 2016. The analysis is based on the *2010 Highway Capacity Manual (HCM)* methodology that evaluates operations based on capacity, roadway geometrics, traffic volumes, traffic delays, and other features that affect traffic conditions. The City of El Cajon has established LOS D as the minimum acceptable operating condition for both intersections and roadway segments. The City considers the addition of over 0.02 to the volume to capacity ratio (V/C) to a roadway segment operating at unacceptable LOS E or F, or the addition of more than two seconds of delay to an intersection operating at LOS E or F to be a significant impact.

Trip generation rates for the proposed development were based on the Institute of Transportation Engineering (ITE) trip generation manual. The specific land use designation used to calculate the trip generation was “Animal Hospital/Veterinary Clinic”. The facility will be open to the public six days per week from 10:00 AM to 5:00 PM and is not expected to generate enough AM peak hour traffic to warrant the analysis for the AM peak hour. Furthermore, the total project is calculated to generate 888 ADT with 85 total PM peak hour trips (33 inbound/52 outbound). At buildout (18,000 sq. ft.), the Animal Care Facility would generate approximately 600 ADT more than the existing animal shelter generates.

The existing circulation system includes bike facilities and sidewalks. The project site is located approximately one mile from the Metropolitan Transit System (MTS) Gillespie Field Trolley Station and three quarter mile from the Arnele Trolley Station. The transit stations offer direct and/or indirect connection to the San Diego trolley system, Coaster, Sprinter, and MTS bus service. Construction of the project would not conflict or interfere with the existing or planned operation of any of these modes of transit.

All intersections and segments for the Near-Term scenario are calculated to operate at a Level of Service (LOS D) or better with the addition of project and cumulative project traffic.

In the year 2035, without and with the project traffic the segment of Marshall Avenue between Bradley Avenue and Fesler Street is calculated to operate at LOS F. Since the project is expected to add more than 0.02 v/c to the segment, a cumulative impact is anticipated.

The following is a description of the calculated significant impacts for the proposed Animal Care Facility based on the established significance criteria. Recommended mitigation measures at the impacted segments are provided.

Segment

- a) Marshall Avenue between Bradley Avenue and Vernon Way
- b) Marshall Avenue between Vernon Way and Fesler Street

Based on the City of El Cajon significance criteria, **no direct impacts** were calculated at the study area intersections and street segments. However, it is recommended that the City installs a stop sign, stop line and stop legend at the North and South driveway exits on North Marshall Avenue.

Long-Term Mitigation Measures

Per the City of El Cajon's significance thresholds and the analysis methodologies presented in this report, project and cumulative traffic are calculated to cause significant cumulative impacts. A fair share payment towards future improvements is required to decrease the identified significant impact to less-than-significant levels.

a) Marshall Avenue between Bradley Avenue and Vernon Way:

In order to mitigate the impact, the City would need to widen the road to ultimate width of 50 feet per the City's general plan circulation element (Roadway Register) and provide a continuous two-way left-turn lane.

b) Marshall Avenue between Vernon Way and Fesler Street:

In order to mitigate the impact, the City would need to widen the road to ultimate width of 50 feet per the City's General Plan Circulation Element (Roadway Register) and provide a continuous two-way left-turn lane.

With these proposed improvements, both segments are expected to operate at a LOS D during the Year 2035 without and with the project traffic.

Fair-share calculations

The City of El Cajon does not have a standard fair share formula to determine a development project's financial contribution to future infrastructure improvements projects. As such, a review of the City of San Diego's standard fair share formula (typical for the region) was conducted. The City of San Diego's formula calculates a development project's fair share contribution by dividing the project's total trips by the anticipated future traffic growth, minus existing volumes.

Based on this formula, the project's fair share percentage for roadway improvements on North Marshall Avenue between Bradley Avenue and Vernon Way is approximately 18%. Similarly, the fair share percentage for roadway improvements on North Marshall Avenue between Vernon Way and Fesler Street is approximately 15%. Fair share calculations for these two locations are included in **Appendix I of the Traffic Analysis**. The fair share payment required by the Animal Care Facility toward planned improvements for these two segments is approximately \$62,500.00.

Mitigation Measure

TRF-1: Prior to the issuance of any building permit for the construction of the Animal Care Facility, the fair-share payment of \$62,500 shall be paid to the City of El Cajon Capital Improvement Program.

c: No Impact. The nearest airport to the project site is the Gillespie Field Airport (public), located at 1960 Joe Crosson Drive in El Cajon, approximately 1,400 to the north of the project site. Due to the nature of the proposed use, the project would not result in a change in air traffic patterns or increase risk to public safety. No impact would occur, and no mitigation measures are required.

d-f: No Impact. Full access to the project site is currently provided via two existing driveways that connect with North Marshall Avenue. The street is constructed as a two-lane street with parking and a Class II bicycle lane on the on the west side. The street is adequate to support traffic generated by the proposed project without any improvements in the near term. A fair share contribution is required for the widening of North Marshall Avenue between West Bradley Avenue and Vernon Way in the long term. Furthermore, the street is designed to accommodate emergency vehicles. Safe

site distance and visibility standards for landscaping and building design will be required. Therefore, the project would not substantially increase hazards due to a design feature or incompatible uses or result in inadequate emergency access. No impact would occur, and no mitigation measures are required.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provided which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulation related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist:

a–e: Less than Significant Impact. The project site is located within the City of El Cajon which is highly urbanized on property that already has access to water, wastewater, and storm water infrastructure. Wastewater and storm water services are provided by the City of El Cajon. The project would connect to the City's wastewater and storm water systems for such services. Helix Water District is the provider of water within the City and has adequate resources to serve the project as proposed.

The project replaces the existing animal shelter and is approximately 10,000 square feet larger at buildout. Therefore there would be a negligible demand for water, wastewater, and stormwater treatment compared to the existing conditions. Impacts would be less than significant.

f-g: Less than Significant Impact. Solid waste service for the City of El Cajon is provided by Waste Management who disposes of non-recyclable solid waste generated by the City at the Sycamore Landfill. Services provided by Waste Management include the provision of mandatory trash and recyclable collection services. The Sycamore Landfill has adequate capacity to serve the site. The Landfill has a maximum capacity of 71,233,171 c.y., with a remaining capacity of 42,246,551 c.y. The anticipated closure date is October 2031.¹

Based on the above, the project would be served by a landfill with sufficient permitted capacity to accommodate the Project's anticipated solid waste disposal needs. Additionally, the Project would be in compliance with all applicable federal, State, and local statutes and regulations relative to solid waste. Impacts would be less than significant, and no mitigation measures are required.

¹ CalRecycle, Sycamore Landfill. <http://www.calrecycle.ca.gov/SWFacilities/Directory/37-AA-0023/Detail/>. Accessed September 13, 2016.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

Does the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have the potential to 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable futures projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist:

a–c: Less Than Significant Impact with Mitigation. As discussed throughout the above portions of the Initial Study Checklist, the project would not degrade the quality of the environment. The project may have the potential to impact nesting birds during the construction phase however the potential for such impacts is relatively low given the highly urbanized nature of the City. Compliance would be reinforced with mitigation measure BIO-1. As a result, the project would not degrade the quality of the environment, threaten or substantially reduce the habitat of a fish or wildlife species, or

eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant with mitigation incorporated.

b: Less than Significant Impact. All utilities and services are adequate to serve the project without causing a significant impact on such resources. Additionally, all impacts determined to be potentially significant through preparation of this Initial Study (biological, cultural, traffic, water quality) would be reduced to a level of less than significant through implementation of mitigation, thereby minimizing the potential to contribute to a cumulatively considerable impact on such resources.

Furthermore, construction of the project would generate air quality and GHG emissions from construction and operation of the proposed uses; however, due to the limited scope of work anticipated and the length of the construction period and the limited number of homes proposed, the project would not contribute to a cumulatively considerable impact with regard to air quality or GHG. Therefore, impacts would be less than significant, and no mitigation measures are required.

No change to the existing General Plan land use designation is proposed, and the project would therefore be consistent with the City's General Plan and the growth anticipated with buildout of the City under the Plan. No new cumulative impacts were identified as resulting with project implementation. Therefore, cumulative impacts beyond those previously considered in the General Plan EIR would be less than significant.

XIX. DETERMINATION AND PREPARERS

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE FEE DETERMINATION

(Fish and Game Code Section 711.4, Statutes of 2006 – SB 1535)

- It is hereby found that this project involves no potential for any adverse effect, either individual or cumulatively, on wildlife resources and that a "Certificate of Fee Exemption" shall be prepared for this project.
- It is hereby found that this project could potentially impact wildlife, individually or cumulatively, and therefore, fees in accordance with Section 711.4(d) of the Fish and Game Code shall be paid to the County Clerk.

XX. REFERENCES

Section 15150 of the State CEQA Guidelines permits an environmental document to incorporate by reference other documents that provide relevant data. The documents listed below are hereby incorporated by reference. The pertinent material is summarized throughout this Initial Study / Environmental Checklist where that information is relevant to the analysis of impacts of the Project. The following references were used in the preparation of this Initial Study/Environmental Checklist and are available for review at the City Hall located at 200 Civic Center Way, in El Cajon.

Initial Study / Environmental Checklist for the Animal Care Facility

California Department of Conservation

- 2008 Important Farmland Designations, San Diego County. Farmland Mapping and Monitoring Program.
ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/sdg08_west.pdf. Accessed September 1, 2016.

California Department of Toxic Substances Control

- 2014 EnviroStor Database. <http://www.envirostor.dtsc.ca.gov/public/>. Accessed September 1, 2016.

CalRecycle, Sycamore Landfill. <http://www.calrecycle.ca.gov/SWFacilities/Directory/37-AA-0023/Detail/>. Accessed September 13, 2016.

City of El Cajon

- 2001 General Plan.
2013 Housing Element Update.

City of El Cajon Traffic Engineering Division

- 2016 Traffic Impact Analysis
El Cajon Animal Care Facility, El Cajon, California
July 2016

County of San Diego Wildland-Urban Interface at Risk and Fire Zones of Influence Map.
http://frap.cdf.ca.gov/projects/mast/maps/san_diego/WUI_zones_San_Diego_2.pdf. Accessed September 13, 2016.

Environmental Business Solutions

- 2005 Phase I Environmental Site Assessment
North of Vernon Way and East of North Marshall Avenue
June 15, 2005

Google Earth. September 2016.

Heartland Fire and Rescue. <http://www.cityofelcajon.us/your-government/departments/fire>. Accessed September 7, 2016.

Ninyo & Moore

- 2014 Geotechnical Evaluation
Animal Shelter Site (Animal Care Facility)
September 17, 2014

RECON Environmental, Inc.

- 2016 Air Quality Analysis for El Cajon Animal Care Facility
El Cajon, California. August 11, 2016.

RECON Environmental, Inc.

- 2016 Greenhouse Gas Analysis for the El Cajon Animal Care Facility
El Cajon, California. August 11, 2016.

Initial Study / Environmental Checklist for the Animal Care Facility

RECON Environmental, Inc.

2016 Cultural Resources Survey for the El Cajon Animal Care Facility
El Cajon, California. August 11, 2016.

Ricondo & Associates, Inc.

2010 Gillespie Field Airport Land Use Compatibility Plan. Prepared for San Diego
County Regional Airport Authority. January 25, 2010.

Snipes Dye & Associates

2016 Stormwater Conceptual Plan for the El Cajon Animal Care Facility. June 22,
2016.

State of California

n.d. EnviroStor Mapping. Department of Toxic Substances Control.
<http://www.envirostor.dtsc.ca.gov/public/> Accessed on September 8, 2016.

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APPENDIX C

Greenhouse Gas Analysis

August 11, 2016



**Air Quality Analysis for the
El Cajon Animal Care Facility,
El Cajon, California**

Prepared for

Ferguson Pape Baldwin Architects
4499 Ruffin Road, Suite 300
San Diego, CA 92123
Contact: Amanda Schultz

Prepared by

RECON Environmental, Inc.
1927 Fifth Avenue
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RECON Number 6309
August 11, 2016

A handwritten signature in cursive script that reads "Jessica Fleming".

Jessica Fleming, Environmental Analyst

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ATTACHMENT

1: CalEEMod Output – Project Emissions	
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Acronyms

°C	degrees Celsius
°F	degrees Fahrenheit
µg/m ³	micrograms per cubic meter
AB	Assembly Bill
AQIA	Air Quality Impact Analysis
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CO	carbon monoxide
DPM	diesel particulate matter
EPA	Environmental Protection Act
HARRF	Hale Avenue Resource Recovery Facility
NAAQS	National Ambient Air Quality Standards
NO ₂	nitrogen dioxide
NO _x	oxides of nitrogen
OEHHA	Office of Environmental Health Hazard Assessment
Pb	lead
PM ₁₀	particulate matter with an aerodynamic diameter of 10 microns or less
PM _{2.5}	particulate matter with an aerodynamic diameter of 2.5 microns or less
ppb	parts per billion
ppm	parts per million
RAQS	Regional Air Quality Strategy
ROG	reactive organic gas
SANDAG	San Diego Association of Governments
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SIP	State Implementation Plan
SO ₂	sulfur dioxide
SO _x	oxides of sulfur
TACs	toxic air contaminants
TCM	Transportation Control Measures
USC	United States Code

Executive Summary

This report evaluates potential local and regional air quality impacts associated with the proposed El Cajon Animal Care Facility (project). The project would construct an approximately 18,000-square-foot animal care facility on a 2.6-acre site located on the east side of North Marshall Avenue, between West Bradley Avenue to the North, Vernon Way to the South, and bounded by Forester Creek to the East in the city of El Cajon, California. The project would replace operations at the existing animal shelter located approximately 400 feet to the south at 1275 North Marshall Avenue.

The primary goal of the San Diego Air Pollution Control District's Regional Air Quality Strategy (RAQS) is to reduce ozone precursor emissions. The project would replace the existing animal shelter, which is located on the same parcel as the proposed animal shelter and is compatible with the existing zoning and land use designation. Because the project would be consistent with the General Plan land use designation, the project would be consistent with the growth anticipated by the General Plan and San Diego Association of Governments (SANDAG). The project would, therefore, not result in an increase in emissions that are not already accounted for in the RAQS. Thus, the project would not interfere with implementation of the RAQS or other air quality plans.

Additionally, as calculated in this analysis, project construction emissions would not exceed the applicable emissions thresholds. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality. Therefore, as project emissions are well below these limits, project construction would not result in regional emissions that would exceed the National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) or contribute to existing violations. Additionally, construction emissions would be temporary, intermittent, and would cease at the end of project construction.

Long-term emissions of regional air pollutants occur from operational sources. Based on emissions estimates, project operational emissions would not exceed the applicable regional emissions thresholds. Therefore, as project emissions are well below these limits, project operations would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations.

The project would not result in the exposure of sensitive receptors to substantial concentrations of diesel particulate matter. Additionally, the project is not anticipated to result in a carbon monoxide hot spot.

There are no sensitive receptors in the immediate vicinity of the project. The nearest residential receptor is located upwind of the project site approximately a quarter mile to the west. During construction, diesel equipment may generate some nuisance odors. Exposure to odors associated with project construction would be short-term and temporary in nature. Additionally, due to the distance between the project site and the nearest sensitive receptors, it is anticipated that odors due to diesel equipment would disperse. Once

operational, odors may be associated with animals and animal waste, however, animals would be cared for and offices and enclosures such as cages, runs, and kennels would be readily cleaned and disinfected. Project construction and operation is not expected to generate significant objectionable odors affecting a substantial number of people, therefore impacts would be less than significant.

1.0 Introduction

The purpose of this report is to assess potential short-term local and regional air quality impacts resulting from development of the project.

Air pollution affects all southern Californians. Effects can include the following:

- Increased respiratory infections
- Increased discomfort
- Missed days from work and school
- Increased mortality
- Polluted air also damages agriculture and our natural environment.

The project is located within the San Diego Air Basin (SDAB), one of 15 air basins that geographically divide the state of California. The SDAB is currently classified as a federal non-attainment area for ozone, and a state non-attainment area for particulate matter less than 10 microns (PM₁₀), particulate matter less than 2.5 microns (PM_{2.5}), and ozone.

Air quality impacts can result from the construction and operation of the project. Construction impacts are short-term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. Operational impacts can occur on two levels: regional impacts resulting from growth-inducing development, or local hot-spot effects stemming from sensitive receivers being placed close to highly congested roadways. In the case of this project, operational impacts are primarily due to emissions to the basin from mobile sources associated with vehicular travel along the roadways within the project area.

The analysis of impacts is based on federal and state Ambient Air Quality Standards (AAQS) and is assessed in accordance with the guidelines, policies, and standards established by the San Diego Air Pollution Control District (SDAPCD). Project compatibility with the adopted air quality plan for the area is also assessed.

2.0 Project Description

The project would construct an animal care facility on a 2.6-acre site located on the east side of North Marshall Avenue, between West Bradley Avenue to the North, Vernon Way to the South, and bounded by Forester Creek to the East in the city of El Cajon, California. The project would consist of approximately 13,494 square feet of animal care facilities with a possible future expansion of 4,303 square feet for a total of 17,797 square feet. The proposed animal care facility would replace operations of the current El Cajon Animal

Shelter located approximately 400 feet to the south at 1275 North Marshall Avenue. The existing parking lot on the project site is used by the Heartland Fire Training Facility; however, upon completion of the animal care facility, parking for the Heartland Fire Training Facility would be relocated to the existing animal care facility.

Site access is proposed via two existing driveways on North Marshall Avenue. The existing parking lot provides 34 parking stalls with the ability to provide up to 21 additional parking stalls for future expansion.

Figure 1 shows the regional location. Figure 2 shows an aerial photograph of the project vicinity. Figure 3 shows the proposed site plan.

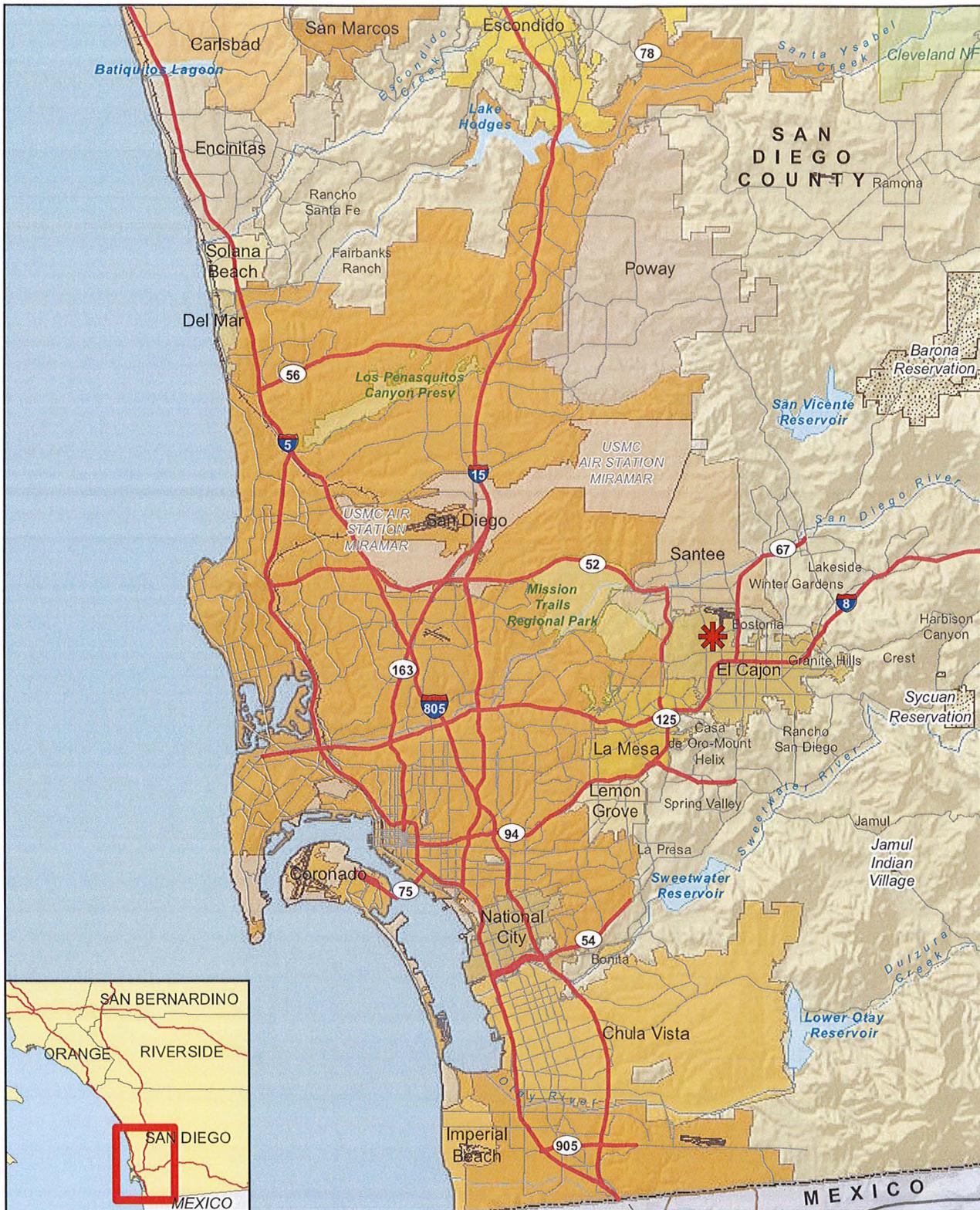
3.0 Regulatory Framework

3.1 Federal Regulations

AAQS represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. The federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 United States Code (USC) 7401] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, in order to achieve the purposes of Section 109 of the CAA [42 USC 7409], the U.S. Environmental Protection Agency (EPA) developed primary and secondary National Ambient Air Quality Standards (NAAQS).

Six criteria pollutants of primary concern have been designated: ozone, carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), lead (Pb), and respirable particulate matter (PM₁₀ and PM_{2.5}). The primary NAAQS “. . . in the judgment of the Administrator, based on such criteria and allowing an adequate margin of safety, are requisite to protect the public health . . .” and the secondary standards “. . . protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in the ambient air” [42 USC 7409(b)(2)]. The primary NAAQS were established, with a margin of safety, considering long-term exposure for the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties). The NAAQS are presented in Table 1 (CARB 2016a).

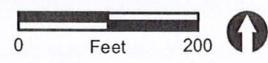
The state of California is divided geographically into 15 air basins for managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and therefore are expected to have similar ambient air quality. An air basin is designated as either attainment or non-attainment for a particular pollutant. Once a non-attainment area has achieved the ambient air quality standards for a particular pollutant, it is re-designated as an attainment area for that pollutant. To be redesignated, the area must meet air quality standards for three consecutive years. After re-designation to attainment, the area is known as a maintenance area and must develop a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the federal CAA.



 Project Location

FIGURE 1
Regional Location

Image Source: SANDAG (flown November 2014)



 Project Boundary

RECON

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FIGURE 2

Aerial Photograph of the Project Vicinity

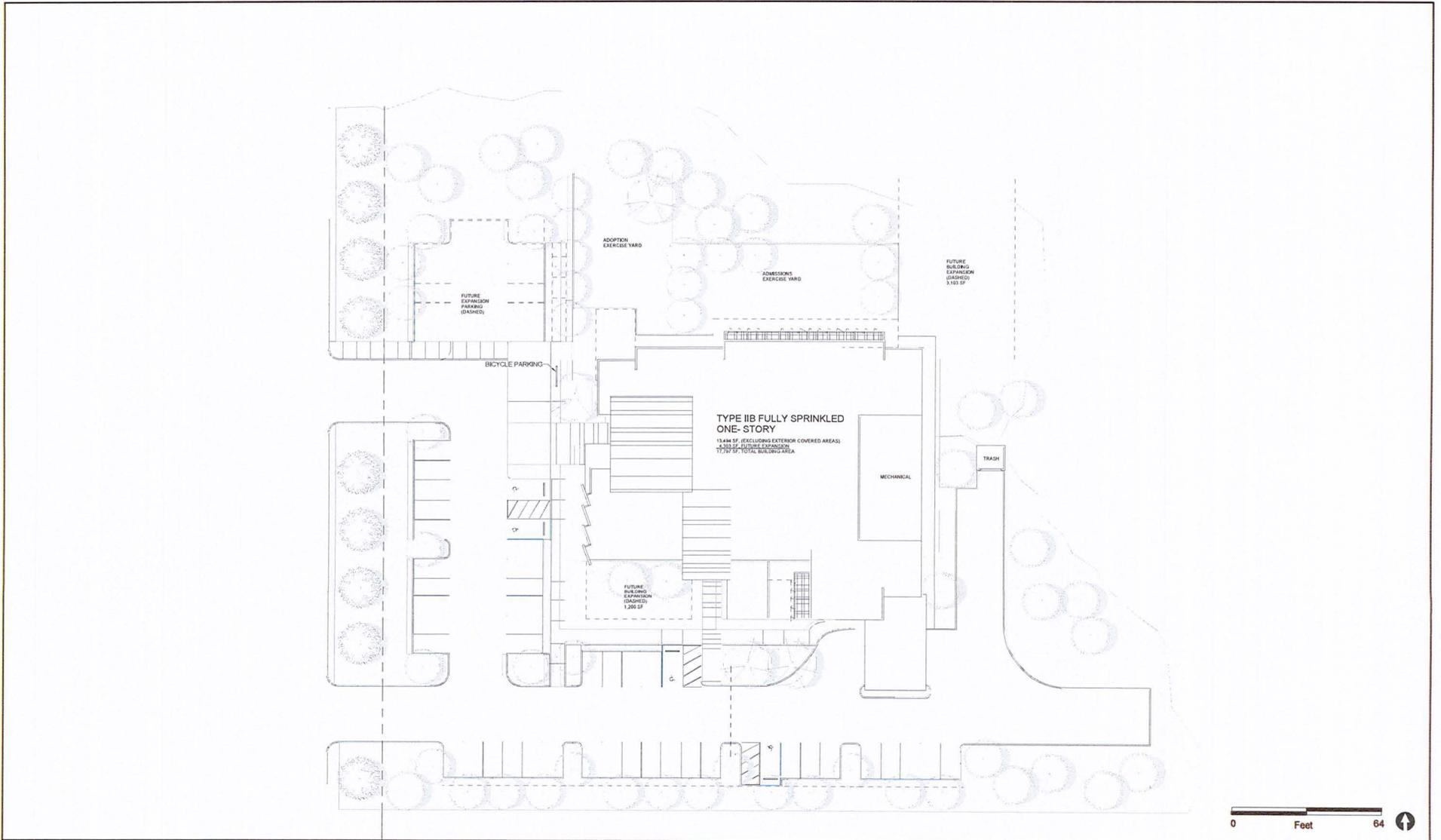


Table 1 Ambient Air Quality Standards						
Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM ₁₀) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		–		
Fine Particulate Matter (PM _{2.5}) ⁹	24 Hour	No Separate State Standard		35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12 µg/m ³	15 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-dispersive Infrared Photometry	35 ppm (40 mg/m ³)	–	Non-dispersive Infrared Photometry
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		–	–	
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemi- luminescence	100 ppb (188 µg/m ³)	–	Gas Phase Chemi- luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	–	Ultraviolet Fluorescence; Spectro- photometry (Pararosaniline Method)
	3 Hour	–		–	0.5 ppm (1,300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas) ¹¹	–	
Lead ^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	–	–	High Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	
	Rolling 3-Month Average	–		0.15 µg/m ³		
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chroma- tography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chroma- tography			

See footnotes on next page.

ppm = parts per million; ppb = parts per billion; $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter; – = not applicable.

- ¹ California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, particulate matter (PM_{10} , $\text{PM}_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- ² National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10} , the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than one. For $\text{PM}_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
- ³ Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- ⁴ Any equivalent measurement method which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.
- ⁵ National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- ⁶ National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- ⁷ Reference method as described by the U.S. EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the U.S. EPA.
- ⁸ On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- ⁹ On December 14, 2012, the national annual $\text{PM}_{2.5}$ primary standard was lowered from $15 \mu\text{g}/\text{m}^3$ to $12.0 \mu\text{g}/\text{m}^3$. The existing national 24-hour $\text{PM}_{2.5}$ standards (primary and secondary) were retained at $35 \mu\text{g}/\text{m}^3$, as was the annual secondary standards of $15 \mu\text{g}/\text{m}^3$. The existing 24-hour PM_{10} standards (primary and secondary) of $150 \mu\text{g}/\text{m}^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- ¹⁰ To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- ¹¹ On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- ¹² The ARB has identified lead and vinyl chloride as ‘toxic air contaminants’ with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- ¹³ The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ($1.5 \mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
- ¹⁴ In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are “extinction of 0.23 per kilometer” and “extinction of 0.07 per kilometer” for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: CARB 2016a.

3.2 State Regulations

3.2.1 Criteria Pollutants

The state of California has developed the California Ambient Air Quality Standards (CAAQS) and generally has set more stringent limits on the criteria pollutants (see Table 1). In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride (see Table 1).

Similar to the federal CAA, the state classifies specific geographic areas as either “attainment” or “non-attainment” areas for each pollutant based on the comparison of measured data with the CAAQS. The SDAB is a non-attainment area for the state ozone standards, the state PM₁₀ standard, and the state PM_{2.5} standard.

3.2.2 Toxic Air Contaminants

The public’s exposure to toxic air contaminants (TACs) is a significant public health issue in California. Diesel-exhaust particulate matter emissions have been established as TACs. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (Assembly Bill [AB] 1807: Health and Safety Code Sections 39650–39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics “Hot Spots” Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics “Hot Spots” Act are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels.

The Children’s Environmental Health Protection Act, California Senate Bill 25 (Chapter 731, Escutia, Statutes of 1999), focuses on children’s exposure to air pollutants. The act requires CARB to review its air quality standards from a children’s health perspective, evaluate the statewide air monitoring network, and develop any additional air toxic control measures needed to protect children’s health. Locally, toxic air pollutants are regulated through the SDAPCD’s Regulation XII. Of particular concern statewide are diesel-exhaust particulate matter emissions. Diesel-exhaust particulate matter was established as a TAC in 1998, and is estimated to represent a majority of the cancer risk from TACs statewide (based on the statewide average). Diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a

complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB and are listed as carcinogens either under the state's Proposition 65 or under the federal Hazardous Air Pollutants program.

Following the identification of diesel particulate matter (DPM) as a TAC in 1998, CARB has worked on developing strategies and regulations aimed at reducing the risk from DPM. The overall strategy for achieving these reductions is found in the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* (CARB 2000). A stated goal of the plan is to reduce the statewide cancer risk arising from exposure to DPM by 85 percent by 2020.

In April 2005, CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB 2005). The handbook makes recommendations directed at protecting sensitive land uses from air pollutant emissions while balancing a myriad of other land use issues (e.g., housing, transportation needs, economics, etc.). It notes that the handbook is not regulatory or binding on local agencies and recognizes that application takes a qualitative approach. As reflected in the CARB Handbook, there is currently no adopted standard for the significance of health effects from mobile sources. Therefore, the CARB has provided guidelines for the siting of land uses near heavily traveled roadways. Of pertinence to this study, the CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles/day should be avoided when possible.

As an ongoing process, CARB will continue to establish new programs and regulations for the control of diesel particulate and other air-toxics emissions as appropriate. The continued development and implementation of these programs and policies will ensure that the public's exposure to DPM will continue to decline.

3.2.3 State Implementation Plan

The State Implementation Plan (SIP) is a collection of documents that set forth the state's strategies for achieving the NAAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as air quality management plans, monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. The CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. The CARB then forwards SIP revisions to the EPA for approval and publication in the Federal Register. All of the items included in the California SIP are listed in the Code of Federal Regulations (CFR) at 40 CFR 52.220.

The SDAPCD is responsible for preparing and implementing the portion of the SIP applicable to the SDAB, known as the Regional Air Quality Strategy (RAQS). The SIP plans for San Diego County specifically include the Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County (2012), and the 2004 Revision

to the California State Implementation Plan for Carbon Monoxide – Updated Maintenance Plan for Ten Federal Planning Areas.

3.2.4 The California Environmental Quality Act

Section 15125(d) of the California Environmental Quality Act (CEQA) Guidelines requires discussion of any inconsistencies between the project and applicable general plans and regional plans, including the applicable air quality attainment or maintenance plan (or SIP).

3.3 San Diego Air Pollution Control District

The SDAPCD is the agency that regulates air quality in the SDAB. The SDAPCD prepared the RAQS in response to the requirements set forth in the California CAA AB 2595 (County of San Diego 1992) and the federal CAA. Motor vehicles are San Diego County's leading source of air pollution (SDAPCD 2013). In addition to these sources, other mobile sources include construction equipment, trains, and airplanes. Reducing mobile source emissions requires the technological improvement of existing mobile sources and the examination of future mobile sources, such as those associated with new or modification projects (e.g., retrofitting older vehicles with cleaner emission technologies). In addition to mobile sources, stationary sources also contribute to air pollution in the SDAB. Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources of air pollution are regulated by the local air pollution control or management district, in this case the SDAPCD.

The SDAPCD is responsible for preparing and implementing the RAQS. As part of the RAQS, the SDAPCD developed Transportation Control Measures (TCMs) for the air quality plan prepared by the San Diego Association of Governments (SANDAG) in accordance with AB 2595 and adopted by SANDAG on March 27, 1992, as Resolution Number 92-49 and Addendum. The RAQS and TCM set forth the steps needed to accomplish attainment of NAAQS and CAAQS. The required triennial updates of the RAQS and corresponding TCM were adopted in 1995, 1998, 2001, 2004, and 2009.

The SDAPCD has also established a set of rules and regulations initially adopted on January 1, 1969 and periodically reviewed and updated. These rules and regulations are available for review on the agency's website.

4.0 Environmental Setting

4.1 Geographic Setting

The project is located in the City of El Cajon, approximately 16 miles east of the Pacific Ocean. The City is bordered by the cities of San Diego and La Mesa on the west, Spring Valley on the south, Santee on the north, and unincorporated San Diego County on the east. The eastern portion of the SDAB is surrounded by mountains to the north, east, and

south. These mountains tend to restrict airflow and concentrate pollutants in the valleys and low-lying areas below.

4.2 Climate

The project area, like the rest of San Diego County's inland valley areas, has a Mediterranean climate characterized by warm, dry summers and mild winters. The mean annual temperature for the project area is 62 degrees Fahrenheit (°F). The average annual precipitation is 12 inches, falling primarily from November to April. Winter low temperatures in the project area average about 43°F, and summer high temperatures average about 86°F. The average relative humidity is 69 percent and is based on the yearly average humidity at Lindbergh Field (Western Regional Climate Center 2016).

The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow pollutants away from the coast toward the inland areas. Consequently, air quality near the coast is generally better than that which occurs at the base of the coastal mountain range.

Fluctuations in the strength and pattern of winds from the Pacific High Pressure Zone interacting with the daily local cycle produce periodic temperature inversions that influence the dispersal or containment of air pollutants in the SDAB. Beneath the inversion layer pollutants become "trapped" as their ability to disperse diminishes. The mixing depth is the area under the inversion layer. Generally, the morning inversion layer is lower than the afternoon inversion layer. The greater the change between the morning and afternoon mixing depths the greater the ability of the atmosphere to disperse pollutants.

Throughout the year, the height of the temperature inversion in the afternoon varies between approximately 1,500 and 2,500 feet above mean sea level. In winter, the morning inversion layer is about 800 feet above mean sea level. In summer, the morning inversion layer is about 1,100 feet above mean sea level. Therefore, air quality generally tends to be better in the winter than in the summer.

The prevailing westerly wind pattern is sometimes interrupted by regional "Santa Ana" conditions. A Santa Ana occurs when a strong high pressure develops over the Nevada-Utah area and overcomes the prevailing westerly coastal winds, sending strong, steady, hot, dry northeasterly winds over the mountains and out to sea.

Strong Santa Anas tend to blow pollutants out over the ocean, producing clear days. However, at the onset or during breakdown of these conditions, or if the Santa Ana is weak, local air quality may be adversely affected. In these cases, emissions from the South Coast Air Basin to the north are blown out over the ocean, and low pressure over Baja California draws this pollutant-laden air mass southward. As the high pressure weakens, prevailing northwesterly winds reassert themselves and send this cloud of contamination ashore in the SDAB. When this event does occur, the combination of transported and locally produced contaminants produce the worst air quality measurements recorded in the basin.

4.3 Existing Air Quality

Air quality at a particular location is a function of the kinds, amounts, and dispersal rates of pollutants being emitted into the air locally and throughout the basin. The major factors affecting pollutant dispersion are wind speed and direction, the vertical dispersion of pollutants (which is affected by inversions), and the local topography.

Air quality is commonly expressed as the number of days in which air pollution levels exceed state standards set by the CARB or federal standards set by the EPA. The SDAPCD maintains 10 air quality monitoring stations located throughout the greater San Diego metropolitan region. Air pollutant concentrations and meteorological information are continuously recorded at these stations. Measurements are then used by scientists to help forecast daily air pollution levels.

The El Cajon monitoring station is the nearest station to the project site. This station was originally located at 1155 Redwood Avenue at Lexington Elementary School, 2.5 miles southeast of the project site. In 2014 the school began remodeling activities and the monitoring station was relocated to a vacant lot south of Gillespie Field at the intersection of Floyd Smith Drive and Bradley Avenue, 0.5 mile northeast of the project site. Once remodeling is complete, the monitoring station will be located back at its original location. The El Cajon – Redwood Avenue monitoring station stopped operating in 2015 and the El Cajon – Floyd Smith Drive monitoring station began operating in 2014. Table 2 provides a summary of measurements collected at the El Cajon monitoring stations for the years 2011 through 2015.

Pollutant/Standard	2011	2012	2013	2014	2015
Ozone					
Days State 1-hour Standard Exceeded (0.09 ppm)	1	0	0	0	0
Days State 8-hour Standard Exceeded (0.07 ppm)	1	1	3	2	0
Days Federal 8-hour Standard Exceeded (0.075 ppm)	1	0	1	0	0
Max. 1-hr (ppm)	0.105	0.086	0.090	0.083	0.082
Max 8-hr (ppm)	0.087	0.074	0.078	0.075	0.067
Nitrogen Dioxide					
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0	0	0
Days Federal 1-hour Standard Exceeded (0.100 ppm)	0	0	0	0	0
Max 1-hr (ppm)	0.049	0.059	0.051	0.057	0.059
Annual Average (ppm)	0.012	0.012	0.012	--	--
PM₁₀*					
Measured Days State 24-hour Standard Exceeded (50 µg/m ³)	0	0	0	0	0
Calculated Days State 24-hour Standard Exceeded (50 µg/m ³)	0.0	0.0	0.0	--	--
Measured Days Federal 24-hour Standard Exceeded (150 µg/m ³)	0	0	0	0	0
Calculated Days Federal 24-hour Standard Exceeded (150 µg/m ³)	--	0.0	0.0	--	0.0
Max. Daily (µg/m ³)	41.9	47.2	41.1	35.3	50.3
State Annual Average (µg/m ³)	23.7	23.4	24.4	--	--
Federal Annual Average (µg/m ³)	19.2	23.4	24.1	18.3	22.3

Table 2 Summary of Air Quality Measurements Recorded at the El Cajon Monitoring Station					
Pollutant/Standard	2011	2012	2013	2014	2015
PM _{2.5} *					
Measured Days Federal 24-hour Standard Exceeded (35 µg/m ³)	0	1	0	0	0
Calculated Days Federal 24-hour Standard Exceeded (35 µg/m ³)	0.0	3.3	0.0	--	--
Max. Daily (µg/m ³)	29.7	37.7	23.1	13.9	24.7
State Annual Average (µg/m ³)	10.6	--	10.6	--	--
Federal Annual Average (µg/m ³)	10.5	10.5	10.6	--	--
SOURCE: CARB 2016b. -- = Not available. NOTE: Measurements from 2011 through 2013 were obtained at the Redwood Avenue location and measurement in 2014 and 2015 were obtained at the Floyd Smith Drive location. *Calculated days value. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.					

4.3.1 Ozone

Nitrogen oxides and hydrocarbons (reactive organic gases [ROG]) are known as the chief “precursors” of ozone. These compounds react in the presence of sunlight to produce ozone, which is the primary air pollution problem in the SDAB. Because sunlight plays such an important role in its formation, ozone pollution—or smog—is mainly a concern during the daytime in summer months. The SDAB is currently designated a federal and state non-attainment area for ozone. During the past 25 years, San Diego had experienced a decline in the number of days with unhealthy levels of ozone despite the region’s growth in population and vehicle miles traveled (San Diego Air Pollution Control District 2013).

About half of smog-forming emissions come from automobiles. Population growth in San Diego has resulted in a large increase in the number of automobiles expelling ozone-forming pollutants while operating on area roadways. In addition, the occasional transport of smog-filled air from the South Coast Air Basin only adds to the SDAB’s ozone problem. Stricter automobile emission controls, including more efficient automobile engines, have played a large role in why ozone levels have steadily decreased.

In order to address adverse health effects due to prolonged exposure, the EPA phased out the national 1-hour ozone standard and replaced it with the more protective 8-hour ozone standard. The SDAB is currently a non-attainment area for the previous (1997) national 8-hour standard, and is recommended as a non-attainment area for the revised (2008) national 8-hour standard of 0.075 parts per million (ppm).

Not all of the ozone within the SDAB is derived from local sources. Under certain meteorological conditions, such as during Santa Ana wind events, ozone and other pollutants are transported from the Los Angeles Basin and combine with ozone formed from local emission sources to produce elevated ozone levels in the SDAB.

Local agencies can control neither the source nor the transportation of pollutants from outside the air basin. The SDAPCD’s policy, therefore, has been to control local sources

effectively enough to reduce locally produced contamination to clean air standards. Through the use of air pollution control measures outlined in the RAQS, the SDAPCD has effectively reduced ozone levels in the SDAB.

Actions that have been taken in the SDAB to reduce ozone concentrations include:

- **TCMs if vehicle travel and emissions exceed attainment demonstration levels.** TCMs are strategies that will reduce transportation-related emissions by reducing vehicle use or improving traffic flow.
- **Enhanced motor vehicle inspection and maintenance program.** The smog check program is overseen by the Bureau of Automotive Repair. The program requires most vehicles to pass a smog test once every two years before registering in the state of California. The smog check program monitors the amount of pollutants automobiles produce. One focus of the program is identifying “gross polluters,” or vehicles that exceed two times the allowable emissions for a particular model. Regular maintenance and tune-ups, changing the oil, and checking tire inflation can improve gas mileage and lower air pollutant emissions. It can also reduce traffic congestion due to preventable breakdowns, further lowering emissions.
- **Air Quality Improvement Program.** This program, established by AB 118, is a voluntary incentive program administered by the CARB to fund clean vehicle and equipment projects, research on biofuels production and the air quality impacts of alternative fuels, and workforce training.

4.3.2 Carbon Monoxide

The SDAB is classified as a state attainment area and as a federal maintenance area for CO. Until 2003, no violations of the state standard for CO had been recorded in the SDAB since 1991, and no violations of the national standard had been recorded in the SDAB since 1989. The violations that took place in 2003 were likely the result of massive wildfires that occurred throughout the county. No violations of the state or federal CO standards have occurred since 2003.

Small-scale, localized concentrations of CO above the state and national standards have the potential to occur at intersections with stagnation points such as those that occur on major highways and heavily traveled and congested roadways. Localized high concentrations of CO are referred to as “CO hot spots” and are a concern at congested intersections, where automobile engines burn fuel less efficiently and their exhaust contains more CO.

4.3.3 Particulate Matter

Particulate matter is a complex mixture of microscopic solid or liquid particles including chemicals, soot, and dust. Anthropogenic sources of direct particulate emissions include crushing or grinding operations, dust stirred up by vehicle traffic, and combustion sources such as motor vehicles, power plants, wood burning, forest fires, agricultural burning and

industrial processes. Additionally, indirect emissions may be formed when aerosols react with compounds found in the atmosphere.

Health studies have shown a significant association between exposure to particulate matter and premature death in people with heart or lung diseases. Other important effects include aggravation of respiratory and cardiovascular disease, lung disease, decreased lung function, asthma attacks, and certain cardiovascular problems such as heart attacks and irregular heartbeat (U.S. EPA 2016).

As its properties vary based on the size of suspended particles, particulate matter is generally categorized as particulate matter with an aerodynamic diameter of 10 microns or less (PM₁₀) or particulate matter with an aerodynamic diameter of 2.5 microns or less (PM_{2.5}).

4.3.3.1 PM₁₀

PM₁₀, occasionally referred to as “inhalable coarse particles” has an aerodynamic diameter of about one-seventh of the diameter of a human hair. High concentrations of PM₁₀ are often found near roadways, construction, mining, or agricultural operations.

4.3.3.2 PM_{2.5}

PM_{2.5}, occasionally referred to as “inhalable fine particles” has an aerodynamic diameter of about one-thirtieth of the diameter of a human hair. PM_{2.5} is the main cause of haze in many parts of the United States. Federal standards applicable to PM_{2.5} were first adopted in 1997.

4.3.4 Other Criteria Pollutants

The national and state standards for NO₂, oxides of sulfur (SO_x), and the previous standard for lead are being met in the SDAB, and the latest pollutant trends suggest that these standards will not be exceeded in the foreseeable future. As discussed above, new standards for these pollutants have been adopted, and new designations for the SDAB will be determined in the future. The SDAB is also in attainment of the state standards for vinyl chloride, hydrogen sulfides, sulfates, and visibility-reducing particulates.

5.0 Thresholds of Significance

Thresholds used to evaluate potential impacts to air quality are based on applicable criteria in the CEQA Guidelines Appendix G and SDAPCD regulations. The project would have a significant air quality impact if it would:

1. Obstruct or conflict with the implementation of the RAQS or applicable portions of the SIP.
2. Result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation.
3. 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 (including the release of emissions which exceed quantitative thresholds for ozone precursors).
4. Expose sensitive receptors to substantial pollutant concentration including air toxics such as diesel particulates.
5. Create objectionable odors affecting a substantial number of people.

The SDAPCD does not provide specific numeric thresholds for determining the significance of air quality impacts under CEQA. However, the SDAPCD does specify Air Quality Impact Analysis (AQIA) trigger levels for new or modified stationary sources (SDAPCD Rules 20.2 and 20.3). These trigger levels do not generally apply to construction, mobile sources, or general land development projects; however, for comparative purposes, these levels are used to evaluate the increased emissions that would be discharged to the SDAB if the proposed project were approved. SDAPCD Rules 20.2 and 20.3 do not specify thresholds for ROG. Therefore, the threshold for ROG is based on the U.S. EPA General Conformity Rule, which equates ROG and oxides of nitrogen (NO_x) emissions under the CAA and applies the same limitation on ROG and NO_x emissions in ozone non-attainment areas (Federal Register 2010). The air quality thresholds used in this analysis are shown in Table 3.

Pollutant	Emission Rate (pounds/hour)	Emission Rate (pounds/day)	Emission Rate (tons/year)
NO _x	25	250	40
SO _x	25	250	40
CO	100	550	100
PM ₁₀	--	100	15
Lead	--	3.2	0.6
ROG	--	250	--
PM _{2.5}	--	67	10
SOURCE: SDAPCD, Rule 20.2			

6.0 Air Quality Assessment

Air quality impacts can result from the construction and operation of a project. Construction impacts are short-term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. Operational impacts can occur on two levels: regional or local. In the case of this project, operational impacts are primarily due to emissions to the basin from mobile sources associated with the vehicular travel along the roadways within the project area.

Air emissions were calculated using California Emissions Estimator Model (CalEEMod) 2013.2.2 (California Air Pollution Control Officers Association [CAPCOA] 2013). The CalEEMod program is a tool used to estimate air emissions resulting from land development projects based on California-specific emission factors. The model estimates mass emissions from two basic sources: construction sources and operational sources (i.e., area and mobile sources).

Inputs to CalEEMod include such items as the air basin containing the project, land uses, trip generation rates, trip lengths, vehicle fleet mix (percentage of autos, medium truck, etc.), trip destination (i.e., percent of trips from home to work, etc.), duration of construction phases, construction equipment usage, grading areas, season, and ambient temperature, as well as other parameters. The CalEEMod output files contained in Attachment 1 indicate the specific outputs for each model run. Emissions of NO_x, CO, SO_x, PM₁₀, PM_{2.5}, and ROG are calculated. Emission factors are not available for lead, and consequently, lead emissions are not calculated. The SDAB is currently in attainment of the federal and state lead standards. Furthermore, fuel used in construction equipment and most other vehicles is not leaded.

6.1 Construction-related Emissions

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

- Fugitive dust from grading activities;
- Construction equipment exhaust;
- Construction-related trips by workers, delivery trucks, and material-hauling trucks; and
- Construction-related power consumption.

Construction-related pollutants result from dust raised during demolition and grading, emissions from construction vehicles, and chemicals used during construction. Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces are all sources of fugitive dust. Construction operations are subject to the requirements established in Regulation 4, Rules 52, 54, and 55, of the SDAPCD's rules and regulations.

Heavy-duty construction equipment is usually diesel powered. In general, emissions from diesel-powered equipment contain more NO_x, SO_x, and particulate matter than gasoline-powered engines. However, diesel-powered engines generally produce less CO and less ROG than do gasoline-powered engines. Standard construction equipment includes tractors/loaders/backhoes, rubber-tired dozers, excavators, graders, cranes, forklifts, rollers, paving equipment, generator sets, welders, cement and mortar mixers, and air compressors.

Project construction is anticipated to begin in March 2017 and last for approximately one year. Primary inputs are the numbers of each piece of equipment and the length of each construction stage. Specific construction phasing and equipment parameters are not available at this time. However, CalEEMod can estimate the required construction equipment when project-specific information is unavailable. The estimates are based on surveys, performed by the South Coast Air Quality Monitoring District and the Sacramento Metropolitan Air Quality Management District, of typical construction projects which provide a basis for scaling equipment needs and schedule with a project's size. Air emission estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading area; season; and ambient temperature, among other parameters. Project construction would occur in five stages: site preparation, grading/excavation, building construction, paving, and architectural coatings.

Table 4 shows the total projected construction maximum daily emission levels for each criteria pollutant. The CalEEMod output files for construction emissions are contained in Attachment 1.

Table 4 Summary of Worst-case Construction Emissions (pounds per day)						
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Site Preparation	3	29	17	0	3	1
Grading	4	50	40	0	10	5
Building Construction	3	23	17	0	2	1
Paving	2	17	13	0	1	1
Architectural Coatings	19	2	2	0	0	0
Maximum Daily Emissions	19	50	40	0	10	5
<i>Significance Threshold</i>	<i>250</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>

Standard dust control measures would be implemented as a part of project construction in accordance with SDAPCD rules and regulations. Fugitive dust emissions were calculated using CalEEMod default values, and did not take into account the required dust control measures. Thus, the emissions shown in Table 4 are conservative.

For assessing the significance of the air quality emissions resulting during construction of the project, the construction emissions were compared to the thresholds shown in Table 4. As shown, maximum daily construction emissions are projected to be less than the applicable thresholds for all criteria pollutants. Impacts would be less than significant.

6.2 Operation-related Emissions

Mobile source emissions would originate from traffic generated by the project. Area source emissions would result from activities such as the use of natural gas and consumer products, as well as applying architectural coatings and landscaping activities.

Mobile source operational emissions are based on the trip rate, trip length for each land use type and size. According to the project traffic report, the project would generate 888 average daily trips (City of El Cajon 2016). Based on regional data compiled by CARB as part of the emission factor model, the average regional trip length for all trips in San Diego County is 5.8 miles. This distance is multiplied by the total trip generation of the project to determine total project annual vehicle miles traveled (CARB 2011). Default vehicle emission factors were used.

Area source emissions associated with the project include consumer products, natural gas used in space and water heating, architectural coatings, and landscaping equipment. Hearths (fireplaces) and woodstoves are also a source of area emissions; however, the project would not include hearths or woodstoves.

Consumer products are chemically formulated products used by household and institutional consumers, including, but not limited to, detergents, cleaning compounds, polishes, floor finishes, disinfectants, sanitizers, and aerosol paints but not including other paint products, furniture coatings, or architectural coatings. Emissions due to consumer products are calculated using total building area and product emission factors.

Emissions are generated from the combustion of natural gas used in space and water heating. Emissions are based on the Residential Appliance Saturation Survey which is a comprehensive energy use assessment that includes the end use for various climate zones in California.

For architectural coatings, emissions result from evaporation of solvents contained in surface coatings such as in paints and primers. Emissions are based on the building surface area, architectural coating emission factors, and a reapplication rate of 10 percent of area per year.

Landscaping maintenance includes fuel combustion emission from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers as well as air compressors, generators, and pumps. Emission calculations take into account building area, equipment emission factors, and the number of operational days (summer days).

Table 5 provides a summary of the operational emissions generated by the project. CalEEMod output files for project operation are contained in Attachment 1. As shown, project-generated emissions are projected to be less than the significance thresholds for all criteria pollutants.

	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	0	0	0	0	0	0
Energy Sources	0	0	0	0	0	0
Mobile Sources	1	1	8	0	1	0
Total	1	2	8	0	1	0
<i>Significance Threshold</i>	<i>250</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>
Note: Totals may vary due to independent rounding.						

6.3 Impact Analysis

1. *Would the project obstruct or conflict with the implementation of the San Diego RAQS or applicable portions of the SIP?*

The RAQS is the applicable regional air quality plan that sets forth the SDAPCD's strategies for achieving the NAAQS and CAAQS. The SDAB is designated non-attainment for the federal and state ozone standard. Accordingly, the RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the standards for ozone. The two pollutants addressed in the RAQS are ROG and NO_x, which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and growth create challenges in controlling emissions and by extension to maintaining and improving air quality. The RAQS, in conjunction with the TCM, were most recently adopted in 2009 as the air quality plan for the region.

The growth projections used by the SDAPCD to develop the RAQS emissions budgets are based on the population, vehicle trends, and land use plans developed in general plans and used by SANDAG in the development of the regional transportation plans and sustainable communities strategy. As such, projects that propose development that is consistent with the growth anticipated by SANDAG's growth projections and/or the general plan would not conflict with the RAQS. In the event that a project would propose development that is less dense than anticipated by the growth projections, the project would likewise be consistent with the RAQS. In the event a project proposes development that is greater than anticipated in the growth projections, further analysis would be warranted to determine if the project would exceed the growth projections used in the RAQS for the specific subregional area.

The project would replace the existing animal shelter, which is located on the same parcel as the proposed animal shelter and is compatible with the existing zoning and land use designation. The project site is zoned (M) Manufacturing and is designated as (PI) Public Institution. The M zone is intended provide for manufacturing, warehousing, and limited industrial uses as well as certain employment generating office and service uses. According to the El Cajon General Plan, all zones are consistent with the Public Institution land use designation. The project would be consistent with this land use designation and therefore, with the growth anticipated by the General Plan and SANDAG.

The project would therefore not result in an increase in emissions that are not already accounted for in the RAQS. Thus, the project would not interfere with implementation of the RAQS or other air quality plans.

2. Would the project result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation?

As shown in Table 4, project construction would not exceed the applicable regional emissions thresholds. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality. Therefore, as project emissions are well below these limits, project construction would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Additionally, construction emissions would be temporary, intermittent, and would cease at the end of project construction.

Long-term emissions of regional air pollutants occur from operational sources. As shown in Table 5, project operation would not exceed the applicable regional emissions thresholds. Therefore, as project emissions are well below these limits, project operations would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Therefore, the project would result in a less than significant impact.

3. 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 (including release emissions which exceed quantitative thresholds for ozone precursors)?

The region is classified as attainment for all criterion pollutants except ozone, PM₁₀, and PM_{2.5}. The SDAB is non-attainment for the 8-hour federal and state ozone standards. Ozone is not emitted directly, but is a result of atmospheric activity on precursors. NO_x and ROG are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone.

As shown in Tables 4 and 5, emissions of ozone precursors (ROG and NO_x), PM₁₀, and PM_{2.5} from construction and operation would be below the applicable thresholds. Therefore, the project would not result in a cumulatively considerable net increase in emissions of ozone, PM₁₀, or PM_{2.5}, and impacts would be less than significant.

4. Would the project expose sensitive receptors to substantial pollutant concentration including air toxics such as diesel particulates?

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

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the project would occur over a one-year period. The dose to which

the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptor were 12 months, the exposure would be less than 3 percent of the total exposure period used for health risk calculation.

Therefore, DPM generated by project construction is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of noncarcinogenic TACs that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Additionally, with ongoing implementation of U.S. EPA and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types, the DPM emissions of individual equipment would be substantially reduced over the years as the project construction continues. Therefore, project construction would not expose sensitive receptors to substantial pollutant concentration.

As discussed in Section 3.2.2, CARB has provided guidelines for the siting of land uses near heavily traveled roadways. The CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided when possible. The project would not place sensitive receptors within 500 feet of a roadway carrying 100,000 vehicles per day. Therefore, the project would not expose sensitive receptors to substantial concentrations of DPM.

Localized CO concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions. The SDAB is a CO maintenance area under the federal CAA. This means that SDAB was previously a non-attainment area and is currently implementing a 10-year plan for continuing to meet and maintain air quality standards. As a result, ambient CO levels have declined significantly. CO hot spots have been found to occur only at signalized intersections that operate at or below level of service E with peak-hour trips for that intersection exceeding 3,000 trips. Based on the traffic impact analysis, the project would not result in a signalized intersection to operate at LOS E or worse (City of El Cajon 2016), and therefore is not anticipated to result in a CO hot spot. Therefore, localized air quality impacts to sensitive receptors would be less than significant.

5. *Would the project create objectionable odors affecting a substantial number of people?*

Section 17.115.130(A)(3) of the City's Municipal Code addresses odor. It states:

No emission shall be permitted of odorous gases or other odorous matter in such quantities as to be readily detectable at the property line of the use from which such odor emits, or at the point of greatest concentration if further than the lot line. Any process that may involve the creation or emission of any odors shall be provided with an adequate secondary safeguard system of control, so that control will be maintained if the primary safeguard system should fail. In no event shall odors, gases or other odorous matter be emitted in such quantities as to be readily detectable when diluted in a ratio of one (1) volume of odorous air to four (4) volumes of clean air.

Humans have evolved with a sense of smell that gives them the advantage of being able to assess their environment rapidly and with a high degree of sensitivity (Queensland 2013). Humans can describe the perception of an odor stimulus in terms of its detectability, intensity, pleasantness and character. However, the human brain processes the signal from the odor stimulus in combination with information it is receiving from other environmental stimuli and with reference information that it has stored regarding previous experiences and associations. The result of this broader cognitive appraisal is what determines an individual person's unique behavior in response to a perceived smell (Queensland 2013).

The term nuisance is used to describe the cumulative effect on people caused by repeated events of annoyance over an extended period of time. Nuisance results when people are affected by an odor they can perceive in their living environment, at home, at work, or during recreational activities, and

- The appraisal of the odor is negative;
- The perception occurs repeatedly;
- It is difficult to avoid perception of the odor; and
- People believe that the odor has a negative effect on their well-being.

In addition to odor perception, the potential for an odor impact is dependent on a number of variables including the nature of the odor source, distance between the receptor and odor source, and local meteorological conditions.

The following list provides some common types of facilities that are known producers of objectionable odors (Bay Area Air Quality Management District 2010). This list of facilities is not meant to be all-inclusive.

- Wastewater Treatment Plant
- Wastewater Pumping Facilities
- Sanitary Landfill
- Transfer Station
- Composting Facility
- Petroleum Refinery

- Asphalt Batch Plant
- Chemical Manufacturing
- Fiberglass Manufacturing
- Painting/Coating Operations
- Rendering Plant
- Coffee Roaster
- Food Processing Facility
- Confined Animal Facility/Feed Lot/Dairy
- Green Waste and Recycling Operations
- Metal Smelting Plants

There are no sensitive receptors in the immediate vicinity of the project. The nearest residential receptor is located upwind of the project site approximately a quarter mile to the west. During construction, diesel equipment may generate some nuisance odors. Exposure to odors associated with project construction would be short-term and temporary in nature. Additionally, due to the distance between the project site and the nearest sensitive receptors, it is anticipated that odors due to diesel equipment would disperse.

Once operational, odors may be associated with animals and animal waste, however, animals would be cared for and offices and enclosures such as cages, runs, and kennels would be readily cleaned and disinfected.

Project construction and operation is not expected to generate significant objectionable odors affecting a substantial number of people, therefore impacts would be less than significant.

7.0 Conclusions

The primary goal of the RAQS is to reduce ozone precursor emissions. The project would replace the existing animal shelter, which is located on the same parcel as the proposed animal shelter and is compatible with the existing zoning and land use designation. Because the project would be consistent with the General Plan land use designation, it would be consistent with the growth anticipated by SANDAG. The proposed project would therefore not result in an increase in emissions that are not already accounted for in the RAQS. Thus, the project would not interfere with implementation of the RAQS or other air quality plans.

As shown in Table 4, project construction emissions would not exceed the applicable regional emissions thresholds. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality. Therefore, as project emissions are well below these limits, project construction would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Additionally, construction emissions would be temporary, intermittent, and would cease at the end of project construction.

Long-term emissions of regional air pollutants occur from operational sources. As shown in Table 5, project operational emissions would not exceed the applicable regional emissions

thresholds. Therefore, as project emissions are well below these limits, project operations would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations.

The project would not result in the exposure of sensitive receptors to substantial concentrations of DPM. Additionally, based on the traffic impact analysis, the project would not result in a signalized intersection to operate at LOS E or worse (City of El Cajon 2016), and therefore is not anticipated to result in a CO hot spot.

There are no sensitive receptors in the immediate vicinity of the project. The nearest residential receptor is located upwind of the project site approximately a quarter mile to the west. During construction, diesel equipment may generate some nuisance odors. Exposure to odors associated with project construction would be short-term and temporary in nature. Additionally, due to the distance between the project site and the nearest sensitive receptors, it is anticipated that odors due to diesel equipment would disperse. Once operational, odors may be associated with animals and animal waste, however, animals would be cared for and offices and enclosures such as cages, runs, and kennels would be readily cleaned and disinfected. Project construction and operation is not expected to generate significant objectionable odors affecting a substantial number of people, therefore, impacts would be less than significant.

8.0 References Cited

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ATTACHMENT 1
CalEEMod Output – Project Emissions

6309 El Cajon Animal Shelter
 San Diego County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	18.00	1000sqft	2.60	18,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2020
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	556.22	CH4 Intensity (lb/MWhr)	0.022	N2O Intensity (lb/MWhr)	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS status - 33% goal for 2020

CalEEMod accounts for 10.2%

Additional 22.8% reduction applied

(556.22, 0.022, 0.005)

Land Use - 2.6 acre site

Construction Phase - Construction March 2017 - March 2018

Trips and VMT -

Grading -

Architectural Coating - SDAPCD Rule 67

Vehicle Trips - 18 trips/ksf

5.8 mile trip length

Area Coating - SDAPCD Rule 67

Energy Use - 2013 Title 24:

Non-residential - 21.8% increase in electricity efficiency (4.45), 16.8% increase in natural gas efficiency (14.00)

Water And Wastewater - CalGreen 20% decrease in indoor water use (2,559,365.97)

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblAreaCoating	Area_EF_Residential_Exterior	250	150
tblAreaCoating	Area_EF_Residential_Interior	250	100
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	250
tblEnergyUse	T24E	5.69	4.45
tblEnergyUse	T24NG	16.83	14.00
tblGrading	MaterialImported	0.00	4,000.00
tblLandUse	LotAcreage	0.41	2.60
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	720.49	556.22
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleTrips	CC_TL	7.30	5.80
tblVehicleTrips	CNW_TL	7.30	5.80
tblVehicleTrips	CW_TL	9.50	5.80
tblVehicleTrips	WD_TR	11.01	18.00
tblWater	IndoorWaterUseRate	3,199,207.46	2,559,365.97

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4368	2.0000e-005	1.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.9400e-003	3.9400e-003	1.0000e-005		4.1600e-003
Energy	9.6800e-003	0.0880	0.0739	5.3000e-004		6.6900e-003	6.6900e-003		6.6900e-003	6.6900e-003		105.5923	105.5923	2.0200e-003	1.9400e-003	106.2349
Mobile	0.9018	1.4462	7.6100	0.0170	1.1842	0.0204	1.2045	0.3161	0.0188	0.3349		1,299.2752	1,299.2752	0.0528		1,300.3845
Total	1.3482	1.5342	7.6857	0.0175	1.1842	0.0271	1.2112	0.3161	0.0255	0.3416		1,404.8714	1,404.8714	0.0549	1.9400e-003	1,406.6235

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4368	2.0000e-005	1.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.9400e-003	3.9400e-003	1.0000e-005		4.1600e-003
Energy	9.6800e-003	0.0880	0.0739	5.3000e-004		6.6900e-003	6.6900e-003		6.6900e-003	6.6900e-003		105.5923	105.5923	2.0200e-003	1.9400e-003	106.2349
Mobile	0.9018	1.4462	7.6100	0.0170	1.1842	0.0204	1.2045	0.3161	0.0188	0.3349		1,299.2752	1,299.2752	0.0528		1,300.3845
Total	1.3482	1.5342	7.6857	0.0175	1.1842	0.0271	1.2112	0.3161	0.0255	0.3416		1,404.8714	1,404.8714	0.0549	1.9400e-003	1,406.6235

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/6/2017	3/8/2017	5	3	
2	Grading	Grading	3/9/2017	3/16/2017	5	6	
3	Building Construction	Building Construction	3/17/2017	1/18/2018	5	220	
4	Paving	Paving	1/19/2018	2/1/2018	5	10	
5	Architectural Coating	Architectural Coating	2/2/2018	2/15/2018	5	10	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 3

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 27,000; Non-Residential Outdoor: 9,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Scrapers	1	8.00	361	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	500.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	6.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	2.5289	28.6230	17.1310	0.0238		1.3967	1.3967		1.2850	1.2850		2,439,436 0	2,439,436 0	0.7474		2,455.132 2
Total	2.5289	28.6230	17.1310	0.0238	1.5908	1.3967	2.9875	0.1718	1.2850	1.4567		2,439,436 0	2,439,436 0	0.7474		2,455.132 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0269	0.0335	0.3129	7.8000e-004	0.0657	4.8000e-004	0.0662	0.0174	4.4000e-004	0.0179		62.7319	62.7319	3.2200e-003		62.7995
Total	0.0269	0.0335	0.3129	7.8000e-004	0.0657	4.8000e-004	0.0662	0.0174	4.4000e-004	0.0179		62.7319	62.7319	3.2200e-003		62.7995

3.2 Site Preparation - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	2.5289	28.6230	17.1310	0.0238		1.3967	1.3967		1.2850	1.2850	0.0000	2,439.4360	2,439.4360	0.7474		2,455.1322
Total	2.5289	28.6230	17.1310	0.0238	1.5908	1.3967	2.9875	0.1718	1.2850	1.4567	0.0000	2,439.4360	2,439.4360	0.7474		2,455.1322

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0269	0.0335	0.3129	7.8000e-004	0.0657	4.8000e-004	0.0662	0.0174	4.4000e-004	0.0179		62.7319	62.7319	3.2200e-003		62.7995
Total	0.0269	0.0335	0.3129	7.8000e-004	0.0657	4.8000e-004	0.0662	0.0174	4.4000e-004	0.0179		62.7319	62.7319	3.2200e-003		62.7995

3.3 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					6.6460	0.0000	6.6460	3.3817	0.0000	3.3817			0.0000				0.0000
Off-Road	2.6973	28.1608	18.9679	0.0206		1.5550	1.5550		1.4306	1.4306		2,104.5737	2,104.5737	0.6448			2,118.1153
Total	2.6973	28.1608	18.9679	0.0206	6.6460	1.5550	8.2011	3.3817	1.4306	4.8123		2,104.5737	2,104.5737	0.6448			2,118.1153

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	1.6973	21.4944	20.6636	0.0621	1.4521	0.2812	1.7333	0.3976	0.2586	0.6563		6,159.1809	6,159.1809	0.0433			6,160.0908
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0336	0.0418	0.3912	9.8000e-004	0.0822	6.0000e-004	0.0827	0.0218	5.5000e-004	0.0223		78.4148	78.4148	4.0300e-003			78.4994
Total	1.7309	21.5363	21.0547	0.0631	1.5343	0.2818	1.8160	0.4194	0.2592	0.6786		6,237.5957	6,237.5957	0.0474			6,238.5902

3.3 Grading - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.6460	0.0000	6.6460	3.3817	0.0000	3.3817			0.0000			0.0000
Off-Road	2.6973	28.1608	18.9679	0.0206		1.5550	1.5550		1.4306	1.4306	0.0000	2,104.5737	2,104.5737	0.6448		2,118.1153
Total	2.6973	28.1608	18.9679	0.0206	6.6460	1.5550	8.2011	3.3817	1.4306	4.8123	0.0000	2,104.5737	2,104.5737	0.6448		2,118.1153

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.6973	21.4944	20.6636	0.0621	1.4521	0.2812	1.7333	0.3976	0.2586	0.6563		6,159.1809	6,159.1809	0.0433		6,160.0908
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0336	0.0418	0.3912	9.8000e-004	0.0822	6.0000e-004	0.0827	0.0218	5.5000e-004	0.0223		78.4148	78.4148	4.0300e-003		78.4994
Total	1.7309	21.5363	21.0547	0.0631	1.5343	0.2818	1.8160	0.4194	0.2592	0.6786		6,237.5957	6,237.5957	0.0474		6,238.5902

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3275	22.8585	16.2492	0.0249		1.4621	1.4621		1.3998	1.3998		2,334.8503	2,334.8503	0.5189		2,345.7479
Total	3.3275	22.8585	16.2492	0.0249		1.4621	1.4621		1.3998	1.3998		2,334.8503	2,334.8503	0.5189		2,345.7479

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0331	0.2603	0.4254	7.1000e-004	0.0199	3.7700e-003	0.0237	5.6800e-003	3.4700e-003	9.1500e-003		69.8262	69.8262	5.4000e-004		69.8374
Worker	0.0201	0.0251	0.2347	5.9000e-004	0.0493	3.6000e-004	0.0497	0.0131	3.3000e-004	0.0134		47.0489	47.0489	2.4200e-003		47.0996
Total	0.0532	0.2854	0.6601	1.3000e-003	0.0692	4.1300e-003	0.0733	0.0188	3.8000e-003	0.0226		116.8751	116.8751	2.9600e-003		116.9371

3.4 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3275	22.8585	16.2492	0.0249		1.4621	1.4621		1.3998	1.3998	0.0000	2,334.8503	2,334.8503	0.5189		2,345.7479
Total	3.3275	22.8585	16.2492	0.0249		1.4621	1.4621		1.3998	1.3998	0.0000	2,334.8503	2,334.8503	0.5189		2,345.7479

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0331	0.2603	0.4254	7.1000e-004	0.0199	3.7700e-003	0.0237	5.6800e-003	3.4700e-003	9.1500e-003		69.8262	69.8262	5.4000e-004		69.8374
Worker	0.0201	0.0251	0.2347	5.9000e-004	0.0493	3.6000e-004	0.0497	0.0131	3.3000e-004	0.0134		47.0489	47.0489	2.4200e-003		47.0996
Total	0.0532	0.2854	0.6601	1.3000e-003	0.0692	4.1300e-003	0.0733	0.0188	3.8000e-003	0.0226		116.8751	116.8751	2.9600e-003		116.9371

3.4 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9004	20.5600	15.6637	0.0249		1.2511	1.2511		1.1992	1.1992		2,317.2089	2,317.2089	0.4980		2,327.6664
Total	2.9004	20.5600	15.6637	0.0249		1.2511	1.2511		1.1992	1.1992		2,317.2089	2,317.2089	0.4980		2,327.6664

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0310	0.2350	0.4073	7.1000e-004	0.0199	3.5000e-003	0.0234	5.6800e-003	3.2200e-003	8.9000e-003		68.6259	68.6259	5.3000e-004		68.6369
Worker	0.0183	0.0229	0.2120	5.9000e-004	0.0493	3.5000e-004	0.0496	0.0131	3.3000e-004	0.0134		45.2818	45.2818	2.2500e-003		45.3289
Total	0.0493	0.2579	0.6193	1.3000e-003	0.0692	3.8500e-003	0.0731	0.0188	3.5500e-003	0.0223		113.9076	113.9076	2.7800e-003		113.9659

3.4 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9004	20.5600	15.6637	0.0249		1.2511	1.2511		1.1992	1.1992	0.0000	2,317.2089	2,317.2089	0.4980		2,327.6664
Total	2.9004	20.5600	15.6637	0.0249		1.2511	1.2511		1.1992	1.1992	0.0000	2,317.2089	2,317.2089	0.4980		2,327.6664

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0310	0.2350	0.4073	7.1000e-004	0.0199	3.5000e-003	0.0234	5.6800e-003	3.2200e-003	8.9000e-003		68.6259	68.6259	5.3000e-004		68.6369
Worker	0.0183	0.0229	0.2120	5.9000e-004	0.0493	3.5000e-004	0.0496	0.0131	3.3000e-004	0.0134		45.2818	45.2818	2.2500e-003		45.3289
Total	0.0493	0.2579	0.6193	1.3000e-003	0.0692	3.8500e-003	0.0731	0.0188	3.5500e-003	0.0223		113.9076	113.9076	2.7800e-003		113.9659

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3885	14.0727	11.8278	0.0176		0.8417	0.8417		0.7755	0.7755		1,749,833 4	1,749,833 4	0.5343		1,761.052 9
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.3885	14.0727	11.8278	0.0176		0.8417	0.8417		0.7755	0.7755		1,749,833 4	1,749,833 4	0.5343		1,761.052 9

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0458	0.0573	0.5299	1.4600e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		113.2044	113.2044	5.6200e-003		113.3224
Total	0.0458	0.0573	0.5299	1.4600e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		113.2044	113.2044	5.6200e-003		113.3224

3.5 Paving - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3885	14.0727	11.8278	0.0176		0.8417	0.8417		0.7755	0.7755	0.0000	1,749.8334	1,749.8334	0.5343		1,761.0529
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.3885	14.0727	11.8278	0.0176		0.8417	0.8417		0.7755	0.7755	0.0000	1,749.8334	1,749.8334	0.5343		1,761.0529

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0458	0.0573	0.5299	1.4600e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		113.2044	113.2044	5.6200e-003		113.3224
Total	0.0458	0.0573	0.5299	1.4600e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		113.2044	113.2044	5.6200e-003		113.3224

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	18.7718					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	19.0704	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.0500e-003	3.8200e-003	0.0353	1.0000e-004	8.2100e-003	6.0000e-005	8.2700e-003	2.1800e-003	5.0000e-005	2.2300e-003		7.5470	7.5470	3.7000e-004		7.5548
Total	3.0500e-003	3.8200e-003	0.0353	1.0000e-004	8.2100e-003	6.0000e-005	8.2700e-003	2.1800e-003	5.0000e-005	2.2300e-003		7.5470	7.5470	3.7000e-004		7.5548

3.6 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	18.7718					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	19.0704	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.0500e-003	3.8200e-003	0.0353	1.0000e-004	8.2100e-003	6.0000e-005	8.2700e-003	2.1800e-003	5.0000e-005	2.2300e-003		7.5470	7.5470	3.7000e-004		7.5548
Total	3.0500e-003	3.8200e-003	0.0353	1.0000e-004	8.2100e-003	6.0000e-005	8.2700e-003	2.1800e-003	5.0000e-005	2.2300e-003		7.5470	7.5470	3.7000e-004		7.5548

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9018	1.4462	7.6100	0.0170	1.1842	0.0204	1.2045	0.3161	0.0188	0.3349		1,299,275 2	1,299,275 2	0.0528		1,300,384 5
Unmitigated	0.9018	1.4462	7.6100	0.0170	1.1842	0.0204	1.2045	0.3161	0.0188	0.3349		1,299,275 2	1,299,275 2	0.0528		1,300,384 5

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	324.00	42.66	17.64	414,641	414,641
Total	324.00	42.66	17.64	414,641	414,641

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	5.80	5.80	5.80	33.00	48.00	19.00	77	19	4

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.513300	0.073549	0.191092	0.130830	0.036094	0.005140	0.012550	0.022916	0.001871	0.002062	0.006564	0.000586	0.003446

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	9.6800e-003	0.0880	0.0739	5.3000e-004		6.6900e-003	6.6900e-003		6.6900e-003	6.6900e-003		105.5923	105.5923	2.0200e-003	1.9400e-003	106.2349
NaturalGas Unmitigated	9.6800e-003	0.0880	0.0739	5.3000e-004		6.6900e-003	6.6900e-003		6.6900e-003	6.6900e-003		105.5923	105.5923	2.0200e-003	1.9400e-003	106.2349

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	897.534	9.6800e-003	0.0880	0.0739	5.3000e-004		6.6900e-003	6.6900e-003		6.6900e-003	6.6900e-003		105.5923	105.5923	2.0200e-003	1.9400e-003	106.2349
Total		9.6800e-003	0.0880	0.0739	5.3000e-004		6.6900e-003	6.6900e-003		6.6900e-003	6.6900e-003		105.5923	105.5923	2.0200e-003	1.9400e-003	106.2349

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.897534	9.6800e-003	0.0880	0.0739	5.3000e-004		6.6900e-003	6.6900e-003		6.6900e-003	6.6900e-003		105.5923	105.5923	2.0200e-003	1.9400e-003	106.2349
Total		9.6800e-003	0.0880	0.0739	5.3000e-004		6.6900e-003	6.6900e-003		6.6900e-003	6.6900e-003		105.5923	105.5923	2.0200e-003	1.9400e-003	106.2349

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4368	2.0000e-005	1.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.9400e-003	3.9400e-003	1.0000e-005		4.1600e-003
Unmitigated	0.4368	2.0000e-005	1.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.9400e-003	3.9400e-003	1.0000e-005		4.1600e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0514					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3852					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7000e-004	2.0000e-005	1.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.9400e-003	3.9400e-003	1.0000e-005		4.1600e-003
Total	0.4368	2.0000e-005	1.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.9400e-003	3.9400e-003	1.0000e-005		4.1600e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Consumer Products	0.3852					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7000e-004	2.0000e-005	1.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.9400e-003	3.9400e-003	1.0000e-005		4.1600e-003
Architectural Coating	0.0514					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.4368	2.0000e-005	1.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.9400e-003	3.9400e-003	1.0000e-005		4.1600e-003

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

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APPENDIX B

Cultural Resources Survey

August 11, 2016



**Cultural Resources Survey of the
El Cajon Animal Care Facility,
El Cajon, California**

Prepared for

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August 11, 2016

A handwritten signature in black ink that reads "Harry Price".

Harry Price, Archaeologist

NATIONAL ARCHAEOLOGICAL DATA BASE INFORMATION

Author: Harry J. Price, Jr.

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1927 Fifth Avenue
San Diego, CA 92101-2358

Report Date: August 11, 2016

Report Title: Cultural Resources Survey of the El Cajon Animal Care Facility, El Cajon, California

Submitted to: City of El Cajon

Contract Number: RECON Number 6309

U.S.G.S. Quadrangle Map: El Cajon, 7.5-minute series 1996

Acreage: 2.6

Keywords: El Cajon, negative survey results

ABSTRACT

This report presents the results of a cultural resources survey for the El Cajon Animal Care Facility in El Cajon, California. The survey program included a record search at the South Coastal Information Center at San Diego State University, a sacred lands search at the Native American Heritage Commission, and an on-foot survey of the property.

The South Coastal Information Center lists no recorded prehistoric or historic archaeological sites within or immediately adjacent to the project property. CA-SDI-4646 is mapped approximately 90 feet southwest of the project on the west side of North Marshall; however, the site form contains little useable information. The next closest recorded resource is CA-SDI-17,899 (P-37-027385), and is described as a cluster of bedrock milling features, mapped approximately 450 feet to the south of the project.

The current survey found no prehistoric or historic cultural material on the project property.

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ATTACHMENT

- 1: NAHC Response Letter

CONFIDENTIAL ATTACHMENT (Bound Under Separate Cover)

- 1: Record Search Results

1.0 Management Summary

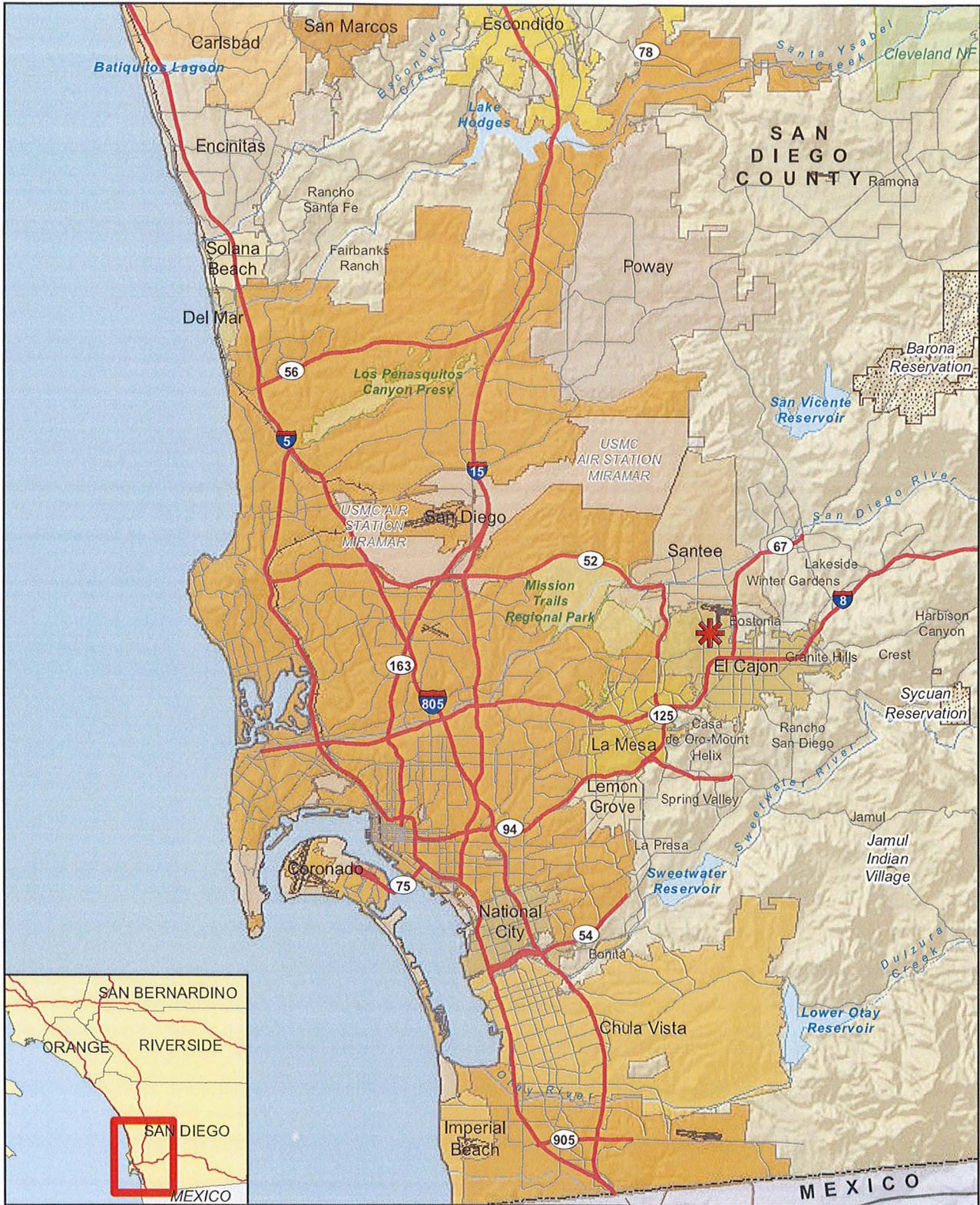
This report summarizes the results of the historical resources field and archival investigation of the El Cajon Animal Care Facility property (project). The project is located on the east side of North Marshall Avenue, between West Bradley Avenue to the North, Vernon Way to the South, and bounded by Forester Creek to the East in the city of El Cajon, California. The project totals approximately 2.6 acres. The project proponent, the City of El Cajon, proposes the construction of approximately 13,494 square feet of animal care facilities with a possible future expansion of 4,303 square feet for a total of 17,797 square feet.

A record search was conducted of the archaeological databases maintained at the California Historical Resources Information System, South Coastal Information Center (SCIC) at San Diego State University. The SCIC lists no recorded prehistoric or historic archaeological sites within or adjacent to the project property. Five prehistoric sites occur within a 1-mile radius of the project. The closest recorded cultural resource is CA-SDI-4646, mapped approximately 90 feet southwest of the project on the west side of North Marshall. The site form has little information, stating that the site was completely destroyed, that it was excavated on March 16, 1963 and the recorder was W. Wakefield.

The current survey was conducted on March 3, 2016. No prehistoric or historic cultural material was found during the survey. The project is in an area of alluvial deposition in the El Cajon Valley and the possibility exists for the buried prehistoric archaeological deposits to exist on-site. Because of this, RECON recommends that all ground disturbing activities for the project be monitored by a qualified archaeological monitor and a Native American monitor representing the Kumeyaay community.

2.0 Introduction

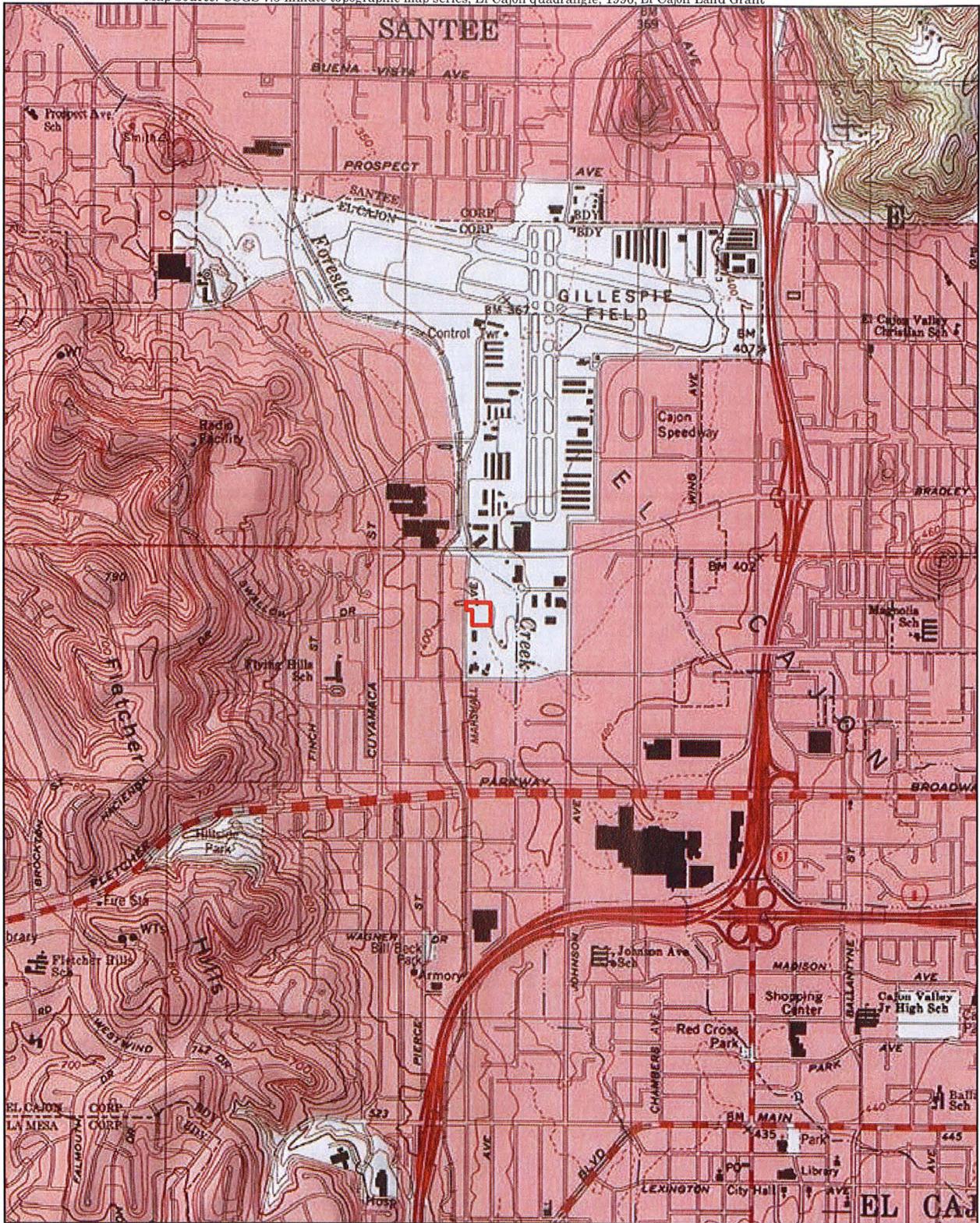
The project would construct an animal care facility on a 2.6-acre site located in the city of El Cajon, San Diego County (Figures 1 and 2). The project is on the east side of North Marshall Avenue, between West Bradley Avenue to the North, Vernon Way to the South, and bounded by Forester Creek to the East (Figure 3). The project would consist of approximately 13,494 square feet of animal care facilities with a possible future expansion of 4,303 square feet for a total of 17,797 square feet (Figure 4). Grading activities will include disturbing the soil to a depth of approximately four feet and importing approximately 4,000 cubic yards to create the building pad for the new facility. The building is one story above grade. The proposed animal care facility would replace operations of the current El Cajon Animal Shelter located approximately 400 feet to the south at 1275 North Marshall Avenue. The existing parking lot on the project site is used by the Heartland Fire Training Facility (HFTF); however, upon completion of the animal care facility, parking for HFTF would be relocated to the existing animal care facility.



 Project Location

FIGURE 1
Regional Location

Map Source: USGS 7.5 minute topographic map series, El Cajon quadrangle, 1996, El Cajon Land Grant

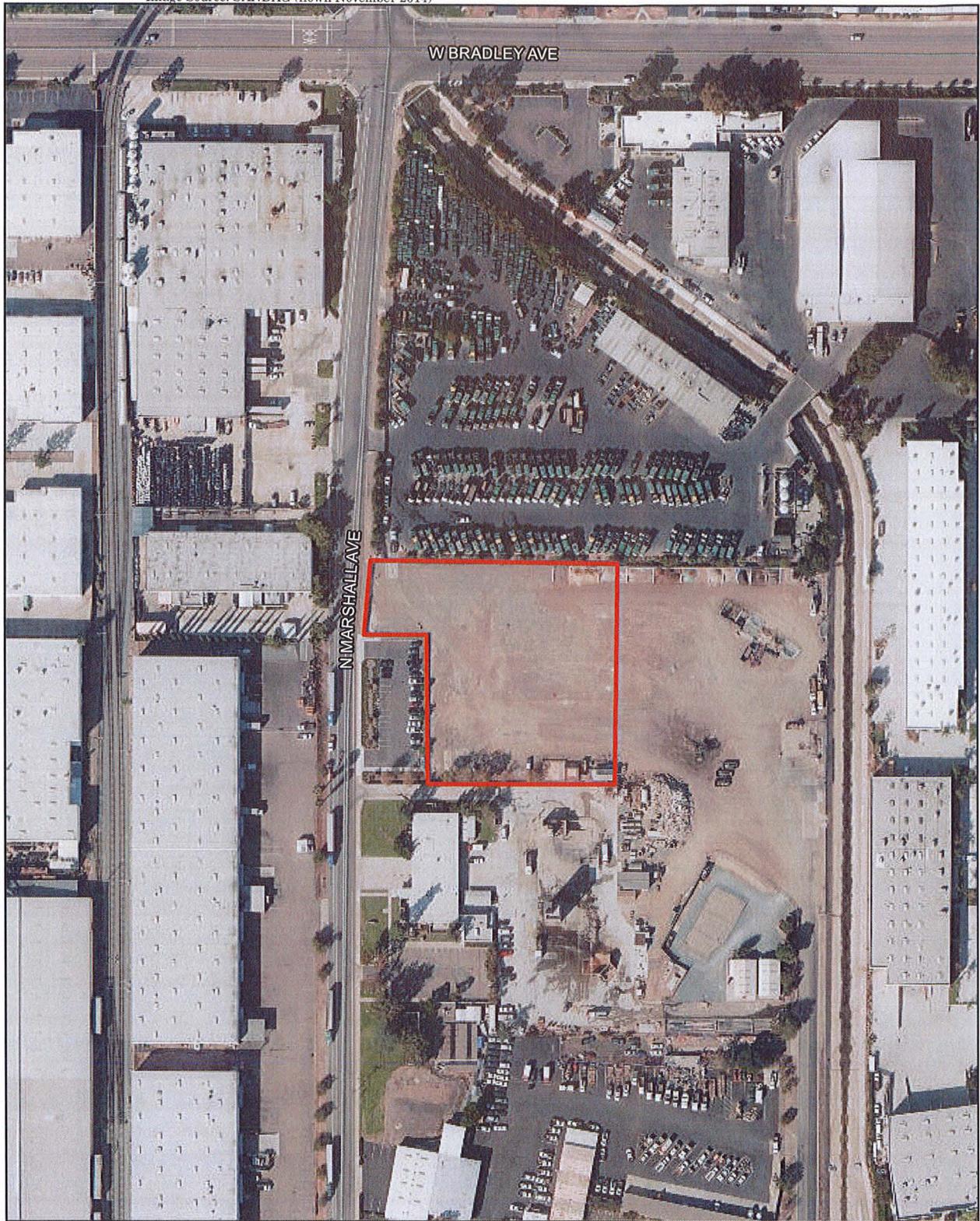


 Project Boundary

RECON

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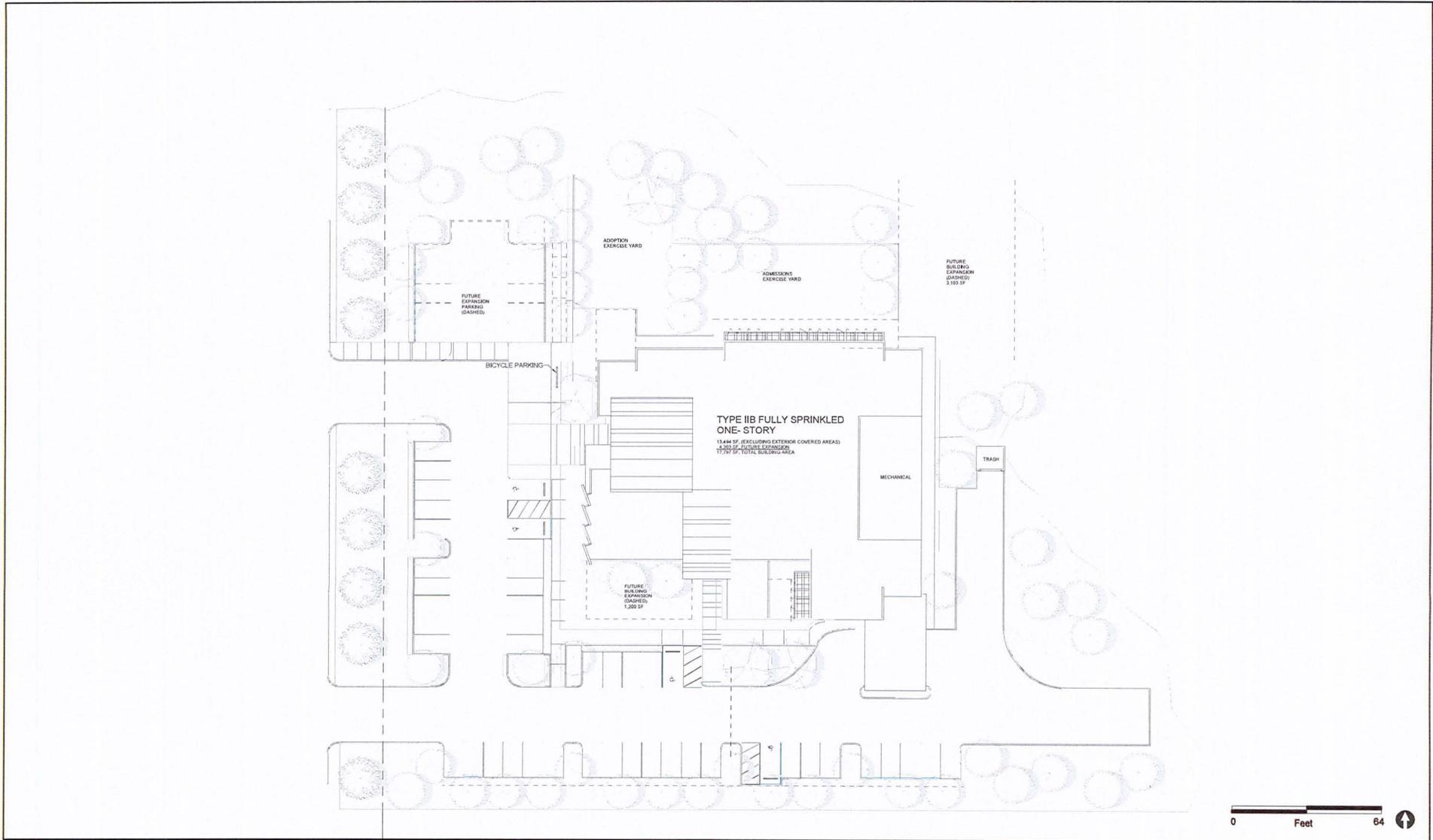
FIGURE 2
Project Location on USGS Map



 Project Boundary

FIGURE 3

Aerial Photograph of the Project Vicinity



The proposed site access will raise the existing parking lot and employ the new layout which includes 27 public parking spaces (including 2 van accessible), and 10 staff parking spaces, separated by a secured drive aisle for animal control vehicles and employee access. The proposed expansion would accommodate 10 additional parking spaces at the northwest corner of the site.

The project site is in an unsectioned portion of Township 16 South, Range 1 West, of the U.S. Geological Survey 7.5-minute topographic map, El Cajon quadrangle (see Figure 2), and was originally part of the El Cajon Rancho.

3.0 Physical and Cultural Setting

3.1 Physical Setting

The project is situated on a fluvial bench, approximately 2 miles south of the San Diego River, in the northeast quarter of the El Cajon Valley. The property has a gentle 4-foot fall as it slopes down to the north, with elevations ranging between 386 and 390 feet above mean sea level. The project is located approximately 2,300 feet north of Fletcher Parkway, 6,500 feet south of State Route 52, 8,000 feet east of State Route 125, and 4,000 feet west of State Route 67. The county-owned public airport of Gillespie Field is approximately 1,500 feet to the north-northwest. The surrounding area is completely built out, with manufacturing businesses predominating (see Figure 3). A large single-family residential area is located 1,200 feet to the west.

Vegetation within the project area was very sparse, with the majority of the property being bare dirt. Some weeds were scattered along the perimeter of the property and there were a few non-native trees along the southern property boundary.

3.2 Cultural Setting

3.2.1 Prehistoric Period

The prehistoric cultural sequence in San Diego County is generally conceived as comprising three basic periods: the Paleoindian, dated between about 11,500 and 8,500 years ago and manifested by the artifacts of the San Dieguito Complex; the Archaic, lasting from about 8,500 to 1,500 years ago (A.D. 500) and manifested by the cobble and core technology of the La Jollan Complex; and the Late Prehistoric, lasting from about 1,500 years ago to historic contact (i.e., A.D. 500 to 1769) and represented by the Cuyamaca Complex. This latest complex is marked by the appearance of ceramics, small arrow points, and cremation burial practices.

The Paleoindian Period in San Diego County is most closely associated with the San Dieguito Complex, as identified by Rogers (1938, 1939, 1945). The San Dieguito assemblage consists of well-made scraper planes, choppers, scraping tools, crescentics, elongated

bifacial knives, and leaf-shaped points. The San Dieguito Complex is thought to represent an early emphasis on hunting (Warren et al. 1993:III-33).

The Archaic Period brings an apparent shift toward a more generalized economy and an increased emphasis on seed resources, small game, and shellfish. The local cultural manifestations of the Archaic Period are called the La Jollan Complex along the coast and the Pauma Complex inland. Pauma Complex sites lack the shell that dominates many La Jollan sites. Along with an economic focus on gathering plant resources, the settlement system appears to have been more sedentary. The La Jollan assemblage is dominated by rough cobble-based choppers and scrapers, and slab and basin metates. Large side-notched and Elko series projectile points appeared. Large deposits of marine shell at coastal sites argue for the importance of shellfish gathering to the coastal Archaic economy.

Near the coast and in the Peninsular Mountains beginning approximately 1,500 years ago, patterns began to emerge which suggest the ethnohistoric Kumeyaay. This period is characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversify and intensify during this period, with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive, but effective technological innovations. The late prehistoric archaeology of the San Diego coast and foothills is characterized by the Cuyamaca Complex. It is primarily known from the work of D. L. True at Cuyamaca Rancho State Park (True 1970). The Cuyamaca Complex is characterized by the presence of steatite arrowshaft straighteners, steatite pendants, steatite comales (heating stones), Tizon Brownware pottery, ceramic figurines reminiscent of Hohokam styles, ceramic "Yuman bow pipes," ceramic rattles, miniature pottery various cobble-based tools (e.g., scrapers, choppers, hammerstones), bone awls, manos and metates, mortars and pestles, and Desert side-notched (more common) and Cottonwood Series projectile points.

3.2.2 Ethnohistory

The Kumeyaay (also known as Kamia, Ipai, Tipai, and Diegueño) occupied the southern two-thirds of San Diego County. The Kumeyaay lived in semi-sedentary, politically autonomous villages or rancherías. Settlement system typically consisted of two or more seasonal villages with temporary camps radiating away from these central places (Cline 1984a, 1984b). Their economic system consisted of hunting and gathering with a focus on small game, acorns, grass seeds, and other plant resources. The most basic social and economic unit was the patrilocal extended family. A wide range of tools were made of locally available and imported materials. A simple shoulder-height bow was used for hunting. Numerous other flaked stone tools were made including scrapers, choppers, flake-based cutting tools, and biface knives. Preferred stone types were locally available metavolcanics, cherts, and quartz. Obsidian was imported from the deserts to the north and east. Ground stone objects include mortars and pestles typically made of locally available fine-grained granite. Both portable and bedrock types are known. The Kumeyaay made fine baskets. These employed either coiled or twined construction. The Kumeyaay also made pottery, using the paddle-and-anvil technique. Most were a plain brown utility ware called Tizon Brownware, but some were decorated (Meighan 1954; May 1976, 1978).

3.2.3 El Cajon History

Unless otherwise noted, the information for this background comes from Van Wormer and Manley (1994). San Diego was first settled by Spanish colonists in A.D. 1769, when the Mission San Diego de Alcalá and Presidio de San Diego were founded. The major land use during the Spanish period (1769–1820) was cattle grazing. Missions were major population centers, and mission cattle roamed freely over open range.

The project property was originally part of the El Cajon Rancho, operated by the Church to support Mission San Diego de Alcalá. The rancho, which included the entire El Cajon Valley, was 48,799 acres in area and the third largest in San Diego County (Pourade 1969). The mission system was secularized in 1834, and in 1845 the rancho was granted to Doña Maria Antonia Estudillo de Pedorena, the wife of Don Miguel de Pedorena. The Pedorenas built a large adobe in what is now Lakeside and a smaller one at the west end of what is now Santee, by the east end of Mission Gorge (Pourade 1969). The Pedorena family began selling portions of the rancho in the 1860s; the largest sale was to Isaac Lankershim in 1868. Lankershim initially planned to subdivide his purchase, but these plans were delayed because of the large number of squatters on the property who challenged the legality of his ownership. Lankershim hired attorney Levi Chase to represent him, who won the land patent in 1876. Chase was paid for his services with 7,000 acres of land in the south part of the valley, which included the El Granito Springs area.

Lankershim also hired Amaziah Knox to help develop his land. In addition to his wages, Knox was given 10 acres of land in the location of his choosing. Knox chose a spot in the south central portion of the old rancho, and occupied it in 1873. The main route through the valley from the east to the pass at Grossmont Summit ran next to his property so Knox built the Knox Hotel and Station. The hotel sat at what became the southwest corner of the intersection of Main and Magnolia Streets.

During the 1870s, the community of El Cajon began to develop. A school district was formed by the community in 1870. A post office was set up in Knox's Hotel in 1878. By 1877, the permanent population of the valley was approximately 90 people. In the 1880s, the population of the El Cajon Valley grew slowly but steadily. Because of the low annual rainfall, raisin grapes became a popular crop in the valley. During the 1880s the area around Knox's corner property emerged as the hub of the valley community, with a general store and blacksmiths shop being built at "Knox's Corner," the unofficial name of the area around the Knox Hotel.

The opening of the railroad from Los Angeles to San Diego in 1885 started a land boom in San Diego County, and El Cajon shared in the new growth. The growth in the El Cajon Valley was accentuated by the success of the raisin grape industry and the possibilities of available water from the proposed Cuyamaca Flume and a railroad link from San Diego. A new hotel, located across the street from the Knox Hotel, opened in June 1887. In addition to the hotel, there was also a restaurant and room for four commercial businesses. By 1890, the community of El Cajon supported two hotels, a general store, a drug and grocery store, a barber shop, a post office, a meat market, a shoe shop, a livery stable, a blacksmith's, and

a wagon shop. The completion of the Cuyamaca flume in 1889 helped with the growth in importance of the raisin industry in the valley. By 1892, the El Cajon Valley was the top raisin producing area in the United States. The raisin industry was a major factor in saving El Cajon from the brunt of the depression of the 1890s.

The real estate market in the valley continued to grow through 1910, and the population reached 450. The raisin industry was beginning to drop, but citrus crops were taking its place as a money maker. By mid-1912, the population of El Cajon had grown to almost 600 people and, in November, El Cajon incorporated. The U.S. entrance into World War I provided an unexpected stimulus to the economy of the El Cajon Valley. The establishment of Army Camp Kearny in July 1917 and the increase in troop strength at Fort Rosecrans brought a sizeable increase in demand for the crops grown in the valley (Lay 1987).

In 1929, the Depression hit the El Cajon Valley. Initially there was little impact to the mainly agricultural community. Citrus and raisins continued to do well, and the packing houses of the El Cajon Valley Citrus Association, the Roether Brothers and Ed Fletcher, continued to operate full time (Lay 1987). In the early 1930s, there were more than 15,000 acres in the valley dedicated to growing grapes and citrus crops. The economy of the valley did begin to slow in the mid-1930s, due to shrinking markets and the general economic condition of the country as a whole. Population in the city increased slowly during the depression years, going from 1,045 in 1930 to only 1,150 in 1940 (Lay 1987).

In 1935, the State Highway Department finally widened Main Street. An apparent result of this was the arcade-covered sidewalks on the north and south sides of Main Street. According to local history, the owners kept their roofs the original length and cut the front 10 feet or so off the front of their shops to create the sidewalk. This created the arcade that extended east from Magnolia Avenue to Julian Avenue on the north side of Main Street, an architectural feature that came to be associated with downtown El Cajon (Lay 1987).

Growth was minimal in the El Cajon Valley through the mid-1930s until the early 1940s due to the effects of the Depression. Things changed dramatically in 1941 with entrance of the U.S. into World War II. In late 1941, the entire Fletcher Hills area, up to then undeveloped except for a few farms, was taken over by the Army for an artillery training facility (Lay 1987). Early in 1942, the Marine Corps appropriated 688 acres north of downtown to set up a paratroop school, named Camp Gillespie. In 1942, the Army appropriated property on Chase Avenue for use as a medical training facility and another property on Lexington Avenue, east of the city limits, for use as a vehicle repair station (Lay 1987). This influx of military personnel into the valley was a major stimulus to the economy. In addition to the servicemen themselves, there were often spouses and children that accompanied them or moved in once they were established at a facility.

Development in the El Cajon Valley continued to grow even after World War II had ended and the military had closed their facilities. In 1954 the population of the city had grown to 14,500 people, more than double the population at the end of World War II. Residential housing expanded significantly, moving west and east of downtown. This increase in urban development was accompanied by a significant decrease in the importance of agriculture in the valley. An industrial park area first begun in 1946 and continued to expand, centering

on the area around Gillespie Field and extending south to Broadway/Fletcher Parkway. Residential development was keeping pace with commercial expansion. There were almost 3,000 dwellings built in 1958 alone.

In the early 1970s, El Cajon approved a shopping center in the valley, and in August 1972 Parkway Plaza opened for business. The proximity of a major shopping center impacted shopping along Main Street, and businesses began to suffer (Lay 1987). The City realized that downtown El Cajon was declining and began to work on plans to revitalize the downtown area. Planning resulted in the “superblock” proposal. This involved a mix of city administration buildings and a performing arts center, surrounded by commercial strips. The core of the new superblock—the City Hall, Council Chamber, and the East County Performing Arts Center—opened in November 1976. The second phase of the superblock was accomplished in 1987 with the demolition of the old city buildings south of Douglas Avenue and the construction of the East County Regional Center, consisting of a new fire station, library, and neighborhood center.

4.0 Area of Potential Effect

The Area of Potential Effect is considered for this report to include the entire 2.6-acre parcel.

5.0 Study Methods

The cultural resources survey included both an archival search and an on-site foot survey of the property. Site record searches were conducted through the California Historical Resources Information System, SCIC, at San Diego State University (Confidential Attachment 1) in order to determine if previously recorded prehistoric or historic cultural resources occur on the property. Historic aerial photographs were also checked in order to see past development within and near the project area. A sacred lands search request letter was sent to the Native American Heritage Commission (NAHC) on February 17, 2016 and a reply was received on February 23.

The survey was conducted on March 3, 2016 by RECON archaeologist Harry Price, accompanied by Tuchon Phoenix, Native American representative from Red Tail Monitoring and Research, Inc. Field inspection was conducted on foot in conditions of good weather and natural daylight. The survey area consisted of the entire project property. Transect spacing varied depending on the extent of disturbance and ground cover, but averaged 15 meters. Plant ground cover was very sparse, and restricted to the perimeter along the fences. Areas were also obscured by equipment, piles of dirt and debris, and two structures in the southeast edge of the property. Portions of the ground surface were covered by gravel and asphalt.

6.0 Survey Results

6.1 Record Search

The record search was requested from the SCIC on February 17, 2016. The SCIC lists no prehistoric or historic archaeological sites on the project property; however, 5 prehistoric resources, 3 historic addresses, and 31 cultural investigations occur within the 1-mile search radius. The record search maps are included as Confidential Attachment 1.

The closest recorded cultural resource is CA-SDI-4646, mapped approximately 90 feet southwest of the project on the west side of North Marshall. The site form has little information, stating that the site was completely destroyed, that it was excavated on March 16, 1963 and the recorder was W. Wakefield. The quad is listed as Point Loma, but a note says to see the site on the El Cajon quad. The next closest recorded resource is CA-SDI-17,899 (P-37-027385), mapped by SWCA Environmental Consultants in 2006, is described as a cluster of bedrock milling features and mapped approximately 450 feet to the south of the project. The site measured approximately 30 meters by 35 meters and consisted of 7 milling features with 14 milling surfaces, as well as Tizon Brownware sherds, flaked stone, groundstone, battered stone, fire-affected rock, and a mano.

The southern mapped boundary of CA-SDI-10863 is approximately 2,300 feet northwest of the project and is described as a large dispersed lithic scatter of primarily quartzite flakes and cores with some unifacially and bifacially flaked tools. It is located on the fluvial bench of Forester Creek and is characterized by Barney Reeves of the University of Calgary as pre-San Dieguito. The remaining two sites, approximately 2,700 feet to the north, were tested by Brian F. Smith and Associates in 1998; CA-SDI-16044 and CA-SDI-16045, are sparse shell scatters that appear to be out of context. The two scatters are described as possibly containing transported fill with no artefactual material. These sites were concluded to be not of a cultural nature.

No historic addresses are recorded on or immediately adjacent to the project. Two historic addresses are recorded within one mile of the project; a house at 821 Graves Avenue, and an old gas station at 210 Cypress Lane. The house appears to be still standing, but the gas station appears to have been demolished.

Reviews of historic aerial photographs (available online at www.historicaerials.com) show the property undeveloped until approximately 1971, when some grading took place in the southeastern corner of the property. A small rectangular structure also appears in the graded area at this time along the southern boundary of the property. This structure remains on-site until the early 2000s. Between 1994 and 1996, grading took place on the remainder of the property to clear it of vegetation and a fence was installed on the southern and western boundaries of the property. A second rectangular building appears in the property in a 1994 air photograph, which is not present in a 1980 air photograph. From the 1990s to the present the property was used as a storage area.

A letter was sent to the NAHC in Sacramento on February 17, 2016 requesting a search of their Sacred Lands File. A reply letter was received February 23, 2016 indicating that sites have been located in the El Cajon Quadrangle of the Area of Potential Effect provided that may be impacted by the project (Attachment 1).

6.2 Survey Results

The entire project area has been extensively impacted by grading and use as a storage area (Photograph 1). The soil surface has been compacted by vehicle activity and storage of materials. Gravel is scattered across the property and piles of soil, gravel, construction debris, pallets, and plastic pipe are scattered around the perimeter of the western half of the property (Photograph 2). Some of the soil is contained in concrete barrier walls. The western and eastern halves of the property are divided by a chain-link fence. A large trash disposal bin, wood stage, and an A-shaped wood structure sit along the southern edge of the eastern half of the property (Photograph 3). Several pieces of equipment, including a backhoe, trailers, and cars, were stored on the property at the time of the survey. No prehistoric or historic cultural material was observed during the survey.

The rectangular building in the southeastern corner of the property is of wood frame construction clad in horizontal tongue-and-groove wood siding. The roof is of moderately pitched gable design, with narrow eaves, covered with composition shingles. A small shed-roofed addition is attached to one end. The building may have been moved onto the property in the 1980s, as the design, wood construction, and tongue-and-groove cladding would seem to be unusual for a storage building constructed in the 1980s.

7.0 Regulations

7.1 California Environmental Quality Act

According to the California Environmental Quality Act (CEQA), a significant impact is a project effect that may cause a substantial adverse change in the significance of a historical resource. Adverse changes include physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings resulting in the impairment of the resource's significance (Sec. 15064.5.4b, CEQA Guidelines). Mitigation measures are required for adverse effects on significant historical resources (Sec. 21083.2 CEQA Code).

State criteria are those listed in CEQA and used to determine whether a historic resource qualifies for the California Register of Historical Resources. CEQA also recognizes resources listed in a local historic register or deemed significant in a historical resource survey. Some resources that do not meet these criteria may still be historically significant for the purposes of CEQA.



PHOTOGRAPH 1
Looking North at the Western Half of the Project Property



PHOTOGRAPH 2
Looking North at the Eastern Half of the Project Property
Showing Extensive Ground Disturbance



PHOTOGRAPH 3
Trash Container and Wood Structures Along
Southern Edge of Project Property



PHOTOGRAPH 4
Wood Building in Southeast Corner of Project Property

A resource may be listed in the CRHR if it is significant at the federal, state, or local level under one or more of the four criteria listed below.

1. Are associated with events that have made a significant contribution to the broad patterns of local or regional history and cultural heritage of California or the United States.
2. Are associated with the lives of persons important to the nation or to California's past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history of the state or nation.

Since resources that are not listed or determined eligible for the state or local registers may still be historically significant, their significance must be determined if they are affected by a project.

7.2 City of El Cajon

The legislative basis for historic preservation in El Cajon is currently provided in the City's Municipal Code, Chapter 17.92 (Ord. 4860 § 1 (part), 2006) and in Goal 14 of the General Plan 2000. Regulations and procedures in these two documents deal primarily with the built environment of El Cajon, and archaeological resources are not specifically discussed. CEQA compliance review of individual projects within the City provides additional protection of identified and potentially significant cultural resources.

8.0 Recommendations

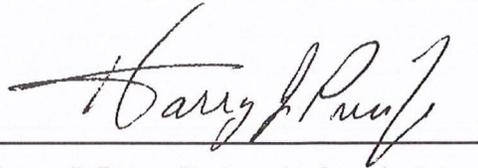
No archaeological deposits or historical features were identified within the project area in the SCIC record search and no prehistoric or historic cultural resources were identified during the survey of the project area. The wood-framed building dates to after 1980 on the property, and as such is not over 50 years in age and does not qualify for consideration for listing on the CRHR. As a result, there will be no anticipated adverse effects to known cultural resources within the project area.

The project is in an area of alluvial deposition in the El Cajon Valley and the possibility exists for the buried prehistoric archaeological deposits to exist on-site. Because of this, RECON recommends that all ground disturbing activities for the project be monitored by a qualified archaeological monitor and a Native American monitor representing the Kumeyaay community. If archaeological materials are identified during construction activities, work in the immediate area shall cease and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology (National

Park Service 2008) must evaluate the find. If the discovery proves to be significant under CEQA, a data recovery program shall be implemented.

9.0 Certification and Project Staff

This report was prepared in compliance with the policies and procedures of the City of El Cajon. To the best of our knowledge, the statements and information contained in this report are accurate.



Harry J. Price, Project Archaeologist

The following individuals participated in the field tasks or preparation of this report.

Harry J. Price	Project Archaeologist
Tuchon Phoenix	Native American Monitor
Frank McDermott	GIS Analyst
Jennifer Gutierrez	Production Specialist

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ATTACHMENT 1
NAHC Response Letter

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 FAX



February 23, 2016

Harry Price
RECON Environmental

Sent via e-mail: hprice@reconenvironmental.com
Number of pages: 4

RE: The Proposed El Cajon Animal Shelter Project, City of El Cajon, El Cajon USGS Quadrangle, San Diego County, California

Dear Mr. Price:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent above reference codes is to mitigate impacts to tribal cultural resources, as defined, for California Environmental Quality Act (CEQA) projects.

As of July 1, 2015, Public Resources Code Sections 21080.1, 21080.3.1 and 21080.3.2 require public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose mitigating impacts to tribal cultural resources:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
 - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and

- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
2. The results of any archaeological inventory survey that was conducted, including:
 - Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.
 3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. Sites have been located in the El Cajon Quadrangle of the APE you provided that may be impacted by the project. Please contact the Ewiiapaayp Tribal Office at (619) 445-6315 for more information about these sites. Please contact all of the tribes on the list as the Sacred Lands File is not exhaustive. A tribe may be the only source of information. Their contact information is included in the attached lists.
 4. Any ethnographic studies conducted for any area including all or part of the potential APE; and
 5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton
Associate Government Planning Analyst

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**Native American Heritage Commission
Tribal Consultation List
San Diego County
February 23, 2016**

Ewiiapaayp Tribal Office
Robert Pinto Sr., Chairperson
4054 Willows Road
Alpine , CA 91901
(619) 445-6315

Diegueno/Kumeyaay

Campo Band of Mission Indians
Ralph Goff, Chairperson
36190 Church Road, Suite 1
Campo , CA 91906
rgoff@campo-nsn.gov
(619) 478-9046

Diegueno/Kumeyaay

La Posta Band of Mission Indians
Gwendolyn Parada, Chairperson
8 Crestwood Road
Boulevard , CA 91905
LP13boots@aol.com
(619) 478-2113
(619) 478-2125 Fax

Diegueno/Kumeyaay

Jamul Indian Village
Raymond Hunter, Chairperson
P.O. Box 612
Jamul , CA 91935
Rhunter1948@yahoo.com
(619) 669-4785

Diegueno/Kumeyaay

Manzanita Band of Kumeyaay Nation
Angela Elliott Santos, Chairperson
P.O. Box 1302
Boulevard , CA 91905
aelliottsantos7@aol.com
(619) 766-4930

Diegueno/Kumeyaay

Kwaaymii Laguna Band of Mission Indians
Carmen Lucas
P.O. Box 775
Pine Valley , CA 91962
(619) 709-4207

Diegueno-Kwaaymii
Kumeyaay

Sycuan Band of the Kumeyaay Nation
Cody J. Martinez, Chairperson
1 Kwaaypaay Court
El Cajon , CA 92019
ssilva@sycuan-nsn.gov
(619) 445-2613

Diegueno/Kumeyaay

lipay Nation of Santa Ysabel
Clint Linton, Director of Cultural Resources
P.O. Box 507
Santa Ysabel , CA 92070
cjlinton73@aol.com
(760) 803-5694

Diegueno/Kumeyaay

Viejas Band of Kumeyaay Indians
Anthony R. Pico, Chairperson
P.O. Box 908
Alpine , CA 91903
jhagen@viejas-nsn.gov
(619) 445-3810

Diegueno/Kumeyaay

lipay Nation of Santa Ysabel
Virgil Perez, Chairperson
P.O. Box 130
Santa Ysabel , CA 92070
(760) 765-0845

Diegueno/Kumeyaay

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3, 65362.4 et seq. and Public Resources Code Sections 21080.3.1 for the proposed El Cajon Animal Shelter Project. City of El Cajon. El Cajon USGS Quadrangle. San Diego County, California.

**Native American Heritage Commission
Tribal Consultation List
San Diego County
February 23, 2016**

Ewiiapaayp Tribal Office
Michael Garcia, Vice Chairperson
4054 Willows Road Diegueno/Kumeyaay
Alpine, CA 91901
michaelg@leaningrock.net
(619) 445-6315

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3, 65362.4 et seq. and Public Resources Code Sections 21080.3.1 for the proposed El Caion Animal Shelter Project, City of El Caion, El Caion USGS Quadrangle, San Diego County, California.

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APPENDIX C

Greenhouse Gas Analysis

August 11, 2016



**Greenhouse Gas Analysis for the
El Cajon Animal Care Facility,
El Cajon, California**

Prepared for

Ferguson Pape Baldwin Architects
4499 Ruffin Road, Suite 300
San Diego, CA 92123
Contact: Amanda Schultz

Prepared by

RECON Environmental, Inc.
1927 Fifth Avenue
San Diego, CA 92101
P 619.308.9333

RECON Number 6309
August 11, 2016

A handwritten signature in cursive script that reads "Jessica Fleming".

Jessica Fleming, Environmental Analyst

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ATTACHMENTS

1: CalEEMod Output – Existing Use Emissions

2: CalEEMod Output – Project Emissions

Acronyms

AB	Assembly Bill
ACC	Advanced Clean Cars
BAU	business as usual
CAFE	Corporate Average Fuel Economy
CalEEMod	California Emissions Estimator Model
CalGreen	California Green Building Standards Code,
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CFO	clean fuels outlet
CH ₄	methane
City	City of El Cajon
CO ₂	carbon dioxide
EO	Executive Order
EPA	Environmental Protection Agency
GHG	greenhouse gas
GWP	global warming potential
IPCC	Intergovernmental Panel on Climate Change
lbs.	pounds
LCFS	Low Carbon Fuel Standard
LEV	low emissions vehicle
LEV III	Low Emissions Vehicle III Standards
MMT CO ₂ E	million metric tons carbon dioxide equivalent
mpg	miles per gallon
MPO	Metropolitan Planning Organizations
MT CO ₂ E	metric tons carbon dioxide equivalent
MWh	megawatt hour
N ₂ O	nitrous oxide
RPS	Renewable Portfolio Standard
SANDAG	San Diego Association of Governments
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SDG&E	San Diego Gas & Electric
ZEV	zero emission vehicle

Executive Summary

The proposed El Cajon Animal Care Facility project (project) would construct an approximately 18,000-square-foot animal care facility on a 2.6-acre site located on the east side of North Marshall Avenue, between West Bradley Avenue to the North, Vernon Way to the South, and bounded by Forester Creek to the East in the city of El Cajon, California. The project would replace operations at the existing animal shelter located approximately 400 feet to the south at 1275 North Marshall Avenue.

In accordance with California Environmental Quality Act, this analysis evaluates the significance of the project in terms of (1) its contribution of greenhouse gases (GHGs) to cumulative statewide emissions, and (2) whether the project would conflict with local and/or state regulations, plans, and policies adopted to reduce GHG emissions. This analysis follows significance thresholds from the California Air Pollution Control Officers (CAPCOA) report *CEQA & Climate Change*, dated January 2008 (CAPCOA 2008). Guidance from CAPCOA references 900 metric tons of carbon dioxide equivalent (MT CO₂E) as a conservative threshold for determining when further GHG analysis is required. This threshold is intended as a test to determine which projects are small enough to be unlikely to have significant impacts and to exempt them from further analysis. According to CAPCOA, the 900 MT CO₂E screening criterion is low enough to capture a substantial fraction of future residential and non-residential development that will be constructed to accommodate future statewide population and job growth, and high enough to exclude small development projects that will contribute a relatively small fraction of the cumulative statewide GHG emissions. These small projects will still be required to reduce their GHG emissions because they must comply with state and local regulations that require energy efficiency and a reduction in water use. Projects that exceed the 900 MT CO₂E screening criterion are further required to perform a focused GHG analysis.

GHG emission sources include construction (off-road vehicles); mobile (on-road vehicles); energy (electricity and natural gas); area sources (landscape maintenance equipment); water and wastewater; and solid waste. Emissions estimates in this report incorporate project compliance with applicable regulations, including the 2013 Title 24 Part 6 (California Energy Code) and Part 11 (California Green Building Standards) requirements. Based on emissions estimates, the project would generate 270 MT CO₂E annually. Since emissions are projected to be less than the 900 MT CO₂E screening criterion, the level of impacts associated with the project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable. In addition, the project would not conflict with the goals and strategies of local and state plans, policies, and regulations adopted to reduce GHG emissions. Thus, impacts would be less than significant.

1.0 Introduction

This report evaluates the significance of the proposed El Cajon Animal Care Facility (project) in the city of El Cajon and its contribution of greenhouse gas (GHG) emissions to statewide GHG emissions and GHG reduction targets.

1.1 Understanding Global Climate Change

To evaluate the incremental effect of the project on statewide GHG emissions and global climate change, it is important to have a basic understanding of the nature of the global climate change problem. Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. The earth's climate is in a state of constant flux with periodic warming and cooling cycles. Extreme periods of cooling are termed "ice ages," which may then be followed by extended periods of warmth. For most of the earth's geologic history, these periods of warming and cooling have been the result of many complicated interacting natural factors that include volcanic eruptions that spew gases and particles (dust) into the atmosphere; the amount of water, vegetation, and ice covering the earth's surface; subtle changes in the earth's orbit; and the amount of energy released by the sun (sun cycles). However, since the beginning of the Industrial Revolution around 1750, the average temperature of the earth has been increasing at a rate that is faster than can be explained by natural climate cycles alone.

With the Industrial Revolution came an increase in the combustion of carbon-based fuels such as wood, coal, oil, natural gas, and biomass. Industrial processes have also created emissions of substances not found in nature. This in turn has led to a marked increase in the emissions of gases shown to influence the world's climate. These gases, termed "greenhouse" gases, influence the amount of heat trapped in the earth's atmosphere. Because recently observed increased concentrations of GHGs in the atmosphere are related to increased emissions resulting from human activity, the current cycle of "global warming" is generally believed to be largely due to human activity. Of late, the issue of global warming or global climate change has arguably become the most important and widely debated environmental issue in the United States and the world. Because it is the collective of human actions taking place throughout the world that contributes to climate change, it is quintessentially a global or cumulative issue.

1.2 Greenhouse Gases of Primary Concern

There are numerous GHGs, both naturally occurring and manmade. Each GHG has variable atmospheric lifetime and global warming potential (GWP). The atmospheric lifetime of the gas is the average time a molecule stays stable in the atmosphere. Most GHGs have long atmospheric lifetimes, staying in the atmosphere hundreds or thousands of years. GWP is a measure of the potential for a gas to trap heat and warm the atmosphere. Although GWP is related to its atmospheric lifetime, many other factors including chemical reactivity of the gas also influence GWP. GWP is reported as a unitless factor representing the potential for the gas to affect global climate relative to the potential of carbon

dioxide (CO₂). Because CO₂ is the reference gas for establishing GWP, by definition its GWP is 1. Although methane (CH₄) has a shorter atmospheric lifetime than CO₂, it has a 100-year GWP of 25; this means that CH₄ has 25 times more effect on global warming than CO₂ on a molecule-by-molecule basis.

The GWP is officially defined as (U.S. Environmental Protection Agency [U.S. EPA] 2010):

The cumulative radiative forcing—both direct and indirect effects—integrated over a period of time from the emission of a unit mass of gas relative to some reference gas.

GHG emissions estimates are typically represented in terms of equivalent metric tons of CO₂ (MT CO₂E). CO₂E emissions are the product of the amount of each gas by its GWP. The effects of several GHGs may be discussed in terms of MT CO₂E and can be summed to represent the total potential of these gases to warm the global climate. Table 1 summarizes some of the most common GHGs.

Table 1 Global Warming Potentials and Atmospheric Lifetimes (years)			
Gas	Atmospheric Lifetime (years)	100-year GWP	20-year GWP
Carbon dioxide (CO ₂)	50–200	1	1
Methane (CH ₄)*	12.4	28	84
Nitrous oxide (N ₂ O)	121	265	264
HFC-23	222	12,400	10,800
HFC-32	5.2	677	2,430
HFC-125	28.2	3,170	6,090
HFC-134a	13.4	1,300	3,710
HFC-143a	47.1	4,800	6,940
HFC-152a	1.5	138	506
HFC-227ea	38.9	3,350	5,360
HFC-236fa	242	8,060	6,940
HFC-43-10mee	16.1	1,650	4,310
CF ₄	50,000	6,630	4,880
C ₂ F ₆	10,000	11,100	8,210
C ₃ F ₈	2,600	8,900	6,640
C ₄ F ₁₀	2,600	9,200	6,870
c-C ₄ F ₈	3,200	9,540	7,110
C ₅ F ₁₂	4,100	8,550	6,350
C ₆ F ₁₄	3,100	7,910	5,890
SF ₆	3,200	23,500	17,500

SOURCE: Intergovernmental Panel on Climate Change (IPCC) 2013.

It should be noted that the U.S. EPA and other organizations will update the GWP values they use occasionally. This change can be due to updated scientific estimates of the energy absorption or lifetime of the gases or to changing atmospheric concentrations of GHGs that result in a change in the energy absorption of one additional ton of a gas relative to another. The GWPs shown in Table 1 are the most current. However, it should be noted that in the California Emissions Estimator Model (CalEEMod) CH₄ has a GWP of 21 and nitrous oxide (N₂O) has a GWP of 310, and these values were used for this analysis.

All of the gases in Table 1 are produced by both biogenic (natural) and anthropogenic (human) sources. These are the GHGs of primary concern in this analysis. CO₂ would be emitted by the project due to the combustion of fossil fuels in vehicles (including construction), from electricity generation and natural gas consumption, water use, and from solid waste disposal. Smaller amounts of CH₄ and N₂O would be emitted from the same project operations.

2.0 Project Description

The project would construct an animal care facility on a 2.6-acre site located on the east side of North Marshall Avenue, between West Bradley Avenue to the North, Vernon Way to the South, and bounded by Forester Creek to the East in the city of El Cajon, California. Figure 1 shows the regional location. Figure 2 shows an aerial photograph of the project vicinity. The project would consist of approximately 13,494 square feet of animal care facilities with a possible future expansion of 4,303 square feet for a total of 17,797 square feet. The proposed animal care facility would replace operations of the current El Cajon Animal Shelter located approximately 400 feet to the south at 1275 North Marshall Avenue. The existing parking lot on the project site is used by the Heartland Fire Training Facility; however, upon completion of the animal care facility, parking for the Heartland Fire Training Facility would be relocated to the existing animal care facility.

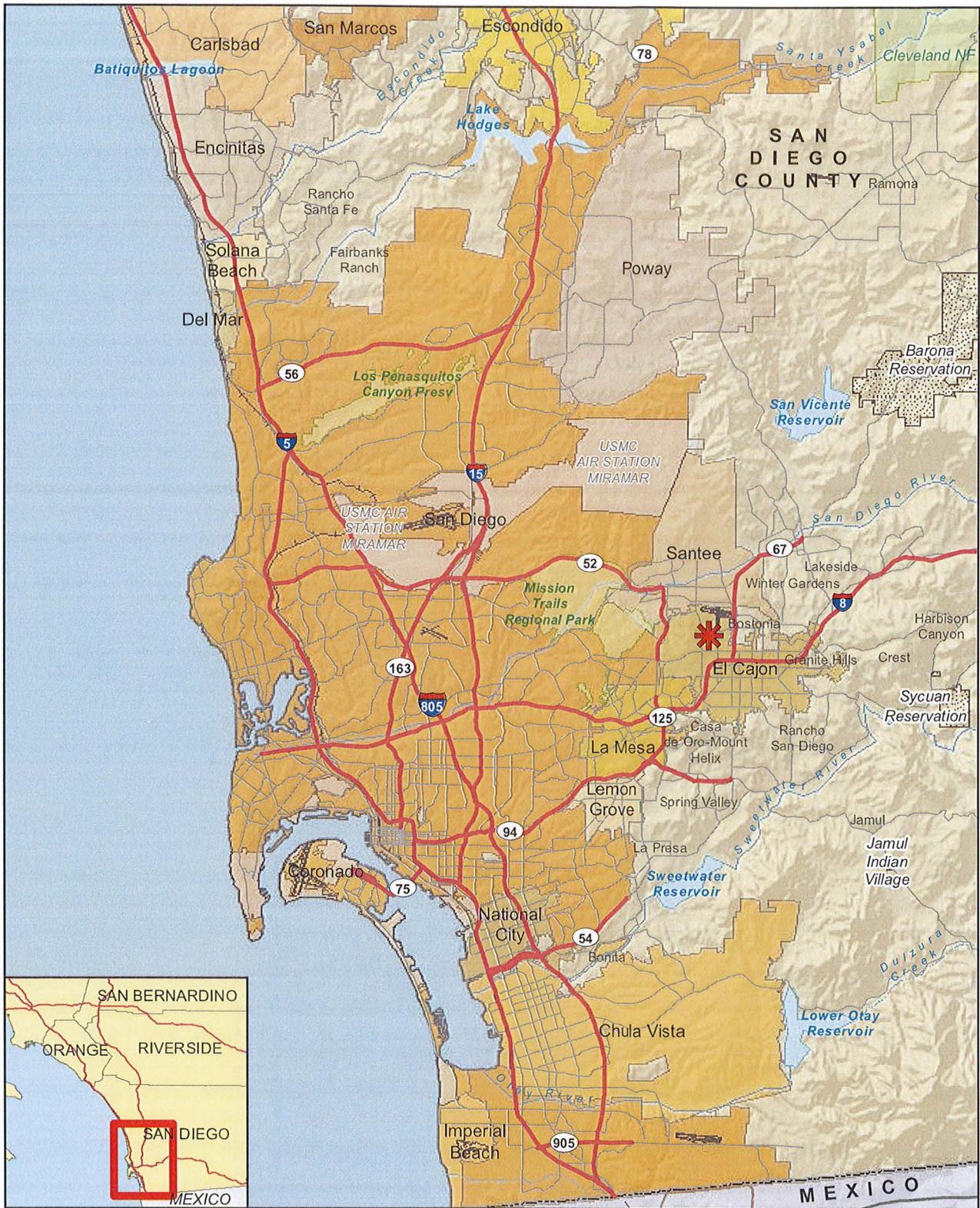
Site access is proposed via two existing driveways on North Marshall Avenue. The existing parking lot provides 34 parking stalls with the ability to provide up to 21 additional parking stalls for future expansion. Figure 3 shows the proposed site plan.

3.0 Existing Conditions

3.1 Environmental Setting

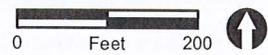
3.1.1 State and Regional GHG Inventories

The California Air Resources Board (CARB) performs statewide GHG inventories. The inventory is divided into nine broad sectors of economic activity: agriculture, commercial, electricity generation, forestry, high GWP emitters, industrial, recycling and waste, residential, and transportation. Emissions are quantified in million metric tons of CO₂ equivalent (MMT CO₂E). Table 2 shows the estimated statewide GHG emissions for the years 1990, 2008, and 2012.



 Project Location

FIGURE 1
Regional Location



 Project Boundary

FIGURE 2
Aerial Photograph of the Project Vicinity

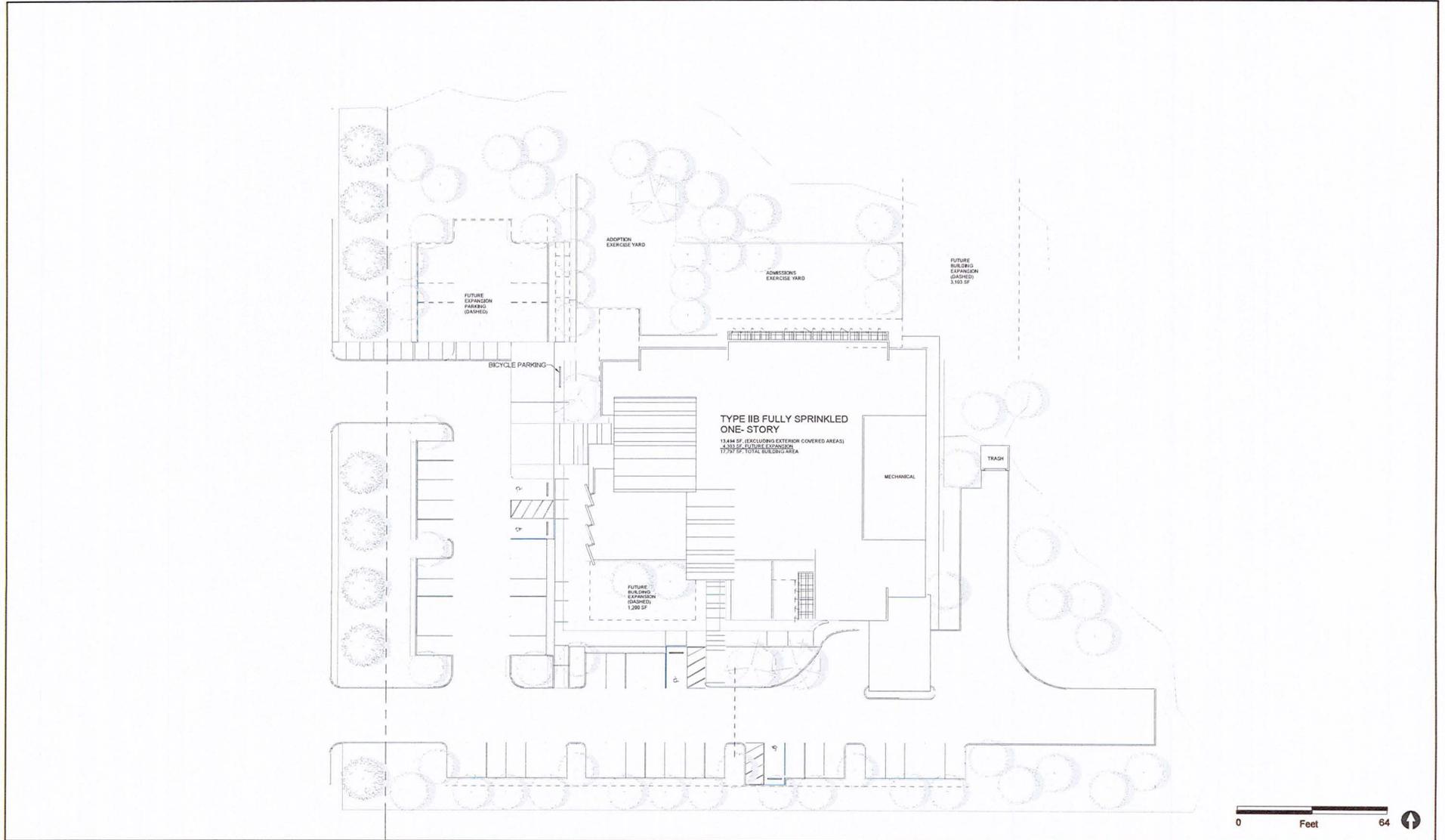


FIGURE 3
Site Plan

Table 2 California GHG Emissions By Sector in 1990, 2008, and 2012			
Sector	1990 ¹ Emissions in MMT CO ₂ E (% total) ²	2008 ³ Emissions in MMT CO ₂ E (% total) ²	2012 ³ Emissions in MMT CO ₂ E (% total) ²
Sources			
Agriculture	23.4 (5%)	37.99 (7%)	37.86 (7%)
Commercial	14.4 (3%)	13.37 (3%)	14.20 (3%)
Electricity Generation	110.6 (26%)	120.15 (25%)	95.09 (19%)
High GWP	--	12.87 (2%)	18.41 (3%)
Industrial	103.0 (24%)	87.54 (18%)	89.16 (21%)
Recycling and Waste	--	8.09 (1%)	8.49 (2%)
Residential	29.7 (7%)	29.07 (6%)	28.09 (7%)
Transportation	150.7 (35%)	178.02 (37%)	167.38 (38%)
Forestry (Net CO ₂ flux) ⁴	-6.69	--	--
Not Specified ⁴	1.27	--	--
TOTAL⁵	426.6	487.10	458.68
SOURCE: CARB 2007 and 2014a. ¹ 1990 data was retrieved from the CARB 2007 source and are based on IPCC second assessment report GWPs. The revised calculation, which uses the scientifically updated IPCC fourth assessment report GWPs, is 431 MMT CO ₂ E. ² Percentages may not total 100 due to rounding. ³ 2008 and 2012 data was retrieved from the CARB 2014a source. ⁴ Reported emissions for key sectors. The inventory totals for 2008 and 2012 did not include Forestry or Not Specified sources. ⁵ Totals may vary due to independent rounding.			

As shown in Table 2, statewide GHG source emissions totaled 427 MMT CO₂E in 1990, 487 MMT CO₂E in 2008, and 459 MMT CO₂E in 2012. Many factors affect year-to-year changes in GHG emissions, including economic activity, demographic influences, environmental conditions such as drought, and the impact of regulatory efforts to control GHG emissions. CARB has adopted multiple GHG emission reduction measures, the effect of those which will be seen over the following years. According to CARB, substantial reductions since 2008 have been driven by economic factors (recession), previous energy efficiency actions, and the renewable portfolio standard (CARB 2014a). Transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions.

A San Diego regional emissions inventory was prepared by the University of San Diego School of Law, Energy Policy Initiative Center that took into account the unique characteristics of the region. Their 2010 emissions inventory for San Diego is duplicated in Table 3. The sectors included in this inventory are somewhat different from those in the statewide inventory, which is based on the 2008 Scoping Plan categories.

Similar to the statewide emissions, transportation-related GHG emissions contributed the most countywide, followed by emissions associated with energy use.

**Table 3
San Diego County GHG Emissions By Sector in 2010**

Sector	2010 Emissions in MMT CO ₂ E (% total) ¹	
Agriculture/Forestry/Land Use	0.05	0.2%
Waste	0.6	1.8%
Electricity	8.3	25.0%
Natural Gas Consumption	2.9	8.7%
Industrial Processes & Products	1.8	5.4%
On-Road Transportation	14.4	43.4%
Off-Road Equipment and Vehicles	1.4	4.2%
Civil Aviation	1.9	5.7%
Rail	0.32	1.0%
Water-Borne Navigation	0.1	0.3%
Other Fuels/Other	1.58	4.8%
Land Use Wildfires	0.28	0.8%
Development (Loss of Vegetation)	0.18	0.5%
Sequestration	-0.66	-0.5%
TOTAL	33.15	—

SOURCE: University of San Diego 2013.
¹Percentages may not total 100 due to rounding.

3.1.2 On-Site GHG Emissions

The project site is currently undeveloped and is not a source of GHG emissions. The project would replace operations of the existing animal shelter, which is currently a source of GHG emissions. For informational purposes, GHG emissions associated with the existing animal shelter were calculated.

The existing animal shelter is approximately 6,000 square feet. Current sources of on-site GHG emissions are associated with the vehicle use, energy use, water use, area sources (landscaping and other equipment use), and waste disposal practices with this existing building. Existing GHG emissions associated with the existing uses were calculated using CalEEMod, version 2013.2.2, released in September 2013 by the California Air Pollution Control Officers Association (CAPCOA 2013), and the results are summarized in Table 4. The CalEEMod output is contained in Attachment 1.

**Table 4
Existing (2016) Annual GHG Emissions
(MT CO₂E)**

Emission Source	Existing Emissions
Vehicles	61
Energy Use	32
Area Sources	0
Water Use	7
Solid Waste Disposal	3
TOTAL	102

NOTE: Totals may vary due to independent rounding.

As shown in Table 4, total GHG emissions from existing animal shelter are estimated to be approximately 102 MT CO₂E. However, this is likely a low estimate, as the existing structures predate the Energy Code and are likely much less energy efficient than modeled energy use, which is based on compliance with the 2005 Energy Code.

3.2 Regulatory Background

In response to rising concern associated with increasing GHG emissions and global climate change impacts, several plans and regulations have been adopted at the international, national, and state levels with the aim of reducing GHG emissions. The following is a discussion of the federal, state, and local plans and regulations most applicable to the project.

3.2.1 Federal

The federal government, U.S. EPA, and other federal agencies have many federal level programs and projects to reduce GHG emissions. In June 2012, the Council on Environmental Quality (CEQ) revised the Federal Greenhouse Gas Accounting and Reporting Guidance originally issued in October 2010. The CEQ guidance identifies ways in which Federal agencies can improve consideration of GHG emissions and climate change for Federal actions. The guidance states that National Environmental Policy Act documents should provide decision makers with relevant and timely information and should consider (1) GHG emissions of a Proposed Action and alternative actions, and (2) the relationship of climate change effects to a Proposed Action or alternatives. Specifically, if a Proposed Action would be reasonably anticipated to cause direct emissions of 25,000 MT CO₂E GHG emissions on an annual basis, agencies should consider this as an indicator that a quantitative assessment may be meaningful to decision makers and the public (CEQ 2012).

3.2.1.1 Environmental Protection Agency

The U.S. EPA has many federal level programs and projects to reduce GHG emissions. The U.S. EPA provides technical expertise and encourages voluntary reductions from the private sector. One of the voluntary programs applicable to the proposed project is the Energy Star program.

Energy Star is a joint program of U.S. EPA and the U.S. Department of Energy, which promotes energy efficient products and practices. Tools and initiatives include the Energy Star Portfolio Manager, which helps track and assess energy and water consumption across an entire portfolio of buildings, and the Energy Star Most Efficient 2013, which provides information on exceptional products which represent the leading edge in energy efficient products in the year 2013 (U.S. EPA 2013).

The U.S. EPA also collaborates with the public sector, including states, tribes, localities, and resource managers, to encourage smart growth, sustainability preparation, and renewable energy and climate change preparation. These initiatives include the Clean Energy-Environment State Partnership Program, the Climate Ready Water Utilities

Initiative, the Climate Ready Estuaries Program, and the Sustainable Communities Partnership (U.S. EPA 2014).

3.2.1.2 Corporate Average Fuel Economy Standards

The project would generate additional vehicle trips. These vehicles would consume fuel and would result in GHG emissions. The federal Corporate Average Fuel Economy (CAFE) standards determine the fuel efficiency of certain vehicle classes in the U.S. While the standards had not changed since 1990, as part of the Energy and Security Act of 2007, the CAFE standards were increased in 2007 for new light-duty vehicles to 35 miles per gallon (mpg) by 2020. In May 2009, plans were announced to further increase CAFE standards to require light-duty vehicles to meet an average fuel economy of 35.5 mpg by 2016. In August 2012, fuel economy standards were further increased to 54.5 mpg for cars and light-duty trucks by Model Year 2025; this will nearly double the fuel efficiency of those vehicles compared to new vehicles currently on our roads. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel.

3.2.2 State

The State of California has adopted a number of plans and regulations aimed at identifying statewide and regional GHG emissions caps, GHG emissions reduction targets, and actions and timelines to achieve the target GHG reductions.

3.2.2.1 Executive Orders and Statewide GHG Emission Targets

S-3-05

This Executive Order (EO) established the following GHG emission reduction targets for the State of California:

- by 2010, reduce GHG emissions to 2000 levels;
- by 2020, reduce GHG emissions to 1990 levels;
- by 2050, reduce GHG emissions to 80 percent below 1990 levels.

This EO also directs the secretary of the California EPA to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts to California related to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. With regard to impacts, the report shall also prepare and report on mitigation and adaptation plans to combat the impacts. The first Climate Action Team Assessment Report was produced in March 2006, and has been updated every two years.

B-30-15

This EO, issued on April 29, 2015, establishes an interim GHG emission reduction goal for the state of California by 2030 of 40 percent below 1990 levels. This EO also directed all state agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the new interim 2030 goal, as well as the pre-existing, long-term 2050 goal identified in EO S-3-05. Additionally, this EO directed CARB to update its Climate Change Scoping Plan to address the 2030 goal. Therefore, in the coming months, CARB is expected to develop statewide inventory projection data for 2030, as well as commence its efforts to identify reduction strategies capable of securing emission reductions that allow for achievement of the EO's new interim goal.

3.2.2.2 Assembly Bill 32—California Global Warming Solutions Act

In response to EO S-3-05, the California Legislature passed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and thereby enacted Sections 38500–38599 of the California Health and Safety Code. The heart of AB 32 is its requirement that CARB establish an emissions cap and adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. AB 32 also required CARB to adopt a plan by January 1, 2009 indicating how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

3.2.2.3 Climate Change Scoping Plan

As directed by the California Global Warming Solutions Act of 2006, in 2008, CARB adopted the *Climate Change Scoping Plan: A Framework for Change* (2008 Scoping Plan). The 2008 Scoping Plan identifies the main strategies the State of California will implement to achieve the GHG reductions necessary to reduce statewide forecasted business as usual (BAU) GHG emissions in 2020 to the state's historic 1990 emissions level.

In 2008, as part of its adoption of the 2008 Scoping Plan, CARB estimated that annual statewide GHG emissions were 427 MMT CO₂E in 1990 and would reach 596 MMT CO₂E by 2020 under a BAU condition (CARB 2008). To achieve the mandate of AB 32, CARB determined that a 169 MMT CO₂E (or approximate 28.3 percent) reduction in BAU emissions was needed by 2020. The 2020 emissions estimate used in the 2008 Scoping Plan was developed using pre-recession data and reflects GHG emissions expected to occur in the absence of any reduction measures in 2010 (CARB 2011a). The majority of reductions are directed at the sectors with the largest GHG emissions contributions—transportation and electricity generation—and involve statutory mandates affecting vehicle or fuel manufacture, public transit, and public utilities.

Most recently, in 2014, CARB adopted the First Update to the Climate Change Scoping Plan: Building on the Framework (2014 Scoping Plan; CARB 2014b). The 2014 Scoping Plan “highlights California’s success to date in reducing its GHG emissions and lays the foundation for establishing a broad framework for continued emission reductions beyond

2020, on the path to 80 percent below 1990 levels by 2050” (CARB 2014b). The 2014 Scoping Plan found that California is on track to meet the 2020 emissions reduction mandate established by AB 32, and noted that California could reduce emissions further by 2030 to levels squarely in line with those needed to stay on track to reduce emissions to 80 percent below 1990 levels by 2050 if the State realizes the expected benefits of existing policy goals (CARB 2014b).

In conjunction with the 2014 Scoping Plan, CARB identified “six key focus areas comprising major components of the State’s economy to evaluate and describe the larger transformative actions that will be needed to meet the State’s more expansive emission reduction needs by 2050” (CARB 2014b). Those six areas are: (1) energy; (2) transportation (vehicles/equipment, sustainable communities, housing, fuels, and infrastructure); (3) agriculture; (4) water; (5) waste management; and (6) natural and working lands. The 2014 Scoping Plan identifies key recommended actions for each sector that will facilitate achievement of the 2050 reduction target.

Based on CARB’s research efforts, it has a “strong sense of the mix of technologies needed to reduce emissions through 2050” (CARB 2014b). Those technologies include energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and, the rapid market penetration of efficient and clean energy technologies.

As part of the 2014 Scoping Plan, CARB recalculated statewide 1990 emissions level using updated GWPs identified by the Intergovernmental Panel on Climate Change. Using the recalculated 1990 emissions level and the revised 2020 emissions level projection identified in the 2011 Final Supplement (CARB 2011b), CARB determined that achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of approximately 15 percent (instead of 28.5 percent or 16 percent) from the BAU conditions.

The 2014 Scoping Plan included a strong recommendation from CARB for setting a mid-term statewide GHG emissions reduction target. CARB specifically recommended that the mid-term target be consistent with: (i) the United States’ pledge to reduce emissions 42 percent below 2005 levels (which translates to a 35 percent reduction from 1990 levels in California); and (ii) the long-term policy goal of reducing emissions to 80 percent below 1990 levels by 2050. However, to date, there is no legislative authorization for a post-2020 GHG reduction target, and CARB has not established such a target.

The 2014 Scoping Plan discusses new residential and commercial building energy efficiency improvements, specifically identifying progress towards zero net energy buildings by 2020 for residential buildings and 2030 for commercial buildings, as an element of meeting mid-term and long-term GHG reduction goals. The 2014 Scoping Plan expresses CARB’s commitment to working with the California Public Utilities Commission and California Energy Commission (CEC) to facilitate further achievements in building energy efficiency.

The 2008 Scoping Plan and the 2014 Scoping Plan represent important milestones in California’s efforts to reduce GHG emissions statewide. The law also requires the Scoping

Plan to be updated every five years. The Scoping Plan process, as stated, is also thorough and encourages public input and participation.

3.2.2.4 California Advanced Clean Car Program

The Advanced Clean Cars (ACC) program, adopted January 2012, combines the control of smog, soot causing pollutants and greenhouse gas emissions into a single coordinated package of requirements for model years 2015 through 2025. Accordingly, the ACC program coordinates the goals of the Pavley, low emissions vehicle (LEV), zero emission vehicle (ZEV), and clean fuels outlet (CFO) programs in order to lay the foundation for the commercialization and support of these ultra-clean vehicles.

AB 1493 (Pavley) directed CARB to adopt vehicle standards that lowered GHG emissions from passenger vehicles and light-duty trucks to the maximum extent technologically feasible, beginning with the 2009 model year. CARB has adopted amendments to its regulations that would enforce AB 1493, but provide vehicle manufacturers with new compliance flexibility.

CARB has also adopted a second phase of the Pavley regulations, originally termed “Pavley II” but now called the Low Emission Vehicle III” (LEV III) Standards or ACC Program, that covers model years 2017 to 2025. CARB estimates that LEV III will reduce vehicle GHGs by an additional 4.0 MMT CO₂E for a 2.4 percent reduction over Pavley I. These reductions come from improved vehicle technologies such as smaller engines with superchargers, continuously variable transmissions, and hybrid electric drives. On August 7, 2012, the final regulation for the adoption of LEV III became effective.

The ZEV regulation affects passenger cars and light-duty trucks is a critical regulation to achieving California’s air quality goals and GHG reduction requirements. ZEV was originally part of the LEV program; however, CARB established the ZEV program as a stand-alone regulation in 1999. The ZEV program will act as the focused technology of the ACC program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid electric vehicles in the 2018-2025 model years.

On December 8, 2011, CARB proposed an update to the CFO regulation to facilitate hydrogen fueling stations. The CFO is part of CARB’s overall program of promoting clean cars and advanced technology ZEVs.

3.2.2.5 Low Carbon Fuel Standard

EO S-01-07 directed that a statewide goal be established to reduce the carbon intensity of California’s transportation fuels by at least 10 percent by 2020 through a Low Carbon Fuel Standard (LCFS). LCFS promotes the use of GHG-reducing transportation fuels, e.g. liquid biofuels, renewable natural gas, electricity, and hydrogen, through a declining carbon intensity standard. The carbon intensity of a fuel is a measure of the GHG emissions associated with the production, distribution, and consumption of a fuel. CARB approved LCFS in 2009 and implemented it in 2010 as an early action measure under AB 32. Subsequently CARB approved amendments to the LCFS, which began implementation

January 1, 2013. Due to a court ruling that found procedural issues related to the original adoption of the LCFS, CARB re-adopted the LCFS regulation in September 2015, which went into effect on January 1, 2016. The program establishes a strong framework to promote the low carbon fuel adoption necessary to achieve the Governor's 2030 and 2050 greenhouse gas goals (CARB 2016).

3.2.2.6 Regional Emissions Targets – Senate Bill 375

Senate Bill (SB) 375, the 2008 Sustainable Communities and Climate Protection Act, was signed into law in September 2008 and requires CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Scoping Plan. The purpose of SB 375 is to align regional transportation planning efforts, regional GHG reduction targets, and fair-share housing allocations under state housing law. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy or Alternative Planning Strategy to address GHG reduction targets from cars and light-duty trucks in the context of that MPO's Regional Transportation Plan. San Diego Association of Governments (SANDAG) is the San Diego region's MPO. The CARB targets for the SANDAG region require a 7 percent reduction in GHG emissions per capita from automobiles and light duty trucks compared to 2005 levels by 2020, and a 13 percent reduction by 2035.

3.2.2.7 Renewables Portfolio Standard

The Renewables Portfolio Standard (RPS) promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by EOs S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, SB 2 (1X) codified California's 33 percent RPS goal. In September 2015, the California Legislature passed SB 350, which increases California's renewable energy mix goal to 50 percent by year 2030. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.

3.2.2.8 Assembly Bill 341 – Solid Waste Diversion

The Commercial Recycling Requirements mandate that businesses (including public entities) that generate 4 cubic yards or more of commercial solid waste per week and multi-family residential with five units or more arrange for recycling services. Businesses can take one or any combination of the following in order to reuse, recycle, compost, or otherwise divert solid waste from disposal.

Additionally, AB 341 mandates that 75 percent of the solid waste generated be reduced, recycled, or composted by 2020.

3.2.2.9 California Code of Regulations, Title 24 – California Building Code

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

Part 6 – Energy Efficiency Standards

The California Code of Regulations, Title 24, Part 6 is the Energy Efficiency Standards or California Energy Code. This code, originally enacted in 1978, establishes energy efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. By reducing California's energy consumption, emissions of statewide GHGs may also be reduced. The previous Energy Code, known as the 2008 Energy Code, became effective January 1, 2010. The 2008 Energy Code required energy savings of 15 to 35 percent above the former 2005 Energy Code, which is relevant as the original GHG inventory for the state was based on the 2005 Energy Code.

The current version of the Energy Code, known as the 2013 Energy Code, became effective July 1, 2014. The 2013 Energy Code provides mandatory energy-efficiency measures as well as voluntary tiers for increased energy efficiency. Based on an impact analysis prepared by the CEC for single-family residences, the 2013 Energy Code has been estimated to achieve a 36.4 percent increase in electricity efficiencies and a 6.5 percent increase in natural gas efficiencies over the 2008 Energy Code (CEC 2013). The same report estimates increased efficiencies for multi-family residences of 23.3 percent for electricity use and 3.8 percent for natural gas use. Non-residential structures are estimated to achieve a 21.8 and 16.8 percent increase in electricity and natural gas efficiencies, respectively.

Part 11 – California Green Building Standards

The California Green Building Standards Code, referred to as CalGreen, was added to Title 24 as Part 11 first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 CBC). The 2013 CalGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory Green Building Standards and may adopt additional amendments for stricter requirements.

The mandatory standards require:

- 20 percent reduction in indoor water use relative to specified baseline levels;
- 50 percent construction/demolition waste diverted from landfills;
- Inspections of energy systems to ensure optimal working efficiency;
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards;
- Dedicated circuitry to facilitate installation of electric vehicle charging stations in newly constructed attached garages for single family and duplex dwellings; and
- Installation of electric vehicle charging stations at least three percent of the parking spaces for all new multi-family developments with 17 or more units.

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

3.2.3 Local

The El Cajon General Plan 2000 sets forth adopted policies expressing the official position of the City with regard to physical and environmental development. The General Plan Circulation, Conservation, and Land Use Elements include goals, objectives, and policies that are directly and indirectly related to GHG emissions associated with future development and City operations. These elements contain policy language related to sustainable land use patterns, alternative modes of transportation, and water conservation.

The City has applied to the California Strategic Growth Council for a grant to prepare *Moving El Cajon Forward: An Integrated Update of the General Plan, Land Use Codes and Infrastructure Plans* (California Strategic Growth Council 2014). El Cajon seeks a fully updated General Plan, land use regulations and infrastructure plans to more effectively connect with SANDAG and state goals to maximize the City's potential to promote equity, economic development, and sustainability.

4.0 Significance Criteria and Analysis Methodologies

4.1 Determining Significance

The California Environmental Quality Act (CEQA) Guidelines, Appendix G Environmental Checklist, includes the following two questions regarding assessment of GHG emissions:

- 1) Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- 2) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs?

As stated in the CEQA Guidelines, these questions are “intended to encourage thoughtful assessment of impacts and do not necessarily represent thresholds of significance” (Title 14, Division 6, Chapter 3 Guidelines for Implementation of the CEQA, Appendix G, Environmental Checklist Form).

The CEQA Guidelines require Lead Agencies to adopt GHG thresholds of significance. When adopting these thresholds, the amended Guidelines allow Lead Agencies to develop their own significance thresholds and/or to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence.

This analysis follows significance thresholds from the CAPCOA report CEQA & Climate Change, dated January 2008 (CAPCOA 2008). Guidance from CAPCOA references 900 MT CO₂E as a conservative threshold for determining when further GHG analysis is required. This threshold is intended as a test to determine which projects are small enough to be unlikely to have significant impacts and to exempt them from further analysis. According to CAPCOA, the 900 MT CO₂E screening criterion is low enough to capture a substantial fraction of future residential and non-residential development that will be constructed to accommodate future statewide population and job growth, and high enough to exclude small development projects that will contribute a relatively small fraction of the cumulative statewide GHG emissions. These small projects will still be required to reduce their GHG emissions because they must comply with state and local regulations that require energy efficiency and a reduction in water use. Projects that exceed the 900 MT CO₂E screening criterion are further required to perform a focused GHG analysis.

Although the CAPCOA criterion is interim guidance, it represents a good faith effort to evaluate whether GHG impacts from a project are significant, taking into account the type and location of the proposed development, the best available scientific data regarding GHG emissions, and the current statewide goals, regulations, and strategies for reduction of GHG emissions.

4.2 Methodology and Assumptions

To evaluate the project's net GHG emissions, emissions were calculated using the CalEEMod version 2013.2.2 released in September 2013 by CAPCOA (CAPCOA 2013). CalEEMod was developed with the participation of several state air districts, including the San Diego Air Pollution Control District. CalEEMod can be used to calculate emissions from construction (off-road vehicles), mobile (on-road vehicles), area (fireplaces, consumer products [cleansers, aerosols, solvents], landscape maintenance equipment, architectural coatings), water and wastewater, and solid waste sources. GHG emissions are estimated in terms of total MT CO₂E. Emissions were calculated for project operation in year 2020.

The analysis methodology and input data are described in the following sections. Where project-specific data was not available, model inputs were based on information provided in the CalEEMod User's Guide (CAPCOA 2013). Specific site plans and construction schedules are not available at this time. Thus, the project was modeled with an operational year of 2020 to parallel the year of the State GHG reduction goals.

4.2.1 Construction Emissions

Construction activities emit GHGs primarily through combustion of fuels (mostly diesel) in the engines of off-road construction equipment and through combustion of diesel and gasoline in on-road construction vehicles and the commute vehicles of the construction workers. Smaller amounts of GHGs are also emitted through the energy use embodied in water use for fugitive dust control.

Every phase of the construction process, including demolition, grading, paving, and building, emits GHGs in volumes directly related to the quantity and type of construction equipment used. GHG emissions associated with each phase of project construction are calculated by multiplying the total fuel consumed by the construction equipment and worker trips by applicable emission factors. The number and pieces of construction equipment are calculated based on the project-specific design. In the absence of project-specific construction information, equipment for all phases of construction is estimated based on the size of the land use.

Construction emissions were modeled assuming construction would begin in January 2017 and last for approximately one year. Construction emissions are calculated for construction activity based on the construction equipment profile and other factors determined as needed to complete all phases of construction. Based on guidance from the South Coast Air Quality Management District (SCAQMD), total construction GHG emissions resulting from a project should be amortized over 30 years and added to operational GHG emissions to account for their contribution to GHG emissions over the lifetime of a project (SCAQMD 2009).

4.2.2 Vehicle Emissions

GHG emissions from vehicles come from the combustion of fossil fuels in vehicle engines. The vehicle emissions are calculated based on the vehicle type and the trip rate for each land use. The vehicle emission factors and fleet mix used in CalEEMod are derived from CARB's 2011 Emission Factors model, which includes GHG reducing effects from the implementation of Pavley I (Clean Car Standards) and the LCFS, and are thus considered in the calculation of standards for project emissions. The emissions from mobile sources were reduced by an additional 3 percent to account for implementation of LEV III and the Tire Pressure Program.

According to the project traffic report, the project would generate 888 average daily trips (City of El Cajon 2016). Based on regional data compiled by CARB as part of the emission factor model, the average regional trip length for all trips in San Diego County is 5.8 miles (CARB 2011c).

4.2.3 Energy Use Emissions

GHGs are emitted as a result of activities in buildings for which electricity and natural gas are used as energy sources. GHGs are emitted during the generation of electricity from fossil fuels off-site in power plants. These emissions are considered indirect but are calculated in association with a building's operation. Electric power generation accounts for the second largest sector contributing to both inventoried and projected statewide GHG emissions. Combustion of fossil fuel emits criteria pollutants and GHGs directly into the atmosphere. When this occurs in a building, this is considered a direct emissions source associated with that building. CalEEMod estimates emissions from the direct combustion of natural gas for space and water heating.

CalEEMod estimates GHG emissions from energy use by multiplying average rates of residential and non-residential energy consumption by the quantities of residential units and non-residential square footage entered in the land use module to obtain total projected energy use. This value is then multiplied by electricity and natural gas GHG emission factors applicable to the project location and utility provider.

Building energy use is typically divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as plug-in appliances. In California, Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in energy use," can be further subdivided by specific end-use (refrigeration, cooking, office equipment, etc.).

Energy consumption values are based on the CEC-sponsored California Commercial End Use Survey and Residential Appliance Saturation Survey studies, which identify energy use by building type and climate zone. Because these studies are based on older buildings, adjustments have been made in CalEEMod to account for changes to Title 24 Building Codes. CalEEMod is based on the 2008 Title 24 energy code (Part 6 of the Building Code).

As identified by the CEC, the Energy Code requires various improvements in the built environment that would achieve a 21.8 percent increase in electricity efficiency and a 16.8 percent increase in natural gas efficiency in non-residential buildings (CEC 2013).

The project would be served by San Diego Gas & Electric (SDG&E). Therefore, SDG&E's specific energy-intensity factors (i.e., the amount of CO₂, CH₄, and N₂O per kilowatt-hour) are used in the calculations of GHG emissions. As discussed, the state mandate for renewable energy is 33 percent by 2020. However, the energy-intensity factors included in CalEEMod by default only represent a 10.2 percent procurement of renewable energy (SDG&E 2011). To account for the continuing effects of RPS through 2020, the energy-intensity factors included in CalEEMod were reduced by 22.8 percent. SDG&E energy-intensity factors are shown in Table 5.

GHG	2009 (lbs./MWh)	2020 (lbs./MWh)
Carbon Dioxide (CO ₂)	780.79	556.22
Methane (CH ₄)	0.029	0.022
Nitrous Oxide (N ₂ O)	0.011	0.005
SOURCE: SDG&E 2011. lbs. = pounds MWh = megawatt hour		

4.2.4 Area Source Emissions

Area sources include GHG emissions that would occur from the use of landscaping equipment. The use of landscape equipment emits GHGs associated with the equipment's fuel combustion. The landscaping equipment emission values were derived from the 2011 In-Use Off-Road Equipment Inventory Model (CARB 2011d).

4.2.5 Water and Wastewater Emissions

The amount of water used and wastewater generated by a project has indirect GHG emissions associated with it. These emissions are a result of the energy used to supply, distribute, and treat the water and wastewater. In addition to the indirect GHG emissions associated with energy use, wastewater treatment can directly emit both CH₄ and N₂O.

The indoor and outdoor water use consumption data for each land use subtype comes from the Pacific Institute's *Waste Not, Want Not: The Potential for Urban Water Conservation in California* 2003 (as cited in CAPCOA 2013). Based on that report, a percentage of total water consumption was dedicated to landscape irrigation, which is used to determine outdoor water use. Wastewater generation was similarly based on a reported percentage of total indoor water use (CAPCOA 2013).

The project would be subject to CalGreen, which requires a 20 percent increase in indoor water use efficiency. Thus, in order to demonstrate compliance with CalGreen, a 20 percent reduction in indoor water use was included in the water consumption calculations for the project.

In addition to water reductions under CalGreen, the GHG emissions from the energy used to transport the water are affected by RPS. As discussed previously, to account for the effects of RPS through 2020, the energy-intensity factors included in CalEEMod were reduced by 22.8 percent (see Table 5).

4.2.6 Solid Waste Emissions

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. To calculate the GHG emissions generated by disposing of solid waste for the project, the total volume of solid waste was calculated using waste disposal rates identified by California Department of Resources Recycling and Recovery. The methods for quantifying GHG emissions from solid waste are based on the IPCC method, using the degradable organic content of waste. GHG emissions associated with the project’s waste disposal were calculated using these parameters.

4.2.7 GHG Emissions Modeling Summary

Table 6 provides a summary of the calculation methodology for each emission source calculated.

Table 6 Summary of GHG Emission Calculation Methodology	
Source	Project Emission Calculation
Construction	Construction emissions were amortized over 30 years and added to operational emissions.
Vehicles	Vehicle emissions were calculated using vehicle emission factors for year 2020. Calculations also took into account LEV III and the Tire Pressure Program.
Energy	Energy calculations include increased energy efficiency (21.8 percent over 2008 Energy Code standards for electricity and 16.8 percent for natural gas for non-residential buildings). Additionally, to account for the effects of RPS through 2020, the SDG&E energy-intensity factors included in CalEEMod were reduced by 22.8 percent.
Area	Area-source emissions were calculated based on standard landscaping equipment and quantities and consumer product emission factors. The project would not include woodstoves or fireplaces.
Water	A 20 percent increase in indoor water use efficiency was included in the water consumption calculations in accordance with 2013 CalGreen standards. Additionally, to account for the effects of RPS through 2020, the SDG&E energy-intensity factors included in CalEEMod were reduced by 22.8 percent.
Solid Waste	Emissions were calculated using standard generation rates and emission factors, which are based on California Department of Resources Recycling and Recovery waste generation rates.

5.0 GHG Impact Analysis

In accordance with CEQA and City GHG Guidance, this analysis evaluates the significance of the project in terms of (1) its contribution of GHGs to cumulative statewide emissions and (2) whether the project would conflict with local and state regulations, plans, and policies aimed at reducing GHG emissions.

5.1 GHG Emissions

5.1.1 Impacts

For the purposes of this analysis it was determined that new development projects emitting less than 900 MT CO₂E annual GHG would not contribute considerably to cumulative climate change impacts. A project that exceeds the 900 MT CO₂E threshold would require further analysis.

Based on the methodology summarized in Section 4.2, Methodology and Assumptions, the primary sources of direct and indirect GHG emissions have been calculated. Table 7 summarizes the project emissions. The complete model outputs for the project are included in Attachment 2.

Emission Source	Project GHG Emissions
Vehicles	155
Energy Use	80
Area Sources	0
Water Use	17
Solid Waste Disposal	8
Construction	9
TOTAL	270

5.1.2 Significance of Impacts

As demonstrated, the project would result in total emissions of 270 MT CO₂E annually. Emissions are projected to be less than the 900 MT CO₂E screening level. By emitting less than 900 MT CO₂E the project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable. Therefore, the project's direct and indirect GHG emissions would have a less than significant impact on the environment.

5.2 Applicable Adopted Plans, Policies, and Regulations Intended to Reduce GHG Emissions

5.2.1 Impacts

EO S-3-05 established GHG emission reduction targets for the state, and AB 32 codified the 2020 goal of EO S-3-05 and launched the Climate Change Scoping Plan that outlined the reduction measures needed to reach these targets. The project would not exceed the 900 MT CO₂E screening criterion for GHG emissions. The 900 MT CO₂E screening criterion was established so that small projects would not conflict with the state's AB 32 mandate for reducing GHG emission (CAPCOA 2008). As the project is below the screening criterion, it would not conflict with the AB 32 mandate for reducing GHG emissions at the state level.

As discussed in Section 3.2.2.1, EO S-3-05 establishes an executive policy of reducing GHG emissions to 80 percent below 1990 levels by 2050. Additionally, EO B-30-15 establishes an interim GHG emission reduction policy by the executive branch for the state of California to reduce GHG emissions 40 percent below 1990 levels by 2030. The 2020 GHG emission policy of EO S-3-05, to reduce GHG emissions to 1990 levels by 2020, was codified by the Legislature's adoption of AB 32. As discussed above, the project would be consistent with the reduction goals of AB 32. The 2050 goal of EO S-3-05 was not codified by the Legislature. Similarly, EO B-30-15's goal to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030 has not been codified by the Legislature. Nonetheless, because these two EOs represent a GHG reduction policy in the context of CEQA and the strong interest in California's post-2020 climate policy, this analysis renders a determination as to whether the project would conflict with or impede substantial progress towards the statewide reduction policies established by EO B-30-15 for 2030 and by EO S-3-05 for 2050.

As illustrated above, the project would emit less than 900 MT CO₂E annually and would not conflict with the state's AB 32 mandate for reducing GHG emissions. Further, the project's 2020 emissions represent the maximum emissions inventory for the project; as project emissions would continue to decline from 2020 through at least 2050 based on regulatory forecasting. Vehicle emissions would continue to decline past 2020 due to regulations that increase vehicle efficiency, and the development of alternative fuel vehicles and technologies. GHG emissions associated with energy and the transportation and treatment of water would continue to decrease, as SDG&E continues to increase renewable sources of energy in accordance with RPS goals. Given the reasonably anticipated decline in project emissions, due to existing regulatory programs, once the project is fully constructed and operational, the project emissions would continue to decline in line with the GHG reductions needed to achieve the EOs' interim (2030) and horizon-year (2050) goals. Therefore, the project would not conflict with the long-term GHG policy goals of the state. As such, the project's impacts with respect to the state's post-2020 GHG emissions goals under EO B-30-15 and EO S-3-05 would be less than significant.

5.2.2 Significance of Impacts

The project would not conflict with any local or state plan, policy, or regulation aimed at reducing GHG emissions from land use and development. Thus, impacts would be less than significant.

6.0 Conclusions

As summarized in Table 7, the project would result in GHG emissions of 270 MT CO₂E per year. Since emissions are projected to be less than the 900 MT CO₂E screening criterion, the level of impacts associated with contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable. In addition, the project would not conflict with the goals and strategies of local and state plans, policies, and regulations adopted to reduce GHG emissions. Thus, impacts associated with applicable policies, plans, and regulations would be less than significant.

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ATTACHMENTS

ATTACHMENT 1

CalEEMod Output – Existing Use Emissions

6309 Existing Animal Shelter
San Diego County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.00	1000sqft	0.75	6,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2016
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	566.31	CH4 Intensity (lb/MW hr)	0.023	N2O Intensity (lb/MW hr)	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS status - SDG&E currently at 31.6%
 CalEEMod accounts for 10.2%
 Additional 21.4% reduction applied
 (566.31, 0.023, 0.005)
 Land Use - 6,000 square foot building on 0.75 acre
 Construction Phase - Existing building - no construction
 Architectural Coating -
 Vehicle Trips - 18 trips/ksf
 5.8 mile trip length
 Area Coating - SDAPCD Rule 67
 Energy Use - Existing building - historical data
 Water And Wastewater -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	250
tblLandUse	LotAcreage	0.14	0.75
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.023
tblProjectCharacteristics	CO2IntensityFactor	720.49	566.31
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblProjectCharacteristics	OperationalYear	2014	2016
tblVehicleTrips	CC_TL	7.30	5.80
tblVehicleTrips	CNW_TL	7.30	5.80
tblVehicleTrips	CW_TL	9.50	5.80
tblVehicleTrips	WD_TR	11.01	18.00

2.0 Emissions Summary

2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0297	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Energy	7.6000e-004	6.9300e-003	5.8200e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	31.8027	31.8027	1.1300e-003	3.5000e-004	31.9357
Mobile	0.0480	0.0896	0.4320	7.7000e-004	0.0520	1.0700e-003	0.0530	0.0139	9.9000e-004	0.0149	0.0000	60.8455	60.8455	2.7700e-003	0.0000	60.9038
Waste						0.0000	0.0000		0.0000	0.0000	1.1327	0.0000	1.1327	0.0669	0.0000	2.5384
Water						0.0000	0.0000		0.0000	0.0000	0.3383	5.4322	5.7705	0.0350	8.7000e-004	6.7741
Total	0.0785	0.0965	0.4379	8.1000e-004	0.0520	1.6000e-003	0.0536	0.0139	1.5200e-003	0.0154	1.4710	98.0805	99.5515	0.1058	1.2200e-003	102.1520

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0297	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Energy	7.6000e-004	6.9300e-003	5.8200e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	31.8027	31.8027	1.1300e-003	3.5000e-004	31.9357
Mobile	0.0480	0.0896	0.4320	7.7000e-004	0.0520	1.0700e-003	0.0530	0.0139	9.9000e-004	0.0149	0.0000	60.8455	60.8455	2.7700e-003	0.0000	60.9038
Waste						0.0000	0.0000		0.0000	0.0000	1.1327	0.0000	1.1327	0.0669	0.0000	2.5384
Water						0.0000	0.0000		0.0000	0.0000	0.3383	5.4322	5.7705	0.0350	8.7000e-004	6.7736
Total	0.0785	0.0965	0.4379	8.1000e-004	0.0520	1.6000e-003	0.0536	0.0139	1.5200e-003	0.0154	1.4710	98.0805	99.5515	0.1058	1.2200e-003	102.1516

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/13/2017	5	10	
2	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
3	Grading	Grading	1/17/2017	1/18/2017	5	2	
4	Building Construction	Building Construction	1/19/2017	6/7/2017	5	100	
5	Paving	Paving	6/8/2017	6/14/2017	5	5	
6	Architectural Coating	Architectural Coating	6/15/2017	6/21/2017	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 9,000; Non-Residential Outdoor: 3,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	2.00	1.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.0200e-003	0.0524	0.0429	6.0000e-005		3.6300e-003	3.6300e-003		3.4600e-003	3.4600e-003	0.0000	5.3697	5.3697	1.0600e-003	0.0000	5.3919
Total	6.0200e-003	0.0524	0.0429	6.0000e-005		3.6300e-003	3.6300e-003		3.4600e-003	3.4600e-003	0.0000	5.3697	5.3697	1.0600e-003	0.0000	5.3919

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	2.1000e-004	1.9500e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3592	0.3592	2.0000e-005	0.0000	0.3596
Total	1.6000e-004	2.1000e-004	1.9500e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3592	0.3592	2.0000e-005	0.0000	0.3596

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.0200e-003	0.0524	0.0429	6.0000e-005		3.6300e-003	3.6300e-003		3.4600e-003	3.4600e-003	0.0000	5.3697	5.3697	1.0600e-003	0.0000	5.3919
Total	6.0200e-003	0.0524	0.0429	6.0000e-005		3.6300e-003	3.6300e-003		3.4600e-003	3.4600e-003	0.0000	5.3697	5.3697	1.0600e-003	0.0000	5.3919

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	2.1000e-004	1.9500e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3592	0.3592	2.0000e-005	0.0000	0.3596
Total	1.6000e-004	2.1000e-004	1.9500e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3592	0.3592	2.0000e-005	0.0000	0.3596

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.3000e-004	6.3400e-003	3.6200e-003	0.0000		3.9000e-004	3.9000e-004		3.5000e-004	3.5000e-004	0.0000	0.4336	0.4336	1.3000e-004	0.0000	0.4364
Total	6.3000e-004	6.3400e-003	3.6200e-003	0.0000	2.7000e-004	3.9000e-004	6.6000e-004	3.0000e-005	3.5000e-004	3.8000e-004	0.0000	0.4336	0.4336	1.3000e-004	0.0000	0.4364

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0180	0.0180	0.0000	0.0000	0.0180
Total	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0180	0.0180	0.0000	0.0000	0.0180

3.3 Site Preparation - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.3000e-004	6.3400e-003	3.6200e-003	0.0000		3.9000e-004	3.9000e-004		3.5000e-004	3.5000e-004	0.0000	0.4336	0.4336	1.3000e-004	0.0000	0.4364
Total	6.3000e-004	6.3400e-003	3.6200e-003	0.0000	2.7000e-004	3.9000e-004	6.6000e-004	3.0000e-005	3.5000e-004	3.8000e-004	0.0000	0.4336	0.4336	1.3000e-004	0.0000	0.4364

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0180	0.0180	0.0000	0.0000	0.0180
Total	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0180	0.0180	0.0000	0.0000	0.0180

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2000e-003	0.0105	8.5800e-003	1.0000e-005		7.3000e-004	7.3000e-004		6.9000e-004	6.9000e-004	0.0000	1.0739	1.0739	2.1000e-004	0.0000	1.0784
Total	1.2000e-003	0.0105	8.5800e-003	1.0000e-005	7.5000e-004	7.3000e-004	1.4800e-003	4.1000e-004	6.9000e-004	1.1000e-003	0.0000	1.0739	1.0739	2.1000e-004	0.0000	1.0784

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	3.9000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0718	0.0718	0.0000	0.0000	0.0719
Total	3.0000e-005	4.0000e-005	3.9000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0718	0.0718	0.0000	0.0000	0.0719

3.4 Grading - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2000e-003	0.0105	8.5800e-003	1.0000e-005		7.3000e-004	7.3000e-004		6.9000e-004	6.9000e-004	0.0000	1.0739	1.0739	2.1000e-004	0.0000	1.0784
Total	1.2000e-003	0.0105	8.5800e-003	1.0000e-005	7.5000e-004	7.3000e-004	1.4800e-003	4.1000e-004	6.9000e-004	1.1000e-003	0.0000	1.0739	1.0739	2.1000e-004	0.0000	1.0784

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	3.9000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0718	0.0718	0.0000	0.0000	0.0719
Total	3.0000e-005	4.0000e-005	3.9000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0718	0.0718	0.0000	0.0000	0.0719

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0637	0.6337	0.4020	5.7000e-004		0.0428	0.0428		0.0394	0.0394	0.0000	52.5954	52.5954	0.0161	0.0000	52.9339
Total	0.0637	0.6337	0.4020	5.7000e-004		0.0428	0.0428		0.0394	0.0394	0.0000	52.5954	52.5954	0.0161	0.0000	52.9339

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.2000e-004	4.3700e-003	6.4700e-003	1.0000e-005	3.3000e-004	6.0000e-005	3.9000e-004	9.0000e-005	6.0000e-005	1.5000e-004	0.0000	1.0605	1.0605	1.0000e-005	0.0000	1.0607
Worker	3.1000e-004	4.1000e-004	3.8900e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.7184	0.7184	4.0000e-005	0.0000	0.7192
Total	8.3000e-004	4.7800e-003	0.0104	2.0000e-005	1.1300e-003	7.0000e-005	1.2000e-003	3.0000e-004	7.0000e-005	3.7000e-004	0.0000	1.7789	1.7789	5.0000e-005	0.0000	1.7799

3.5 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0637	0.6337	0.4020	5.7000e-004		0.0428	0.0428		0.0394	0.0394	0.0000	52.5954	52.5954	0.0161	0.0000	52.9338
Total	0.0637	0.6337	0.4020	5.7000e-004		0.0428	0.0428		0.0394	0.0394	0.0000	52.5954	52.5954	0.0161	0.0000	52.9338

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.2000e-004	4.3700e-003	6.4700e-003	1.0000e-005	3.3000e-004	6.0000e-005	3.9000e-004	9.0000e-005	6.0000e-005	1.5000e-004	0.0000	1.0605	1.0605	1.0000e-005	0.0000	1.0607
Worker	3.1000e-004	4.1000e-004	3.8900e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.7184	0.7184	4.0000e-005	0.0000	0.7192
Total	8.3000e-004	4.7800e-003	0.0104	2.0000e-005	1.1300e-003	7.0000e-005	1.2000e-003	3.0000e-004	7.0000e-005	3.7000e-004	0.0000	1.7789	1.7789	5.0000e-005	0.0000	1.7799

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.6000e-003	0.0246	0.0181	3.0000e-005		1.5000e-003	1.5000e-003		1.3900e-003	1.3900e-003	0.0000	2.4243	2.4243	6.7000e-004	0.0000	2.4384
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.6000e-003	0.0246	0.0181	3.0000e-005		1.5000e-003	1.5000e-003		1.3900e-003	1.3900e-003	0.0000	2.4243	2.4243	6.7000e-004	0.0000	2.4384

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.9000e-004	1.7500e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3233	0.3233	2.0000e-005	0.0000	0.3236
Total	1.4000e-004	1.9000e-004	1.7500e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3233	0.3233	2.0000e-005	0.0000	0.3236

3.6 Paving - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.6000e-003	0.0246	0.0181	3.0000e-005		1.5000e-003	1.5000e-003		1.3900e-003	1.3900e-003	0.0000	2.4243	2.4243	6.7000e-004	0.0000	2.4384
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.6000e-003	0.0246	0.0181	3.0000e-005		1.5000e-003	1.5000e-003		1.3900e-003	1.3900e-003	0.0000	2.4243	2.4243	6.7000e-004	0.0000	2.4384

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.9000e-004	1.7500e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3233	0.3233	2.0000e-005	0.0000	0.3236
Total	1.4000e-004	1.9000e-004	1.7500e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3233	0.3233	2.0000e-005	0.0000	0.3236

3.7 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0695					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.3000e-004	5.4600e-003	4.6700e-003	1.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	0.6383	0.6383	7.0000e-005	0.0000	0.6397
Total	0.0704	5.4600e-003	4.6700e-003	1.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	0.6383	0.6383	7.0000e-005	0.0000	0.6397

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000							

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0480	0.0896	0.4320	7.7000e-004	0.0520	1.0700e-003	0.0530	0.0139	9.9000e-004	0.0149	0.0000	60.8455	60.8455	2.7700e-003	0.0000	60.9038
Unmitigated	0.0480	0.0896	0.4320	7.7000e-004	0.0520	1.0700e-003	0.0530	0.0139	9.9000e-004	0.0149	0.0000	60.8455	60.8455	2.7700e-003	0.0000	60.9038

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	108.00	14.22	5.88	138,214	138,214
Total	108.00	14.22	5.88	138,214	138,214

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	5.80	5.80	5.80	33.00	48.00	19.00	77	19	4

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.510118	0.073510	0.192396	0.133166	0.036737	0.005265	0.012605	0.021642	0.001847	0.002083	0.006548	0.000610	0.003471

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	24.2592	24.2592	9.9000e-004	2.1000e-004	24.3463
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	24.2592	24.2592	9.9000e-004	2.1000e-004	24.3463
NaturalGas Mitigated	7.6000e-004	6.9300e-003	5.8200e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	7.5435	7.5435	1.4000e-004	1.4000e-004	7.5894
NaturalGas Unmitigated	7.6000e-004	6.9300e-003	5.8200e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	7.5435	7.5435	1.4000e-004	1.4000e-004	7.5894

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	141360	7.6000e-004	6.9300e-003	5.8200e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	7.5435	7.5435	1.4000e-004	1.4000e-004	7.5894
Total		7.6000e-004	6.9300e-003	5.8200e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	7.5435	7.5435	1.4000e-004	1.4000e-004	7.5894

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	141360	7.6000e-004	6.9300e-003	5.8200e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	7.5435	7.5435	1.4000e-004	1.4000e-004	7.5894
Total		7.6000e-004	6.9300e-003	5.8200e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	7.5435	7.5435	1.4000e-004	1.4000e-004	7.5894

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	94440	24.2592	9.9000e-004	2.1000e-004	24.3463
Total		24.2592	9.9000e-004	2.1000e-004	24.3463

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	94440	24.2592	9.9000e-004	2.1000e-004	24.3463
Total		24.2592	9.9000e-004	2.1000e-004	24.3463

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0297	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Unmitigated	0.0297	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	6.2600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0234					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Total	0.0297	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	6.2600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0234					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Total	0.0297	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	5.7705	0.0350	8.7000e-004	6.7736
Unmitigated	5.7705	0.0350	8.7000e-004	6.7741

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.0664 / 0.653602	5.7705	0.0350	8.7000e-004	6.7741
Total		5.7705	0.0350	8.7000e-004	6.7741

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.0664 / 0.653602	5.7705	0.0350	8.7000e-004	6.7736
Total		5.7705	0.0350	8.7000e-004	6.7736

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.1327	0.0669	0.0000	2.5384
Unmitigated	1.1327	0.0669	0.0000	2.5384

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	5.58	1.1327	0.0669	0.0000	2.5384
Total		1.1327	0.0669	0.0000	2.5384

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	5.58	1.1327	0.0669	0.0000	2.5384
Total		1.1327	0.0669	0.0000	2.5384

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

ATTACHMENT 2
CalEEMod Output – Project Emissions

6309 El Cajon Animal Shelter
GHG Emission Calculations

Source	Project 2020*
Vehicles	155
Energy	80
Area	0
Water	17
Waste	8
Construction	9
TOTAL	270

*Vehicle emissions include reductions provided by LEV III and the Tire Pressure Program. These reductions are not included in CalEEMod and were calculated post-process

6309 El Cajon Animal Shelter
San Diego County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	18.00	1000sqft	2.60	18,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2020
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	556.22	CH4 Intensity (lb/MWhr)	0.022	N2O Intensity (lb/MWhr)	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS status - 33% goal for 2020

CalEEMod accounts for 10.2%

Additional 22.8% reduction applied

(556.22, 0.022, 0.005)

Land Use - 2.6 acre site

Construction Phase - Construction March 2017 - March 2018

Trips and VMT -

Grading -

Architectural Coating - SDAPCD Rule 67

Vehicle Trips - 18 trips/ksf

5.8 mile trip length

Area Coating - SDAPCD Rule 67

Energy Use - 2013 Title 24:

Non-residential - 21.8% increase in electricity efficiency (4.45), 16.8% increase in natural gas efficiency (14.00)

Water And Wastewater - CalGreen 20% decrease in indoor water use (2,559,365.97)

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblAreaCoating	Area_EF_Residential_Exterior	250	150
tblAreaCoating	Area_EF_Residential_Interior	250	100
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	250
tblEnergyUse	T24E	5.69	4.45
tblEnergyUse	T24NG	16.83	14.00
tblGrading	MaterialImported	0.00	4,000.00
tblLandUse	LotAcreage	0.41	2.60
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	720.49	556.22
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleTrips	CC_TL	7.30	5.80
tblVehicleTrips	CNW_TL	7.30	5.80
tblVehicleTrips	CW_TL	9.50	5.80
tblVehicleTrips	WD_TR	11.01	18.00
tblWater	IndoorWaterUseRate	3,199,207.46	2,559,365.97

2.0 Emissions Summary

2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0797	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004
Energy	1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	79.9255	79.9255	2.8000e-003	8.8000e-004	80.2578
Mobile	0.1133	0.1941	0.9859	2.3100e-003	0.1559	2.7400e-003	0.1587	0.0417	2.5300e-003	0.0442	0.0000	160.0642	160.0642	6.4500e-003	0.0000	160.1996
Waste						0.0000	0.0000		0.0000	0.0000	3.3981	0.0000	3.3981	0.2008	0.0000	7.6153
Water						0.0000	0.0000		0.0000	0.0000	0.8120	13.9041	14.7161	0.0840	2.0900e-003	17.1282
Total	0.1947	0.2102	0.9996	2.4100e-003	0.1559	3.9600e-003	0.1599	0.0417	3.7500e-003	0.0454	4.2100	253.8941	258.1042	0.2940	2.9700e-003	265.2012

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0797	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004
Energy	1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	79.9255	79.9255	2.8000e-003	8.8000e-004	80.2578
Mobile	0.1133	0.1941	0.9859	2.3100e-003	0.1559	2.7400e-003	0.1587	0.0417	2.5300e-003	0.0442	0.0000	160.0642	160.0642	6.4500e-003	0.0000	160.1996
Waste						0.0000	0.0000		0.0000	0.0000	3.3981	0.0000	3.3981	0.2008	0.0000	7.6153
Water						0.0000	0.0000		0.0000	0.0000	0.8120	13.9041	14.7161	0.0839	2.0900e-003	17.1271
Total	0.1947	0.2102	0.9996	2.4100e-003	0.1559	3.9600e-003	0.1599	0.0417	3.7500e-003	0.0454	4.2100	253.8941	258.1042	0.2940	2.9700e-003	265.2001

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/6/2017	3/8/2017	5	3	
2	Grading	Grading	3/9/2017	3/16/2017	5	6	
3	Building Construction	Building Construction	3/17/2017	1/18/2018	5	220	
4	Paving	Paving	1/19/2018	2/1/2018	5	10	
5	Architectural Coating	Architectural Coating	2/2/2018	2/15/2018	5	10	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 3

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 27,000; Non-Residential Outdoor: 9,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Scrapers	1	8.00	361	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	500.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	6.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.7900e-003	0.0429	0.0257	4.0000e-005		2.1000e-003	2.1000e-003		1.9300e-003	1.9300e-003	0.0000	3.3195	3.3195	1.0200e-003	0.0000	3.3409
Total	3.7900e-003	0.0429	0.0257	4.0000e-005	2.3900e-003	2.1000e-003	4.4900e-003	2.6000e-004	1.9300e-003	2.1900e-003	0.0000	3.3195	3.3195	1.0200e-003	0.0000	3.3409

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	5.0000e-005	4.7000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0862	0.0862	0.0000	0.0000	0.0863
Total	4.0000e-005	5.0000e-005	4.7000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0862	0.0862	0.0000	0.0000	0.0863

3.2 Site Preparation - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.7900e-003	0.0429	0.0257	4.0000e-005		2.1000e-003	2.1000e-003		1.9300e-003	1.9300e-003	0.0000	3.3195	3.3195	1.0200e-003	0.0000	3.3409
Total	3.7900e-003	0.0429	0.0257	4.0000e-005	2.3900e-003	2.1000e-003	4.4900e-003	2.6000e-004	1.9300e-003	2.1900e-003	0.0000	3.3195	3.3195	1.0200e-003	0.0000	3.3409

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	5.0000e-005	4.7000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0862	0.0862	0.0000	0.0000	0.0863
Total	4.0000e-005	5.0000e-005	4.7000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0862	0.0862	0.0000	0.0000	0.0863

3.3 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0199	0.0000	0.0199	0.0102	0.0000	0.0102	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0900e-003	0.0845	0.0569	6.0000e-005		4.6700e-003	4.6700e-003		4.2900e-003	4.2900e-003	0.0000	5.7277	5.7277	1.7500e-003	0.0000	5.7646
Total	8.0900e-003	0.0845	0.0569	6.0000e-005	0.0199	4.6700e-003	0.0246	0.0102	4.2900e-003	0.0144	0.0000	5.7277	5.7277	1.7500e-003	0.0000	5.7646

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.8900e-003	0.0647	0.0573	1.9000e-004	4.2700e-003	8.4000e-004	5.1100e-003	1.1700e-003	7.7000e-004	1.9500e-003	0.0000	16.7854	16.7854	1.2000e-004	0.0000	16.7879
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	1.2000e-004	1.1700e-003	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.2155	0.2155	1.0000e-005	0.0000	0.2158
Total	4.9800e-003	0.0649	0.0585	1.9000e-004	4.5100e-003	8.4000e-004	5.3500e-003	1.2300e-003	7.7000e-004	2.0200e-003	0.0000	17.0010	17.0010	1.3000e-004	0.0000	17.0037

3.3 Grading - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0199	0.0000	0.0199	0.0102	0.0000	0.0102	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0900e-003	0.0845	0.0569	6.0000e-005		4.6700e-003	4.6700e-003		4.2900e-003	4.2900e-003	0.0000	5.7277	5.7277	1.7500e-003	0.0000	5.7646
Total	8.0900e-003	0.0845	0.0569	6.0000e-005	0.0199	4.6700e-003	0.0246	0.0102	4.2900e-003	0.0144	0.0000	5.7277	5.7277	1.7500e-003	0.0000	5.7646

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.8900e-003	0.0647	0.0573	1.9000e-004	4.2700e-003	8.4000e-004	5.1100e-003	1.1700e-003	7.7000e-004	1.9500e-003	0.0000	16.7854	16.7854	1.2000e-004	0.0000	16.7879
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	1.2000e-004	1.1700e-003	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.2155	0.2155	1.0000e-005	0.0000	0.2158
Total	4.9800e-003	0.0649	0.0585	1.9000e-004	4.5100e-003	8.4000e-004	5.3500e-003	1.2300e-003	7.7000e-004	2.0200e-003	0.0000	17.0010	17.0010	1.3000e-004	0.0000	17.0037

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3427	2.3544	1.6737	2.5600e-003		0.1506	0.1506		0.1442	0.1442	0.0000	218.1685	218.1685	0.0485	0.0000	219.1868
Total	0.3427	2.3544	1.6737	2.5600e-003		0.1506	0.1506		0.1442	0.1442	0.0000	218.1685	218.1685	0.0485	0.0000	219.1868

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2200e-003	0.0270	0.0400	7.0000e-005	2.0100e-003	3.9000e-004	2.4000e-003	5.8000e-004	3.6000e-004	9.3000e-004	0.0000	6.5539	6.5539	5.0000e-005	0.0000	6.5549
Worker	1.9200e-003	2.5400e-003	0.0241	6.0000e-005	4.9600e-003	4.0000e-005	4.9900e-003	1.3200e-003	3.0000e-005	1.3500e-003	0.0000	4.4399	4.4399	2.3000e-004	0.0000	4.4447
Total	5.1400e-003	0.0295	0.0640	1.3000e-004	6.9700e-003	4.3000e-004	7.3900e-003	1.9000e-003	3.9000e-004	2.2800e-003	0.0000	10.9938	10.9938	2.8000e-004	0.0000	10.9996

3.4 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3427	2.3544	1.6737	2.5600e-003		0.1506	0.1506		0.1442	0.1442	0.0000	218.1682	218.1682	0.0485	0.0000	219.1865
Total	0.3427	2.3544	1.6737	2.5600e-003		0.1506	0.1506		0.1442	0.1442	0.0000	218.1682	218.1682	0.0485	0.0000	219.1865

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2200e-003	0.0270	0.0400	7.0000e-005	2.0100e-003	3.9000e-004	2.4000e-003	5.8000e-004	3.6000e-004	9.3000e-004	0.0000	6.5539	6.5539	5.0000e-005	0.0000	6.5549
Worker	1.9200e-003	2.5400e-003	0.0241	6.0000e-005	4.9600e-003	4.0000e-005	4.9900e-003	1.3200e-003	3.0000e-005	1.3500e-003	0.0000	4.4399	4.4399	2.3000e-004	0.0000	4.4447
Total	5.1400e-003	0.0295	0.0640	1.3000e-004	6.9700e-003	4.3000e-004	7.3900e-003	1.9000e-003	3.9000e-004	2.2800e-003	0.0000	10.9938	10.9938	2.8000e-004	0.0000	10.9996

3.4 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0203	0.1439	0.1097	1.7000e-004		8.7600e-003	8.7600e-003		8.3900e-003	8.3900e-003	0.0000	14.7150	14.7150	3.1600e-003	0.0000	14.7814
Total	0.0203	0.1439	0.1097	1.7000e-004		8.7600e-003	8.7600e-003		8.3900e-003	8.3900e-003	0.0000	14.7150	14.7150	3.1600e-003	0.0000	14.7814

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1000e-004	1.6600e-003	2.6000e-003	0.0000	1.4000e-004	2.0000e-005	1.6000e-004	4.0000e-005	2.0000e-005	6.0000e-005	0.0000	0.4378	0.4378	0.0000	0.0000	0.4378
Worker	1.2000e-004	1.6000e-004	1.4800e-003	0.0000	3.4000e-004	0.0000	3.4000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2904	0.2904	1.0000e-005	0.0000	0.2907
Total	3.3000e-004	1.8200e-003	4.0800e-003	0.0000	4.8000e-004	2.0000e-005	5.0000e-004	1.3000e-004	2.0000e-005	1.5000e-004	0.0000	0.7282	0.7282	1.0000e-005	0.0000	0.7285

3.4 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0203	0.1439	0.1097	1.7000e-004		8.7600e-003	8.7600e-003		8.3900e-003	8.3900e-003	0.0000	14.7149	14.7149	3.1600e-003	0.0000	14.7814
Total	0.0203	0.1439	0.1097	1.7000e-004		8.7600e-003	8.7600e-003		8.3900e-003	8.3900e-003	0.0000	14.7149	14.7149	3.1600e-003	0.0000	14.7814

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1000e-004	1.6600e-003	2.6000e-003	0.0000	1.4000e-004	2.0000e-005	1.6000e-004	4.0000e-005	2.0000e-005	6.0000e-005	0.0000	0.4378	0.4378	0.0000	0.0000	0.4378
Worker	1.2000e-004	1.6000e-004	1.4800e-003	0.0000	3.4000e-004	0.0000	3.4000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2904	0.2904	1.0000e-005	0.0000	0.2907
Total	3.3000e-004	1.8200e-003	4.0800e-003	0.0000	4.8000e-004	2.0000e-005	5.0000e-004	1.3000e-004	2.0000e-005	1.5000e-004	0.0000	0.7282	0.7282	1.0000e-005	0.0000	0.7285

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.9400e-003	0.0704	0.0591	9.0000e-005		4.2100e-003	4.2100e-003		3.8800e-003	3.8800e-003	0.0000	7.9371	7.9371	2.4200e-003	0.0000	7.9880
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.9400e-003	0.0704	0.0591	9.0000e-005		4.2100e-003	4.2100e-003		3.8800e-003	3.8800e-003	0.0000	7.9371	7.9371	2.4200e-003	0.0000	7.9880

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	2.8000e-004	2.6400e-003	1.0000e-005	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5186	0.5186	3.0000e-005	0.0000	0.5191
Total	2.1000e-004	2.8000e-004	2.6400e-003	1.0000e-005	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5186	0.5186	3.0000e-005	0.0000	0.5191

3.5 Paving - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.9400e-003	0.0704	0.0591	9.0000e-005		4.2100e-003	4.2100e-003		3.8800e-003	3.8800e-003	0.0000	7.9371	7.9371	2.4200e-003	0.0000	7.9880
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.9400e-003	0.0704	0.0591	9.0000e-005		4.2100e-003	4.2100e-003		3.8800e-003	3.8800e-003	0.0000	7.9371	7.9371	2.4200e-003	0.0000	7.9880

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	2.8000e-004	2.6400e-003	1.0000e-005	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5186	0.5186	3.0000e-005	0.0000	0.5191
Total	2.1000e-004	2.8000e-004	2.6400e-003	1.0000e-005	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5186	0.5186	3.0000e-005	0.0000	0.5191

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0939					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4900e-003	0.0100	9.2700e-003	1.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2792
Total	0.0954	0.0100	9.2700e-003	1.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2792

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	2.0000e-005	1.8000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0346	0.0346	0.0000	0.0000	0.0346
Total	1.0000e-005	2.0000e-005	1.8000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0346	0.0346	0.0000	0.0000	0.0346

3.6 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0939					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4900e-003	0.0100	9.2700e-003	1.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2792
Total	0.0954	0.0100	9.2700e-003	1.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2792

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	2.0000e-005	1.8000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0346	0.0346	0.0000	0.0000	0.0346
Total	1.0000e-005	2.0000e-005	1.8000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0346	0.0346	0.0000	0.0000	0.0346

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1133	0.1941	0.9859	2.3100e-003	0.1559	2.7400e-003	0.1587	0.0417	2.5300e-003	0.0442	0.0000	160.0642	160.0642	6.4500e-003	0.0000	160.1996
Unmitigated	0.1133	0.1941	0.9859	2.3100e-003	0.1559	2.7400e-003	0.1587	0.0417	2.5300e-003	0.0442	0.0000	160.0642	160.0642	6.4500e-003	0.0000	160.1996

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	324.00	42.66	17.64	414,641	414,641
Total	324.00	42.66	17.64	414,641	414,641

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	5.80	5.80	5.80	33.00	48.00	19.00	77	19	4

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.513300	0.073549	0.191092	0.130830	0.036094	0.005140	0.012550	0.022916	0.001871	0.002062	0.006564	0.000586	0.003446

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	62.4435	62.4435	2.4700e-003	5.6000e-004	62.6694
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	62.4435	62.4435	2.4700e-003	5.6000e-004	62.6694
NaturalGas Mitigated	1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	17.4820	17.4820	3.4000e-004	3.2000e-004	17.5884
NaturalGas Unmitigated	1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	17.4820	17.4820	3.4000e-004	3.2000e-004	17.5884

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	327600	1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	17.4820	17.4820	3.4000e-004	3.2000e-004	17.5884
Total		1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	17.4820	17.4820	3.4000e-004	3.2000e-004	17.5884

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	327600	1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	17.4820	17.4820	3.4000e-004	3.2000e-004	17.5884
Total		1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	17.4820	17.4820	3.4000e-004	3.2000e-004	17.5884

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	247500	62.4435	2.4700e-003	5.6000e-004	62.6694
Total		62.4435	2.4700e-003	5.6000e-004	62.6694

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	247500	62.4435	2.4700e-003	5.6000e-004	62.6694
Total		62.4435	2.4700e-003	5.6000e-004	62.6694

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0797	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004
Unmitigated	0.0797	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	9.3900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0703					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004
Total	0.0797	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Consumer Products	0.0703					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004
Architectural Coating	9.3900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0797	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	14.7161	0.0839	2.0900e-003	17.1271
Unmitigated	14.7161	0.0840	2.0900e-003	17.1282

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	2.55937 / 1.9608	14.7161	0.0840	2.0900e-003	17.1282
Total		14.7161	0.0840	2.0900e-003	17.1282

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	2.55937 / 1.9608	14.7161	0.0839	2.0900e-003	17.1271
Total		14.7161	0.0839	2.0900e-003	17.1271

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.3981	0.2008	0.0000	7.6153
Unmitigated	3.3981	0.2008	0.0000	7.6153

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	16.74	3.3981	0.2008	0.0000	7.6153
Total		3.3981	0.2008	0.0000	7.6153

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	16.74	3.3981	0.2008	0.0000	7.6153
Total		3.3981	0.2008	0.0000	7.6153

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Vegetation

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APPENDIX D

Traffic Impact Analysis

July 2016

TRAFFIC IMPACT ANALYSIS
EL CAJON ANIMAL CARE FACILITY
El Cajon, California
July, 2016



Mario Sanchez
City Traffic Engineer

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TRAFFIC IMPACT ANALYSIS
EL CAJON ANIMAL CARE FACILITY

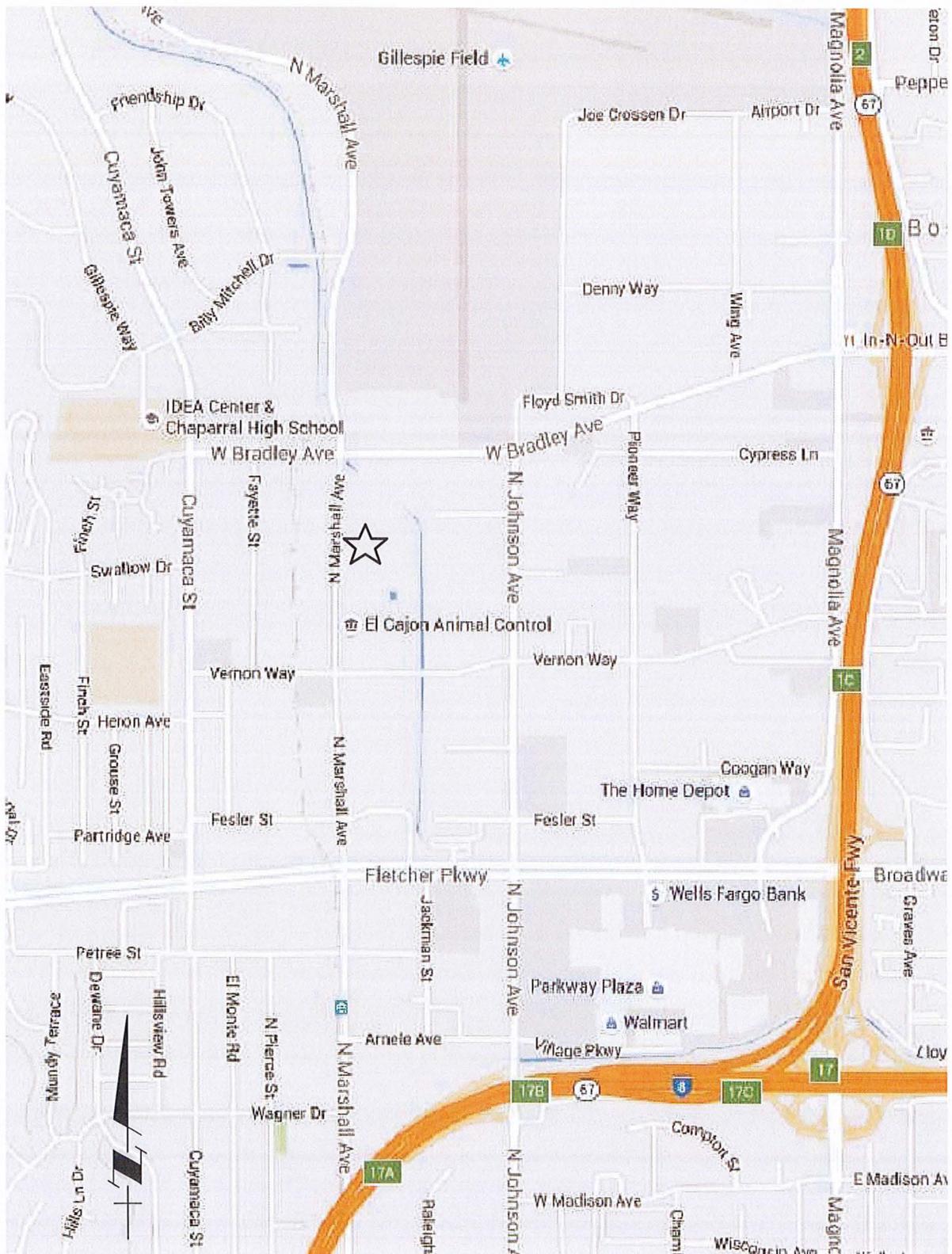
El Cajon, California
July, 2016

1.0 INTRODUCTION

The City of El Cajon has prepared the following Traffic Impact Analysis to assess impacts of the proposed El Cajon Animal Care Facility. The project is located on the east side of North Marshall Avenue, between West Bradley Avenue and Vernon Way. The project site is currently vacant and is approximately 2.6 acres. This study determines the potential traffic impacts of the proposed project on the study area roadway network.

- Project Description
- Existing Conditions Assessment
- Traffic Analysis Approach and Methodology
- Significant Criteria
- Analysis of Existing Conditions
- Project Trip Generation/Distribution/Assignment
- Cumulative Projects Discussion
- Near-Term Analysis
- Long-Term (Year 2035) Analysis
- Signal Warrant Analysis
- Significant Impact and Mitigation Measures

Figure 1-1 shows the project area map.



Project Area Map

Figure 1-1

El Cajon Animal Care Facility

2.0 PROJECT DESCRIPTION

2.1 Project Location

The proposed project is located on a portion of a vacant City-owned lot on the east side of North Marshall Avenue, between West Bradley Avenue to the North, Vernon Way to the South, and bound by Forester Creek to the East in the City of El Cajon, California.

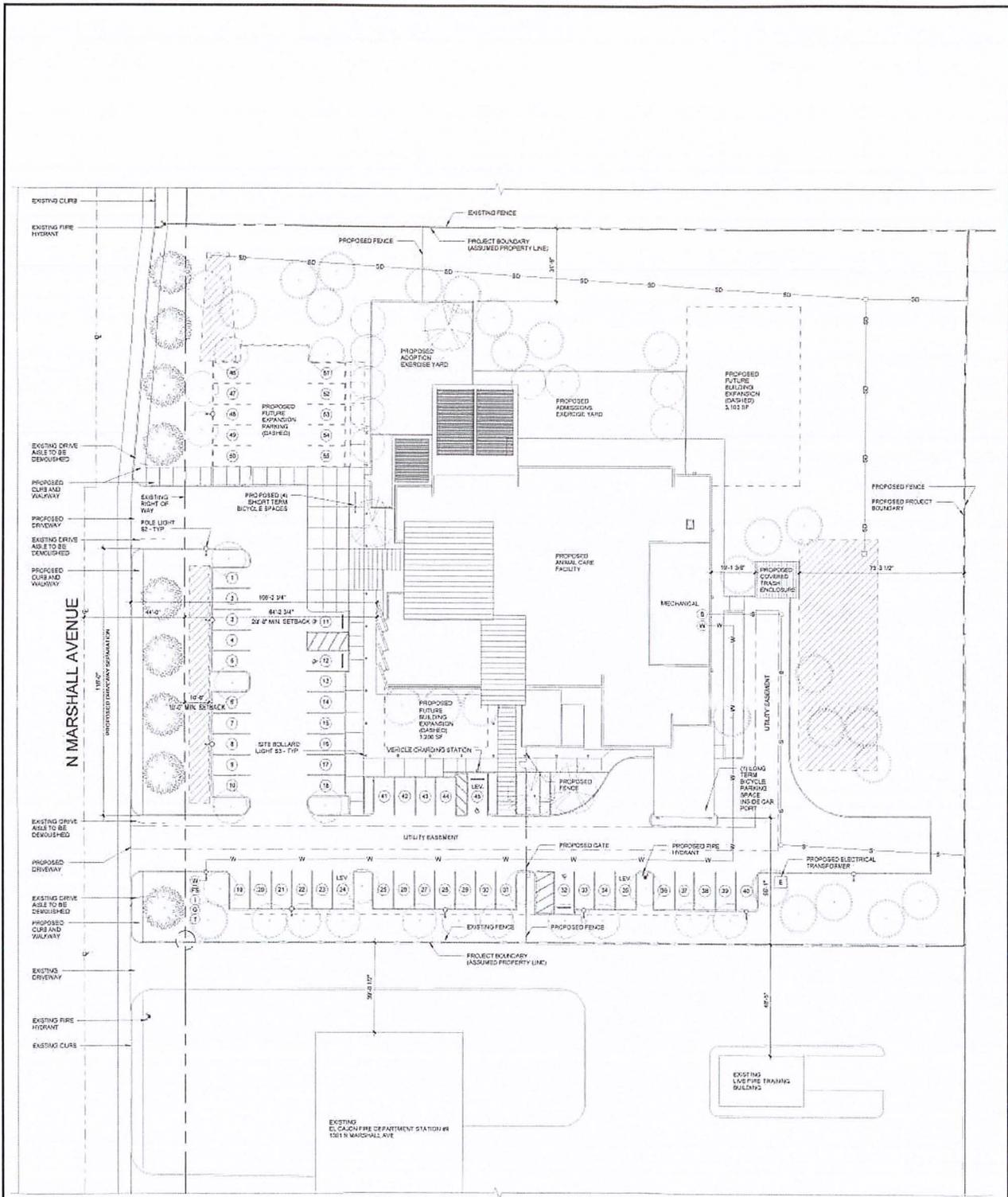
2.2 Project Description

The proposed animal care facility will be constructed on a 2.6 acre site. The project will consist of approximately 13,494 square feet of animal care facilities with a possible future expansion of 4,303 square feet. The traffic analysis is based on the total potential square footage of 17,797.

Site access is proposed via two (2) existing driveways on North Marshall Avenue. The existing parking lot provides 34 parking stalls with the ability to provide up to (21) additional parking stalls for future expansion.

The existing parking lot is used by the Heartland Fire Training Facility (HFTF); however, upon completion of the animal care facility, parking for HFTF will be relocated to the existing animal care facility located approximately 400 feet south. Regional access to the project site is provided via SR-52, SR-67 and I-8.

Figure 2-1 shows the proposed site plan.



1 Site Plan
1" = 20'-0"

Project Site Plan

Figure 2-1

El Cajon Animal Care Facility

3.0 EXISTING CONDITIONS

This study analyzes the following intersections and segments based on the anticipated assignment of project traffic. Figure 3–1 depicts the existing geometric conditions at the study area street segments and intersections.

Intersections

1. North Marshall Avenue/West Bradley Avenue
2. North Marshall Avenue/North Project Driveway
3. North Marshall Avenue/South Project Driveway
4. North Marshall Avenue/Vernon Way

Segments

1. North Marshall Avenue between Billy Mitchell Drive and West Bradley Avenue
2. North Marshall Avenue between West Bradley Avenue and Vernon Way
3. North Marshall Avenue between Vernon Way and Fesler Street

3.1 Existing Street Network

The following is a description of the nearby roadway network:

West Bradley Avenue is classified as a Primary Arterial in the El Cajon Road Register, 2007. Within the study area, West Bradley Avenue is currently built as a four-lane, undivided roadway with two-way left-turn lanes. The posted speed limit on West Bradley Avenue is 45 mph. Parking is permitted and bike lanes are provided. Bus stops are not provided.

North Marshall Avenue is classified as a Secondary Arterial in the El Cajon Road Register, 2007. Within the study area, North Marshall Avenue is currently built as a two-lane, undivided roadway. The posted speed limit on North Marshall Avenue is 35 mph. Parking is permitted along the west side of the roadway up to the proposed project and is permitted on both sides of the roadway north of the proposed project. Bike lanes are provided. Bus stops are not provided.

Vernon Way is classified as a Secondary Arterial in the El Cajon Road Register, 2007. Vernon Way is currently built as a two-lane undivided roadway. The posted speed limit on North Vernon Way is 35 m.p.h. Parking is permitted along both sides of the roadway. Bike lanes and bus stops are not provided.

3.2 Existing Traffic Volumes

Table 3-1 is a summary of the most recent available average daily traffic volumes (ADTs) from City of El Cajon count records. Weekday PM peak-hour intersection turning movement volume counts were conducted in July 2016 and supplemented with counts conducted on December 12, 2013. The intersection counts were conducted between the hours of 4:00-6:00 PM to capture peak commuter activity.

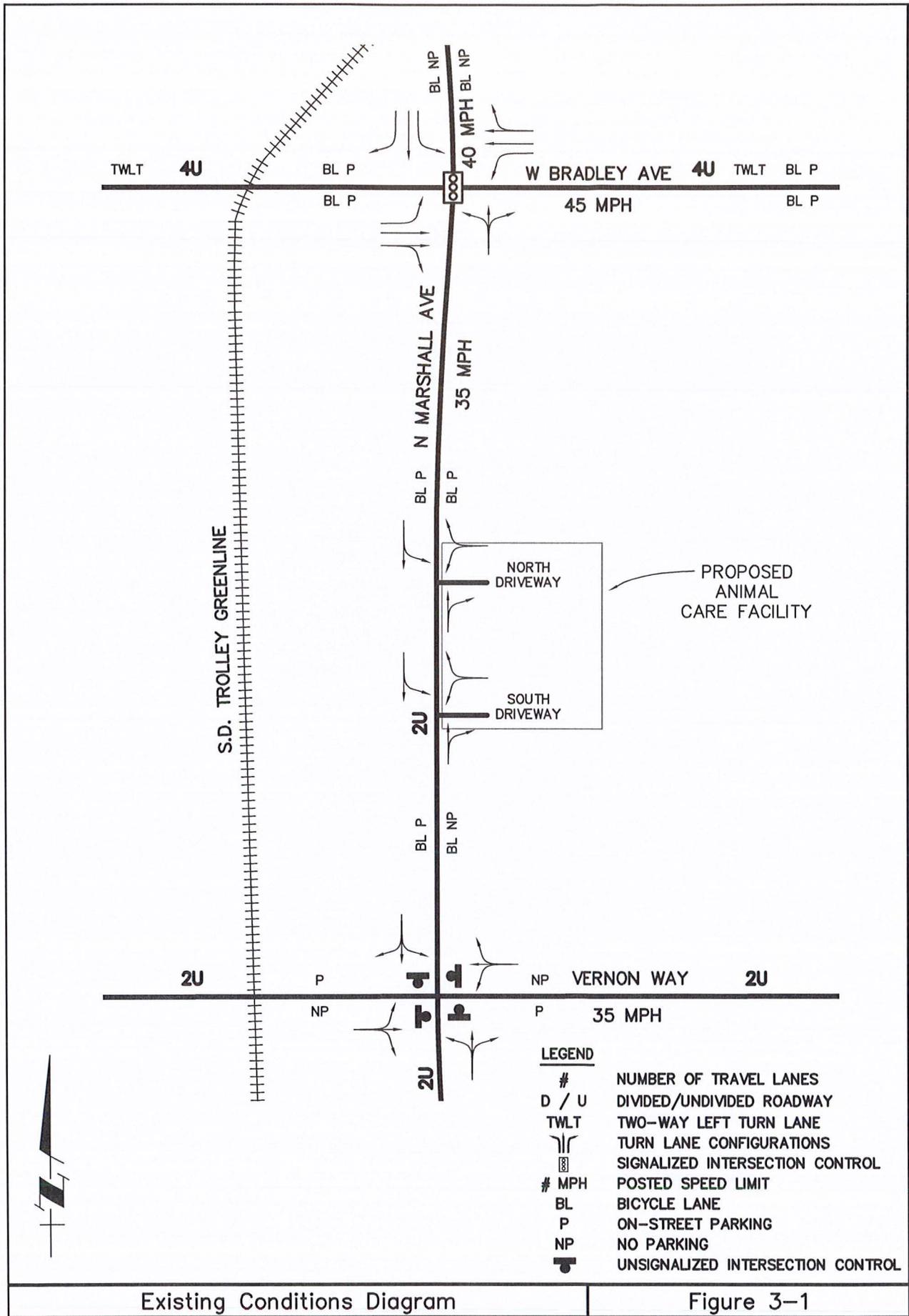
Existing volumes for the study conducted in 2013 and 2015 were reviewed in order to assess the accuracy of the counts. Based on the review of historical count data, little or no growth has occurred within the study area, however, a one percent (1%) growth per year was applied to provide for a conservative analysis estimate. **Figure 3-2** shows the Existing Traffic Volumes. **Appendix A** contains the manual count sheets.

**TABLE 3-1
EXISTING TRAFFIC VOLUMES**

Street Segment	ADT ^a	Date
North Marshall Avenue		
Billy Mitchell Drive to West Bradley Avenue	5,300	2015 ^b
West Bradley Avenue to Vernon Way	4,900	2016
Vernon Way to Fesler Street	5,550	2015 ^b

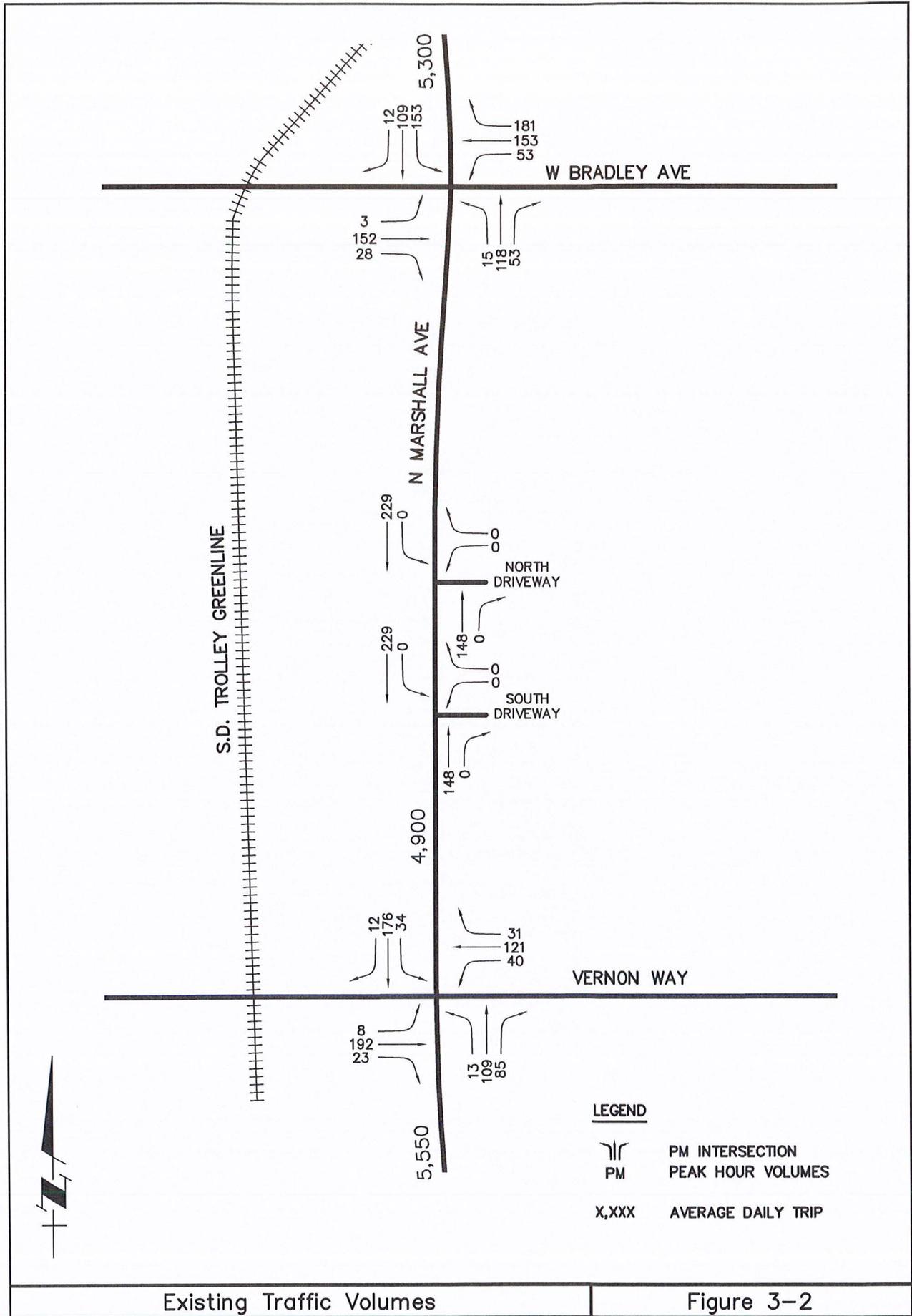
Footnotes:

- a. Average Daily Traffic Volumes
- b. One percent (1%) growth applied to Average Daily Traffic Volume



Existing Conditions Diagram

Figure 3-1



4.0 ANALYSIS APPROACH AND METHODOLOGY

This traffic analysis assesses the key intersections and segments that are anticipated to be effected by the project. All of these facilities are analyzed under existing and future (near-term and long-term) analysis timeframes to determine the project impacts on the street network.

4.1 Analysis Approach

This report includes the PM peak hour intersection analysis of the following scenarios:

- Existing
- Existing + Project Traffic Volumes
- Existing + Project + Cumulative Projects Traffic Volumes

4.2 Analysis Methodology

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of service designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

4.3 Intersections

Signalized intersections were analyzed for the PM peak hour condition only. The Animal Care Facility is expected to generate most of the traffic during the PM peak hour scenario. Average vehicle delay was determined utilizing the methodology found in Chapter 16 of the *2010 Highway Capacity Manual (HCM)*, with the assistance of the [Synchro] computer software. The delay values (represented in seconds) were qualified with a corresponding intersection Level of Service (LOS). Signalized intersection calculation worksheets and a more detailed explanation of the methodology are attached in *Appendix B*.

Unsignalized intersections were analyzed for the PM peak hour condition. Average vehicle delay and Levels of Service (LOS) was determined based upon the procedures found in Chapter 17 of the *2010 Highway Capacity Manual (HCM)*, with the assistance of the [Synchro] computer software. Unsignalized intersection calculation worksheets and a more detailed explanation of the methodology are attached in *Appendix B*.

4.4 Street Segments

Street segment analysis is based upon the roadway classifications found in the El Cajon Road Register 2007, and a comparison of daily traffic volumes (ADTs) to the San Diego Traffic Engineers Council (SANTEC) and the Institute of Transportation Engineers (ITE) Guidelines (dated March 2000) Roadway Classification, Level of Service, and ADT Table. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. The roadway classification Level of Service (LOS) and average daily traffic (ADT) table from the SANTEC/ ITE Guidelines is attached in **Appendix C**.

5.0 SIGNIFICANT CRITERIA

The City of El Cajon utilizes the San Diego Traffic Engineers Council (SANTEC) and the Institute of Transportation Engineers (ITE) Guidelines to determine traffic impacts on its roadway network system. The City considers a Level of Service D as the minimum acceptable Level of Service (LOS) for both roadway segments and intersections.

A project is considered to have a significant impact if the new project traffic has decreased the operations of surrounding roadways by a defined threshold. The defined thresholds for roadway segments and intersections are defined in **Table 5-1** below. If the project exceeds the thresholds in Table 5-1, then the project may be considered to have a significant project impact. If an impact occurs in the near-term, it is considered a direct project impact. If the impact occurs in the long-term, it is considered a cumulative project impact. A feasible mitigation measure will need to be identified to return the impact within the thresholds (pre-project + allowable increase) or the impact will be considered significant and unmitigated.

**TABLE 5-1
TRAFFIC IMPACT SIGNIFICANT THRESHOLDS**

Level of Service with Project ^a	Allowable Increase Due to Project Impacts ^b	
	Roadway Segments	Intersections
	V/C	Delay (sec.)
E & F	0.02	2

Footnotes:

- a. If a proposed project's traffic impacts exceed the values shown in the table, then the impacts are deemed "significant." The project applicant shall identify "feasible mitigation measures" to achieve LOS D or better.
- b. The acceptable Level of Service (LOS) standard for roadways and intersections in the City of El Cajon is LOS D. Hence, if the project maintains the level of service at LOS D, the impact is not considered significant.

General Notes:

1. V/C = Volume to Capacity Ratio
2. Delay = Average stopped delay per vehicle measured in seconds for intersections.

6.0 ANALYSIS OF EXISTING CONDITIONS

6.1 Peak Hour Intersection Levels of Service

Table 6-1 shows the intersection operations in the project vicinity. All intersections are calculated to currently operate at LOS C or better during the PM peak hour.

Appendix D contains existing intersection calculation worksheets.

TABLE 6-1
EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing	
			Delay ^a	LOS ^b
North Marshall Avenue/West Bradley Avenue	Signal	PM	29.9	C
North Marshall Avenue/North Driveway	TWSC ^d	PM	0.0	A
North Marshall Avenue/South Driveway	TWSC ^d	PM	0.0	A
North Marshall Avenue/Vernon Way	AWSC ^c	PM	11.6	B

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. TWSC – Two-Way Stop Controlled intersection. Minor street left turn delay is reported.
- d. AWSC-All Way Stop Controlled intersection

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 < 10.0	A	0.0 < 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
> 80.1	F	> 50.1	F

6.2 Daily Street Segment Levels of Service

Table 6-2 summarizes the existing roadway segment operations. As seen in Table 6-2, all the study area segments are calculated to currently operate at LOS D.

**TABLE 6-2
EXISTING STREET SEGMENT OPERATIONS**

Street Segment	Classification	Capacity (LOS E) ^a	ADT ^b	LOS ^c	V/C ^d
North Marshall Avenue					
Billy Mitchell Drive to West Bradley Avenue	4-lane Secondary Arterial	30,000	5,300	A	0.18
West Bradley Avenue to Vernon Way	Collector	8,000	4,900	C	0.61
Vernon Way to Fesler Street	Collector	8,000	5,550	D	0.69

Footnotes:

- a. Capacities based on City of El Cajon Roadway Classification Table (See Appendix C).
- b. Average Daily Traffic Volumes.
- c. Level of Service.
- d. Volume to Capacity.

7.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

7.1 Trip Generation

The proposed Animal Care Facility building will be approximately 18,000 square feet. Trip generation rates for the proposed development were based on the Institute of Transportation Engineering (ITE) trip generation manual.

The specific land use designation used to calculate the trip generation was “Animal Hospital/Veterinary Clinic”. The facility will be open to the public six days per week from 10:00 AM to 5:00 PM. Therefore, the development is not expected to generate enough AM peak hour traffic to warrant the analysis for the AM peak hour.

The total project is calculated to generate 888 ADT with 85 total PM peak hour trips (33 inbound/52 outbound). **Table 7–1** shows the total trip generation summary for the proposed project.

**Table 7–1
Existing Street Segment Operations**

Land Use	Size	Daily Trip Ends (ADTs)		PM Peak Hour			
		Rate ^a	Volume	Rate	In: Out		
					Split	In	Out
Animal Care Facility	18/KSF	49.3 /KSF	888	4.72/KSF	39:61	33	52

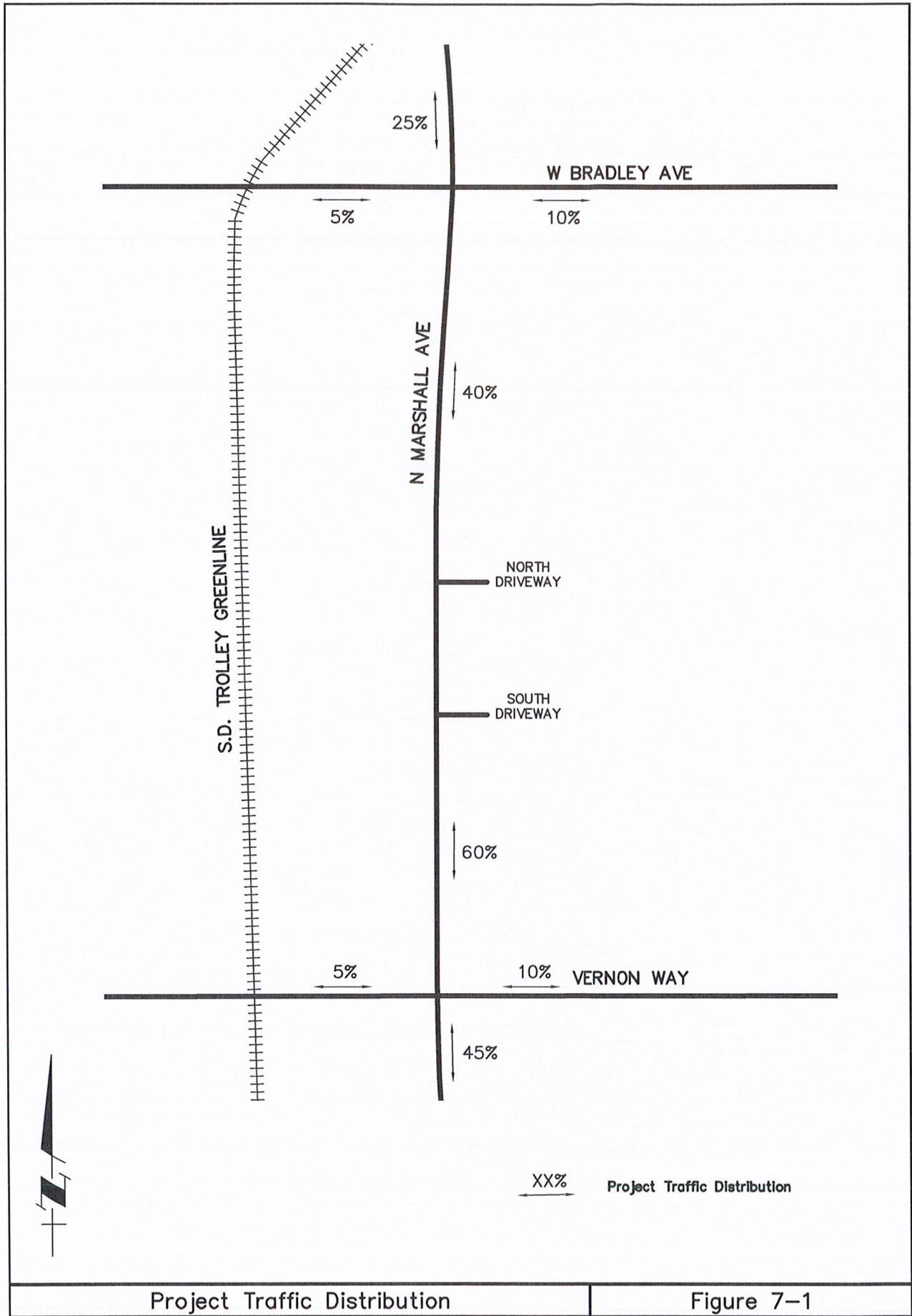
Footnotes:

a. Daily Trips estimated from Land Use Code 720 Medical/Dental Office Building.

7.2 Trip Distribution/Assignment

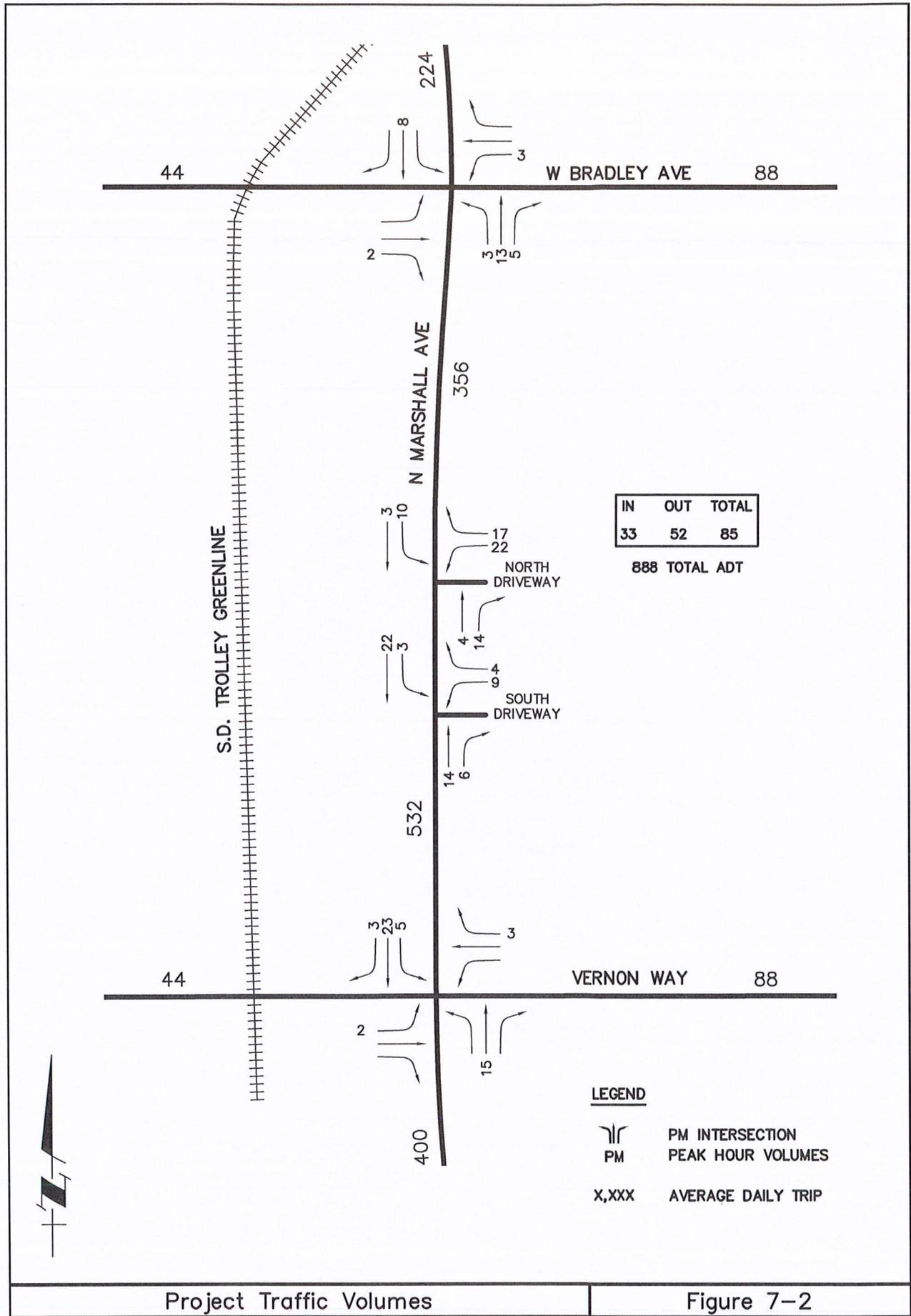
The project trip distribution was based on the existing City of El Cajon Animal Care Facility travel distribution pattern and existing roadway network.

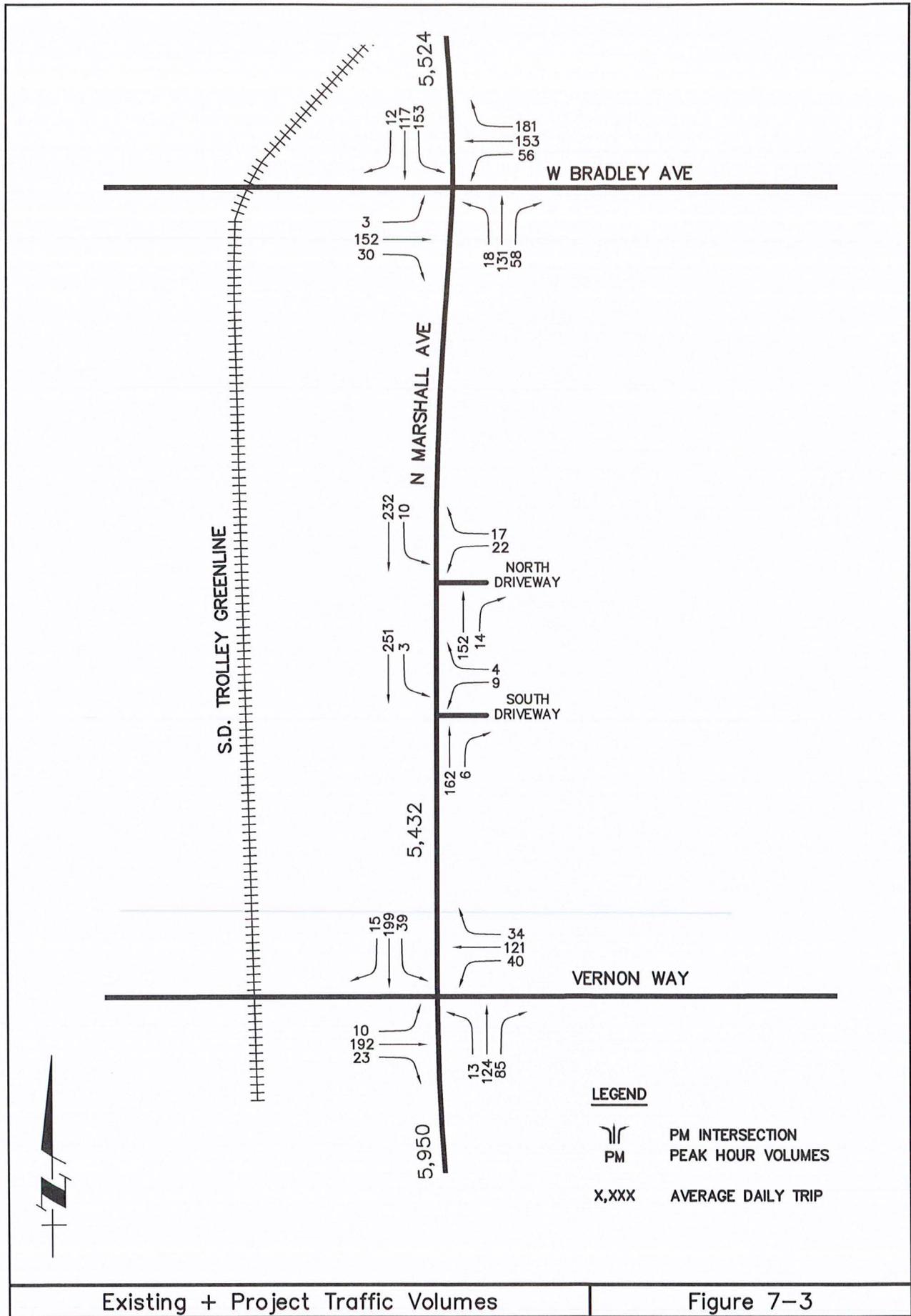
Figure 7–1 depicts the project traffic distribution. **Figures 7–2** depicts the proposed project traffic volume assignment based on the distribution. **Figures 7–3** depicts the existing + project traffic volumes.



Project Traffic Distribution

Figure 7-1





8.0 CUMULATIVE PROJECTS

8.1 Summary of Cumulative Project Trips

Cumulative projects are other projects in the study area that will add traffic to the local circulation system in the near future. The following is a list of cumulative projects within the study area:

8.2 Description of Projects

1. Gillespie Field Business Park

The Forester Creek Industrial Park project site is located in the northwest corner of the Cuyamaca Street/North Marshall Avenue-Weld Boulevard intersection in the City of El Cajon. The project entails the development of 320,000 square feet of Industrial Park. The project is expected to generate 3,890 ADT with 430 trips during the AM peak hour and 469 trips during the PM peak hour.

2. Parc One

The Parc One project site is located on the north side of Town Center Parkway in the City of Santee. The project proposes to develop a 120-dwelling unit residential apartment. The project is expected to generate 1,032 ADT with 83 trips during the AM peak hour and 93 trips during the PM peak hour.

3. Karl Strauss Brewery

The Karl Strauss Brewery project site is located within the River View Office park in the Town Center Specific Plan Area in the City of Santee. As part of the project, Karl Strauss Brewery will occupy three buildings within the River View Office park with a total area of 153,510 square feet. The project is expected to generate 1,566 ADT with 85 trips during the AM peak hour and 72 trips during the PM peak hour.

4. Santee Walmart Expansion

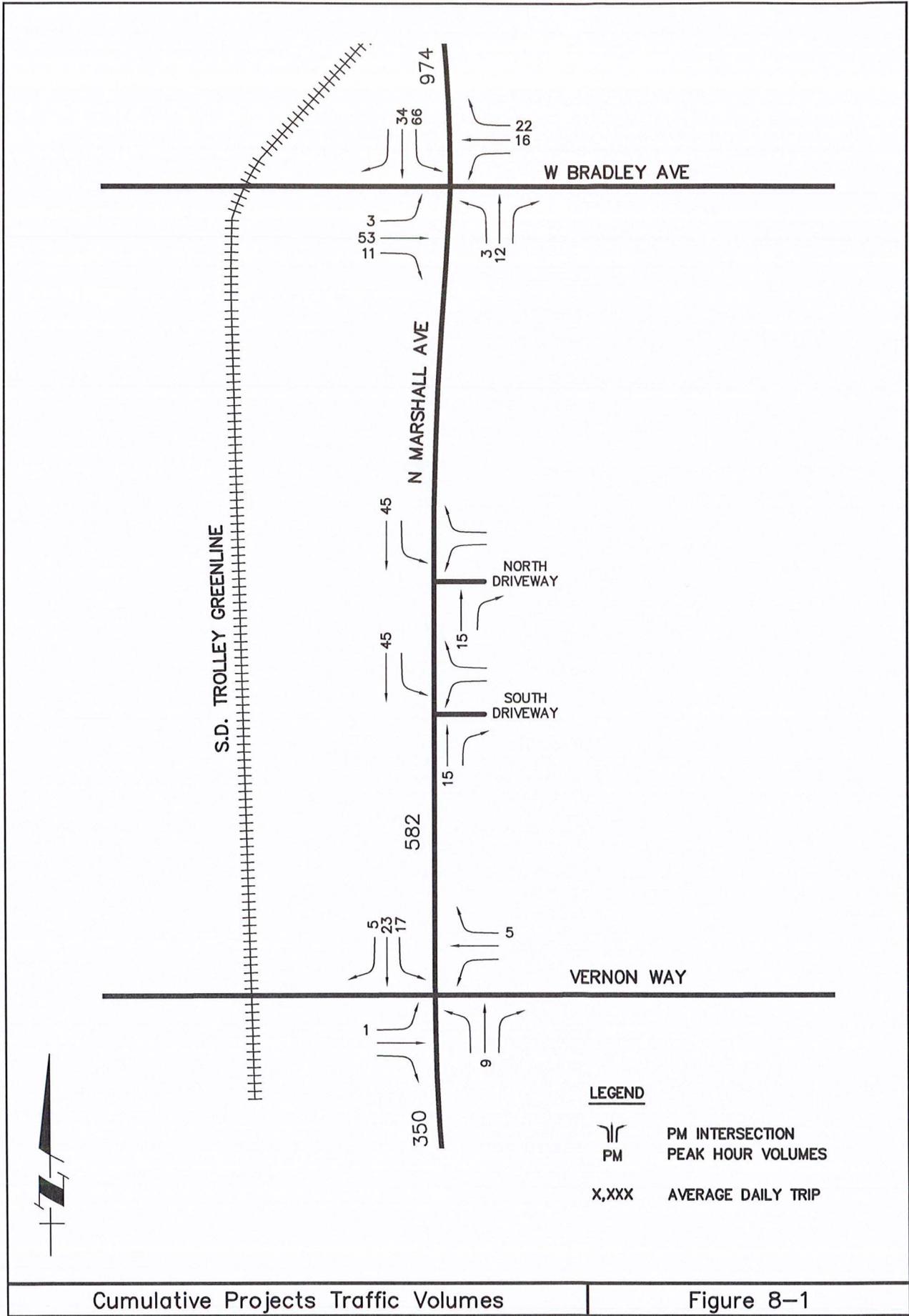
The Santee Walmart Expansion is proposing to expand the existing Santee Town Center Walmart shopping center located in the Santee Town Center, located at the northwest corner of the Mission Gorge Road/Cuyamaca Street intersection. The project proposes to expand the existing Walmart shopping center from 131,220 square feet to 180,339 square feet. The project is expected to generate 3,930 ADT with 157 trips during the AM peak hour and 393 trips during the PM peak hour.

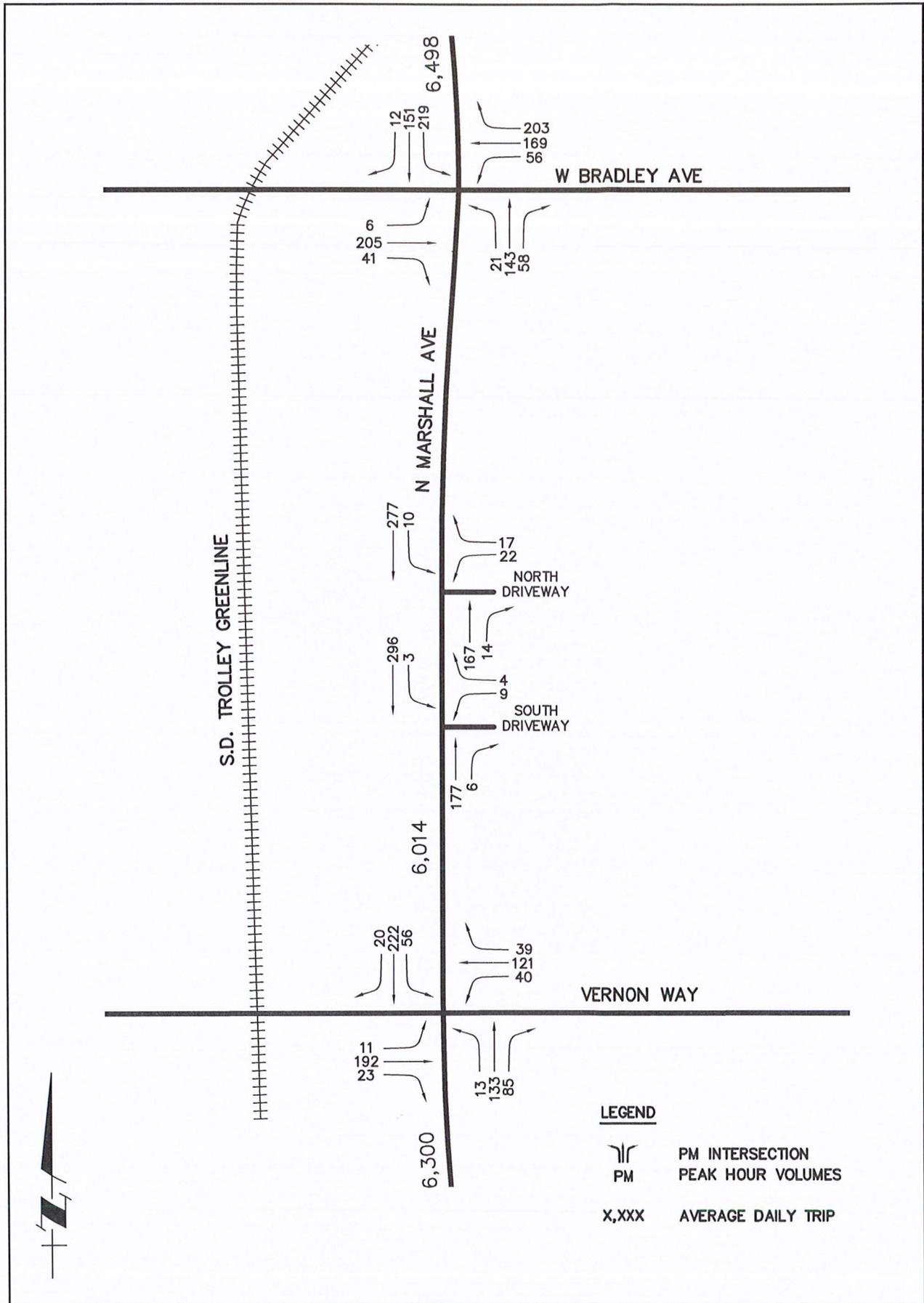
5. Marshall Avenue Industrial

The Marshall Avenue Industrial project site is located west of North Marshall Avenue and north of West Bradley Avenue in the City of El Cajon. The project entails the development of 112,000 square feet Industrial Park. The project is expected to generate 960 ADT with 106 trips during the AM peak hour and 115 trips during the PM peak hour.

8.3 Summary of Cumulative Project Trips

Figure 8–1 shows the cumulative traffic volumes assignment. The existing + project + cumulative projects traffic volumes are shown on **Figure 8–2**. **Appendix E** contains the individual assignment worksheets.





Existing + Project + Cumulative Traffic Volumes

Figure 8-2

9.0 ANALYSIS OF NEAR-TERM SCENARIOS

9.1 Existing + Projects

Table 9-1 summarizes the Existing + Project intersections level of service. As Seen in Table 9-1, all intersections are calculated to operate at LOS C or better.

Appendix F contains the Existing + Project intersection analysis worksheets.

9.1.1 Segment Operations

Table 9-2 summarizes the Existing + Project intersections level of service. As Seen in Table 9-1, all intersections are calculated to operate at LOS D or better.

9.2 Existing + Cumulative Projects + Project

Table 9-1 summarizes the Existing + Project intersections level of service. As Seen in Table 9-1, all intersections are calculated to operate at LOS C or better.

Appendix G contains the Existing + Cumulative + Project intersection analysis worksheets

9.2.1 Segment Operations

Table 9-2 summarizes the Existing + Project intersections level of service. As Seen in Table 9-1, all intersections are calculated to operate at LOS D or better.

**TABLE 9-1
NEAR-TERM INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Existing		Existing +Projects		Existing +Projects+ Cumulative Projects		Δ^c
			Delay ^a	LOS ^b	Delay	LOS	Delay	LOS	
North Marshall Avenue/West Bradley Avenue	Signal	PM	29.9	C	30.3	C	31.3	C	0.4
North Marshall Avenue/North Driveway	TWSC ^d	PM	0.0	A	10.7	B	11.1	B	10.7
North Marshall Avenue/South Driveway	TWSC ^d	PM	0.0	A	10.9	B	11.3	B	10.9
North Marshall Avenue/Vernon Way	AWSC ^e	PM	11.6	B	12.4	B	13.5	B	0.8

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Δ denotes an increase in delay due to project.
- d. TWSC – Two-Way Stop Controlled intersection. Minor street left turn delay is reported.
- e. AWSC- All-Way Stop Controlled intersection.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 < 10.0	A	0.0 < 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
> 80.1	F	> 50.1	F

**TABLE 9-2
NEAR-TERM STREET SEGMENT OPERATIONS**

Street Segment	Existing Capacity (LOS E) ^a	Existing			Existing + Projects			Existing + Projects + Cumulative Projects			Δ ^e
		ADT ^b	V/C ^c	LOS ^d	ADT	V/C	LOS	ADT	V/C	LOS	
North Marshall Avenue Billy Mitchell Drive to West Bradley Avenue	30,000	5,300	0.18	A	5,524	0.18	A	6,498	0.22	A	0.00
West Bradley Avenue to Vernon Way	8,000	4,900	0.61	C	5,432	0.68	D	6,014	0.75	D	0.07
Vernon Way to Fesler Street	8,000	5,500	0.69	D	5,950	0.74	D	6,300	0.79	D	0.05

Footnotes:

- a. Capacities based on City of El Cajon Roadway Classification & LOS table (See Appendix C).
- b. Average Daily Traffic
- c. Volume to Capacity ratio
- d. Level of Service
- e. Δ denotes a project-induced increase in the Volume to Capacity ratio

10.0 ANALYSIS OF LONG-TERM SCENARIOS

10.1 Year 2035 Traffic Volumes

Year 2035 ADT volumes were developed using the SANDAG Series 12 Traffic Model. Year 2035 + Project traffic volumes were added to develop year 2035 with project scenario. The forecast volumes were compared to existing and near term volumes for accuracy. **Figure 10–1** shows the Year 2035 without project traffic volumes. **Figure 10–2** shows the Year 2035 with project traffic volumes.

10.2 Long-Term (Year 2035) without Project

Table 10–1 summarizes the Long-Term (Year 2035) roadway segment level of service. As seen in Table 10–1, the N. Marshall street segment between Billy Mitchell Drive and West Bradley Avenue is calculated to operate at LOS C. Both N. Marshall street segments between West Bradley Avenue and Fesler Street are calculated to operate at LOS F.

10.3 Long-Term (Year 2035) with Project

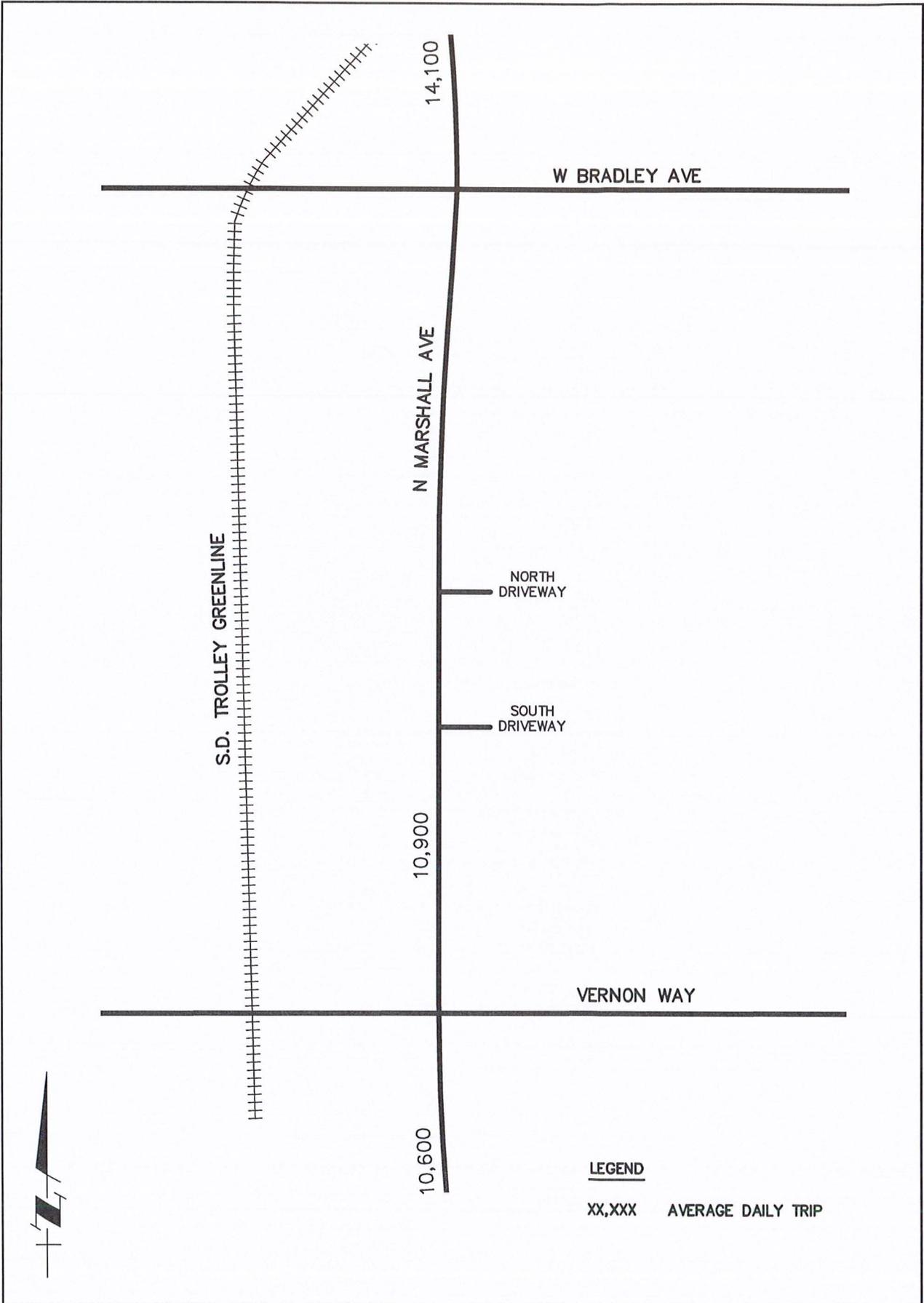
Table 10–1 summarizes the Long-Term (Year 2035) + Project roadway segment level of service. As seen in Table 10–1, the N. Marshall street segment between Billy Mitchell Drive and West Bradley Avenue is calculated to operate at LOS C. Both N. Marshall street segments between West Bradley Avenue and Fesler Street are calculated to operate at LOS F.

**TABLE 10-1
LONG-TERM STREET SEGMENT OPERATIONS**

Street Segment	Capacity (LOS E) ^a	Year 2035			Year 2035 With Project			Δ^e	Sig? ^f
		ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C		
North Marshall Avenue									
Billy Mitchell Drive to West Bradley Avenue	30,000	14,100	C	0.47	14,321	C	0.48	0.01	None
West Bradley Avenue to Vernon Way	8,000	10,900	F	1.36	11,432	F	1.43	0.7	Cumulative
Vernon Way to Fesler Street	8,000	10,600	F	1.33	11,000	F	1.38	0.05	Cumulative

Footnotes:

- a. Capacity based on roadway classification operating at LOS E.
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity.
- e. Δ denotes a project-induced increase in the Volume to Capacity (V/C) ratio.
- f. Sig = Significant project impact based on Significance Criteria.



Year 2035 Traffic Volumes

Figure 10-1

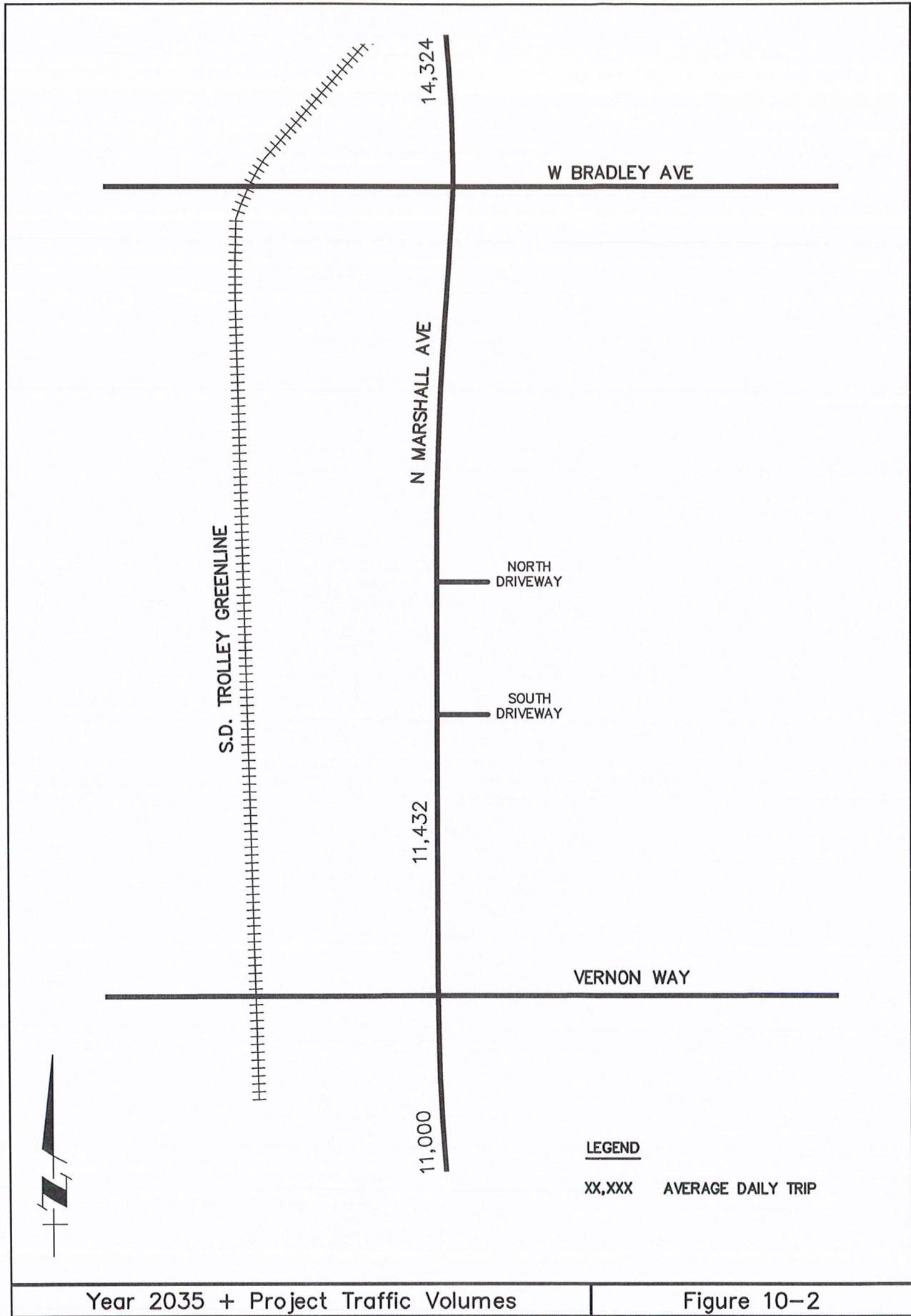


Figure 10-2

11.0 SIGNAL WARRANT

A signal warrant assessment was conducted for the N. Marshall Avenue and Vernon Way intersection to determine if a traffic signal was warranted for installation.

Traffic signal warrant analyses were conducted in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), 2014 Edition for Warrant 3–Peak Hour. The Existing + Project + Cumulative traffic volumes were used in this analysis. The calculation worksheets are attached in **Appendix H**. Due to the low traffic volumes on the minor street (Vernon Way) during the PM peak hours, the results indicate that a traffic signal is not warranted at the North Marshall Avenue and Vernon Way intersection.

12.0 CONSTRUCTION TRAFFIC

Project construction would begin with the grading of approximately one acre of land (43,560 square feet). In order to meet final pad elevations, approximately 4' of excess material will be hauled to a landfill. The grading process is expected to last two weeks (10 working days) from 7:30 AM to 3:30 PM.

The excess haul will be approximately 6,453 cubic yards of soil. Based on dump trucks with capacity of 10 cubic yards, it is expected that hauling export material will generate a total of 646 trucks during the 10 day period. Therefore, the project is anticipated to generate, on average, about 130 truck trips (65 trips inbound/65 trips outbound) per day and 18 truck trips (9 trips inbound/9 trips outbound) per hour.

The total trips per day during the hauling of excess material will be much less than the trips analyzed in this traffic study, consequently a quantitative analysis is not warranted.

13.0 SIGNIFICANCE OF IMPACT AND MITIGATION MEASURES

13.1 Significance of Impacts

All intersections and segments for the Near-Term scenario are calculated to operate at a Level of Service (LOS D) or better with the addition of project and cumulative project traffic.

In the year 2035, without and with the project traffic the segment of Marshall Avenue between Bradley Avenue and Fesler Street is calculated to operate at LOS F. Since the project is expected to add more than 0.02 v/c to the segment, a cumulative impact is anticipated.

The following is a description of the calculated significant impacts for the proposed Animal Care Facility based on the established significance criteria. Recommended mitigation measures at the impacted segments are provided.

Segment

- a) Marshall Avenue between Bradley Avenue and Vernon Way
- b) Marshall Avenue between Vernon Way and Fesler Street

13.2 Near-Term Mitigation Measures

Based on the City of El Cajon significance criteria, **no direct impacts** were calculated at the study area intersections and street segments. However, it is recommended that the City installs a stop sign, stop line and stop legend at the North and South driveway exits on North Marshall Avenue.

13.3 Long-Term Mitigation Measures

Per the City of El Cajon's significance thresholds and the analysis methodologies presented in this report, project and cumulative traffic are calculated to cause significant cumulative impacts. A fair share payment towards future improvements is required to decrease the identified significant impact to less-than-significant levels.

- a) Marshall Avenue between Bradley Avenue and Vernon Way:
In order to mitigate the impact, the City would need to widen the road to ultimate width of 50 feet per the City's general plan circulation element (Roadway Register) and provide a continuous two-way left-turn lane.
- b) Marshall Avenue between Vernon Way and Fesler Street:
In order to mitigate the impact, the City would need to widen the road to ultimate width of 50 feet per the City's general plan circulation element (Roadway Register) and provide a continuous two-way left-turn lane

With these proposed improvements, both segments are expected to operate at a LOS D during the Year 2035 without and with the project traffic.

14.0 FAIR-SHARE CALCULATIONS

The City of El Cajon does not have a standard fair share formula to determine a development project's financial contribution to future infrastructure improvements projects. As such, a review of the City of San Diego's standard fair share formula (typical for the region) was conducted. The City of San Diego's formula calculates a development project's fair share contribution by dividing the project's total trips by the anticipated future traffic growth, minus existing volumes.

Based on this formula, the project's fair share percentage for roadway improvements on North Marshall Avenue between Bradley Avenue and Vernon Way is approximately 18%. Similarly, the fair share percentage for roadway improvements on North Marshall Avenue between Vernon Way and Fesler Street is approximately 15%. Fair share calculations for these two locations are included in **Appendix I**. The fair share payment required by the Animal Care Facility toward planned improvements for these two segments is approximately \$62,500.00.



Community Development Department
PLANNING COMMISSION AGENDA REPORT

Agenda Item:	3
Project Name:	C&D Towing
Request:	Expansion of tow services and impound yard
CEQA Recommendation:	Exempt
STAFF RECOMMENDATION:	APPROVE
Project Number:	Amendment to Conditional Use Permit (CUP) No. 1638
Location:	1101 & 1105 N Marshall
Applicant:	C&D Towing (Salar Mansur)
Project Planner:	Melissa Devine, 619.441.173, mdevine@cityofelcajon.us
City Council Hearing Required?	No
Recommended Actions:	<ol style="list-style-type: none"> 1. Conduct the public hearing; and 2. MOVE to adopt the next resolution in order APPROVING proposed Amendment to CUP No. 1638, subject to conditions

PROJECT DESCRIPTION

This request seeks to expand towing services at the subject property to allow for a second tow operator. Conditional Use Permit (CUP) No. 1638 governs the use of the property for towing services. The proposed amendment would allow for a second tow business and impound yard at the same location. No new development is proposed with this action. All office uses would take place within the existing building and tow truck and impound parking would be located in the rear fenced yard.

BACKGROUND

General Plan:	Industrial Park (IP)
Specific Plan:	N/A
Zone:	M (Manufacturing)
Other City Plan(s):	N/A
Regional and State Plan(s):	N/A
Notable State Law(s):	N/A

Project Site & Constraints

The 2.39-acre site is located on the east side of North Marshall Avenue between Fesler Street and Vernon Way. The site has an existing 12,672 square-foot building with surface parking in the front of the building and a fenced rear yard.

Surrounding Context

The site is located within an established industrial area. Surrounding properties are developed and zoned as follows:

Direction	Zones	Miscellaneous Land Uses
North	M	Plumbing Supply
South	M	Landscape Supply
East	M	Multi-Tenant Industrial
West (across Marshall Ave)	M	Roofing Supply

General Plan

The project site is designated Industrial Park (IP) on the General Plan Land Use Map. As described in the General Plan, the IP designated areas are intended for quality manufacturing and process office uses. General Plan Policy 4-1.3 encourages a diversity of industrial land uses in this primary industrial area.

Municipal Code

The M zone allows for towing services with vehicle storage upon approval of a CUP. CUP No. 1638 was originally approved for one towing office and a smaller impound yard on the south side of the property. The substantial expansion of the use requires an amendment of the CUP.

DISCUSSION

The project scope consists of the use of the existing building for two tow offices and the establishment of two impound yard areas. The remainder of the building area is proposed to be used for storage. No new development is proposed for this site.

Conditional Use Permit No. 1638

CUP No. 1638 was approved on January 30, 1995 and renewed on August 27, 2001. Planning Commission Resolution No. 9549 governs the property and includes ongoing conditions of approval to ensure compatibility. The approved site plan identifies an office and small impound yard. No auto dismantling, repair or recycling of auto parts is permitted, and vehicles may not be stored longer than 180 days.

Per the original CUP, the tow yard at 1101 North Marshall Avenue is permitted to have two vehicles displayed outside of the gates. Auto sales is not a permitted use in the M zone. This was allowed in order for the tow operator to dispose of relinquished cars in a

timely manner. This condition is proposed to be amended to require the two permitted vehicles for sale to be located in striped parking spaces. Ongoing conditions of approval will remain in effect and have been incorporated into the proposed resolution.

Tow Operations

The project site would have two separate tow operators. Although it is one building, there are two separate addresses for the site: 1101 and 1105 North Marshall Ave. 1101 North Marshall Avenue, the southern portion of the site is occupied by Quality Towing and 1105 North Marshall Avenue, the northern portion of the site, is proposed to be used for towing services by C&D Towing. In order to ensure effective management of the site under two tow operators, the applicant has separated the rear yard into two fenced areas, one for each tow operator. They will independently operate impound yards in each of these fenced areas. Signage will clearly identify each operator.

Parking

No specific parking requirement is identified in the Zoning Code for towing services. Per El Cajon Municipal Code Section 17.185.100, parking for uses not specifically listed is determined by the Planning Commission based on comparable uses. In order to ensure that adequate parking exists for the two towing businesses, a total of 34 parking spaces are provided and allocated to each business operation as identified on the site plan. Notably, one parking space for each tow truck shall be located behind the screening fence. In the event that North Marshall Avenue is widened in the future, parking spaces 1-10 will be required to be relocated on site and spaces made accessible to customers.

Site Conditions

The existing building was built in 1964 as a poultry processing and storage facility. The use was discontinued and over time the property has transitioned from a building materials supply store to most recently a tow yard. Recent site and building work was done without permits, and the applicant and property owner are now rectifying the situation through a building permit and compliance with the Municipal Storm Water Permit. Staff is recommending specific conditions of approval intended to ensure that the site is brought back into compliance with Building and Fire Codes and the Municipal Storm Water Permit.

Marshall Avenue Widening

Marshall Avenue has not been widened to its full width between just north of Fesler Street and Bradley Avenue. As properties redevelop, additional right-of-way is required, and eventually Marshall Avenue will be widened to its full width. A condition of approval requires an irrevocable offer of dedication for an additional seven feet of right-of-way. No timeframe has been established for the future widening.

Landscape

The applicant will restore a ten-foot landscape area along North Marshall. A ten-foot landscape setback is required in the M zone. A conceptual landscape plan has been

provided. Due to the future widening of Marshall Avenue, the landscape setback is measured from the property line prior to dedications.

Police Tow

Both operations have requested police tow contracts with the City. The Police Department has inspected the site and has comments or recommended conditions of approval for the amended CUP.

FINDINGS

- A. *The proposed project is consistent with applicable goals, policies, and programs of the General Plan.*

The General Plan envisions a variety of industrial uses within the primary industrial area. The proposed expansion of the towing services and impound yard would not be adverse to the goals of the General Plan to maintain this area as the prime industrial area of El Cajon.

- B. *The proposed project is consistent with all applicable use and development standards.*

The project is consistent with all applicable use and development standards of the M zone. The restoration of the landscape setback area will ensure consistency and improve the overall appearance of the site. No development is proposed. Conditions of approval would rectify all building and fire code violations and ensure compliance with the Municipal Storm Water Permit.

- C. *The proposed project will be operated in a manner that is compatible with existing and planned land uses in the vicinity of the proposed use.*

The tow use is compatible with other industrial uses in the area. Ongoing conditions of approval will ensure that the property continues to be compatible with surrounding uses. Truck parking and impound yard areas will be located behind screening fences and secured with gates.

- D. *The proposed project will not be detrimental to the public health, safety, and general welfare, including but not limited to matters of noise, smoke, dust, fumes, vibration, odors, and hazards or excessive concentrations of traffic.*

The expansion of towing services would not be detrimental to public health and safety. The project would result in additional tow trucks and vehicle storage on the site. However, the project is not anticipated to cause any impacts. The use will be governed by a CUP to ensure continued compliance.

- E. *The proposed project is in the best interest of public convenience and necessity.*

The expansion of tow services at the site would allow for an additional tow operator to locate at the site and maximize the use of the property for beneficial economic purposes and provide for additional towing services in the City.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

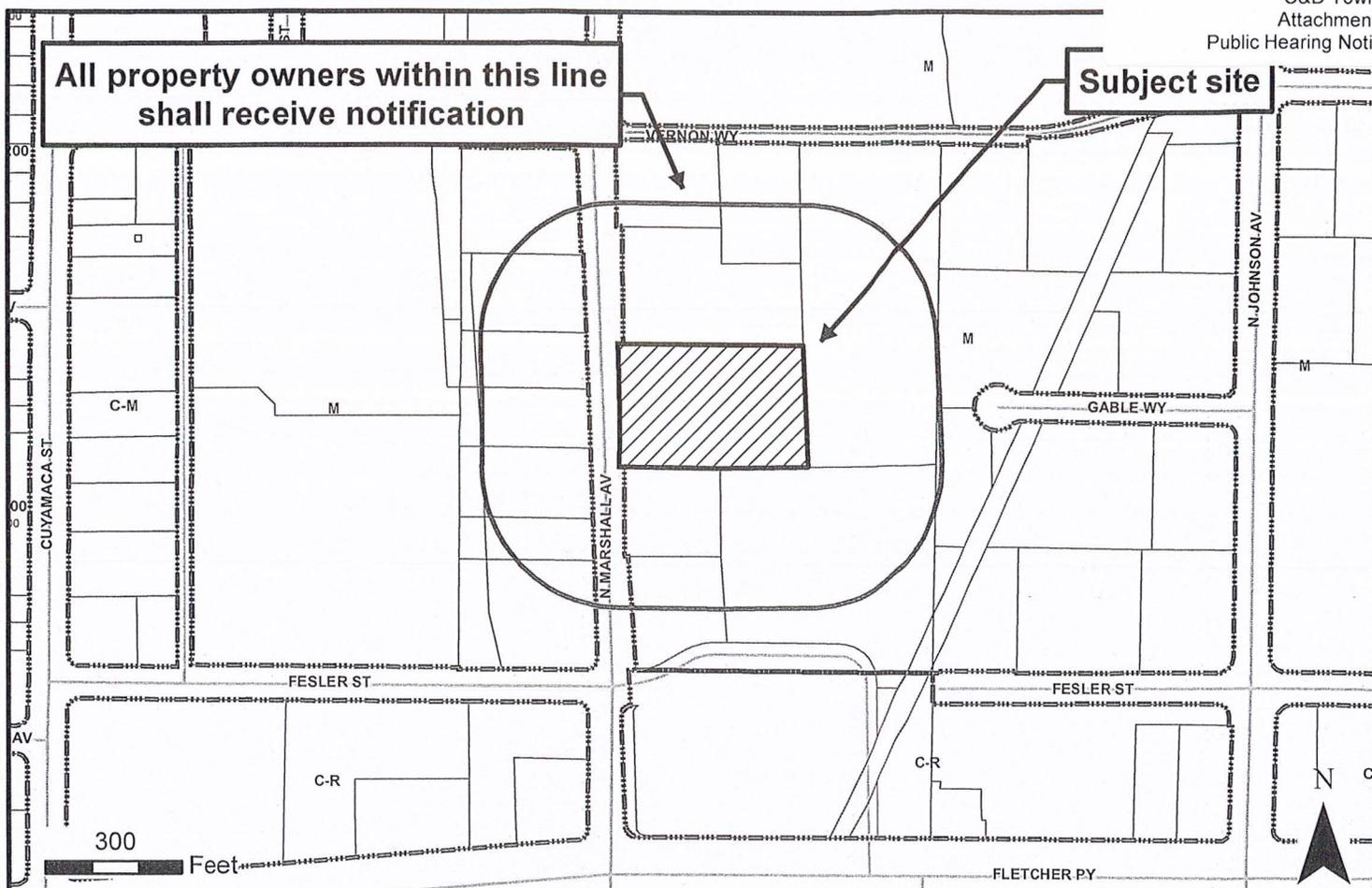
The proposed project is exempt from the California Environmental Quality Act (CEQA) subject to Section 15301 of the CEQA Guidelines. Section 15301 provides an exemption for the operation of existing facilities involving negligible or no expansion of use. In this instance, the project involves authorizing use of area within the existing building for a second tow office and use of the outdoor yard space for truck and vehicle storage. This is consistent with the existing use and operation of an industrial building, and constitutes a negligible expansion of the existing use. No new environmental impacts would result. None of the exceptions listed under CEQA Guidelines Section 15300.2 exist.

PUBLIC NOTICE & INPUT

The notice of public hearing for this project was mailed on October 20, 2016, to all property owners within 300 feet of the project site and to anyone who requested such notice in writing, in compliance with Government Code Sections 65090, 65091, and 65092, as applicable. Additionally, as a public service, the notice was posted in the kiosk at City Hall and on the City's website. The notice was also mailed to the two public libraries in the City of El Cajon, located at 201 East Douglas Avenue and 576 Garfield Avenue.

ATTACHMENTS

1. Public Hearing Notice/Location Map
2. Proposed Resolution Recommending APPROVAL of the Amendment to CUP No. 1638
3. Aerial Photograph of Subject Site
4. Application and Disclosure Statement
5. Reduced Site Plan
6. Full-sized site plan (*Commissioner's Packets*)



**NOTICE OF PROPOSED
AMENDMENT OF CONDITIONAL USE PERMIT
FOR C & D TOWING**

NOTICE IS HEREBY GIVEN that the El Cajon Planning Commission will hold a public hearing at **7:00 p.m., Tuesday, November 1, 2016**, in the City Council Chambers, 200 Civic Center Way, El Cajon, CA, to consider: **C & D TOWING – AMENDMENT OF CONDITIONAL USE PERMIT NO. 1638**, as submitted by C & D Towing (Salar Mansur) requesting an expansion of the towing service and impound yard. The subject property is addressed as 1101 & 1105 North Marshall Avenue. This project is exempt from the California Environmental Quality Act (CEQA).

The public is invited to attend and participate in this public hearing. The agenda report for this project will be available 72 hours prior to the Planning Commission meeting at <http://www.cityofelcajon.us/your-government/calendar-meetings-list>. In an effort to reduce the City's carbon footprint, paper copies will not be provided at the public hearing, but will be available at the Project Assistance Center upon request.

If you challenge the matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the Commission, or prior to, the public hearing. The City of El Cajon encourages the participation of disabled individuals in the services, activities, and programs provided by the City. Individuals with disabilities who require reasonable accommodation in order to participate in the public hearing should contact Planning at 619.441.1742. More information about planning and zoning in El Cajon is available at <http://www.cityofelcajon.us/your-government/departments/community-development/planning-division>.

If you have any questions, or wish any additional information, please contact **MELISSA DEVINE** at 619.441.1773 or via email at mdevine@cityofelcajon.us and reference "C & D Towing" in the subject line.

PROPOSED PLANNING COMMISSION RESOLUTION

A RESOLUTION APPROVING AN AMENDMENT TO CONDITIONAL USE PERMIT NO. 1638 ALLOWING AN EXPANSION OF TOWING SERVICES AND IMPOUND YARD AREA AT A TOW YARD IN THE MANUFACTURING (M) ZONE, APN: 482-121-24, GENERAL PLAN DESIGNATION: INDUSTRIAL PARK (IP).

WHEREAS, the El Cajon Planning Commission duly advertised and held a public hearing on November 1, 2016, to consider the Amendment to Conditional Use Permit (CUP) No. 1638, as submitted by C&D Towing (Salar Mansur), requesting to expand towing services and impound yard area in the M zone, on the property located on the east side of North Marshall Avenue between Fesler Street and Vernon Way, and addressed as 1101 and 1105 North Marshall Avenue; and

WHEREAS, the following findings of fact have been made in regard to said amended conditional use permit:

- A. The project is exempt from the California Environmental Quality Act (CEQA) subject to Section 15301 of the CEQA Guidelines. Section 15301 provides an exemption for the operation of existing facilities involving negligible or no expansion of use. The project involves authorizing use of area within the existing building for a second tow office and use of the outdoor yard space for truck and vehicle storage. This is consistent with the existing use and operation of an industrial building, and constitutes a negligible expansion of the existing use. No new environmental impacts would result. None of the exceptions listed under CEQA Guidelines Section 15300.2 exist.
- B. The General Plan envisions a variety of industrial uses within the primary industrial area. The proposed expansion of the towing services and impound yard would not be adverse to the goals of the General Plan to maintain this area as the prime industrial area of El Cajon.
- C. The project is consistent with all applicable use and development standards of the M zone. The restoration of the landscape setback area will ensure consistency and improve the overall appearance of the site. No development is proposed. Conditions of approval would rectify all building and fire code violations and ensure compliance with the Municipal Storm Water Permit.
- D. The tow use is compatible with other industrial uses in the area. Ongoing conditions of approval will ensure that the property continues to be compatible with surrounding uses. Truck parking and impound yard areas will be located behind screening fences and secured with gates.

Proposed Planning Commission Resolution

- E. The expansion of towing services would not be detrimental to public health and safety. The project would result in additional tow trucks and vehicle storage on the site. However, the project is not anticipated to cause any impacts. The use will be governed by a CUP to ensure continued compliance.
- F. The expansion of tow services at the site would allow for an additional tow operator to locate at the site and maximize the use of the property for beneficial economic purposes and provide for additional towing services in the City.

NOW, THEREFORE, BE IT RESOLVED that based upon said findings of fact, the El Cajon Planning Commission hereby APPROVES the Amendment to Conditional Use Permit No. 1638 to allow for the expansion of towing services and impound yard area at an existing industrial property, in the M zone, on the above described property subject to the following conditions:

Planning

1. Prior to occupancy of the site for the second tow operator, the applicant shall submit a one-page 24" by 36" mylar site plan with any applicable notes as indicated in this resolution.
2. All non-paved parking areas including impound yard areas must be surfaced with a pervious parking area material acceptable to the City Engineer prior to use of these areas for parking.
3. The perimeter of the site to the rear of the building must be fenced with view obscuring 6-foot fencing. Any damaged or deteriorated fences must be repaired prior to occupancy of the site by the second tow operator.
4. The ten-foot landscape setback must be restored as shown on the site plan. A Landscape Documentation Package is required for new landscape areas over 500 sq. ft. All landscape must be installed within 6 months of the date of approval.
5. Within two weeks of approval, address the following storm water compliance requirements:
 - a. Install/replace drain filters in all lot drains.
 - b. Re-grade the rear lot so that storm water flow is directed to the lot drains.
 - c. Install gravel or similar material on all bare soil areas on the lot.

6. The following are ongoing conditions of approval for this CUP and shall be noted on the CUP Site Plan:
 - a. The applicant shall comply with all applicable conditions listed in the "Standard Conditions of Development" adopted by the Planning Commission by Resolution No. 10649 and contained therein.
 - b. The auto impound yard shall be used for the storage of motor vehicles only. No dismantling, vehicular repair or recycling of any auto parts shall be permitted at any time. Stored vehicles shall not remain on the subject property longer than 180 days.
 - c. No more than two (2) vehicles for sale shall be stored or displayed in the striped parking spaces at the front of the building.
 - d. The auto impound yard and towing services shall be operated in a manner that is compatible with the surrounding properties and zoning.
 - e. Parking and impound vehicle storage shall be in accordance with the approved CUP site plan. All tow trucks shall be parked behind the view obscuring fence. The fence shall be maintained in good condition.
 - f. No additional impervious areas may be created without a submitted and approved storm water plan.
7. In the event that Marshall Avenue is widened in the future, parking spaces 1-10 will be required to be relocated on site and made accessible to customers.

Building

8. All building violations including the interior building modifications must be rectified within six months of approval. The submitted building plans must be approved and all work completed to the satisfaction of the Building Official. Failure to comply may result in the revocation of this Conditional Use Permit.
9. The existing canopy at the northeastern corner of the site must be demolished or retrofitted for structural safety. The permit must be issued and work completed within 6 months.
10. Prior to occupancy by the second tow operator, stripe the fire lane as show on the site plan. If the rear canopy is not removed, the fire lane must extend to the rear of the property.
11. The project shall comply with currently adopted editions of the California Building Code, California Fire Code, California Mechanical Code, California Plumbing Code, California Electrical Code, and Green Building Standard Code.
12. A Building permit is required for this project.

Proposed Planning Commission Resolution

13. The project must comply with Title 24 disabled access regulations.
14. Title 24 energy efficiency compliance and documentation is required.
15. Undergrounding of all on-site utilities may required.
16. Commercial address numbers shall be visible from the street, contrasting in color from wall surface, and minimum 8 inches in size (individual suite numbers may be 3").
17. Fire extinguisher is required. One for every 3000 s.f with max. 75 ft. travel distance. Minimum size 2A10BC with signage.
18. Maintain the 20 ft. wide fire lane into the facility as currently depicted on the plan.

Permit Compliance

19. The existence of this amended conditional use permit shall be recorded with the County Recorder.
20. Any modification of the uses, as approved by this amendment, may require an amendment of the CUP.
21. The proposed use shall be developed and operated in substantial conformance with conditions as presented in the Planning Commission staff report titled Amendment to Conditional Use Permit No. 1638, dated November 1, 2016, except as modified by this resolution. Operation of the use in violation of the conditions of approval is grounds for revocation.
22. If this permit is not legally exercised within one year of project approval, and a written request for an extension of time has not been received and subsequently approved by the Planning Secretary within the same time period, this conditional use permit shall be considered null and void pursuant to El Cajon Zoning Code section 17.35.010.
23. The Planning Commission may at any time during the life of this use permit, after holding a properly noticed public hearing, and after considering testimony as to the operation of the approved use, revoke the permit, or modify the permit with any additional conditions as it deems necessary, to ensure that the approved use continues to be compatible with surrounding properties and continues to be operated in a manner that is in the best interest of public convenience and necessity and will not be contrary to the public health, safety or welfare. At such hearing the applicant may appear and object under applicable law to any potential revocation or modification of the conditions of approval.

Engineering & Storm Water

24. Comply with all Engineering and Storm Water Conditions as identified below:

A. STORM WATER REQUIREMENTS AND COMMENTS WITH THIS ACTION:

A-1. Add the following notes to the *Amended Conditional Use Permit (AM CUP) Site Plan* and implement the Best Management Practices as a condition of the AM CUP:

“All operations shall comply with the City’s Jurisdictional Runoff Management Program (JRMP) and the City’s Storm Water Ordinance (Municipal Code 13.10 and 16.60) to minimize or eliminate discharges of pollutants to the storm drain system. Operations shall include implementation of vehicle Best Management Practices (BMPs) as follows:

- a. *Only rain is permitted to enter the storm drain system. Discharges (direct or by conveyance) of trash, debris, vehicle fluids, or wastewater (including washing fluids) to the storm drain system are strictly prohibited.*
- b. *Sweep or vacuum to clean outdoor areas (trash enclosures, sidewalks and parking lots). Power washing in outdoor areas is strictly prohibited.*
- c. *Capture, contain, and collect any power wash water and dispose of in the sanitary sewer.*
- d. *Maintain parking area to be free from trash and petroleum leaks.*
- e. *Provide sufficient trash receptacles.*
- f. *Dispose of wastes properly.*
- g. *All dumpsters used by this project shall have lockable lids. All lids on all dumpsters shall remain closed while dumpster is not directly in use and locked after business hours.*
- h. *Protect storm drain inlets within and around the proposed sales area using filter fabric, and gravel bags. All gravel bags shall have ¾ inch minimum aggregate (no sandbags and no burlap type bags allowed). All BMPs shall be properly reclaimed and disposed of after the sales events.*
- i. *Vehicle washing liquids must be contained and disposed of in the sanitary sewer. Vehicles must be washed only in a covered and contained wash area (car wash) that drains through an approved pretreatment system, such as a sand and oil separator system that is connected to the sanitary sewer. No water or liquids shall be discharged to surrounding areas other than the minor amount of clean rinse water*

that is incidental to vehicles exiting from the car wash. Any sewer connection shall be protected from rainwater, either direct or indirect.

- j. All maintenance activities must be conducted in a covered and contained building that is protected from rainwater, either direct or indirect. Maintenance areas shall drain to a self-contained sump or through an approved pretreatment system, such as a sand and oil separator system, that is connected to the sanitary sewer.*
- k. Provide spill response kits for vehicle fluid leaks and grease spills. The spill response kit must be available and quickly accessible to employees. Signage must be posted to clearly denote the location of the kit.*
- l. All materials, including vehicle fluids, must be stored in a properly covered and contained area that will not be exposed to rainwater, either directly or indirectly.*
- m. All storm water runoff treatment control mechanisms (catch basin inlet filters) employed in the staging area shall be maintained to be in good working order and replaced as necessary. See manufacturer's recommendations for maintenance and replacement.*
- n. All "No Dumping" signage shall be maintained to be legible and replaced as necessary. A template for painting the concrete or asphalt around inlets and catch basins can be provided by the City upon request.*

For Public Works requirements on this Planning Action please refer to the Conditions of Approval. This Site Plan may not clearly show existing or proposed improvements in the public right-of-way and should not be used for public improvement construction purposes."

- A-2. Any further increase in impervious surfaces, including but not limited to portland concrete cement or asphalt concrete. The increase in impervious surfaces will subject the project to a Priority Development Project status under the City of El Cajon's Standard Urban Stormwater Mitigation Program (SUSMP) Municipal Code 16.60. To fulfill SUSMP requirements, a Storm Water Mitigation Plan (SWMitP) needs to be prepared by a Registered Civil Engineer in the State of California showing that adequate storm water management features will be designed and implemented as part of the project.

B. STORM WATER REQUIREMENTS AND COMMENTS PRIOR TO THE ISSUANCE OF ANY BUILDING PERMIT:

- B-1. In accordance with the City's lot grading ordinance, no grading or soil disturbance, including clearing of vegetative matter and demolition activities, shall be done until all necessary environmental clearances are secured and an Erosion Control Plan (ECP) has been reviewed and approved by Public Works. The ECP shall control sediment and pollution and be in compliance with the City's 2015 Jurisdictional Runoff Management Plan (JRMP). The plan should show measures to ensure that pollutants and runoff from the development are reduced to the maximum extent practicable.

C. STORM WATER REQUIREMENTS AND COMMENTS PRIOR TO THE ISSUANCE OF ANY BUILDING PERMIT WITH A VALUATION OF \$25,000 OR GREATER:

- C-1. Show details of any proposed and existing trash enclosures. Any and all enclosures must be designed to be secured, constructed with a grade-break or berm across the entire enclosure entrance, and covered with an impervious, fire-resistant roof in accordance with the requirements of Public Works Storm Water Attachment No. 2 (available to the public on the City of El Cajon website or through the Project Assistance Center on the 3rd floor of City Hall).

NOTE: FAILURE TO COMPLY WITH OR IMPLEMENT AM CUP CONDITIONS IS CONSIDERED A VIOLATION OF THE CITY'S JRMP AND MAY RESULT IN A CITATION WITH MONETARY FINES, CRIMINAL CHARGES, AND/OR REVOCATION OF PERMIT.

D. PRIVATE DEVELOPMENT REQUIREMENTS AND COMMENTS REQUIRED WITH THIS ACTION:

- D-1 Dedicate or show proof of dedication of 7-feet of public street right-of-way on North Marshall Avenue. Provide a current Grant or Vesting Deed of property as part of initial submittal. If this is owned by an LLC or Corporation, please provide an Operating Agreement or Articles of Incorporation in addition to the Grant Deed.

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Proposed Planning Commission Resolution

PASSED AND ADOPTED by the El Cajon City Planning Commission at a regular meeting held November 1, 2016, by the following vote:

AYES:

NOES:

ABSENT:

Anthony SOTTILE, Chairperson

ATTEST:

Anthony SHUTE, AICP, Secretary

Aerial Image
1101 & 1105 North Marshall Avenue
CUP No. 1638





Community Development Department
Planning Division
PLANNING PERMIT APPLICATION

Type of Planning Permit(s) Requested

- | | | | | |
|--|---|------------------------------|------------------------------|------------------------------|
| <input type="checkbox"/> AZP | <input checked="" type="checkbox"/> CUP | <input type="checkbox"/> LLA | <input type="checkbox"/> PRD | <input type="checkbox"/> PUD |
| <input type="checkbox"/> Specific Plan | <input type="checkbox"/> TPM | <input type="checkbox"/> TSM | <input type="checkbox"/> VAR | <input type="checkbox"/> ZR |

Other: _____

Applicant Information (the individual or entity proposing to carry out the project; not for consultants)

Company Name: C&D Towing

Contact Name: Salar Mansur

Address: 1105 N. Marshall Ave El Cajon CA 92020

Phone: 619 577 2277 Email: Sal@cdtowing.com

Interest in Property: Own Lease Option

Project Representative Information (if different than applicant; consultant information here)

Company Name: _____

Contact Name: _____ License: _____

Address: _____

Phone: _____ Email: _____

Property Owner Information (if different than applicant)

Company Name: 1105 N Marshall Investments, LLC

Contact Name: John Estefanos

Address: 750 B St Suite 2350 San Diego CA

Phone: 619 346-4757 Email: john@americapitalsd.com

Project Location

Parcel Number (APN): 482-121-24-00

Address: 1105 N Marshall Ave El Cajon CA 92020

Nearest Intersection: Marshall and Fletcher

Project Description (or attach separate narrative)

RE-NU CUP
AUTO IMPOUND YARD / ADDING HANDICAPP & ADDITIONAL
EMPLOYEE PARKING / FENCING

Hazardous Waste and Substances Statement

Section 65962.5(f) of the State of California Government Code requires that before the City of El Cajon accepts as complete an application for any discretionary project, the applicant submit a signed statement indicating whether or not the project site is identified on the State of California Hazardous Waste and Substances Sites List. This list identifies known sites that have been subject to releases of hazardous chemicals, and is available at <http://www.calepa.ca.gov/sitecleanup/corteselist/>. Check the appropriate box and if applicable, provide the necessary information:

The development project and any alternatives proposed in this application:
 is/are **NOT** contained on the lists compiled pursuant to Government Code Section 65962.5.
 is/are contained on the lists compiled pursuant to Government Code Section 65962.5.
If yes, provide Regulatory Identification Number: _____ Date of List: _____

Authorization

Applicant Signature¹: [Signature] Date: 6/2/2016
Property Owner Signature²: [Signature] Date: 6/13/2016

- 1. **Applicant's Signature:** I certify that I have read this application and state that the above information is correct, and that I am the property owner, authorized agent of the property owner, or other person having a legal right, interest, or entitlement to the use of the property that is the subject of this application. I understand that the applicant is responsible for knowing and complying with the governing policies and regulations applicable to the proposed development or permit. The City is not liable for any damages or loss resulting from the actual or alleged failure to inform the applicant of any applicable laws or regulations, including before or during final inspections. City approval of a permit application, including all related plans and documents, is not a grant of approval to violate any applicable policy or regulation, nor does it constitute a waiver by the City to pursue any remedy, which may be available to enforce and correct violations of the applicable policies and regulations. I authorize representatives of the City to enter the subject property for inspection purposes.
- 2. **Property Owner's Signature:** If not the same as the applicant, property owner must also sign. A signed, expressed letter of consent to this application may be provided separately instead of signing this application form. By signing, property owner acknowledges and consents to all authorizations, requirements, conditions and notices described in this application. Notice of Restriction: property owner further acknowledges and consents to a Notice of Restriction being recorded on the title to their property related to approval of the requested permit. A Notice of Restriction runs with the land and binds any successors in interest.



Disclosure Statement

This statement is intended to identify and avoid potential conflicts of interest that may exist between the project proponents and the decision makers; including City staff, Planning Commissioners, and City Council members.

The following information must be disclosed:

- 1. List the names and addresses of all persons having a financial interest in the application.

Sajad Mansour 187 N Marshall Ave
El Cajon CA 92020

List the names and address of all persons having any ownership interest in the property involved.

^{INVESTMENTS}
1105 N Marshall Ave, LLC 790 B St Suite 2350
Rochi MIKHIA San Diego CA 92101

- 2. If any person identified pursuant to (1) above is a corporation or partnership, list the names and addresses of all individuals owning more than 10% of the shares in the corporation or owning any partnership interest in the partnership.

Nashwan Habib 790 B St Suite 2350
San Diego CA 92101

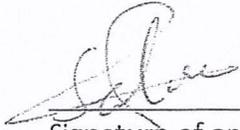
- 3. If any person identified pursuant to (1) above is a trust, list the name and address of any person serving as trustee or beneficiary or trustor of the trust.

N/A

4. Have you or your agents transacted more than \$500.00 worth of business with any member of City staff, Boards, Commissions, Committees and Council within the past 12 months or \$1,000.00 with the spouse of any such person? Yes _____ No X

If yes, please indicate person(s), dates, and amounts of such transactions or gifts.

"Person" is defined as "Any individual, proprietorship, firm, partnership, joint venture, syndicate, business trust, company, corporation, association, committee, and any other organization or group of persons acting in concert." Gov't Code §82047.



Signature of applicant / date

Salaw Mansur

Print or type name of applicant

NOTE: Attach appropriate names on additional pages as necessary.

OWNER: RODI MIKHA
8280 BROADWAY,
LEMON GROVE, CA 91945
(619)212-1508

APPLICANT: RYAN MIKHA
(619)733-7636

SITE LOCATION: QUALITY TOWING
1101 N MARSHALL AVE,
EL CAJON, CA 92020
C & D TOWING
1105 N. MARSHALL AVE,
EL CAJON, CA 92020

APN #: 482-121-24-00

LEGAL DESCRIPTION: PORTION BLOCK 30 FLETCHER
HILL, UNIT NO 2 REF. SPLIT LOT
APPL # 427 EL CAJON.

SCOPE OF WORK: TENANT IMPROVEMENT
LOT SIZE: 2.3 ACRES
BUILDING SQ FT: 1,272
LANDSCAPE SQ FT: 1,720 PROPOSED
1,000 EXISTING

PARKING CALCULATIONS:
BUILDING IS 12,672 SQ FT.
1 PARKING SPACE PER 1000 SQ FT = 13 SPACES REQUIRED

PARKING DESIGNATION ON PLAN:
C&D TOWING
SPACES # 1-10 GUEST PARKING (6)
11-23 EMPLOYEE PARKING (13)
24-32 TOW TRUCK PARKING (9)

QUALITY TOWING
SPACES # 1-2 GUEST PARKING (2)
3-4 EMPLOYEE PARKING (2) EXPANSION PARKING #33-36
37-40 TOW TRUCK PARKING (4)

EMPLOYEE COUNT:
C&D TOWING 4 OFFICE STAFF
8 TOW TRUCK DRIVERS
QUALITY TOWING 2 OFFICE STAFF
4 TOW TRUCK DRIVERS

- NOTES:**
- 1) THE AUTO IMPOUND YARD SHALL BE USED FOR THE STORAGE OF MOTOR VEHICLES ONLY. NO DISMANTLING, VEHICULAR REPAIR OR RECYCLING OF ANY AUTO PARTS SHALL BE PERMITTED AT ANY TIME. STORED VEHICLES SHALL NOT REMAIN ON THE SUBJECT PROPERTY LONGER THAN 180 DAYS.
 - 2) NO MORE THAN 10 VEHICLES FOR SALE SHALL BE STORED OR DISPLAYED IN THE AVEY AREA IN FRONT OF THE SOUTHERNMOST HALF OF THE VEHICLE STORAGE GATE TO THE AUTO IMPOUND YARD AT ANY ONE TIME, AND SAID VEHICLES MAY NOT BE STORED OR DISPLAYED ANYWHERE ELSE IN THE FRONT AVEY AREA OF THE SITE AT ANY TIME.
 - 3) THE LANDSCAPE SHALL BE MAINTAINED SUCH THAT IT IS NEEDED AND TENDED IN A NEAT ORDERLY MANNER, WATERED AND FERTILIZED TO ACHIEVE A HEALTHY APPEARANCE, KEPT FREE OF DEAD AND DYING PLANT MATERIALS, REPLACING PLANT MATERIALS AS NEEDED, AND THE IRRIGATION SYSTEM SHALL BE PROPERLY MAINTAINED AND OPERATED TO PROVIDE APPROPRIATE WATERING, AND TO AVOID OVERWATERING AND EXCESSIVE WATERING.
 - 4) THE AUTO IMPOUND YARD AND TOWING SERVICES SHALL BE OPERATED IN A MANNER THAT IS COMPATIBLE WITH THE SURROUNDING PROPERTIES AND ZONING.

CITY OF EL CAJON

Permit No. _____

Applicant: Ryan Mikha

Assessor Parcel Number(s): 482-121-24-00

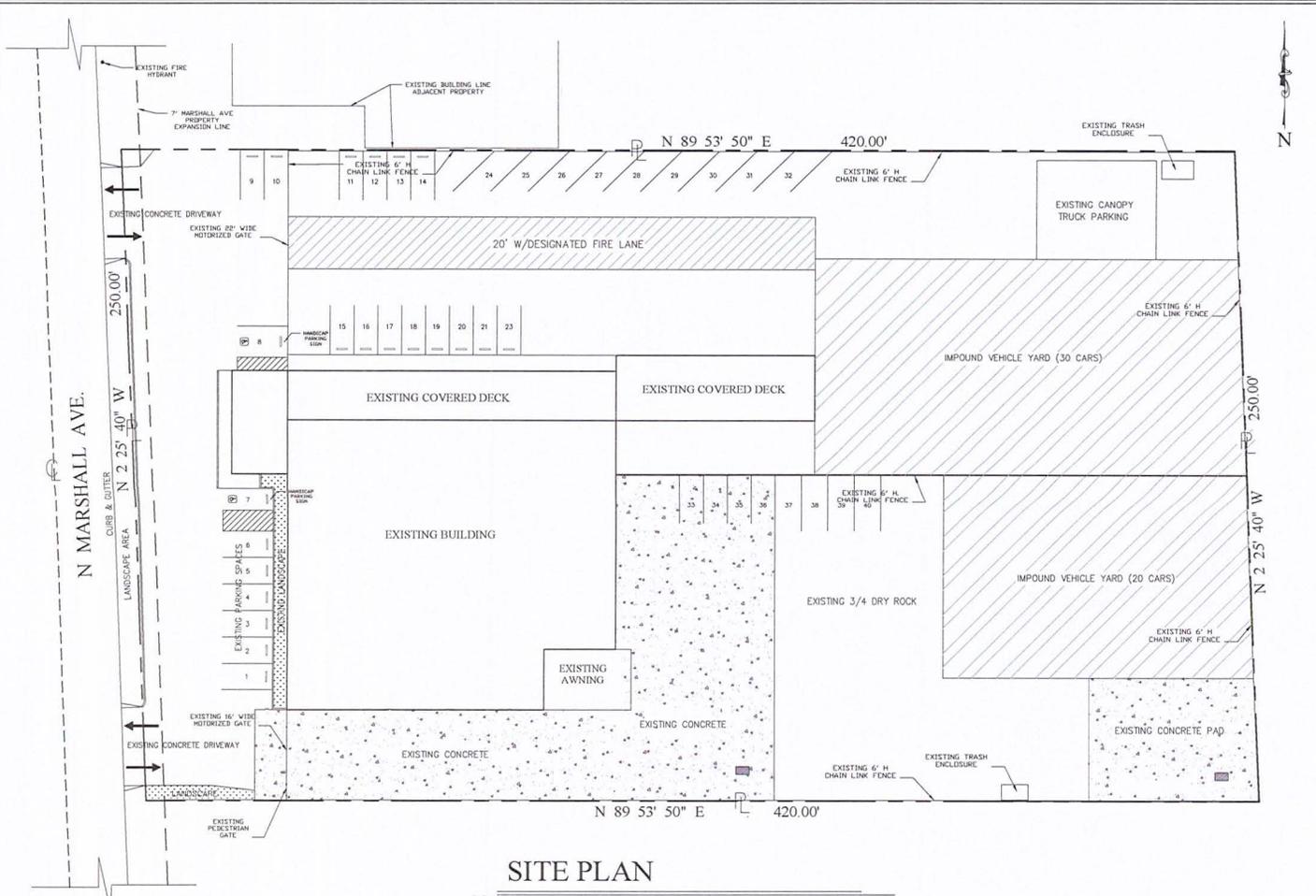
Request: _____

PC Resolution No: _____ Approved By: _____

PC Resolution No: _____

Ordinance No: _____ Date: _____

Sheet Number: **A 0**



SITE PLAN

SCALE 1"=20'-0" Not to Scale



STORM WATER NOTES:

*All operations shall comply with the City's Institutional Runoff Management Program (IRMP) and the City's Storm Water Ordinance (Municipal Code 13.10 and 16.60) to minimize or eliminate discharges of pollutants to the storm drain system. Operations shall include implementation of vehicle Best Management Practices (BMP's) as follows:

1. Only rain is permitted to enter the storm drain system. Discharges (direct or by conveyance) of truck debris, vehicle fluids, or wastewater (including washing fluids) to the storm drain system are strictly prohibited.
2. Sweep or vacuum to clean outdoor areas (trash enclosures, sidewalks and parking lots). Power washing in outdoor areas is strictly prohibited.
3. Capture, contain, and collect any power wash water and dispose of in the sanitary sewer.
4. Maintain parking areas to be free from trash and petroleum leaks.
5. Provide sufficient trash receptacles.
6. Dispose of wastes properly.

7. All dumpsters used by this project shall have lockable lids. All lids on all dumpsters shall remain closed while dumpster is not directly in use and locked after business hours.
8. Protect storm drain inlets within and around the proposed sales area using filter fabric, and gravel bags. All gravel bags shall have 1/2" mesh minimum aggregate (no sandbags) and no burly type bags allowed. All BMP's shall be properly rechecked and disposed of after the sales events.
9. Vehicle washing liquids must be contained and disposed of in the sanitary sewer. Vehicles must be washed only in a covered and contained wash area (car wash) that drains through an approved pretreatment system, such as a sand and oil separator system that is connected to the sanitary sewer. No water or liquids shall be discharged to surrounding areas other than the minor amount of clean rinse water that is incidental to vehicles exiting from the car wash. Any sewer connection shall be protected from rainwater, either direct or indirect.
10. All maintenance activities must be conducted in a covered and contained building that is protected from rainwater, either direct or indirect. Maintenance areas shall drain to a self-contained sump or through an approved pretreatment system, such as a sand and oil separator system, that is connected to the sanitary sewer.

11. Provide spill response kits for vehicle fluid leaks, and grease spills. The spill response kit must be available and quickly accessible to employees. Signage must be posted to clearly denote the location of the kit.
12. All materials, including vehicle fluids, must be stored in a properly covered and contained area that will not be exposed to rainwater, either directly or indirectly.
13. All storm water runoff treatment control mechanisms (catch basin inlet filters) employed in the storage area shall be maintained to be in good working order and replaced as necessary. See manufacturer's recommendations for maintenance and replacement.
14. All "No Dumping" signage shall be maintained to be legible and replaced as necessary. A template for painting the concrete or asphalt around inlets and catch basins can be provided by the City upon request.
15. For Public Works requirements on this Planning Action please refer to the Conditions of Approval. This Site Plan may not clearly show existing or proposed improvements in the public right-of-way and should not be used for public improvement construction purposes.



Agenda Item:	4
Project Name:	Verizon Wireless
Request:	Establish a wireless communications facility
CEQA Recommendation:	Exempt
STAFF RECOMMENDATION:	APPROVE
Project Number(s):	Conditional Use Permit (CUP) No. 2231
Location:	379 West Chase
Applicant:	Verizon Wireless (Andrea Urbas); 909.528.6925
Project Planner:	Lorena Cordova, 619.441.1539, lcordova@cityofelcajon.us
City Council Hearing Required?	No
Recommended Actions:	<ol style="list-style-type: none"> 1. Conduct the public hearing; and 2. MOVE to adopt the next resolution in order APPROVING CUP No. 2231 for Verizon Wireless, subject to conditions

PROJECT DESCRIPTION

This request seeks to establish a new wireless communication facility at an existing community park and educational facility. Proposed improvements include a new at-grade equipment enclosure at the existing parking lot and the replacement of two stadium lights in the existing baseball field. The facility will include six panel antennas, remote radio units, ray domes, equipment cabinets and other associated equipment.

BACKGROUND

General Plan:	Community Park
Specific Plan:	Specific Plan No. 415
Zone:	Residential, Single-Family, 6,000 square feet
Other City Plan(s):	N/A
Regional and State Plan(s):	N/A
Notable State Law(s):	N/A

On November 7, 1956, the Planning Commission (“Commission”) approved CUP No. 24 allowing the construction of a middle school on the subject property. In 1988, the Commission approved an Amendment to CUP No. 24 to allow improvements to the school playground with turf athletic fields, concession stands, bathrooms, perimeter landscaping and parking. This action was done in conjunction with a Specific Plan to

establish the location and design of driveways and the parking lot for the joint use of the middle school playground. In 2003, the Commission approved an Amendment to the CUP to allow for a new parking area on the southern portion of the lot. It should be noted that City Council required a condition that the stadium lights be turned off at 10 p.m. in consideration of the abutting residential uses and it shall remain unchanged.

Project Site & Constraints

The site is 20.98 acres and located on the south side of West Chase Avenue between Emerald and South Orange Avenues. The property is developed with a middle school on the western portion of the lot, athletic fields and ancillary facilities known as Turtle Park on the eastern portion of the site, and surface parking on the perimeter. The applicant proposes a wireless communication facility and a new equipment enclosure.

Surrounding Context

Surrounding properties are developed and zoned as follows:

Direction	Zones	Land Uses
North	C-N, RS-6, RM-2200	Commercial, single- and multi-family residences
South	RS-6, RM-6000-MH	Single- and multi-family residences
East	RS-6, RM-4300	Multi-family residences
West	RS-6	Single-family residences

General Plan

The project site is located within the Community Park (CP) General Plan land use designation. The CP General Plan Land Use Designation allows all neighborhood parks and community parks to be consistent with all zones. Furthermore, Objective 13-1 states that "El Cajon will solicit and encourage land uses and facilities which provide services on a region-wide basis."

Municipal Code

The Zoning Code indicates that wireless communications facilities may be established in the RS-6 zone by CUP, the intent of which is to ensure compliance with applicable development standards and use restrictions, as well as compatibility with surrounding properties and land uses. Moreover, ECMC Chapter 17.245 includes special development and performance standards applicable to wireless communications facilities. The proposed facility meets all of the applicable development standards in Chapter 17.245. A detailed discussion of applicable Municipal Code requirements, including architecture, building height, and operational standards, is included below in the section of this report titled "Discussion."

DISCUSSION

General Plan

Wireless communications facilities may be established within any land use designation of the General Plan, subject to the requirements of ECMC Chapter 17.245. The proposed wireless facility will implement General Plan Objective 13-1 by improving regional wireless communication services.

Architecture and Design

The design of the proposed wireless communication facility complements and improves the architectural theme of the existing structures at the project site. The applicant is proposing to switch two existing stadium lights for two new stadium lights with two fiberglass reinforced panel (FRP) ray domes, six four-foot panel antennas, and remote radio units. The facility will also include a new equipment enclosure of approximately 167 square feet. The stadium lights are to be painted and textured to match the other existing stadium lights and the equipment enclosure is to be painted and textured to match an existing trash enclosure.

Height

The height of the existing stadium lights is sixty-feet and the proposed facility is to replace those with a stadium light of the same height. Therefore, the proposed wireless communication facility conforms to the height limit allowed by the ECMC.

Landscaping

Landscaping is dispersed throughout the project site and includes the perimeter of the property. The proposal for the wireless facility does not include additional landscaping improvements. However, rehabilitation and integration of the existing landscaping and the at-grade equipment enclosure is proposed.

Operation and Maintenance

ECMC Section 17.245.090 includes performance standards for the operation and maintenance of wireless communications facilities in the City. Those standards require compliance with noise thresholds, as well as restrictions on the times and frequency of maintenance activities. Ongoing compliance with Section 17.245.090 is included as a condition of project approval in the attached resolution.

Compatibility

The wireless communication facility will be subject to compliance with the operational standards contained in Section 17.245.090 that address noise, lighting and maintenance as a condition of project approval in the attached resolution. Therefore, the proposed wireless facility would be compatible with surrounding land uses.

FINDINGS

- A. *The proposed project is consistent with applicable goals, policies, and programs of the General Plan.*

The proposed wireless communications facility and associated improvements are consistent with Objective 13.1 of the General Plan. The facility is architecturally-integrated and the facility provides services on a region-wide basis. Overall, the facility is consistent with the General Plan's goals, policies and programs.

- B. *The proposed project is consistent with all applicable use and development standards.*

The proposed project is consistent with all applicable use and development standards for a wireless facility in the RS-6 zone because the project complies with all of the requirements of ECMC Section 17.245.080.

- C. *The proposed project will be operated in a manner that is compatible with existing and planned land uses in the vicinity of the proposed use.*

The proposed wireless facility is more than 36 feet from the nearest residence, and conditions have been included requiring the proposed facility to be operated in a manner compatible with surrounding uses.

- D. *The proposed project will not be detrimental to the public health, safety, and general welfare, including but not limited to matters of noise, smoke, dust, fumes, vibration, odors, and hazards or excessive concentrations of traffic.*

Such impacts are not anticipated with the normal operation of a wireless communication facility. Additionally, the City has performance standards for these impacts which are enforced through code compliance actions, if complaints are received. If properly maintained, the proposed facility will not generate disturbances to the physical environment. Even if components of the facility fail or require maintenance, the location of the proposed facility is of sufficient distance from sensitive land uses and the temporary impacts associated with mechanical failure will not have a negative impact on the environment.

- E. *The proposed project is in the best interest of public convenience and necessity.*

The proposed facility will provide expanded wireless coverage and signal strength for residents and workers in the area. Wireless communications technology is a privately owned utility used by a very broad segment of the population, and this project would improve wireless services in the region.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

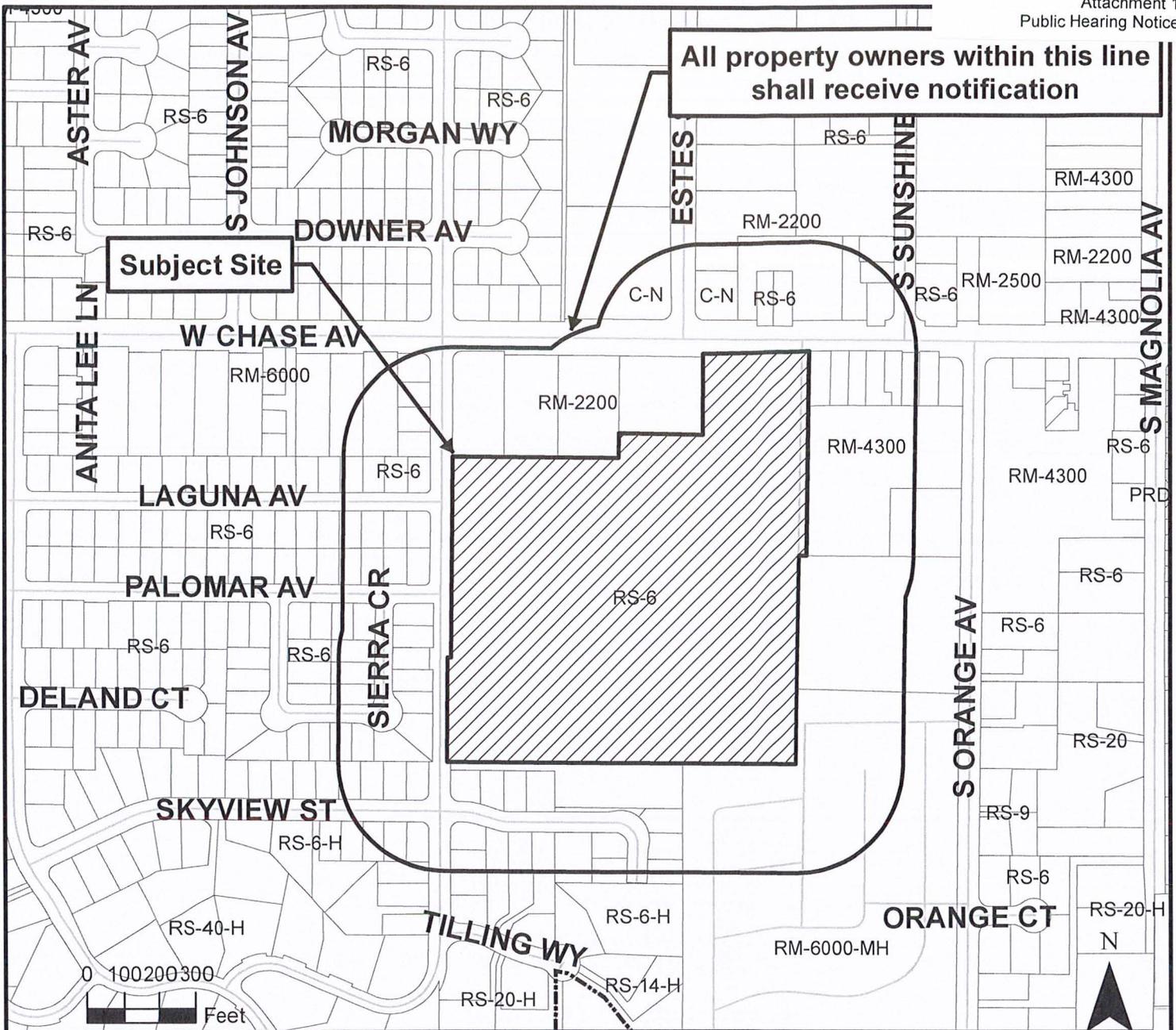
The project is exempt from the provisions of the California Environmental Quality Act (CEQA) subject to Section 15303 (New Construction or Conversion of Small Structures) of the CEQA Guidelines. Section 15303 provides an exemption for the installation of mechanical equipment and facilities in new small structures in urban environments. None of the exceptions listed under CEQA Guidelines Section 15300.2 exist.

PUBLIC NOTICE & INPUT

Notice of this public hearing was mailed on October 20, 2016, to all property owners within 300 feet of the project site and to anyone who requested such notice in writing, in compliance with Government Code Sections 65090, 65091, and 65092, as applicable. Additionally, as a public service, the notice was posted in the kiosk at City Hall and on the City's website. The notice was also mailed to the two public libraries in the City of El Cajon, located at 201 East Douglas Avenue and 576 Garfield Avenue.

ATTACHMENTS

1. Public Hearing Notice/Location Map
2. Proposed Resolution Recommending APPROVAL of CUP No. 2231
3. ECMC Ch. 17.245 (Wireless Communications Facilities)
4. Aerial Photograph of Subject Site
5. Photographs of the Existing Site and Simulations
6. Application & Disclosure statement
7. Reduced project plans
8. Full-sized site plans (*Commissioner's Packets*)



**NOTICE OF PROPOSED
CONDITIONAL USE PERMIT
FOR VERIZON WIRELESS AT CHASE AVENUE**

NOTICE IS HEREBY GIVEN that the El Cajon Planning Commission will hold a public hearing at **7:00 p.m., November 1, 2016**, in the City Council Chambers, 200 Civic Center Way, El Cajon, CA, to consider: **VERIZON WIRELESS AT CHASE AVENUE – CONDITIONAL USE PERMIT NO. 2231**, as submitted by Verizon c/o Cortel (Andrea Urbas), requesting a wireless communications facility. The subject property is addressed as 379 West Chase Avenue. This project is exempt from the California Environmental Quality Act (CEQA).

The public is invited to attend and participate in this public hearing. The agenda report for this project will be available 72 hours prior to the meeting at <http://cityofelcajon.us/your-government/calendar-meetings-list>. In an effort to reduce the City's carbon footprint, paper copies will not be at the public hearing, but will be available at the Project Assistance Center counter upon request.

If you challenge the matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the Commission at, or prior to, the public hearing. The City of El Cajon encourages the participation of disabled individuals in the services, activities, and programs provided by the City. Individuals with disabilities who require reasonable accommodation in order to participate in the public hearing should contact the Planning Division at 619.441.1742. More information about planning and zoning in El Cajon is available at <http://www.cityofelcajon.us/your-government/departments/community-development/planning-division>.

If you have any questions, or wish any additional information, please contact **LORENA CORDOVA** at 619.441.1539 or via email at lcordova@cityofelcajon.us and reference "Verizon" in the subject line.

PROPOSED PLANNING COMMISSION RESOLUTION

A RESOLUTION APPROVING CONDITIONAL USE PERMIT NO. 2231 FOR A WIRELESS COMMUNICATION FACILITY IN THE RS-6 (RESIDENTIAL, SINGLE-FAMILY, 6,000 SQUARE FEET) ZONE, APN: 492-490-61, GENERAL PLAN DESIGNATION: COMMUNITY PARK (CP).

WHEREAS, the El Cajon Planning Commission duly advertised and held a public hearing on November 1, 2016, to consider Conditional Use Permit (CUP) No. 2231, as submitted by Andrea Urbas from Cortel, Inc. on behalf of Verizon Wireless, requesting to conduct a wireless communication facility at an existing park and middle school in the RS-6 zone, on property located on the south side of Chase Avenue between Emerald Avenue and South Orange Avenue, and addressed as 379 West Chase; and

WHEREAS, the following findings of fact have been made in regard to said conditional use permit:

- A. The proposed wireless communication facility is exempt from the provisions of the California Environmental Quality Act (CEQA) subject to Section 15303 (New Construction or Conversion of Small Structures) of the CEQA Guidelines. Section 15303 provides an exemption for the installation of mechanical equipment and facilities in new small structures in urban environments. None of the exceptions listed under CEQA Guidelines Section 15300.2 exist;
- B. The proposed wireless communications facility and associated improvements are consistent with Objective 13.1 of the General Plan. The facility is architecturally-integrated and the facility provides services on a region-wide basis. Overall, the facility is consistent with the General Plan's goals, policies and programs;
- C. The proposed project is consistent with all applicable use and development standards for a wireless facility in the RS-6 zone because the project complies with all of the requirements of ECMC Section 17.245.080;
- D. The proposed wireless facility is more than 36 feet from the nearest residence, and conditions have been included requiring the proposed facility to be operated in a manner compatible with surrounding uses;
- E. Such impacts are not anticipated with the normal operation of a wireless communication facility. Additionally, the City has performance standards for these impacts which are enforced through code compliance actions, if complaints are received. If properly maintained, the proposed facility will not generate

Proposed Planning Commission Resolution

disturbances to the physical environment. Even if components of the facility fail or require maintenance, the location of the proposed facility is of sufficient distance from sensitive land uses and the temporary impacts associated with mechanical failure will not have a negative impact on the environment.

- F. The proposed facility will provide expanded wireless coverage and signal strength for residents and workers in the area. Wireless communications technology is a privately owned utility used by a very broad segment of the population, and this project would improve wireless services in the region.

NOW, THEREFORE, BE IT RESOLVED that based upon said findings of fact, the El Cajon Planning Commission hereby APPROVES Conditional Use Permit No. 2231 for a wireless communication facility at an existing park and middle school, in the RS-6 zone, on the above described property subject to the following conditions:

1. The foregoing recitals are true and correct and include the findings of the Planning Commission.
2. The El Cajon Planning Commission hereby approves CUP No. 2231 for a wireless communication facility in the RS-6 zone, on the above described property.

Planning

1. Prior to the issuance of building permits for the wireless communication facility, or as otherwise determined by the Deputy Director of Community Development, the applicant shall submit a one-page 24" by 36" mylar site plan that reflects the following specific notes and changes:
 - A. The use shall be operated in a manner that is compatible at all times with the surrounding properties.
 - B. Any change in use or expansion to the wireless communication facility may require City approval, including an amendment to this Conditional Use Permit.
 - C. The use shall be operated in a manner that complies at all times with the performance standards of the Zoning Code.
 - D. The approved wireless communication facility shall be used and maintained as an accessory use to the primary use of the property as an existing middle school and park, and shall not be converted to any other use without prior City approval.

2. In addition to complying with the notes and site configuration of the approved site plan, the following conditions shall be satisfied:
 - A. The applicant shall comply with all applicable conditions listed in the "Standard Conditions of Development" adopted by the Planning Commission by Resolution No. 10649 and referenced herein.
 - B. The applicant shall comply with all Engineering comments.
 - C. The applicant shall comply with all the following Building comments.

3. The following are the ongoing conditions of approval for this CUP and shall be noted on the approved CUP site plan:
 - A. Air conditioning units and noise generating equipment shall comply with the noise standards as stated in Section 17.115.130(C).
 - B. Security lighting shall only be illuminated by a timing device with shielding installed to limit light exposure on neighboring properties.
 - C. All wireless communications facilities and related equipment shall be maintained in good condition and free from trash, debris, and graffiti and any other form of vandalism. Any damaged wireless communications facilities or equipment shall be repaired as soon as reasonably possible so as to minimize dangerous conditions or visual blight.
 - D. Wireless communications facilities containing landscaping elements shall be maintained in good condition at all times. Damaged, dead or decaying landscaping shall be promptly replaced.
 - E. Routine equipment maintenance shall only be conducted during the hours of 8 a.m. to 5 p.m. Monday through Friday.
 - F. Emergency maintenance shall only be conducted during power outages or equipment failure.
 - G. Non-emergency visits, for scheduled upgrades, other than as described above in subsection (e) of this section, shall require 72-hour notice to the city and adjacent neighbors. No more than one (1) scheduled upgrade shall be permitted every 12 months.
 - H. An annual statement that the wireless communications facility conforms to the current Federal Communications Commission safe exposure standards shall be submitted to the Community Development Department.

Engineering and Storm Water

4. Add the following notes to the Conditional Use Permit No. 2231 Site Plan and implement the Best Management Practices as a condition of the CUP:
 - A. *"All operations shall comply with the City's Jurisdictional Runoff Management*

Proposed Planning Commission Resolution

Program (JRMP) and the City's Storm Water Ordinance (Municipal Code 13.10 and 16.60) to minimize or eliminate discharges of pollutants to the storm drain system. Operations shall include implementation of vehicle services Best Management Practices (BMPs) as follows:

- i. Only rain is permitted to enter the storm drain system. Discharges (direct or by conveyance) of trash, debris, vehicle fluids, or wastewater (including washing fluids) to the storm drain system are strictly prohibited.*

For Public Works requirements on this Planning Action please refer to the Conditions of Approval. This Site Plan may not clearly show existing or proposed improvements in the public right-of-way and should not be used for public improvement construction purposes."

5. Comply with the following Storm Water requirements:

- B. In accordance with the City's lot grading ordinance, no grading or soil disturbance, including clearing of vegetative matter and demolition activities, shall be done until all necessary environmental clearances are secured and an Erosion Control Plan (ECP) has been reviewed and approved by Public Works.
 - i. The ECP shall control sediment and pollution and be in compliance with the City's 2015 Jurisdictional Runoff Management Plan (JRMP). The plan should show measures to ensure that pollutants and runoff from the development are reduced to the maximum extent practicable.
 - ii. The ECP shall be submitted to the Public Works Department, Storm Water Division, on the 4th floor of City Hall, and shall include:
 1. Review fees for ECPs.

Note: Pertinent sections of the JRMP document are available to the public on the City of El Cajon website or through the Public Works Department on the 4th floor of City Hall. The architect or engineer shall obtain applicable notes and instructions from Public Works prior to submittal of plans.

Note: Failure to comply with or implement CUP conditions is considered a violation of the City's JRMP and may result in a citation with monetary fines, criminal charges, and/or revocation of permit.

Building and Fire Safety

6. Comply with Currently adopted edition of the California Building Code, California Fire Code, California Mechanical Code, California Plumbing Code, California Electrical Code, and Green Building Standard Code.
7. A Building permit is required for this project.
8. A licensed design professional is required for this project.
9. Fire extinguisher is required. One for every 3000 square feet with maximum of 75 feet travel distance. Minimum size 2A10BC with signage.

Permit Compliance

11. The wireless communication facility shall be constructed as indicated on the plans and elevations approved by the Planning Commission. Construction plans shall reflect the materials and colors approved by the Planning Commission.
12. The Planning Commission may at any time during the life of this use permit, after holding a properly noticed public hearing, at which time the applicant may appear and object under applicable law to any potential revocation or modification of the conditions of approval, and after considering testimony as to the operation of the approved use, revoke the permit, or modify the permit with any additional conditions as it deems necessary, to ensure that the approved use continues to be compatible with surrounding properties and continues to be operated in a manner that is in the best interest of public convenience and necessity and will not be contrary to the public health, safety or welfare.
13. The existence of this conditional use permit shall be recorded with the County Recorder.
14. All original operational conditions of approval for Conditional Use Permit No. 24 and Specific Plan No. 415 shall continue to apply.
15. The proposed use shall be developed and operated in substantial conformance as presented in the Planning Commission staff report titled Conditional Use Permit No. 2231, dated November 1, 2016, except as modified by this resolution. Operation of the use in violation of the conditions of approval is grounds for revocation.
16. If all conditions of approval have not been satisfied or if the uses approved by this conditional use permit have not been commenced, and if no request for an extension of time has been received, within two years of this approval or by November 1, 2017, this conditional use permit shall be considered null and void per El Cajon Zoning Code Section 17.35.010.

Proposed Planning Commission Resolution

PASSED AND ADOPTED by the El Cajon City Planning Commission at a regular meeting held November 1, 2016, by the following vote:

AYES:
NOES:
ABSENT:

Anthony SOTTILE, Chairperson

ATTEST:

Anthony SHUTE, AICP, Secretary

El Cajon Municipal Code							
Up	Previous	Next	Main	Collapse	Search	Print	No Frames
Title 17 ZONING							

Chapter 17.245 WIRELESS COMMUNICATIONS FACILITIES

17.245.010 Title.

This chapter shall be known as the “wireless ordinance.” (Ord. 4950 § 3, 2010)

17.245.020 Intent and purpose.

The intent and purpose of this section is to establish standards for the siting, development, and maintenance of wireless communications facilities and antennas defined in Chapter 17.105. The regulations set forth herein are intended to protect and promote the public health, safety, community welfare and the aesthetic quality of the city as set forth within the goals, objectives and policies of the general plan, while concurrently allowing for the efficient development of a wireless communications infrastructure in accordance with the guidelines and intent of the Federal Telecommunications Act of 1996. Finally, because the wireless communications industry utilizes unique technologies that are in a constant state of change, it is intended that these regulations be appropriate for the analysis of various siting and facility circumstances. (Ord. 5018 § 124, 2015)

17.245.030 Applicability.

The provisions of this chapter shall apply to all wireless communications facilities proposed to be located in any residential, office, commercial or industrial zone except as provided below in Section 17.245.060. (Ord. 4950 § 3, 2010)

17.245.040 Permits required.

A conditional use permit processed in accordance with Chapter 17.50 of this title shall be required for all wireless communications facilities proposed to be located in any residential zone. Further, a conditional use permit shall be required for any proposed monopole facility, including collocation facilities, in any commercial, office or industrial zone. A site development plan processed in accordance with Chapter 17.65 of this title shall be required for any “stealth” design facility in commercial, office or industrial zones only, and any new collocated facilities added to a collocation wireless communications facility approved by a conditional

use permit and accompanied by either a negative declaration, mitigated negative declaration, or environmental impact report. Subject to the determination of the director, any modification to existing wireless facilities may require an amendment of the applicable conditional use permit or site development plan. (Ord. 4950 § 3, 2010)

17.245.050 Application requirements.

In addition to meeting standard application submittal requirements for conditional use permits pursuant to Chapter 17.50 of this title, or site development plans pursuant to Chapter 17.65 of this title, all applications shall include the following:

- A. Provide a description of the services that the applicant proposes to offer or provide at the proposed site;
- B. Provide documentation certifying the applicant has obtained all applicable licenses or other approvals required by the Federal Communications Commission and, if applicable, the California Public Utilities Commission, to provide the services proposed in connection with the application;
- C. Submit a visual impact analysis consisting of photo-simulations, a photographic montage, elevations or other visual or graphic illustrations of the proposed wireless communications facilities, including antennae, which includes proper coloration and blending of the facility with the proposed site and surrounding area;
- D. Identify the geographic service area for the proposed site, including a map showing the site and the associated “next” cell sites within the network. Describe how the proposed site fits into and is necessary for the company’s service network and include possible alternative locations;
- E. Provide a written report of the assessment of all potential alternative sites, as well as a statement that an effort was made to attempt co-location at another site;
- F. Provide signal strength and wireless coverage maps depicting the strength of wireless signals in the proposed project area. Provide one map depicting existing signal strengths and provide another map depicting the signal strength anticipated with operation of the proposed facility. (Ord. 5018 § 126, 2015; Ord. 4984 § 84, 2013; Ord. 4950 § 3, 2010)

17.245.060 Exceptions.

Satellite dish antennas described in Section 17.225.120 of this title are exempt from the requirements of this section. In addition, fixed wireless service antennas are not required to meet the provisions of this chapter and are exempt from review by the planning commission and city council. Also, amateur radio antennas, as defined in 47 CFR 17.3, are exempt from the requirements of this section. (Ord. 4950 § 3, 2010)

17.245.070 Director’s determination.

Following the review of any application, the director may determine that a conditional use permit is necessary because the proposed project will have a substantial effect on the surrounding area or because the wireless communications facility is of sufficient size to warrant the consideration of the planning commission. (Ord. 4950 § 3, 2010)

17.245.080 Development and design standards.

Every proposed wireless communications facility shall satisfy the following development and design standards:

- A. The installation of wireless communications facilities shall not reduce the number of required parking spaces on any proposed sites in any zone;
- B. All wireless communications facilities and accessory equipment shall meet the required setbacks of the underlying zone, except that in any residential zone, the minimum setback for any antenna or equipment building from any property line shall be 20 feet. Furthermore, any wireless facility located in a commercial or manufacturing zone shall maintain a setback of 20 feet from any adjacent residentially zoned property;

- C. All wireless communications facilities shall meet the height requirement of the underlying zone, unless a greater height is approved by means of a specific plan according to Chapter 17.70 or in accordance with Section 17.130.115;
- D. Each service provider with a wireless communications facility in the city shall obtain a city business license;
- E. All proposed wireless communications facilities shall be located so as to minimize their visual impact to the maximum extent feasible, considering technological requirements, by means of placement, screening and camouflage, as well as landscaping, to be compatible with adjacent uses, existing architectural elements, topography, neighborhood landscaping, and building materials, and other site characteristics;
- F. Colors and materials for facilities shall be chosen to blend into their background;
- G. Façade-mounted antennas shall be integrated architecturally into the style and character of the structure they are attached to; they shall be painted and textured to match the existing structure, and shall not project more than 18 inches from the face of the building or other support structure, unless approved by a conditional use permit;
- H. Roof-mounted antennas shall be constructed at the minimum height possible while complying with the building height requirements of this title to serve the operator's service area and be designed to minimize their visibility from surrounding areas;
- I. Roof-mounted antennas shall be painted and textured to match the existing structure or building;
- J. Freestanding facilities, including towers, lattice towers and monopoles shall be discouraged unless no reasonable alternative is possible. If necessary, this type of facility shall be designed to the minimum functional height and width required to support the proposed wireless facility;
- K. Proposed freestanding facilities shall be of a stealth design only (e.g., piece of art/sculpture, clock tower, flag pole, tree or other interesting, appropriate and compatible visual form). They shall be painted and designed to blend in with the surrounding area. Landscaping necessary to minimize the visual effect of a stealth freestanding facility shall be provided;
- L. Wireless facility support structures such as equipment buildings, cabinets, cables, air conditioning units and fencing, shall be painted and textured to match the surrounding physical area and screened with landscaping in order to minimize visual impacts; and
- M. No advertising signs shall be placed on any facilities or equipment. (Ord. 5033 §§ 46, 47, 2015; Ord. 4950 § 3, 2010)

17.245.090 Operation and maintenance.

All wireless communications facilities shall comply with the following operational and maintenance standards in order to obtain an appropriate level of compatibility:

- A. Air conditioning units and noise generating equipment shall comply with the noise standards as stated in Section 17.115.130(C) of this title;
- B. In residential zones, security lighting shall only be illuminated by a timing device with shielding installed to limit light exposure on neighboring properties;
- C. All wireless communications facilities and related equipment shall be maintained in good condition and free from trash, debris, and graffiti and any other form of vandalism. Any damaged wireless communications facilities or equipment shall be repaired as soon as reasonably possible so as to minimize dangerous conditions or visual blight;
- D. Wireless communications facilities containing landscaping elements shall be maintained in good condition at all times. Damaged, dead or decaying landscaping shall be promptly replaced;

- E. In residential zones, routine equipment maintenance shall only be conducted during the hours of 8 a.m. to 5 p.m. Monday through Friday. In all other zones, routine maintenance may be conducted at any time;
- F. Emergency maintenance shall only be conducted during power outages or equipment failure;
- G. In residential zones, non-emergency visits, for scheduled upgrades, other than as described above in subsection (E) of this section, shall require 72-hour notice to the city and adjacent neighbors. No more than one (1) scheduled upgrade shall be permitted every 12 months; and
- H. An annual statement that the wireless communications facility conforms to the current FCC safe exposure standards shall be submitted to the department of community development. (Ord. 5033 §§ 48, 49, 2015; Ord. 4968 § 86, 2011; Ord. 4950 § 3, 2010)

17.245.100 Discontinuation of wireless communications facilities.

Any service provider discontinuing operations of wireless communications facilities located within the city for an uninterrupted period of six (6) months, shall promptly remove such abandoned or discontinued facilities unless the service provider notifies the city in writing of their intention to maintain the facility. The city will consider this written request in determining the status of the facility. The service provider shall remove or cause the removal of the wireless communications facility, including all antennae, cables, cabinets, equipment buildings, poles and support equipment, within 30 calendar days of its termination of operations. If the service provider fails to remove the facility, the subject property owner will be required to have the facility removed. (Ord. 4950 § 3, 2010)

17.245.110 Revocation of permit.

Wireless communications service providers and their operational facilities shall comply with all conditions of approval in the applicable application(s) and the standards set forth in this title, as well as other applicable provisions of this code, at all times. Failure to comply with any condition of approval or standard in this title shall constitute grounds for possible revocation in accordance with Chapter 17.35 of this title. (Ord. 4950 § 3, 2010)

View the [mobile version](#).

Aerial Image
379 West Chase



MAIN EL CAJON

379 WEST CHASE AVENUE - EL CAJON, CA 92020

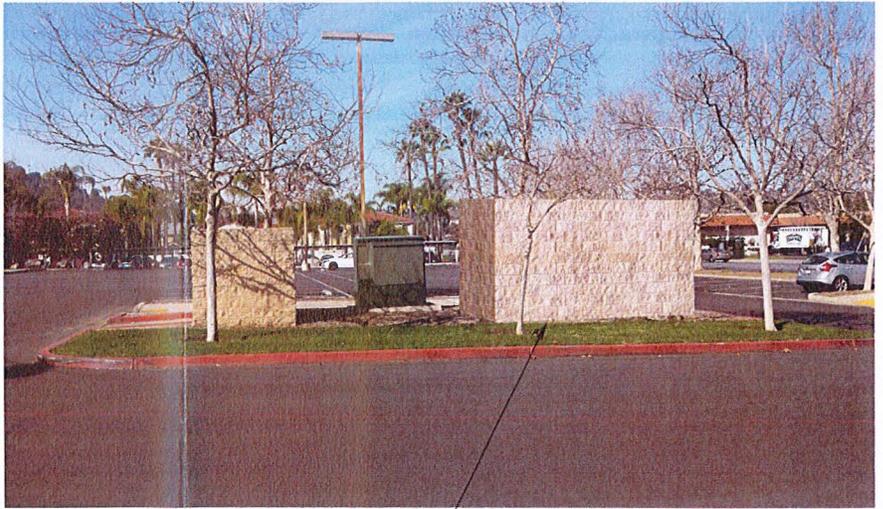
LOCATION



EXISTING



PROPOSED



PROPOSED VERIZON WIRELESS
8'-0" HIGH CMU ENCLOSURE
PAINTED AND TEXTURED TO
MATCH EXISTING ADJACENT
TRASH ENCLOSURE



Verizon Wireless
2785 Mitchell Drive Bldg #9
Walnut Creek, CA 94598



Cortel, Inc.
14621 Arroyo Hondo
San Diego, CA 92127

EAST LOOKING WEST

SHEET CONTENT:

PHOTOSIMULATION
VIEW EAST ELEVATION LOOKING
WEST

Sheet No.

1

Verizon Wireless @ Chase .
CUP 2231
Rec'd 04-27-16

MAIN EL CAJON

379 WEST CHASE AVENUE - EL CAJON, CA 92020

LOCATION



PROPOSED



PROPOSED VERIZON WIRELESS
4'-0"Ø RADOME WITH AIR VENTS
MOUNTED TO PROPOSED 60'-0"
HIGH STADIUM LIGHT

EXISTING



Verizon Wireless
2785 Mitchell Drive Bldg #9
Walnut Creek, CA 94598



Cortel, Inc.
14621 Arroyo Hondo
San Diego, CA 92127

NORTH LOOKING SOUTH

SHEET CONTENT:

PHOTOSIMULATION
VIEW NORTH ELEVATION LOOKING
SOUTH

Sheet No.

2

MAIN EL CAJON

379 WEST CHASE AVENUE - EL CAJON, CA 92020

LOCATION

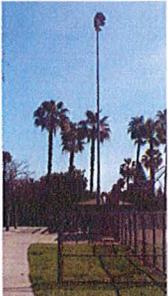


PROPOSED



PROPOSED VERIZON WIRELESS
4'-0"Ø RADOME WITH AIR VENTS
MOUNTED TO PROPOSED 60'-0"
HIGH STADIUM LIGHT

EXISTING



Verizon Wireless
2785 Mitchell Drive Bldg #9
Walnut Creek, CA 94598



Cortel, Inc.
14621 Arroyo Hondo
San Diego, CA 92127

WEST LOOKING EAST

SHEET CONTENT:

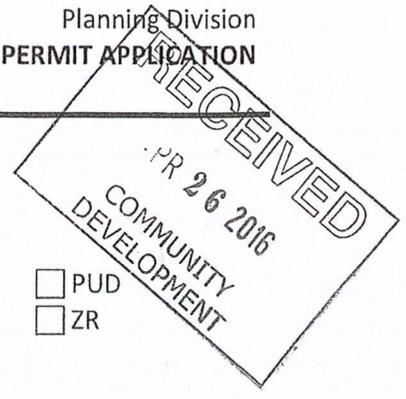
PHOTOSIMULATION
VIEW WEST ELEVATION LOOKING
EAST

Sheet No.

3



Community Development Department
Planning Division
PLANNING PERMIT APPLICATION



Type of Planning Permit(s) Requested

- | | | | | |
|--|---|------------------------------|------------------------------|------------------------------|
| <input type="checkbox"/> AZP | <input checked="" type="checkbox"/> CUP | <input type="checkbox"/> LLA | <input type="checkbox"/> PRD | <input type="checkbox"/> PUD |
| <input type="checkbox"/> Specific Plan | <input type="checkbox"/> TPM | <input type="checkbox"/> TSM | <input type="checkbox"/> VAR | <input type="checkbox"/> ZR |

Other: CUP 2231

Applicant Information (the individual or entity proposing to carry out the project; not for consultants)

Company Name: Verizon c/o Cortel

Contact Name: Andrea Urbas

Address: 1554 Barton Road, #355, Redlands, CA 92373

Phone: 909.528.6925 Email: andrea.urbas@cortel-llc.com

Interest in Property: Own Lease Option

Project Representative Information (if different than applicant; consultant information here)

Company Name: _____

Contact Name: _____ License: _____

Address: _____

Phone: _____ Email: _____

Property Owner Information (if different than applicant)

Company Name: CAJON VALLEY UNION SCHOOL DISTRICT

Contact Name: SCOTT BUXBAUM, BUSINESS SERVICE

Address: 750 E. MAIN STREET, EL CAJON, CA 92020

Phone: (619) 441-1781 Email: _____

Project Location

Parcel Number (APN): 492-490-61-00

Address: 379 WEST CHASE AVENUE

Nearest Intersection: _____

Project Description (or attach separate narrative)

A drop-and-swap of 2 existing stadium lights; 2 FRP raydomes; 6 panel antennas and RRUs,
2 raycaps, 2 worklights; 2 cabinets. 1 back-up generator; 2 hybrid cables; 2 surge protectors;
1 hybrid doghouse; 1 meter pedestal; 1 step-down transformer; 8' cmu equipment enclosure.

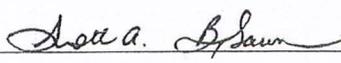
Hazardous Waste and Substances Statement

Section 65962.5(f) of the State of California Government Code requires that before the City of El Cajon accepts as complete an application for any discretionary project, the applicant submit a signed statement indicating whether or not the project site is identified on the State of California Hazardous Waste and Substances Sites List. This list identifies known sites that have been subject to releases of hazardous chemicals, and is available at <http://www.calepa.ca.gov/sitecleanup/corteselist/>. Check the appropriate box and if applicable, provide the necessary information:

The development project and any alternatives proposed in this application:
 is/are NOT contained on the lists compiled pursuant to Government Code Section 65962.5.
 is/are contained on the lists compiled pursuant to Government Code Section 65962.5.
If yes, provide Regulatory Identification Number: _____ Date of List: _____

Authorization

Applicant Signature¹:  Date: 4/27/16

Property Owner Signature²:  Date: 4/25/16

- 1. **Applicant's Signature:** I certify that I have read this application and state that the above information is correct, and that I am the property owner, authorized agent of the property owner, or other person having a legal right, interest, or entitlement to the use of the property that is the subject of this application. I understand that the applicant is responsible for knowing and complying with the governing policies and regulations applicable to the proposed development or permit. The City is not liable for any damages or loss resulting from the actual or alleged failure to inform the applicant of any applicable laws or regulations, including before or during final inspections. City approval of a permit application, including all related plans and documents, is not a grant of approval to violate any applicable policy or regulation, nor does it constitute a waiver by the City to pursue any remedy, which may be available to enforce and correct violations of the applicable policies and regulations. I authorize representatives of the City to enter the subject property for inspection purposes.
- 2. **Property Owner's Signature:** If not the same as the applicant, property owner must also sign. A signed, expressed letter of consent to this application may be provided separately instead of signing this application form. By signing, property owner acknowledges and consents to all authorizations, requirements, conditions and notices described in this application. Notice of Restriction: property owner further acknowledges and consents to a Notice of Restriction being recorded on the title to their property related to approval of the requested permit. A Notice of Restriction runs with the land and binds any successors in interest.

4. Have you or your agents transacted more than \$500.00 worth of business with any member of City staff, Boards, Commissions, Committees and Council within the past 12 months or \$1,000.00 with the spouse of any such person? Yes No

If yes, please indicate person(s), dates, and amounts of such transactions or gifts.

CUP application -VZW East Main

"Person" is defined as "Any individual, proprietorship, firm, partnership, joint venture, syndicate, business trust, company, corporation, association, committee, and any other organization or group of persons acting in concert." Gov't Code §82047.



Signature of applicant / date

Andrea Urbas

Print or type name of applicant

NOTE: Attach appropriate names on additional pages as necessary.



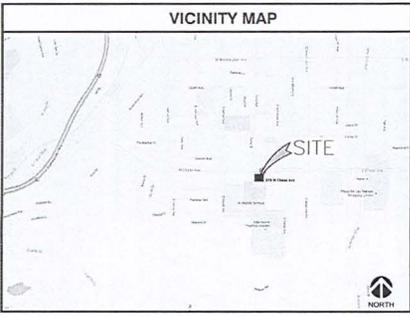
MAIN EL CAJON

NEW SITE BUILD
MACRO CELL EVOLUTION
379 WEST CHASE AVENUE
EL CAJON, CA 92020

533.10' A.M.S.L. OVERALL HEIGHT

PROJECT TEAM	
SITE ACQUISITION CORTEL INC. 14621 ARROYO HONDO SAN DIEGO, CA 92127 CONTACT: ANDREA URBAS PHONE: (949) 328-6925 EMAIL: andrea.urbas@corotel-llc.com	PLANNING CORTEL INC. 14621 ARROYO HONDO SAN DIEGO, CA 92127 CONTACT: RYAN DOUGLAS PHONE: (949) 301-5164 EMAIL: ryan.douglas@corotel-llc.com
ARCHITECT: NATIONAL ENGINEERING & CONSULTING, INC. 27 ORCHARD LAKE FOREST, CA 92020 CONTACT: MARIO GAYTAN TELEPHONE: (949) 716-9990	SURVEYOR: BERT HAZY AND ASSOCIATES, INC. 3188 ARROYO AVENUE, SUITE #1 COSTA MESA, CA 92626 CONTACT: DENNIS RIDGE TELEPHONE: (714) 557-1567
UTILITY COORDINATOR: VINCOLLINS SERVICES INC. 10 PASTERNA #100 IRVINE, CA 92618 CONTACT: SCOTT CLOUGH TELEPHONE: (949) 633-6351	PROFESSIONAL ENGINEER: NATIONAL ENGINEERING & CONSULTING, INC. 27 ORCHARD LAKE FOREST, CA 92020 CONTACT: MIKE O'BRIEN TELEPHONE: (949) 716-9990

PROJECT DESCRIPTION
THIS PROJECT IS A VERIZON WIRELESS UNMANNED TELECOMMUNICATION WIRELESS FACILITY. IT WILL CONSIST OF THE FOLLOWING: <ul style="list-style-type: none"> REMOVE (2) EXISTING STADIUM LIGHT POLES WITH LIGHT FIXTURES. INSTALL (2) PROPOSED VERIZON WIRELESS REPLACEMENT STADIUM LIGHT POLES WITH LIGHT FIXTURES. INSTALL PROPOSED VERIZON WIRELESS 8' HIGH (SPLIT FACED) CMU EQUIPMENT ENCLOSURE TO MATCH EXISTING ADJACENT TRASH ENCLOSURE WITH CONCRETE SLAB AND RAISED EQUIPMENT PAD. INSTALL (2) PROPOSED VERIZON WIRELESS 4'-0" DIAMETER X 15'-0" TALL FRP RAYCONE. INSTALL (6) PROPOSED VERIZON WIRELESS PANEL ANTENNAS. INSTALL (6) PROPOSED VERIZON WIRELESS RRUS. INSTALL (2) PROPOSED VERIZON WIRELESS CMU EQUIPMENT CABINETS. INSTALL (1) PROPOSED VERIZON WIRELESS DC GENERATOR. INSTALL (2) PROPOSED VERIZON WIRELESS WORK LIGHTS. INSTALL (2) PROPOSED VERIZON WIRELESS (BX12) HYBRID TRUNK CABLES. INSTALL (2) PROPOSED VERIZON WIRELESS W/AVCAP SLUDGE PROTECTORS. INSTALL PROPOSED VERIZON WIRELESS HYBRID DOGHOUSE AT TOWER BASE W/ STUB-UP HYBRID. INSTALL (1) PROPOSED VERIZON WIRELESS METER PEDestal. INSTALL (1) PROPOSED VERIZON WIRELESS STEP-DOWN TRANSFORMER.



DRIVING DIRECTIONS
FROM VERIZON OFFICE 1. HEAD SOUTHWEST ON SAND CANYON AVE TOWARD WATERWORKS WAY 2. USE THE LEFT 2 LANES TO TURN LEFT ONTO ALTON PKWY 3. TURN RIGHT ONTO LAGUNA CANYON RD. 4. AT THE TRAFFIC CIRCLE TAKE THE 2ND EXIT AND STAY ON LAGUNA CANYON RD 5. USE THE RIGHT 2 LANES TO TURN RIGHT ONTO CA-133 LAGUNA CANYON RD (SIGNS FOR CALIFORNIA 133 S) 6. SLIGHT RIGHT ONTO THE RAMP TO CA-73 S 7. KEEP RIGHT FOLLOW SIGNS FOR CA-73 S AND MERGE ONTO CA-73 S 8. DRIVE FROM I-5 S TO EL CAJON. TAKE EXIT 15 FROM I-5 9. MERGE ONTO CA-73 S. MERGE ONTO I-5 10. KEEP LEFT AT THE FORK TO CONTINUE ON I-805 S. FOLLOW SIGNS FOR INTERSTATE 805 S 11. USE THE RIGHT 2 LANES TO TAKE EXIT 178 TO MERGE ONTO I-8 E TOWARD EL CENTRO 12. USE THE RIGHT LANE TO TAKE EXIT 15 TOWARD EL CAJON BLVD 13. DRIVE TO W CHASE AVE. SLIGHT RIGHT TOWARD W CHASE AVE (SIGNS FOR CHASE AVE/BLVD PL) 14. TURN RIGHT ONTO W CHASE AVE. DESTINATION WILL BE ON THE RIGHT - 379 WEST CHASE AVENUE, EL CAJON, CA 92020

PROJECT SUMMARY	
APPLICANT/LESSEE 15505 SAND CANYON AVENUE, D1 IRVINE, CA 92618 OFFICE: (949) 296-7000	ASSESSOR'S PARCEL NUMBER APN: 492-490-61-00
APPLICANT'S REPRESENTATIVE CORTEL INC. 14621 ARROYO HONDO SAN DIEGO, CA 92127 CONTACT: ANDREA URBAS PHONE: (949) 328-6925 EMAIL: andrea.urbas@corotel-llc.com	
PROPERTY OWNER: CAJON VALLEY UNION SCHOOL DISTRICT 750 E MAIN STREET EL CAJON, CA 92020 CONTACT: SCOTT BUBBAM, BUSINESS SERVICE PHONE: (619) 441-1781	
PROPERTY INFORMATION: SITE NAME: MAIN EL CAJON SITE ADDRESS: 379 WEST CHASE AVENUE EL CAJON, CA 92020 JURISDICTION: CITY OF EL CAJON	
CONSTRUCTION INFORMATION EQUIPMENT LEASE AREA: 187 SQ. FT. ANTENNA LEASE AREA: 32 SQ. FT. (16 SQ. FT. x 2) TOTAL LEASE AREA: 199 SQ. FT. OCCUPANCY: U - UNMANNED TELECOMMUNICATIONS FACILITY TYPE OF CONSTRUCTION: V-8 CURRENT ZONING: R554 (RESIDENTIAL, SINGLE-FAMILY - 6,500 S.F.) ADA COMPLIANCE: FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. MACHINERY SPACES ARE EXEMPT FROM ACCESSIBILITY REQUIREMENTS PER THE CBC SECTION 11B-0303.A	

GENERAL CONTRACTOR NOTES
DO NOT SCALE DRAWINGS CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE ARCHITECT IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR THE SAME.

CODE COMPLIANCE
<ul style="list-style-type: none"> 2013 CALIFORNIA ENERGY CODE 2013 CALIFORNIA BUILDING CODE 2013 CALIFORNIA ELECTRICAL CODE 2013 CALIFORNIA FIRE CODE 2013 CALIFORNIA GREEN BUILDING CODE 2013 CALIFORNIA TITLE 24 2013 CALIFORNIA TREE CODE 2013 CALIFORNIA RESIDENTIAL CODE 2013 CALIFORNIA MECHANICAL CODE 2013 CALIFORNIA PLUMBING CODE

VERIZON WIRELESS SIGNATURE BLOCK		
DISCIPLINE	SIGNATURE	DATE
RE VENDOR:		
AAE VENDOR:		
AAE COORDINATOR:		
UTILITY VENDOR:		
RF:		
RE:		
CE:		
EE:		
TRANSPORT:		

SHEET	DESCRIPTION	REV
T-1	TITLE SHEET	
LS-1	TOPOGRAPHIC SURVEY	
LS-2	TOPOGRAPHIC SURVEY	
A-1	SITE PLAN	
A-2	ENLARGED SITE AND EQUIPMENT AREA PLAN	
A-3	PROPOSED EQUIPMENT ANTENNA LAYOUT PLANS	
A-4	ARCHITECTURAL ELEVATIONS	
A-5	ARCHITECTURAL ELEVATIONS	
A-6	EQUIPMENT AREA ELEVATIONS	
A-7	LIGHT POLE DETAIL	
ZONING DRAWINGS		

TO OBTAIN LOCATION OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN CALIFORNIA, SOUTH CALL DIG ALERT!
 TOLL FREE: 1-800-227-2600 OR
 www.digalert.org
 CALIFORNIA STATE REQUIREMENTS OF 2 BUSINESS DAYS NOTICE BEFORE YOU EXCAVATE

Know what's below.
Call before you dig.

ISSUE STATUS			
REV.	DATE	DESCRIPTION	BY
0	09/22/15	90% ZONING	DP
1	01/27/16	REVISED 90% ZD	JY
2	02/08/16	100% ZONING	JY

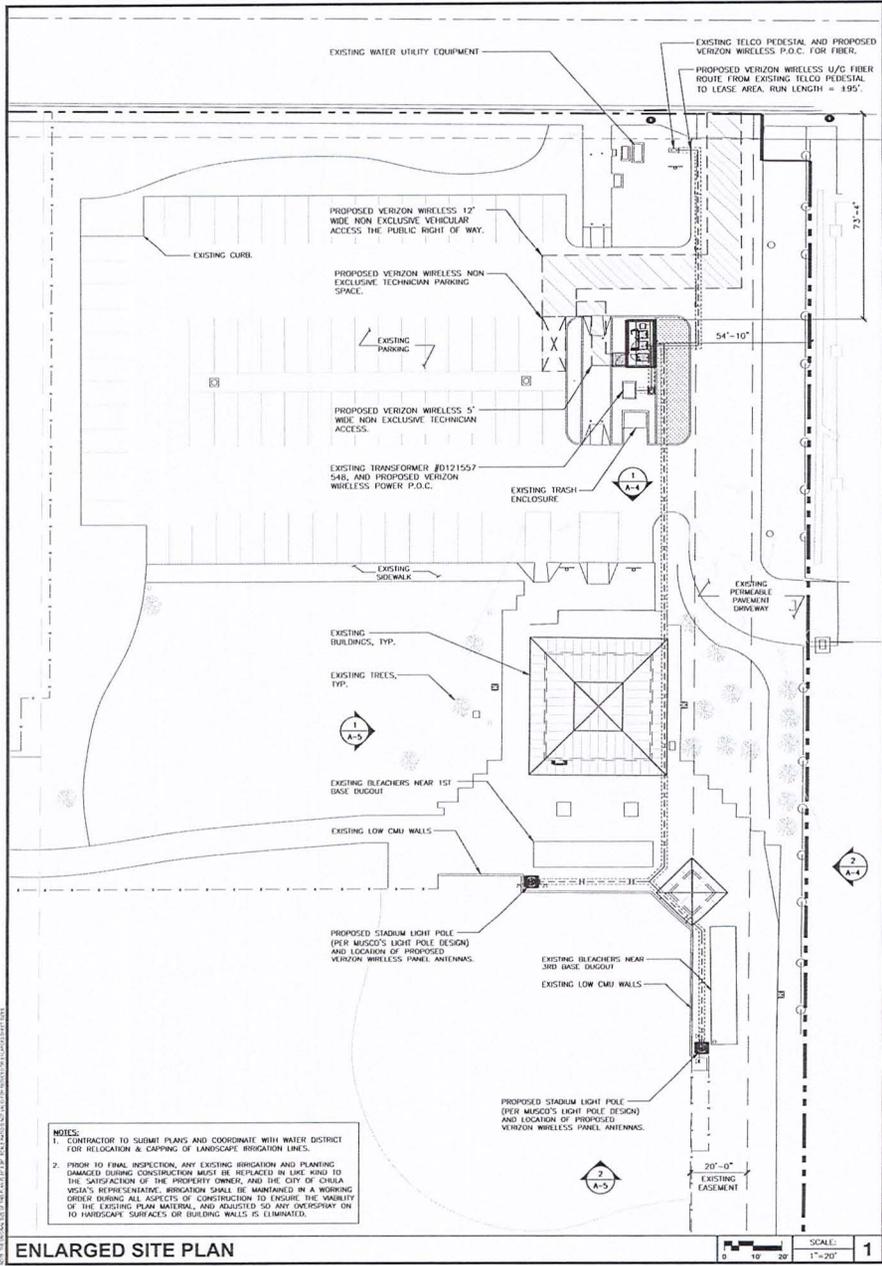


PROPRIETARY INFORMATION
 THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO VERIZON WIRELESS
 ANY USE OR DISCLOSURE OTHER THAN AS IT RELATES TO VERIZON WIRELESS IS STRICTLY PROHIBITED



SHEET TITLE:
TITLE SHEET
T-1

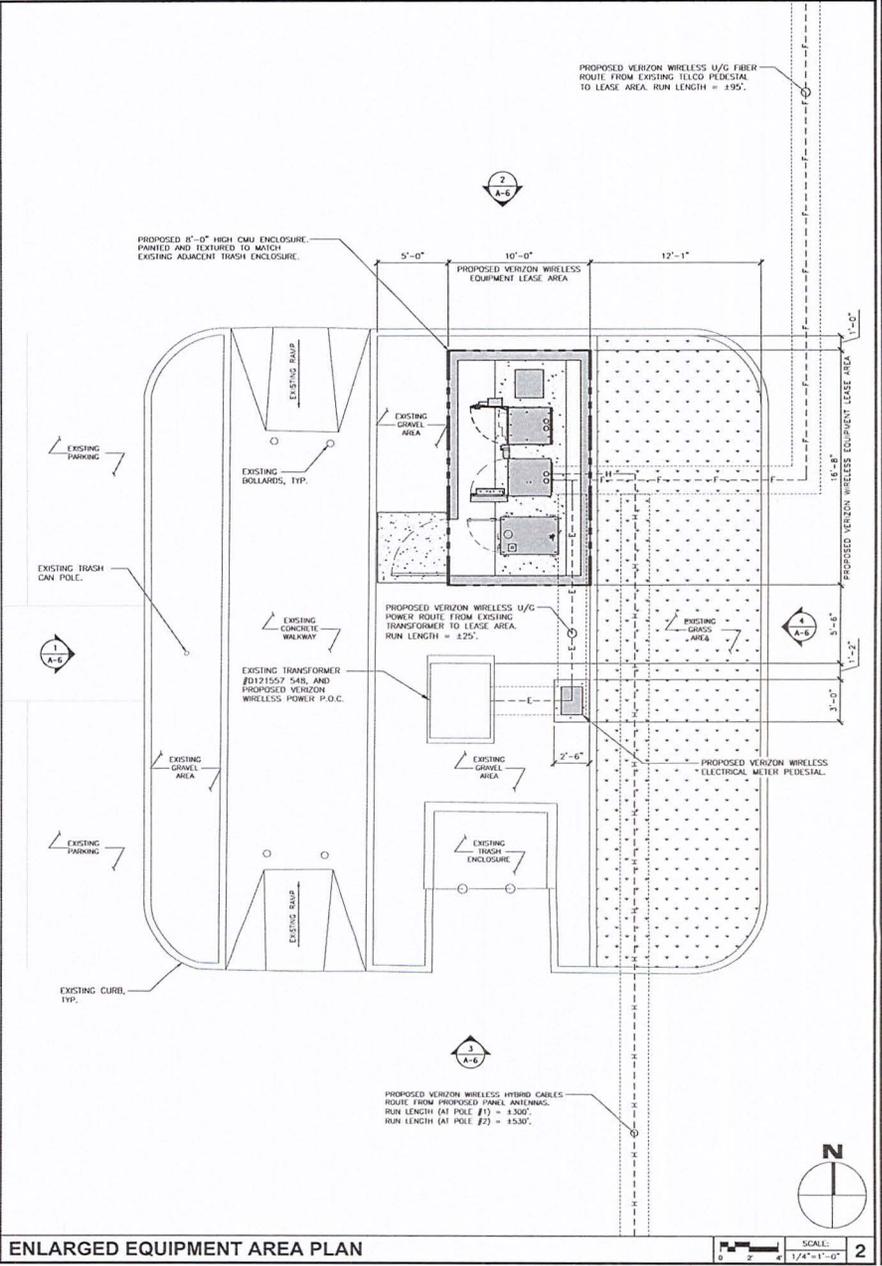
379 WEST CHASE AVENUE, EL CAJON, CA 92020
 09/22/15 01:11:19 12/29/2015



- NOTES:**
1. CONTRACTOR TO SUBMIT PLANS AND COORDINATE WITH WATER DISTRICT FOR RELOCATION & CAPPING OF LANDSCAPE IRRIGATION LINES.
 2. PRIOR TO FINAL INSPECTION, ANY EXISTING IRRIGATION AND PLANTING DAMAGED DURING CONSTRUCTION MUST BE REPLACED IN LIKE KIND TO THE SATISFACTION OF THE PROPERTY OWNER, AND THE CITY OF CHULA VISTA'S REPRESENTATIVE. IRRIGATION SHALL BE MAINTAINED IN A WORKING ORDER DURING ALL ASPECTS OF CONSTRUCTION TO ENSURE THE VIABILITY OF THE EXISTING PLANT MATERIAL, AND ADJUSTED SO ANY OVERSPRAY ON TO HARDSCAPE SURFACES OR BUILDING WALLS IS ELIMINATED.

ENLARGED SITE PLAN

SCALE: 1"=20'
1



ENLARGED EQUIPMENT AREA PLAN

SCALE: 1/4"=1'-0"
2

REV.	DATE	DESCRIPTION	BY
0	06/22/15	90% ZONING	EP
1	01/27/16	REVISED 90% ZD	JY
2	02/08/16	100% ZONING	JY

NATIONAL
ENGINEERING & CONSULTING, INC.
2720 S. GARDEN AVENUE, SUITE 100
IRVINE, CA 92618

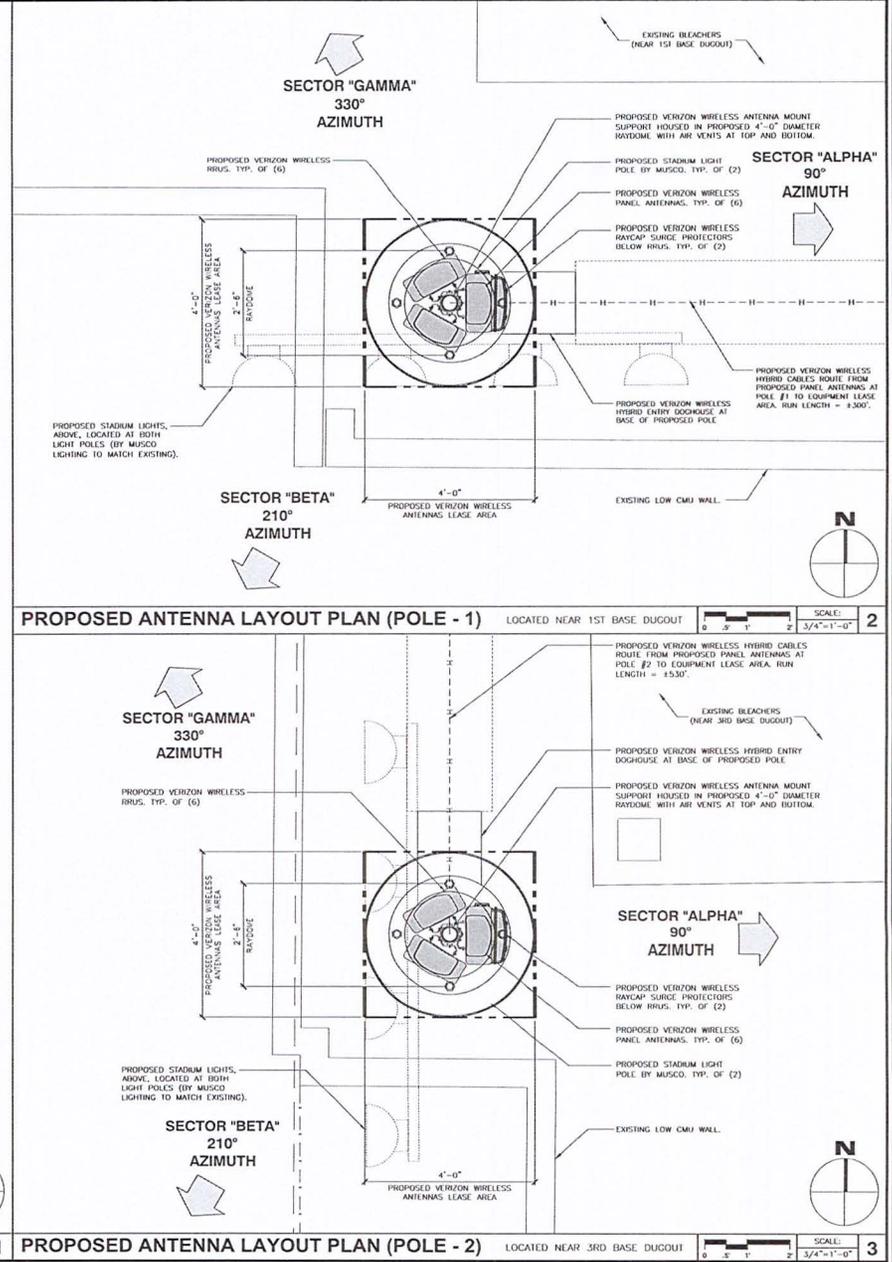
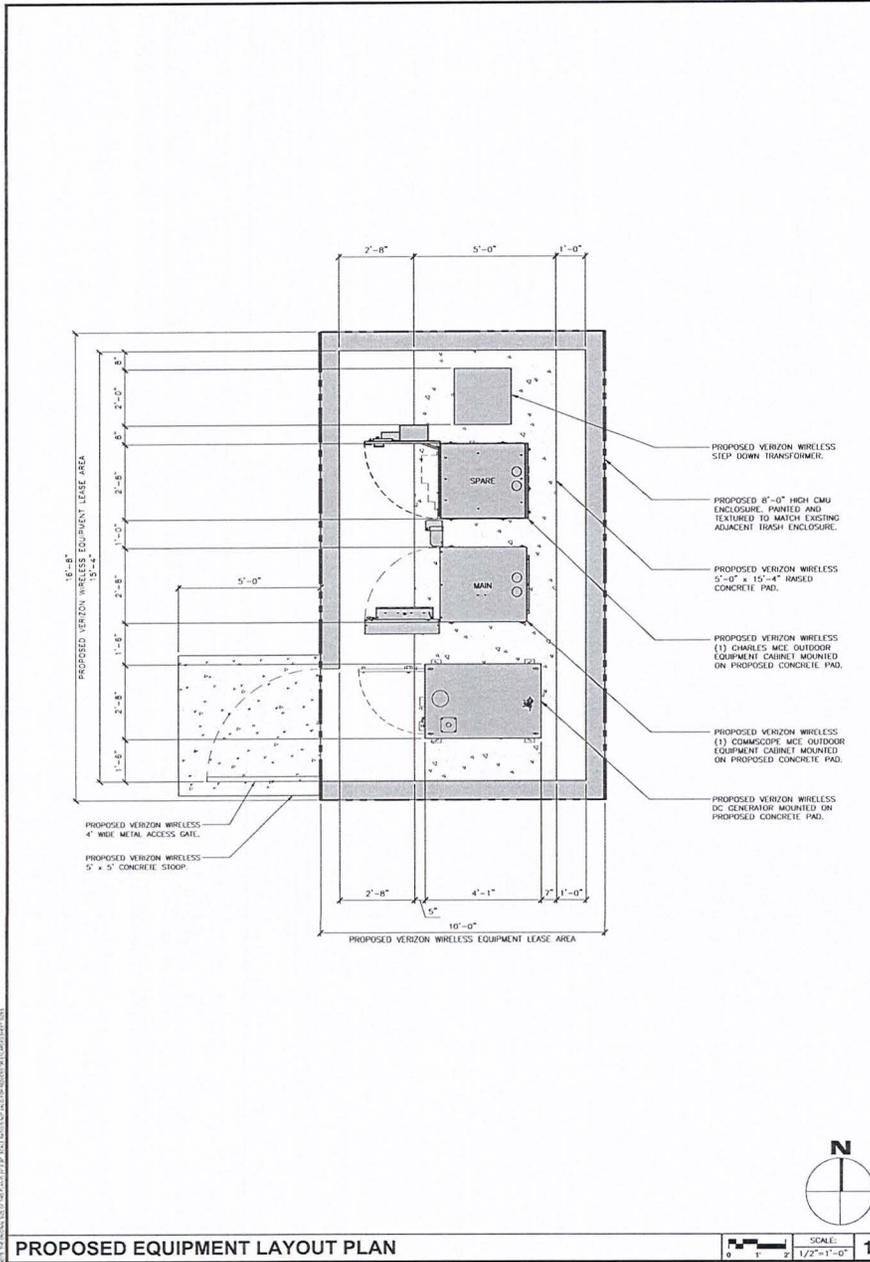
PROPRIETARY INFORMATION
THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO VERIZON WIRELESS.
ANY USE OR DISCLOSURE OTHER THAN AS IT RELATES TO VERIZON WIRELESS IS STRICTLY PROHIBITED.

verizon
15505 SAND CANYON AVENUE, D1
IRVINE, CA 92618

MAIN
EL CAJON
379 WEST CHASE AVENUE
EL CAJON, CA 92020

SHEET TITLE:
ENLARGED SITE AND EQUIPMENT AREA PLAN

A-2



ISSUE STATUS			
REV.	DATE	DESCRIPTION	BY
0	09/22/15	10% ZONING	DFP
1	01/27/16	REVISED 10% ZD	JY
2	02/05/16	100% ZONING	JY

NATIONAL
ENGINEERING & CONSULTING, INC.
27700 LARKSPURVE LANE, FLOOR 17, IRVINE, CA 92618
PHONE: (949) 251-9100 FAX: (949) 251-9101

PROPRIETARY INFORMATION
THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO VERIZON WIRELESS.
NO USE OR DISCLOSURE OTHER THAN AS IT RELATES TO VERIZON WIRELESS IS STRICTLY PROHIBITED.

verizon
15505 SAND CANYON AVENUE, D1
IRVINE, CA 92618

MAIN EL CAJON
379 WEST CHASE AVENUE
EL CAJON, CA 92020

SHEET TITLE:
PROPOSED EQUIPMENT AND ANTENNA LAYOUT PLANS

A-3

REV.	DATE	DESCRIPTION	BY
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1	07/27/18	REVISED 90% ZD	JT
2	02/08/18	100% ZONING	JT



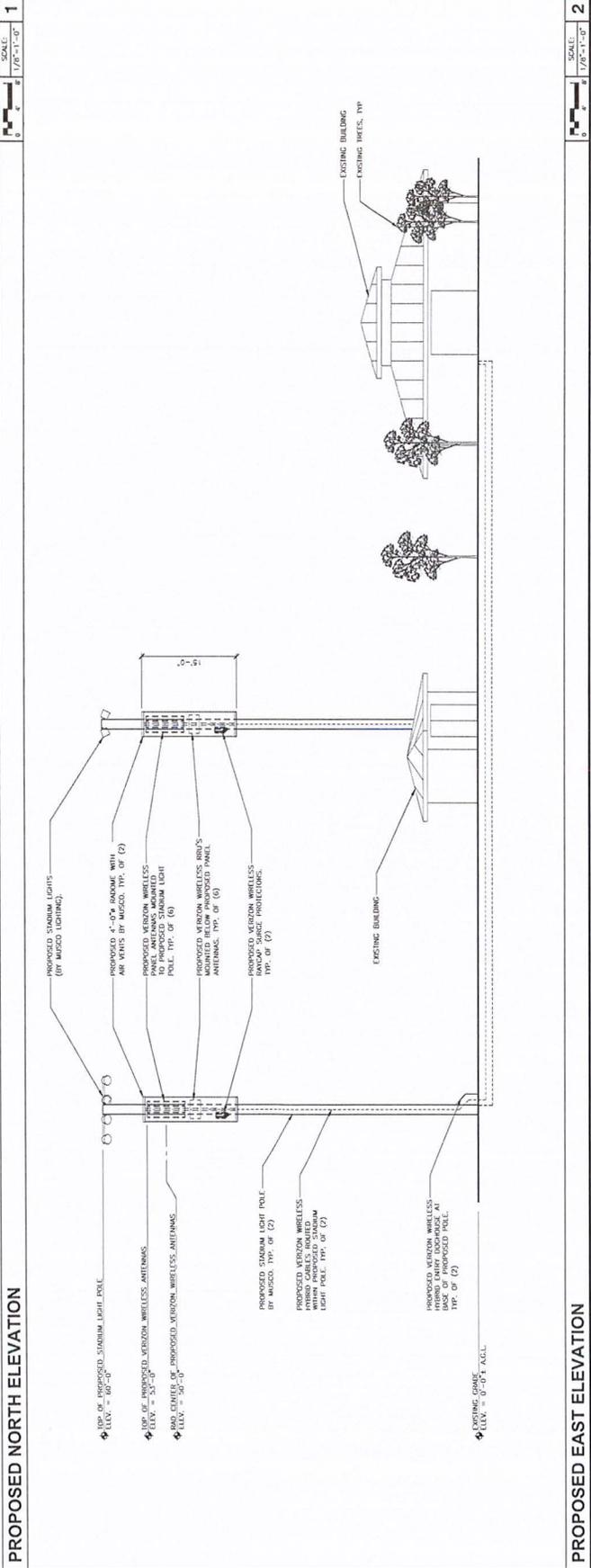
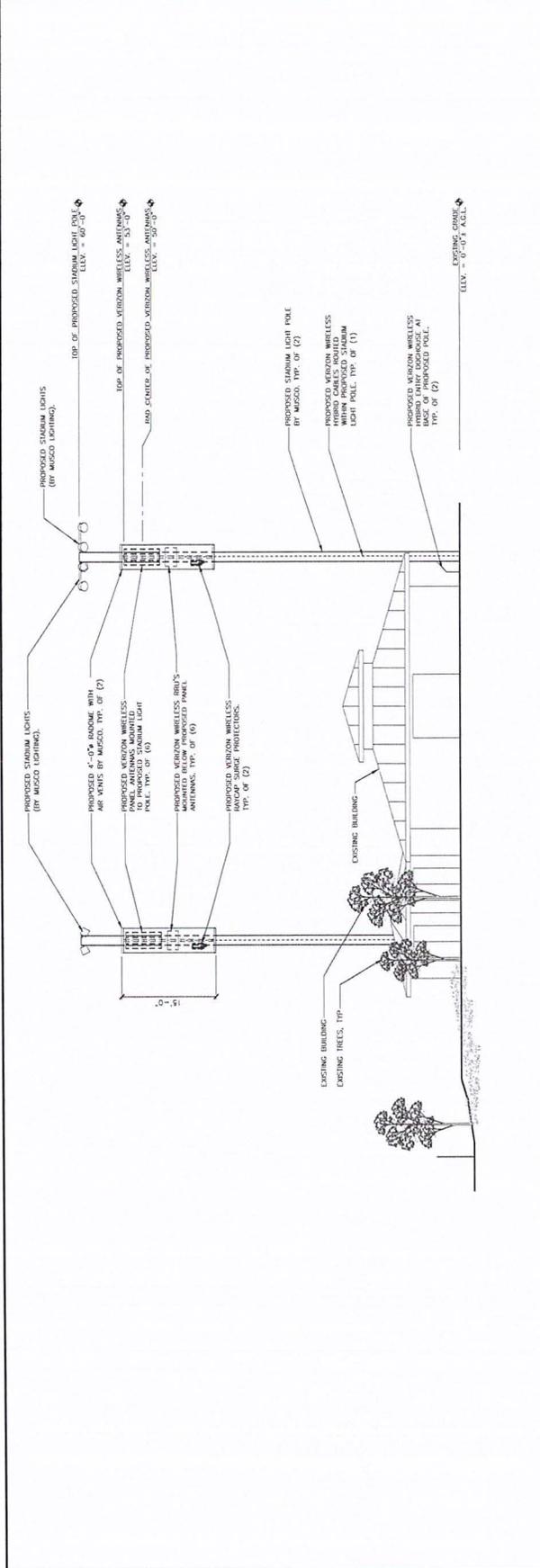
PROPRIETARY INFORMATION
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MAIN
 679 WEST CHASE AVENUE
 EL CAJON, CA 92020

SHEET TITLE:
ARCHITECTURAL ELEVATIONS

A-4



ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
0	06/22/15	90% ZONING	DP
1	01/27/16	REVISED 90% ZD	JY
2	02/08/16	100% ZONING	JY



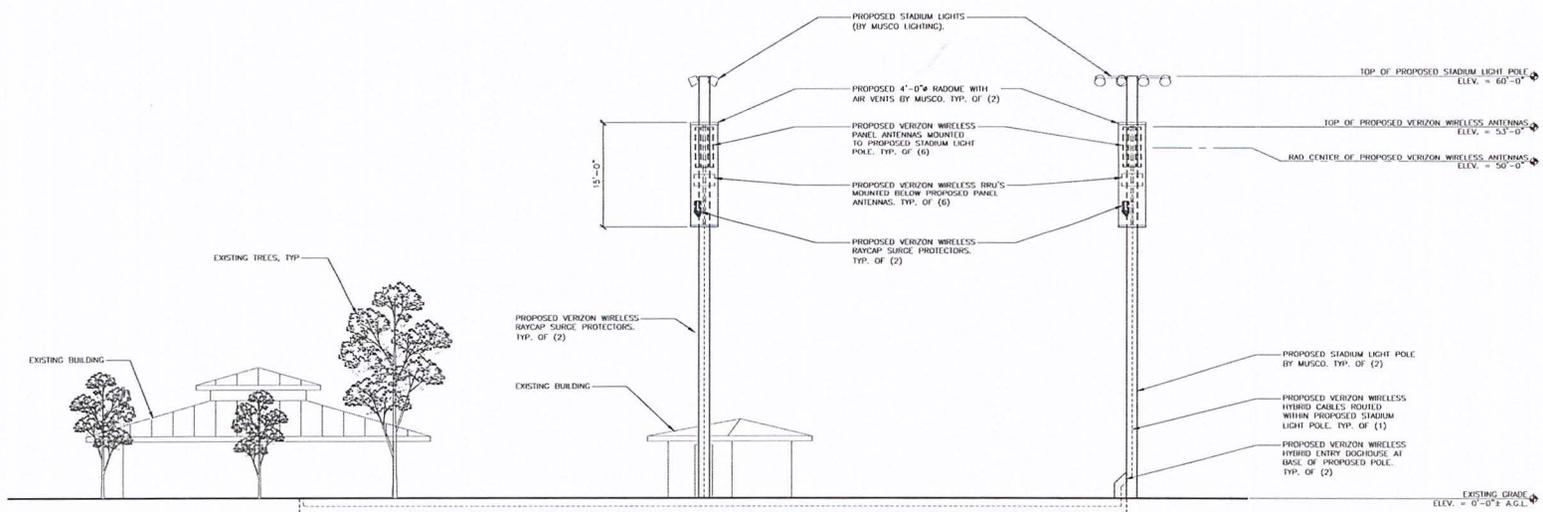
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 IRVINE, CA 92618

**MAIN
 EL CAJON**
 375 WEST CHASE AVENUE
 EL CAJON, CA 92020

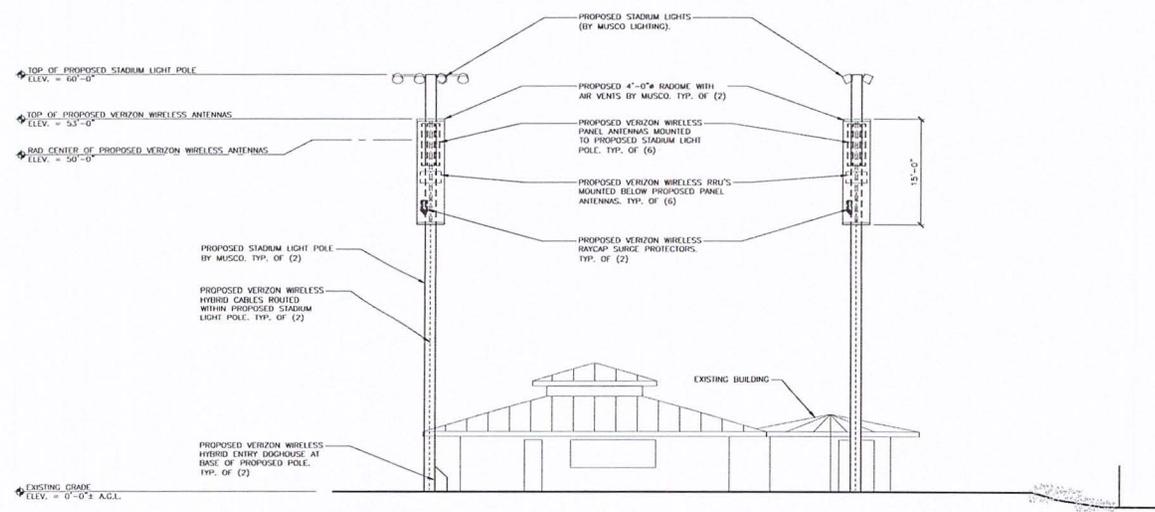
SHEET TITLE:
**ARCHITECTURAL
 ELEVATIONS**

A-5



PROPOSED WEST ELEVATION

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



PROPOSED SOUTH ELEVATION

SCALE: 1/8"=1'-0" **2**

REV	DATE	DESCRIPTION	BY
0	08/22/15	10% ZONING	EP
1	07/27/16	REVISED 10% ZONING	JT
2	07/29/16	100% ZONING	JT



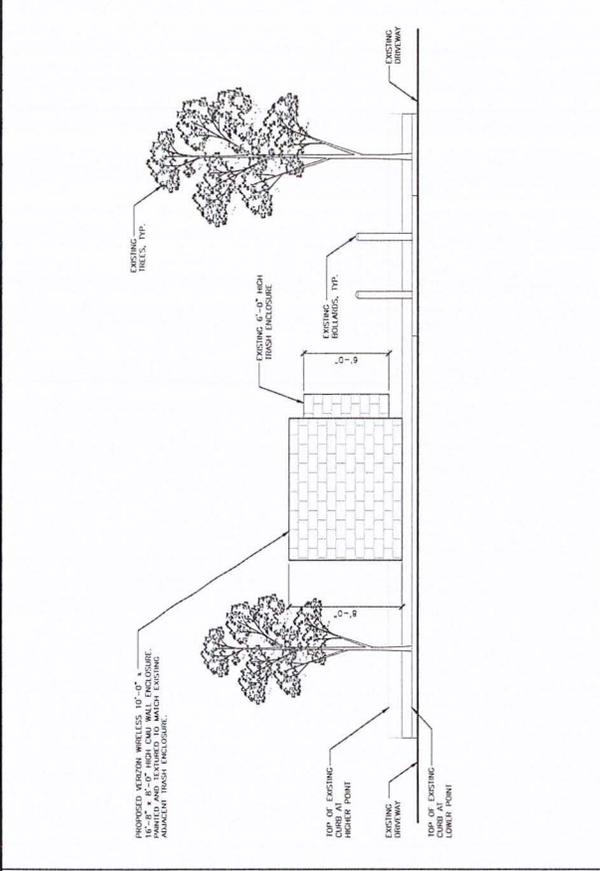
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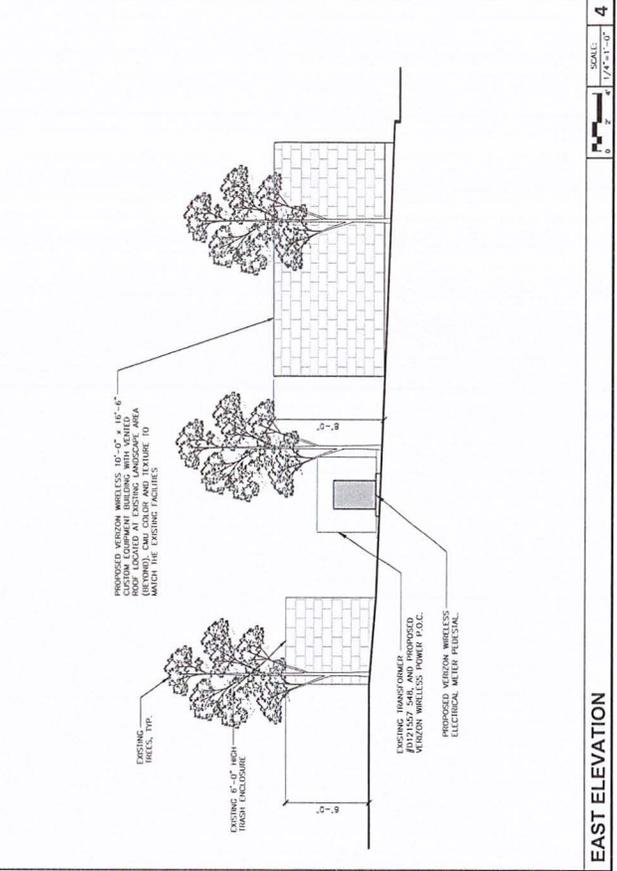
MAIN
 EL CAJON
 EL CAJON, CA 92020

SHEET TITLE:
EQUIPMENT AREA ELEVATIONS

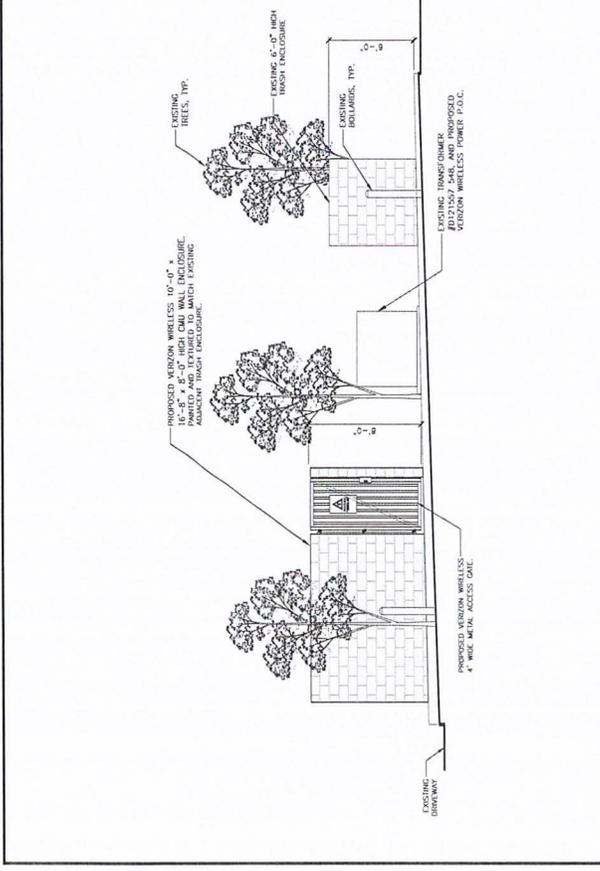
A-6



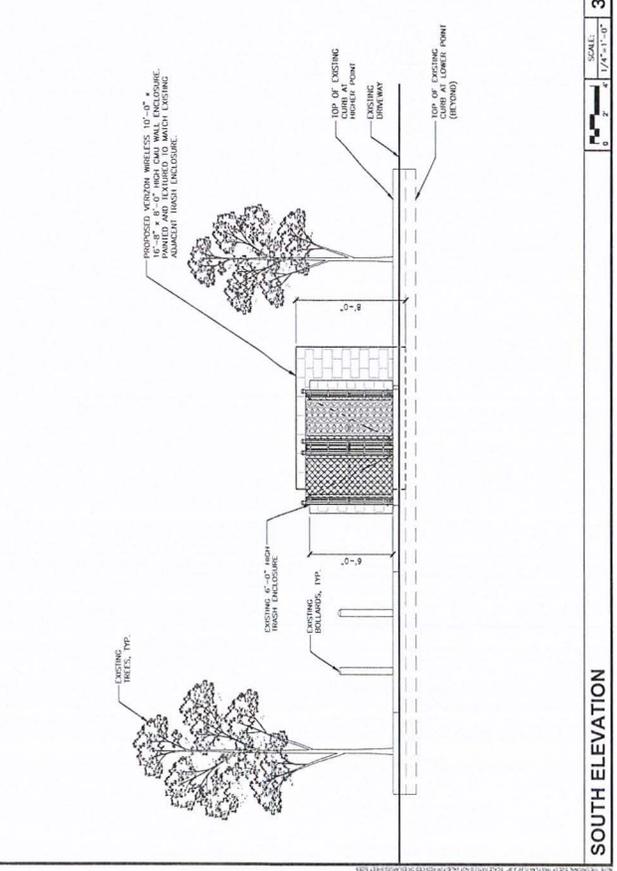
WEST ELEVATION SCALE: 1/4"=1'-0" 2



NORTH ELEVATION SCALE: 1/4"=1'-0" 2



SOUTH ELEVATION SCALE: 1/4"=1'-0" 3



EAST ELEVATION SCALE: 1/4"=1'-0" 4



Agenda Item:	5
Project Name:	Bender Residences – Planned Residential Development
Request:	Development of a 5-unit residential project
CEQA Recommendation:	Exempt
STAFF RECOMMENDATION:	RECOMMEND CITY COUNCIL APPROVAL
Project Number(s):	Zone Reclassification No. 2318; Planned Residential Development No. 70; Tentative Subdivision Map No. 664
Location:	1245 Tres Lomas
Applicant:	RLM Surf, LLC (Jeffery Bender); 619.253.9342
Project Planner:	Lorena Cordova, 619.441.1539, lcordova@cityofelcajon.us
City Council Hearing Required?	Yes November 15, 2016
Recommended Actions:	<ol style="list-style-type: none"> 1. Conduct the public hearing; and 2. MOVE to adopt the next resolutions in order recommending City Council approval of proposed CEQA exemption, Zoning Reclassification No. 2318; Planned Residential Development No. 70; and Tentative Subdivision Map No. 664, subject to conditions

PROJECT DESCRIPTION

The proposed project includes a rezone of the subject property from the Residential, Single-Family, 14,000 square feet - Hillside Overlay (RS-14-H) zone to Planned Residential Development - Low Density Residential - Hillside Overlay (PRD-Low-H) zone, a planned residential development for a five-unit single-family detached residential project, and a tentative subdivision map for five residential lots and 1 common interest lot on an approximately 43,995 square-foot (1.01 acre) site.

BACKGROUND

General Plan:	Low Density Residential (3-10 dwelling units per acre)
Specific Plan:	N/A
Zone:	RS-14-H
Other City Plan(s):	N/A
Regional and State Plan(s):	N/A
Notable State Law(s):	Subdivision Map Act

Project Site & Constraints

The subject property is located on the east side of Tres Lomas Drive between Greenfield Drive and Savin Drive. The rectangular-shaped parcel currently contains an existing single-family residence on the northwest portion of the site. The subject site is 1.01 acres.

Surrounding Context

Surrounding properties are developed and zoned as follows:

Direction	Zones	Land Uses
North	RS-14-H	Single-family residences and church
South	RS-14-H	Single-family residences
East	O-P	Vacant commercial property
West	RS-14-H	Single-family residences

General Plan

The subject property is designated Low Density Residential (3-10 units) in the General Plan. The property is zoned for residential uses and is located with the RS-14-H zone. The proposed rezone to PRD-low would allow for a residential density of up to 10 dwelling units per acre. However, proposed project is approximately five dwelling units per acre and consistent with the General Plan designation and proposed PRD zone. The General Plan designates residential land use classifications intended to accommodate various densities of residential development within the city. It is the intent of every residential zone to implement the goals and objectives of the General Plan by regulating residential development with specific development standards.

The attached General Plan Zoning Consistency Chart lists the individual zone districts which are compatible within the various land use designations of the General Plan. According to the chart, the proposed PRD-low zone is compatible with the existing Low Density Residential land use designation.

Municipal Code

The intent of the PRD zone is to allow for comprehensively planned developments and encourage imaginative planning and design. The proposed project would be consistent with the intent and purpose of the PRD-low zone and with all applicable development standards. A detailed discussion of applicable code requirements is included below in the section of this report titled "Discussion."

Subdivision Ordinance/ Subdivision Map Act

A tentative subdivision map is proposed to subdivide the subject property into a total of six lots, five for residential units and one common lot. There is no minimum lot size

specified for the PRD zone. Individual residential lots range from 4,904 to 10,659 square feet. Common Lot "A" will contain the open space, private drive and landscaped areas. The landscaped areas will contain storm water bio-retention basins.

The Planning Commission's role in analyzing and making a decision regarding a proposed subdivision map is described in Section 16.12.080 of the El Cajon Municipal Code (ECMC). Section 16.12.080 requires the Planning Commission to make a report to the City Council regarding the design of the proposed subdivision and the nature and extent of the proposed improvements. In this context, "improvements" mean public or private, street and/or drainage improvements.

DISCUSSION

The proposed project includes five detached, one- and two-story single-family residences, with two-car garages. Each residence will have a private rear yard and landscaped front yard. The project includes a private drive, visitor parking, open space areas, and landscaped areas that will be held in common and maintained by a homeowner's association.

The site plan has been designed to orient the five residential units to the private internal street that terminates with a cul-de-sac. The internal private street maintains a pedestrian-orientation with sidewalks.

Rezone

The proposal to rezone the property from RS-14-H to PRD-Low-H is consistent with the existing Low Density Residential (3-10 dwelling units per acre) land use designation in the General Plan. The minimum district area to establish a PRD zone is one (1) acre. The property is a 1.01 acre-site consistent with the minimum district requirements. The proposed rezone is also consistent with the goals and policies of the General Plan, which call for a broad range of housing types, and the fulfillment of regional housing needs. The single-family detached character of the PRD-low zone and the proposed development is compatible with the surrounding neighborhood. The surrounding area is urbanized and facilities are in place to support the additional residential units.

Design and Architecture

The project features two different residential models. The houses include three and five bedroom floor plans and range in size from 2,320 to 3,710 square feet. The designs provide architectural interest through variations in building materials, wall planes, and fenestration. The exterior building materials proposed include primarily stucco and tiles for the roofs. The residential development has a traditional architectural style. The color palette consists of a neutral base with different colored-trim and tone accents of rose, green and brown. Ledge stone veneer at the base will complement the facades. Architectural details such as tile insets, frames and shutters add additional character to the houses.

Building Height

The building height limit in the RS-14-H zone is 35 feet from finished grade. The project elevations indicate a height of 14' to 25' from the top of the finished floor elevation. All the proposed structures are compliant with the maximum building height.

Parking, Transportation, and Circulation

Off-street parking would consist of private two-car garages for each of the units and visitor and supplemental parking would be provided in the private driveway, and along the private street.

Access to the project site would be primarily provided via Tres Lomas Drive. A private street would provide access to the private garages for the homes and visitor parking spaces at the site. A private street or driveway serving three (3) to five (5) dwelling units must have a minimum paved width of 22 feet, if the private street or driveway length is greater than 150 feet. The project proposes the required 22-foot wide driveway. Pedestrian access would be provided by sidewalks connecting the common areas to the unit entrances and by the public sidewalks.

The private garage entrances would be located along the proposed private street/driveway. The Zoning Code requires a 20-foot setback from the edge of a private street or driveway to a garage entrance, but permits a reduction of the setback with a finding intended to ensure proper on-site circulation. All of the subject lots comply with the required setback except Lot Five which is proposing a 14-foot backup driveway. In order to allow the reduced setback, a determination must be made that the reduced setback will not result in unauthorized parking behind the garages which would block or hamper vehicular movement or unnecessarily affect visibility on the private street/driveway. In making this determination the Commission and Council must consider the following issues:

1. The length of the private street/driveway;
2. The overall project density and design;
3. Whether the private street/driveway provides a direct connection between public streets or high traffic volume private streets;
4. The provision for automatic garage door openers; and
5. The provision of adequate space for the collection of individual trash and recycling containers that does not obstruct private streets, driveways, or garage entrances.

The project site plan indicates three parking spaces are proposed on the north side of the private street and one on the south side of the street. The proposed project design meets the minimum required backup distance from the private garages (24 feet), and the minimum required width for an outdoor parking space (8.5 feet). The individual garages are proposed to have automatic roll-up garage doors. The project includes

individual trash enclosures which are accessible and unobstructed. For this reason, a condition of approval is recommended that a condition be included to prohibit parking on the driveway of Lot Five to prevent circulation issues on the private street. The end result would be a 14-foot driveway for lot five.

Open Space, Recreation Areas, and Landscaping

The project site will include a total of 9,800 square-foot landscaped area. The common lot "A" will provide storm water bio-retention basins in landscaped areas which will also include trees and shrubs. Each unit contains a landscaped front yard and private rear yard. Landscaping must form a continuous area between and around all buildings and be part of the common landscape easement. Although not shown on the PRD site plan and tentative map, this requirement is a condition of approval and will be reflected on the final site plan and map.

Landscaping for the project will require approval of a Landscape Documentation Package, to ensure compliance with the water efficiency standards in Chapter 17.195 of the Zoning Code.

Lighting

Pedestrian-scale lighting is required within the project. An on-site lighting plan for all parking areas, pedestrian walkways and common open space/recreation areas shall be required prior to the issuance of building permits. In addition, exterior wall sconces located near the primary entrances to the houses and on either side of the garage doors for each unit will provide security lighting. Pedestrian walkways are proposed to have bollard lights.

Development Standards

The table below provides a comparison of the PRD-Low zone standards and the proposed project. Standards discussed elsewhere in this report are excluded from the table.

Development Standard	PRD-Low Zone	Proposed Project
Setbacks from PRD district boundaries, public street rights of way, private streets and driveways	10 feet (minimum)	10 feet provided
Setbacks from a sidewalk	5 feet (minimum)	Minimum of 15 feet
Setbacks for front entry garages	20 feet (minimum)	Lots Two through Four= 20 feet Lot Five = 14 feet
Density	Maximum 10 dwelling units per acre	10 dwelling units per acre
Building Height	35 feet (maximum)	Varies 14' to 25' feet

Lot coverage	50% (maximum) - Low	43.2%
Covered parking	2 spaces per unit = 5	10
Visitor parking	1 per unit = 5	5
Supplemental parking (1-20 units)	0.5 per unit up to 20 units = 2.5	3
Private driveway width for individual units	12 feet (minimum)	20 feet typical
Waste collection (trash & recycle)	Individual or common	Individual
Open space, recreational areas and landscaping	400 sq. ft. / unit - Low = 2,000 sq. ft.	Private and front yards 9,800 sq. ft. Common Open Space N/A = Private yards sufficient Total: 9,800 sq. ft.

Covenants, Conditions, and Restrictions (CC&Rs)

A common interest residential project, such as a PRD, requires the formation of a homeowner’s association with CC&Rs to ensure the maintenance of common areas. Common areas for the proposed project include the private driveway, the common area landscaping, utilities, and the lighting. The covenants, conditions and restrictions will run with the land and clearly set forth both the privileges and responsibilities involved in the common ownership and/or maintenance. The approval of CC&Rs would be a condition of approval.

FINDINGS

Zone Reclassification No. 2318

A. *The proposed zoning amendment, including any changes proposed in the various land uses to be authorized, is compatible with the objectives, policies, general land uses, and programs specified in the general plan.*

The proposed PRD-Low zone is consistent with the Low Density Residential land use designation as indicated in the General Plan Zoning Consistency Chart. The residential density of up to ten dwelling units per acre of the PRD-Low zone is also consistent with the Low Density Residential designation in the General Plan. Furthermore, the PRD-low zone would provide for residential uses and development standards compatible with the surrounding neighborhood. The rezone would facilitate the development of the site for residential uses in conformance with Housing Element policies to increase the number of housing units available to all income levels.

- B. *The proposed zoning amendment is consistent with any applicable specific plan governing development of the subject property.*

There is no governing specific plan for the subject property.

- C. *It is in the public necessity and convenience and/or general welfare that the zoning regulations governing the property be changed.*

The proposed zone change will facilitate the development of an underutilized property with housing, which will also assist the City in meeting its share of regional housing needs. The creation of additional housing units for various age and income groups is in the interest of public necessity, convenience, and general welfare.

Planned Residential Development No. 70

- A. *The project is consistent with general plan land use map, and applicable general plan goals, policies and programs.*

The project density falls within the General Plan's land use designation LR; the housing type and design is creative and attractive; the housing is compatible with existing development; and, the project's overall design adds to the existing quality of the neighborhood with high standards of design. Furthermore, the project would facilitate the development of additional residential units in conformance with Housing Element policies to increase the number of housing units available to all income levels.

- B. *The project complies with the intent and purpose of the existing or requested PRD zone and all applicable development regulations governing planned residential developments.*

The project is a comprehensively planned design that specifically relates to the level topography of the site as well as the development in the surrounding area. The proposed building elevations meet the intent of the PRD ordinance and the architectural guidelines contained within the Zoning Code with surface relief and variation of the proposed structures through the use of building materials that are balanced and emphasized on all elevations. There is variation in the proposed placement of decorative building materials and architectural styles proposed for the project. The quality of the proposed project architecture is consistent with other recently built projects and is compatible with the surrounding neighborhood. Additionally, the project complies with the applicable development regulations.

- C. *Approval of the proposed project is in the public interest, convenience and general welfare.*

The project would provide needed housing on an underutilized property and will contribute to the provision of housing needed to meet local and regional housing goals.

- D. *Conditions of approval, where appropriate, have been incorporated to ensure the compatibility of the project with its environment and surrounding development.*

Conditions of approval, where appropriate, have been incorporated to ensure the compatibility of the project with its environment and surrounding development. These include, but are not limited to the approval of CC&Rs, storm water maintenance plan, and a landscape documentation package.

Tentative Subdivision Map No. 14144

Section 1414474 of the Subdivision Map Act and Section 114.12.080.B.2 of the ECMC state that the City shall deny approval of a subdivision map if the city's legislative body makes any of the following findings:

A. *The proposed map is not consistent with the General Plan and any applicable specific plan.*

The proposed map is consistent with the General Plan and the General Plan goals related to housing that seek to provide a variety of residential development opportunities in the City to fulfill regional housing needs. The proposed project is not subject to a specific plan.

B. *The design or improvement of the proposed subdivision is not consistent with the General Plan, and the site is not physically suitable for the type of development and proposed density.*

The proposed subdivision map design results in five residential lots and one common lot for a six-lot residential project, which is consistent with the goals and objectives of the General Plan. Furthermore, the site is generally level and physically suited for the type of development as well as the density of the development that is proposed for this property.

C. *The design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.*

The proposed project site has no habitat value and is located in an urbanized area. Furthermore, the subject property is in a disturbed condition, surrounded by urban development, not environmentally sensitive, and there are no fish or wildlife populations that would be harmed by the residential development of the subject property. The residential development does not pose any potential environmental impacts.

D. *The design of the subdivision or type of improvements is likely to cause serious health problems.*

The design of the subdivision and type of improvements are required to incorporate storm water management improvements that will contribute to healthier streams, rivers, bays and the ocean. Furthermore, the design of the proposed subdivision will accommodate passive heating and cooling opportunities because the proposed homes are designed with windows that open and would allow occupants to take advantage of the prevailing winds. The units are separated to allow air flow through and around the units.

E. The design of the subdivision or type of improvements will conflict with easements acquired by the public at large for access through or use of property within the subdivision.

The proposed map will not conflict with easements of record or easements established by court judgment, acquired by the public at large, for access through or use of property within the proposed map, and there are no existing easements that will be affected by the proposed construction because the map will establish new easements for public utilities, private road access, the private storm drain, and landscape maintenance.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

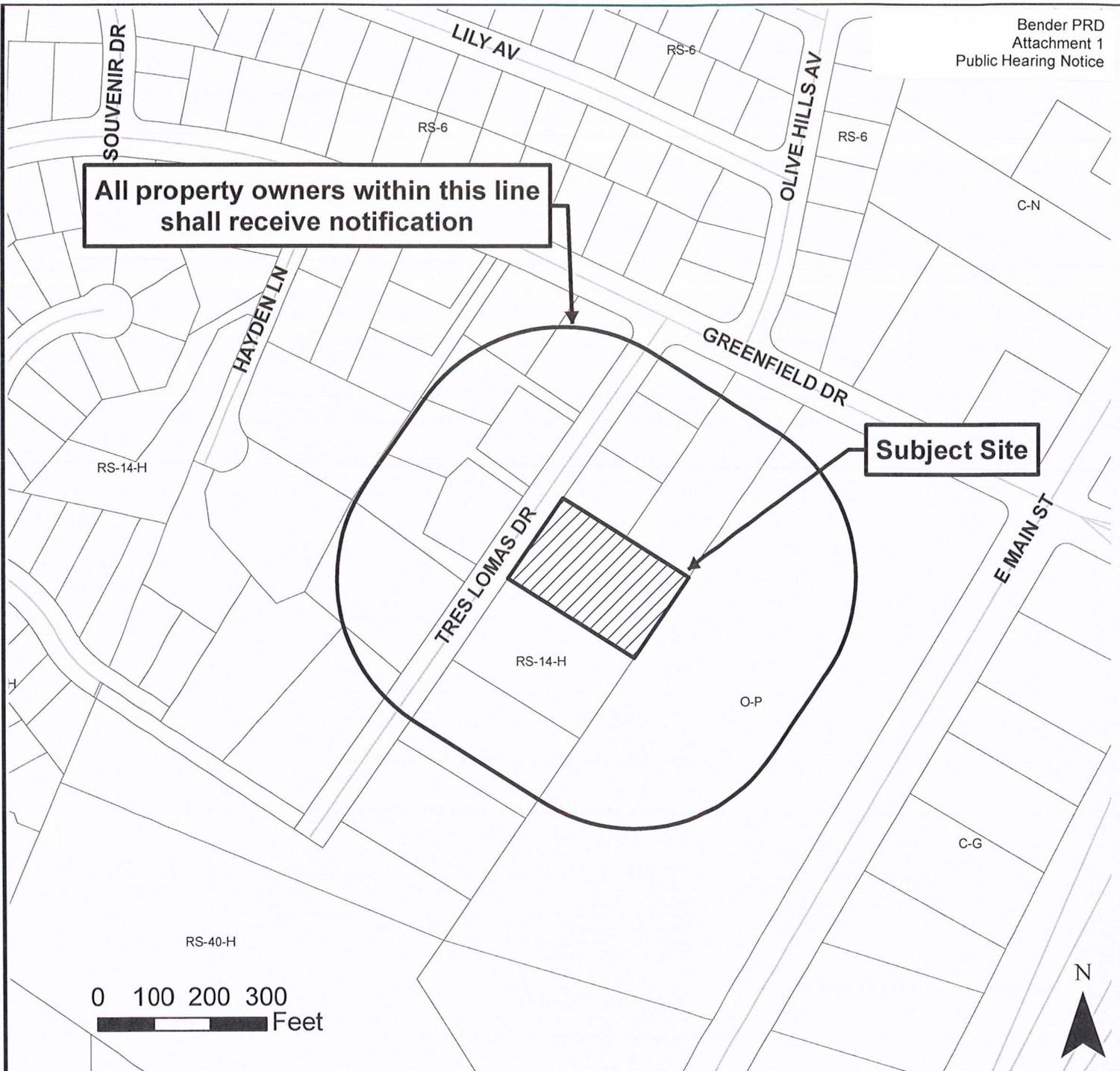
The proposed residential development project is exempt from the provisions of the California Environmental Quality Act (CEQA) according to Section 15332 of the CEQA Guidelines. Section 15332 provides an exemption for in-fill projects that are characterized by: a site that occurs within the city limits of no more than five acres substantially surrounded by urban uses; a site that has no value as habitat for endangered, rare or threatened species; a site that can be adequately served by all required utilities and public services; and, a project approval that would not result in any significant effects relating to traffic, noise, air quality, or water quality. The project proposes to authorize a residential development in an area that has already been developed with similar uses and infrastructure. Therefore, Section 15332 is an appropriate exemption for the proposed project.

PUBLIC NOTICE & INPUT

Notice of this public hearing was mailed and published in the East County Gazette on October 20, 2014, to all property owners within 300 feet of the project site and to anyone who requested such notice in writing, in compliance with Government Code Sections 65090, 65091, and 65092, as applicable. Additionally, as a public service, the notice was posted in the kiosk at City Hall and on the City's website under "Public Hearings/Public Notices." The notice was also mailed to the two public libraries in the City of El Cajon, located at 201 East Douglas Avenue and 5714 Garfield Avenue.

ATTACHMENTS

1. Public Hearing Notice/Location Map
2. Proposed Resolution Recommending City Council Approval of the Class 32 CEQA Exemption
3. Proposed Resolution Recommending City Council Approval of the ZR No. 2318
4. Proposed Resolution Recommending City Council Approval of PRD No. 70
 - a. Exhibit A - Helix Water District Comments 12-07-12
5. Proposed Resolution Recommending City Council Approval of TSM No. 664
6. Reduced Plans
7. Aerial Photograph of Subject Site
8. General Plan Consistency Chart
9. Project Narrative
10. Application & Disclosure statement
11. Full size plans (in Commissioner's Packets)



NOTICE OF PROPOSED
ZONE RECLASSIFICATION, TENTATIVE SUBDIVISION MAP
AND PLANNED RESIDENTIAL DEVELOPMENT

NOTICE IS HEREBY GIVEN that the El Cajon Planning Commission will hold a public hearing at 7:00 p.m., Tuesday, November 1, 2016, and the El Cajon City Council will hold a public hearing at 7:00 p.m., November 15, 2016, in the City Council Chambers, 200 Civic Center Way, El Cajon, CA, to consider:

ZONE RECLASSIFICATION NO. 2318, PLANNED RESIDENTIAL DEVELOPMENT NO. 70 AND TENTATIVE SUBDIVISION MAP NO. 664, as submitted by Jeffery Bender, Managing Member, RLM Surf LLC, requesting a planned residential development of six lots, five residential and one street lot with one existing house to remain. The subject property is addressed as 1245 Tres Lomas Drive. This project is exempt from the California Environmental Quality Act (CEQA).

The public is invited to attend and participate in these public hearings. The agenda reports for this project will be available 72 hours prior to the meeting for Planning Commission and City Council at <http://www.cityofelcajon.us/your-government/calendar-meetings-list>. In an effort to reduce the City's carbon footprint, paper copies will not be provided at the public hearings, but will be available at the Project Assistance Center and City Clerk counters upon request.

If you challenge the matter in court, you may be limited to raising only those issues you or someone else raised at the public hearings described in this notice or in written correspondence delivered to the Commission or Council at, or prior to, the public hearings. The City of El Cajon encourages the participation of disabled individuals in the services, activities, and programs provided by the City. Individuals with disabilities who require reasonable accommodation in order to participate in the public hearing should contact Planning at 619.441.1742. More information about planning and zoning in El Cajon is available at <http://www.cityofelcajon.us/your-government/departments/community-development/planning-division>.

If you have any questions, or wish any additional information, please contact **LORENA CORDOVA** at 619.441.1539 or via email at lcordova@cityofelcajon.us and reference "Bender" in the subject line.

PROPOSED PLANNING COMMISSION RESOLUTION

A RESOLUTION RECOMMENDING CITY COUNCIL APPROVAL OF CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) CATEGORICAL EXEMPTION 15332 (IN-FILL DEVELOPMENT) FOR ZONE RECLASSIFICATION NO. 2318, PLANNED RESIDENTIAL DEVELOPMENT NO. 70, & TENTATIVE SUBDIVISION MAP NO. 664

WHEREAS, the El Cajon Planning Commission held a duly advertised public hearing on November 1, 2016, to consider Zone Reclassification No. 2318, to consider a change in the zoning designation from the Residential, Single-Family, 14,000 square feet (RS-14) - Hillside Overlay (H) zone to the PRD-Low-H zone, as submitted by Jeffery Bender on behalf of RLM Surf for the property on the east side of Tres Lomas Drive between Greenfield Drive and Savin Drive, and addressed as 1245 Tres Lomas Drive; APN: 507-200-18; and

WHEREAS, in accordance with CEQA Guidelines Section 15061(b)(2), and prior to making a recommendation to the City Council, the Planning Commission reviewed and considered the information contained in the project staff report; and

WHEREAS, it is proposed that the project is exempt from CEQA under Section 15332 (*In-fill Development*) of CEQA Guidelines, which allows for in-fill development in urbanized areas, because the following conditions are satisfied: 1) The project and the adjacent properties are designated LR (Low Density Residential) on the General Plan Land Use Map. Furthermore, the proposed zone, Planned Residential Development - Low is consistent with the General Plan designation. The project implements General Plan policies that support the provision of housing for all income levels. Moreover, the project satisfies Zoning Code regulations and development standards; 2) the subject site is located within the city limits, is 1.01 acres, and is surrounded by urban uses; and 3) the subject site and the surrounding area have historically been used for residential uses, and have no habitat value. Furthermore, there is no record of endangered, rare, or threatened species in the general vicinity and staff observed no protected or mitigable wildlife habitat on the subject site or in the general vicinity; and 4) the public circulation system has sufficient capacity to accommodate multiple modes of transportation, including bicycles, pedestrians and vehicles; the proposed development is in accordance with governing standards and regulations and is not expected to substantially increase vehicle trips beyond the designed capacities of the surrounding existing streets, nor would it compromise the safety of other modal users; the adjacent roadways and intersections will operate at acceptable levels of service; and the proposed development will be designed to satisfy all applicable storm water regulations established by the El Cajon Municipal Code Chapter 16.60; and 5) all required utilities and public services are currently serving the subject site as well as the surrounding area.

Proposed Planning Commission Resolution

WHEREAS, none of the conditions in Section 15300.2, which provide exceptions for categorical exemptions exist; and

WHEREAS, after considering evidence and facts, the Planning Commission did consider the proposed Categorical Exemption, Section 15332 as presented at its meeting.

NOW, THEREFORE, BE IT RESOLVED by the El Cajon Planning Commission as follows:

Section 1. That the foregoing recitals are true and correct, and are findings of fact of the El Cajon Planning Commission in regard to the proposed Categorical Exemption Section 15332 for the Bender common-interest residential project.

Section 2. That based upon said findings of fact, the El Cajon Planning Commission hereby RECOMMENDS City Council APPROVAL of the proposed Categorical Exemption Section 15332 for Zone Reclassification No. 2318, Planned Unit Development No. 70, and Tentative Subdivision Map No. 664.

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Proposed Planning Commission Resolution

PASSED AND ADOPTED by the El Cajon Planning Commission at a regular meeting held November 1, 2016, by the following vote:

AYES:
NOES:
ABSENT:

Anthony SOTTILE, Chairperson

ATTEST:

Anthony SHUTE, AICP, Secretary

PROPOSED PLANNING COMMISSION RESOLUTION

A RESOLUTION RECOMMENDING CITY COUNCIL APPROVAL OF ZONE RECLASSIFICATION NO. 2318 FOR THE REZONING OF PROPERTY LOCATED ON THE EAST SIDE OF TRES LOMAS DRIVE BETWEEN GREENFIELD DRIVE AND SAVIN DRIVE FROM RS-14-H TO THE PLANNED RESIDENTIAL DEVELOPMENT (PRD) LOW-H ZONE; APN: 507-200-18; GENERAL PLAN DESIGNATION: LOW DENSITY RESIDENTIAL (LR).

WHEREAS, the El Cajon Planning Commission held a duly advertised public hearing on November 1, 2016, to consider Zone Reclassification No. 2318, to consider a change in the zoning designation from the Residential, Single-Family, 14,000 square feet (RS-14) Hillside Overlay (H) zone to the PRD-Low-H zone, as submitted by Jeffery Bender on behalf of RLM Surf, LLC for the property on the east side of Tres Lomas Drive between Greenfield Drive and Savin Drive, and addressed as 1245 Tres Lomas Drive Street; APN: 507-200-18; and

WHEREAS, the El Cajon Planning Commission adopted the next resolution in order recommending to the El Cajon City Council the approval of the proposed CEQA Categorical Exemption Section 15332;

WHEREAS, at the public hearing the Planning Commission received evidence through public testimony and comment, in the form of verbal and written communications and reports prepared and presented to the Planning Commission, including (but not limited to) evidence such as the following:

- A. The proposed PRD-Low zone is consistent with the Low Density Residential land use designation as indicated in the General Plan Zoning Consistency Chart. The residential density of up to ten dwelling units per acre of the PRD-Low zone is also consistent with the Low Density Residential designation in the General Plan. Furthermore, the PRD-low zone would provide for residential uses and development standards compatible with the surrounding neighborhood. The rezone would facilitate the development of the site for residential uses in conformance with Housing Element policies to increase the number of housing units available to all income levels.
- B. There is no governing specific plan for the subject property.

Proposed Planning Commission Resolution

- C. The proposed zone change will facilitate the development of an underutilized property with housing, which will also assist the City in meeting its share of regional housing needs. The creation of additional housing units for various age and income groups is in the interest of public necessity, convenience, and general welfare.

WHEREAS, after considering such evidence and facts the Planning Commission did consider Zone Reclassification No. 2318 as presented at its meeting.

NOW, THEREFORE, BE IT RESOLVED by the El Cajon Planning Commission as follows:

Section 1. That the foregoing recitals are true and correct, and are findings of fact of the El Cajon Planning Commission in regard to Zone Reclassification No. 2318.

Section 2. That based upon said findings of fact, the El Cajon Planning Commission hereby RECOMMENDS City Council APPROVAL of Zone Reclassification No. 2318 to rezone property from the RS-14-H zone to the PRD-Low-H zone, located on the east side of Tres Lomas Drive between Greenfield Drive and Savin Drive, in accordance with the attached Exhibit "A", and subject to the condition that this zone reclassification shall become null and void if the accompanying Tentative Subdivision Map No. 664 is not recorded within the time frame permitted under the Subdivision Map Act.

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Proposed Planning Commission Resolution

PASSED AND ADOPTED by the El Cajon Planning Commission at a regular meeting held November 1, 2016, by the following vote:

AYES:
NOES:
ABSENT:

Anthony SOTTILE, Chairperson

ATTEST:

Anthony SHUTE, AICP, Secretary

EXHIBIT "A"



Helix Water District

Setting standards of excellence in public service

7811 University Avenue
La Mesa, CA 91942-0427

(619) 466-0585
FAX (619) 466-1823
www.hwd.com

December 7, 2012

Lorena Cordova
Project Manager
City of El Cajon
200 Civic Center Way
El Cajon, CA 92020

Subject: Zone Reclassification No. 2318; Tentative Subdivision Map 664; Planned Residential Development 70
APN: 507-200-18; 1245 Tres Lomas Drive

Dear Ms. Cordova:

Thank you for the opportunity to comment on the subject project. Helix Water District (District) serves the property with APN 507-200-18 with one 3/4-inch water service. The nearest fire protection is provided by a fire hydrant with 2.5x4-inch outlets located on Tres Lomas Drive approximately 70 feet west of the parcel. Water pressure in the area is approximately 144 psi.

Because this development will require a water main extension with individual meters and fire protection; Improvement plans, grading plans and appropriate fees will need to be submitted to the District for review and approval.

Easements for the onsite water main, meters, and fire hydrants will be dedicated to Helix Water District with a 20 foot minimum width or the width of the driveway, whichever is greater.

Backflow devices will be required to be installed for the existing active water and/or any new water services for this property per current Water Agencies' Standards. The backflow devices shall be tested by a certified backflow tester with a copy of the passing test results forwarded to Helix Water District attention Darrin Teisher.

If common area landscaping exceeds 5,000 sq. ft., a dedicated irrigation meter will be required and the property entered into our Water Conservation Program.

The El Cajon Fire Department may require additional or upgraded fire protection facilities for this project. All costs for new fire protection facilities will be paid by the Owner/Developer. Easements will be required if new or existing facilities cannot be installed within existing public right of way.

If you have any questions, please call me at (619) 667-6239.

Sincerely,

Carlos Perdomo
Senior Engineering Technician

c: Tim Ross
Aneld Anub
Darrel Williams
lcordova@cityofelcajon.us

PROPOSED PLANNING COMMISSION RESOLUTION

A RESOLUTION RECOMMENDING CITY COUNCIL APPROVAL OF PLANNED RESIDENTIAL DEVELOPMENT NO. 70 FOR A FIVE-UNIT COMMON INTEREST SINGLE-FAMILY RESIDENTIAL DEVELOPMENT ON THE EAST SIDE OF TRES LOMAS DRIVE BETWEEN GREENFIELD DRIVE AND SAVIN DRIVE IN THE PENDING PRD-LOW-HILLSIDE OVERLAY ZONE, APN: 507-200-18; GENERAL PLAN DESIGNATION: LR (LOW DENSITY, 3-10).

WHEREAS, the El Cajon Planning Commission held a duly advertised public hearing on November 1, 2016, to consider Planned Residential Development (PRD) No. 70, as submitted by Jeffery Bender on behalf of RLM Surf, requesting a five-unit common interest single-family residential development in the pending PRD-Low-Hillside Overlay (PRD-Low-H) zone, on the east side of Tres Lomas Drive between Greenfield Drive and Savin Drive; and

WHEREAS, the El Cajon Planning Commission determined that the proposed project is exempt from the provisions of the California Environmental Quality Act (CEQA) according to Section 15332 of the CEQA Guidelines; and

WHEREAS, the El Cajon Planning Commission adopted the next resolution in order, recommending to the El Cajon City Council the approval of proposed Zone Reclassification No. 2318 rezoning the subject site from the Residential, Single-Family, 14,000 square feet (RS-14) - Hillside Overlay (H) zone to the PRD Low-H zone; and

WHEREAS, at the public hearing the Planning Commission received evidence through public testimony and comment, in the form of verbal and written communications and reports prepared and presented to the Planning Commission, including (but not limited to) evidence such as the following:

- A. The project density falls within the General Plan's land use designation LR; the housing type and design is creative and attractive; the housing is compatible with existing development; and, the project's overall design adds to the existing quality of the neighborhood with high standards of design. Furthermore, the project would facilitate the development of additional residential units in conformance with Housing Element policies to increase the number of housing units available to all income levels.
- B. The project is a comprehensively planned design that specifically relates to the level topography of the site as well as the development in the surrounding area. The proposed building elevations meet the intent of the PRD ordinance and the architectural guidelines contained within the Zoning Code with surface relief

Proposed Planning Commission Resolution

and variation of the proposed structures through the use of building materials that are balanced and emphasized on all elevations. There is variation in the proposed placement of decorative building materials and architectural styles proposed for the project. The quality of the proposed project architecture is consistent with other recently built projects and is compatible with the surrounding neighborhood. Additionally, the project complies with the applicable development regulations.

- C. The project would provide needed housing on an underutilized property and will contribute to the provision of housing needed to meet local and regional housing goals.
- D. Conditions of approval, where appropriate, have been incorporated to ensure the compatibility of the project with its environment and surrounding development. These include, but are not limited to the approval of CC&Rs, storm water maintenance plan, and a landscape documentation package.

NOW, THEREFORE, BE IT RESOLVED that based upon said findings of fact stated above, the El Cajon Planning Commission hereby RECOMMENDS City Council APPROVAL of Planned Residential Development No. 70 for a five-unit, detached, single-family planned residential development on the east side of Tres Lomas Drive between Greenfield Drive and Savin Drive in the pending PRD-Low-H zone, on the above described property, subject to the following conditions:

- 1. Prior to the issuance of building permits, or as otherwise determined by the Deputy Director, the applicant shall submit and obtain approval of a revised, one-page, 24" by 36" mylar site plan that reflects the following specific notes and changes:
 - A. Include the following note: "Separate utility connections shall be provided for each unit in the approved PRD."
 - B. Indicate all easements, including landscape and common area maintenance easements. The landscape easement shall include the contiguous area between and around all buildings as reflected on the final site plan and map.
 - C. Include the following note: "This project shall comply with the Standard Conditions of Development from Planning Commission Resolution No. 10649, as applicable."
 - D. The revised site plan shall reflect the applicable comments and include all of the required notes from the Public Works Department.
 - E. The revised site plan shall reflect the applicable comments listed in the Building comments.

Proposed Planning Commission Resolution

- F. The revised site plan shall reflect the applicable comments from the Helix Water District attached to this resolution as "Exhibit A" and dated 12-07-12.
 - G. Parking in the 14-foot driveway of Lot Five shall be prohibited at all times to prevent circulation issues along the private street.
2. Prior to the issuance of building permits, or as otherwise determined by the Deputy Director, the applicant shall complete the following:
 - A. Submit the required copies of the recorded final subdivision map. The map shall be in conformance with the approved PRD No. 70 Site Plan.
 - B. Submit a lighting plan in accordance with El Cajon Municipal Code Section 17.130.150. The plan shall include the location of all external lighting elements and their respective design. Planning approval of the plan is required before building permit issuance.
 - C. The approved building material types and colors of all exterior elevations shall be shown on the construction drawings submitted for building permits and shall be in substantial conformance with the materials approved by the City Council.
 - D. Submit a letter indicating proof of trash and recycling collection services from the City's solid waste collection contractor (Waste Management, Inc.)
 - E. The applicant shall comply with all applicable conditions listed in the "Standard Conditions of Development" adopted by the Planning Commission by Resolution No. 10649 and referenced herein.
 - F. Comply with the Public Works Department included in this resolution under Condition No. 6.
 - G. Comply with the building comments from the Building and Fire comments included in this resolution under Condition No. 7.
 - H. Comply with the comments from the Helix Water District attached to this resolution as "Exhibit E" and dated 12-7-12.
 - I. Obtain approval of a Landscape Documentation Package (LDP) in conformance with the requirements of Chapter 17.195 of the Zoning Code, and consistent with the guidelines provided in the City of El Cajon Landscape Design Manual. The LDP shall further indicate landscaping in all areas excluding the dwelling units and the private rear yards for the dwelling units.
 3. Prior to the issuance of building permits or as otherwise determined by the Deputy Director, Zone Reclassification No. 2318 shall become effective and Tentative Subdivision Map No. 664 shall be finalized and recorded.
 4. Submit one electronic copy of the draft Covenants, Conditions and Restrictions

Proposed Planning Commission Resolution

(CC&Rs) for the common ownership and maintenance of the project for approval by the Planning Division, Storm Water Division, and City Attorney. Prior to the granting of a certificate of occupancy of any units the applicant shall record the CC&Rs and submit one electronic copy (PDF format) of the recorded document to the Planning Division on a compact disc. The CC&Rs shall include the maintenance of the private street, sidewalks, driveways, common lighting, common fencing, stormwater facilities, and required landscape areas including street yards and the common recreation lot, and shall contain the following language:

- "A. This entire project and property shall be subject to all of the conditions and restrictions contained within the resolution adopted by the City of El Cajon which approved the tentative subdivision map for the project, as well as being subject to all the conditions and restrictions contained in any permits issued for the project which were approved by the City of El Cajon, along with accompanying site plans, elevations and landscape plans."
- "B. The City of El Cajon is hereby given supervisory jurisdiction over the enforcement of the provisions of this Declaration dealing with maintenance, cleanliness and repair of the landscape and pavement maintenance easement and exterior appearance of the project. In the event of breach of any duty pertaining to such maintenance, cleanliness, repair or exterior appearance, the City of El Cajon may give written notice of such breach to the Association or Owners, together with a demand upon them to remedy such breach. If they refuse to do so, or fail to take appropriate action within 30 days of the receipt of such notice, the City of El Cajon shall have the standing and the right (but not the obligation) to both bring an action in a court of proper jurisdiction to enforce the provisions of this Declaration and/or initiate abatement proceedings pursuant to the ordinances of the City of El Cajon. Nothing contained herein shall limit any other right or remedy which the City may exercise by virtue of authority contained in ordinance or state law."
- "C. The City Attorney of El Cajon must give prior approval to any amendments to this Declaration of Covenants, Conditions and Restrictions which deal with any of the following topics:
1. Amendments with regard to the fundamental purpose for which the project was created (such as a change from residential use to a different use), and amendments which would affect the ability of the City of El Cajon to approve or disapprove external modifications to the project.

Proposed Planning Commission Resolution

2. Amendments with regard to the supervisory jurisdiction for enforcement granted to the City of El Cajon by this Declaration.
 3. Property maintenance obligations, including maintenance of landscaping, sidewalks, and driveways, and cleanliness or repair of the project."
- "D. No alteration or modification shall be made to the landscape and pavement maintenance easement which is contrary to the development plan approved by and on file with the City of El Cajon without the approval of the City."
- "E. Parking shall only occur in the approved parking spaces and individual private driveways depicted on the final approved PRD No. 70 site plan. No parking is permitted along the private street except that which is identified on the site plan.
- "F. A minimum of two garage parking spaces at each unit shall be maintained and available for parking."
5. Prior to the granting of occupancy for any unit, or as otherwise determined by the Deputy Director, all on-site improvements shall be completed or guaranteed in accordance with the approved PRD No. 70 site plan. In addition, the following items shall be completed and/or inspected:
 - A. Record the CC&Rs, and submit one electronic copy of the recorded document (PDF format) to the Planning Division on compact disc.
 - B. Complete the installation of the approved landscaping and irrigation system and obtain approval of a Certificate of Completion.
 - C. Satisfy all requirements of the Public Works Department, Building and Fire Safety, & Helix Water District as indicated in the attached comments dated and labeled 07-10-15 (Exhibit B), 01-21-15 (Exhibit C), 01-21-15 (Exhibit D), & 02-09-15 (Exhibit E) respectively.

Engineering and Storm Water

6. A Final Map must be prepared by a registered civil engineer or a licensed land surveyor in accordance with Title 16 of the Municipal Code and the Subdivision Map Act. In order to complete the process of subdividing the property, the owner is responsible for having a Final Map recorded with the County Recorder within two (2) years after approval of the Tentative Subdivision Map by the City Council or within the time limits of an extension granted in accordance with Title 16 of the Municipal Code.

Proposed Planning Commission Resolution

The following conditions must be completed prior to recording of the Final Map:

1. Show all existing, proposed and vacated easements (private and public) on the Final Map.
2. Provide a public sewer easement along the private street centered on the proposed sewer main to provide a public sewer easement of 15-ft wide and 15-ft beyond the sewer termination point.
3. Improve the street shown on the tentative map as Private Street in accordance with Chapter 17.165 of the City Municipal Code, since the street does not meet City Standards for public streets. Prior to issuance of a Building Permit and an Encroachment Permit (Encroachment Permit is a separate permit that must be obtained for any required improvements in the right-of-way), the applicant or contractor shall prepare an Engineer's scale, detailed drawing showing the plan and profile of the private street, curbs and gutters, drainage features, and typical sections shall be prepared by a Civil Engineer registered in the State of California and shall be submitted to the City for review. Private Street Improvement Plans must be submitted.
4. Install separate gravity sewer services (may be force sewer lateral for less than 240' and 5 or less houses), water services (including meters) and other utilities to each parcel with a building unit in accordance with the Municipal Code. The proposed sewer and water laterals serving the parcel shall be private and shall be approved by the Building Division. A double cleanout is required at the property line for all sewer laterals. Maintenance of the private sewer and water laterals shall be the responsibility of the homeowners. Connections to the City sewer system and payment of connection fees are required with Building Permits.
5. The proposed sewer main to serve the subdivision shall be public. A detailed, scaled drawing showing the plan and profile of the sewer main, manhole locations, and laterals shall be prepared by a Civil Engineer registered in the State of California. The sewer main shall be designed and built in accordance with the City of El Cajon Improvement Standards for Public Sewer Mains and submitted to the City for review. Maintenance of the public sewer main shall be the responsibility of the City. Maintenance of the sewer laterals shall be the responsibility of the homeowners. Connections to the City sewer system and payment of connection fees are required with Building Permits.

Proposed Planning Commission Resolution

6. The proposed storm drain system to serve the subdivision shall be private. A detailed scaled drawing showing the plan and profile of the private storm drain system and manhole locations shall be prepared by a Civil Engineer registered in the State of California. The storm drain system shall be designed and built in accordance with the City of El Cajon Improvement Standards for Public Drainage Systems and submitted to the City for review. Maintenance of the on-site private storm drain system shall be the responsibility of the homeowners. Private Storm Drain System Plans may be shown on the separate Private Street Improvement Plan. The Private Storm Drain System may be included with the Grading and Drainage Plans.
7. Improve Tres Lomas Drive from the edge of the existing road to 20' off the centerline and provide a 5' wide sidewalk with curb and gutter and a G-14 driveway, with appropriate asphalt transitions back to the existing road with an asphalt dike. A detailed scaled drawing showing the plan and profile and typical sections of the public street, curb and gutter, and drainage facilities, as required, shall be prepared by a Civil Engineer registered in the State of California and shall be submitted to the City for approval. Improvements shall include, but not be limited to a full street pavement section to provide 40-feet from face of curb to the centerline, PCC curbs and gutters and full width sidewalks, and adequate pavement transitions. Relocate existing facilities in conflict with construction as necessary.
8. Add the following notes to the PRD Site Plan:

“All operations must be in compliance with the City’s Storm Water Ordinance (Municipal Code 13.10 and 16.60) to minimize or eliminate pollutant discharges to the storm drain system.

For Public Works requirements on this Planning Action, please refer to the Conditions of Approval. This Site Plan may not clearly show existing or proposed improvements in the public right-of-way and should not be used for public improvement construction purposes.”

9. Comply with the following Storm Water requirements:
 - a. In accordance with the City of El Cajon Municipal Code Section 16.60, this project falls into a Priority Development Project (PDP) category and is subject to the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements. To fulfill SUSMP requirements, a Storm Water Mitigation Plan (SWMitP) needs to be prepared by a Registered Civil Engineer in the State of California. A Storm Water Conceptual Plan must also be

Proposed Planning Commission Resolution

approved before a Planning Action is conditioned. Amongst other things, the SWMitP shall include the following:

- 1) Incorporation of New Development Best Management Practices (BMPs) per the City of El Cajon Best Management Practices (BMP) Design Manual - February 2016 standards. A copy of the manual can be found at:

<http://www.cityofelcajon.us/i-want-to/view/documents-forms-library/-folder-137>

- 2) Runoff calculations for water quality. A specific designed volume or flow of storm water runoff must be captured and treated with an approved (series of) storm water treatment control device(s); the BMP design size is calculated using either: a) the 85th percentile hourly precipitation (County Hydrology Manual isopluvial map) for volume based BMPs, or b) using a rain fall intensity of 0.2 inches per hour (Storm Water Attachment No. 4) for flow based BMPs.
- 3) Runoff calculations for water quantity in compliance with the approved Hydromodification Management Plan (HMP) requirements. Calculate pre- and post-construction peak flow runoff rates (calculated to the nearest 0.1 CFS using % imperviousness). The post-construction flows must not exceed the pre-construction flows.
- 4) Incorporation of Low Impact Development (LID) BMPs for compliance with the California Regional Water Quality Control Board (San Diego Region) Order No. R9-2013-0001 as amended by Order No. R9-2015-0001 and R9-2015-0100; located at:

http://www.swrcb.ca.gov/rwqcb9/water_issues/programs/stormwater/docs/2015-1118_AmendedOrder_R9-2013-0001_COMPLETE.pdf

LID BMPs must be included as a separate section of the SWMitP. The LID section must include a comprehensive review and consideration of LID BMPs and a determination of feasibility and practicality for all mandatory LID BMPs. The LID section must include implementation of Source Control BMPs, Treatment Control BMPs and other LID BMPs where practical and feasible. An electronic copy of the County of San Diego Low Impact Development Handbook can be found online at:

<http://www.co.san-diego.ca.us/dplu/docs/LID-Handbook.pdf>

Proposed Planning Commission Resolution

- 5) A Maintenance Plan per Storm Water Attachment No. 3 to ensure perpetual maintenance of BMPs (Available to the public through Public Works on the fourth floor of City Hall).
- 6) Landscaping Plans that comply with SUSMP requirements (submitted to the Planning Department).
- 7) Details of any proposed and existing trash enclosures. Any and all enclosures must be designed to be secured, constructed with a grade-break or berm across the entire enclosure entrance, and covered with an impervious, fire-resistant roof in accordance with the requirements of Public Works Storm Water Attachment No. 2.

Note: Contact the City of El Cajon Public Works Department to request a sample of the SWMitP document.

- b. The plans shall show that all new roof drains, driveways, parking areas, sidewalks and other impervious areas will drain to sufficiently sized and designed landscaped areas so as to incorporate Low Impact Development (LID) BMPs for compliance with the California Regional Water Quality Control Board (San Diego Region) Order No. R9-2013-0001 as amended by Order No. R9-2015-0001 and R9-2015-0100; located at:

http://www.swrcb.ca.gov/rwqcb9/water_issues/programs/stormwater/docs/2015-1118_AmendedOrder_R9-2013-0001_COMPLETE.pdf

LID BMP details must be included as a separate section of the Building Permit Plan Set. The project must include a comprehensive review and consideration of LID BMPs and a determination of feasibility and practicality for all mandatory LID BMPs. The LID section must include implementation of Source Control BMPs, Treatment Control BMPs and other LID BMPs where practical and feasible. Incorporate all cross sections of proposed BMPS on the site plan. An electronic copy of the County of San Diego Low Impact Development Handbook can be found online at:

<http://www.co.san-diego.ca.us/dplu/docs/LID-Handbook.pdf>

1. Prepare and submit a Storm Water Maintenance and Operations Plan to ensure compliance with City of El Cajon's storm water regulations.
- d. Submit a signed and executed Storm Water Facilities Maintenance

Proposed Planning Commission Resolution

Agreement with Easement and Covenants. An electronic copy of the Storm Water Facilities Maintenance Agreement with Easement and Covenants can be obtained at the City of El Cajon Public Works Department.

- e. If applicable, submit copies of the Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) from the California Regional Water Quality Control Board.
 - f. Submit a copy of the Conditions, Covenants, and Restrictions (CC&R's) for the property, per Storm Water Attachment No. 3, which address residential compliance with City of El Cajon Municipal Code section 13.10.080. Please refer to the updated Agreement for changes and updates to language that should be incorporated into the CC&Rs.
10. Submit a current Preliminary Title Report and a Subdivision Guarantee, no older than 60 days, at the time the map is ready to record.
 11. Submit a County Tax Certificate valid at the time of map recordation.
 12. Set survey monuments and guarantee setting of any deferred monuments.
 13. Submit Will-Serve letters from Water Company, Gas and Electric Company, Phone Company and Cable TV Company.
 14. Submit a preliminary soils report prepared by a Civil or Geotechnical Engineer registered in the State of California, along with adequate test borings.
 15. Submit a Drainage Study and a Grading and Drainage Plan along with an Erosion Control Plan prepared by a Civil Engineer, registered in the State of California. No grading or soil disturbance, including clearing of vegetative matter, shall be done until all necessary environmental clearances are secured and the Grading and Drainage Plan and Erosion Control Plan have been reviewed by the City.

These Plans shall be based on the preliminary soils report and in conformance with the City of El Cajon Jurisdictional Runoff Management Program (JRMP) and Standard Urban Storm Water Mitigation Plan Ordinance (SUSMP) which require additional erosion control measures and future ongoing maintenance even after completion of the project to prevent, treat, or limit the amount of storm water runoff and pollution from the property.

Proposed Planning Commission Resolution

The Erosion Control Plan shall show measures to ensure that pollutants and runoff from the development are reduced to the maximum extent practicable and will not cause or contribute to an exceedance of receiving water quality objectives throughout project construction.

The Drainage Study shall include all related tributary areas and adequately address the impacts to the surrounding properties and to the City drainage system. The developer shall provide any needed public and private drainage facilities, including off site drainage facilities (as determined by the study). If public drainage facilities are required, the required improvements need to be included in improvement plans, prepared by a Civil Engineer, registered in the State of California, and submitted to the City for approval. Note: If the Drainage Study indicates the existing downstream drainage system is inadequate for the proposed density of the subdivision, a reduction in density and/or hard surface coverage of the subdivision may be required.

16. Underground all new and existing utility distribution facilities adjacent to and within the subdivision boundaries along East Main Street, including services to all new and existing buildings, in accordance with City Municipal Code Sections 16.16.040(D) and 16.52.010. Evidence of arrangements to underground utilities must be provided.
17. Submit signature omission letters from all public easement holders who do not have a signature block on the map.
18. Submit a letter stating if the required public improvements listed above will be completed prior to recording the Map or deferred by a Subdivision Agreement.
19. The lot without a building unit is to be designated as a non-buildable lot for ingress and egress, water, sewer, and other utility purposes, for the common use and benefit of the other lots.
20. An Encroachment Permit or Subdivision Agreement is required prior to any work within the public right-of-way.

Municipal Code Section 16.16.060 provides that, in lieu of constructing the required improvements prior to recording of the final map, the subdivider may enter into an agreement which guarantees construction within one year. Such agreement shall be accompanied by improvement security in accordance with Municipal Code Section 16.16.080 and a certificate of insurance provided by the

Proposed Planning Commission Resolution

subdivider in accordance with City Council Policy D-3.

The school districts in the City have developer fee assessment policies. These fees are collected at the time of issuance of building permits.

Existing streets shall be kept free of dirt and debris and maintained in good condition. Dust shall be controlled so that it does not become a nuisance. The developer shall be responsible for the repair of any streets or private property damaged as a result of the construction of the subdivision.

Landscaping at the entrance of the driveways shall be kept low to provide adequate sight distance.

Building and Fire Safety

2. Comply with Currently adopted edition of the California Building Code, California Fire Code, California Mechanical Code, California Plumbing Code, California Electrical Code, and Green Building Standard Code.
3. A Building permit is required for this project.
4. Title 24 energy efficiency compliance and documentation is required.
5. Soils report will be required for this project.
6. An automatic sprinkler system is required by CBC or local ordinance.
7. Undergrounding of all on-site utilities is required.
8. Install fire hydrant per Fire Department requirements.
9. All weather fire access road shall be available on the job site before start of const.
10. Residential address numbers shall be visible from the street, contrasting in color from wall surface, and minimum 5 inches in size.

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Proposed Planning Commission Resolution

PASSED AND ADOPTED by the El Cajon Planning Commission at a regular meeting held November 1, 2016, by the following vote:

AYES:
NOES:
ABSTAIN:

Anthony SOTTILE, Chairperson

ATTEST:

Anthony SHUTE, AICP, Secretary

PROPOSED PLANNING COMMISSION RESOLUTION

A RESOLUTION RECOMMENDING CITY COUNCIL APPROVAL OF TENTATIVE SUBDIVISION MAP NO. 664 FOR A SIX-LOT SUBDIVISION ON THE EAST SIDE OF TRES LOMAS DRIVE BETWEEN GREENFIELD DRIVE AND SAVIN DRIVE, APN: 507-200-18; GENERAL PLAN DESIGNATION: LOW DENSITY RESIDENTIAL (LR).

WHEREAS, the El Cajon Planning Commission duly advertised and held a public hearing on November 1, 2016, to consider Tentative Subdivision Map (TSM) No. 664, as submitted by Jeffery Bender on behalf of RLM Surf, LLC, requesting a six-lot residential subdivision in the Planned Residential Development (PRD)-Low-Hillside Overlay (H) zone; and

WHEREAS, the El Cajon Planning Commission determined that the proposed project is exempt from the provisions of the California Environmental Quality Act (CEQA) according to Section 15332 of the CEQA Guidelines; and

WHEREAS, the El Cajon Planning Commission adopted the next resolution in order, recommending to the El Cajon City Council the approval of proposed Zone Reclassification No. 2318 rezoning the subject site from RS-14-H zone to the PRD-Low-H zone; and

WHEREAS, the El Cajon Planning Commission adopted the next resolution in order, recommending to the El Cajon City Council the approval of the proposed Planned Residential Development No. 70 for a five-unit residential project; and

WHEREAS, at the public hearing the Planning Commission received evidence through public testimony and comment, in the form of verbal and written communications and reports prepared and presented to the Planning Commission, including (but not limited to) evidence such as the following:

- A. The proposed map is consistent with the General Plan and the General Plan goals related to housing that seek to provide a variety of residential development opportunities in the City to fulfill regional housing needs. The proposed project is not subject to a specific plan.
- B. The proposed subdivision map design results in five residential lots and one common lot for a six-lot residential project, which is consistent with the goals and objectives of the General Plan. Furthermore, the site is generally level and physically suited for the type of development as well as the density of the development that is proposed for this property.

Proposed Planning Commission Resolution

- C. The proposed project site has no habitat value and is located in an urbanized area. Furthermore, the subject property is in a disturbed condition, surrounded by urban development, not environmentally sensitive, and there are no fish or wildlife populations that would be harmed by the residential development of the subject property. The residential development does not pose any potential environmental impacts.
- D. The design of the subdivision and type of improvements are required to incorporate storm water management improvements that will contribute to healthier streams, rivers, bays and the ocean. Furthermore, the design of the proposed subdivision will accommodate passive heating and cooling opportunities because the proposed homes are designed with windows that open and would allow occupants to take advantage of the prevailing winds. The units are separated to allow air flow through and around the units.
- E. The proposed map will not conflict with easements of record or easements established by court judgment, acquired by the public at large, for access through or use of property within the proposed map, and there are no existing easements that will be affected by the proposed construction because the map will establish new easements for public utilities, private road access, the private storm drain, and landscape maintenance.

NOW, THEREFORE, BE IT RESOLVED that based upon said findings of fact stated above, the El Cajon Planning Commission hereby RECOMMENDS that the City Council APPROVES Tentative Subdivision Map No. 664 for a six-lot subdivision, including one common lot, in the PRD-Low-Hillside Overlay zone on the above described property, subject to the following conditions:

1. The applicant shall comply with all requirements of the Public Works Department as indicated in the comments attached to the resolution recommending City Council approval of the PRD No. 70 as "Exhibit B."
2. Prior to the issuance of building permits for PRD No. 70, or as otherwise determined by the Deputy Director, the final map for TSM No. 664 shall be recorded and the appropriate number of copies returned to the City.
3. The final map shall be in substantial conformance with the approved site plan for PRD No. 70 and TSM No. 664, except as modified by this resolution.

Proposed Planning Commission Resolution

4. Prior to acceptance of the final map by the City Council, a landscape maintenance easement shall be depicted on the map. The landscape maintenance easement shall be depicted over all of the landscaped areas at the site that are outside the private rear yards for the individual units.
5. Prior to acceptance of the final map by the City Council, new Conditions, Covenants, and Restrictions (CC&Rs) shall be recorded.
6. The final map shall be accepted by the City Council and prepared for recordation in accordance with El Cajon Municipal Code Chapter 16.20.
7. The recordation of the final map shall be in accordance with the time limits permitted in Government Code §66452.6 et seq.

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Proposed Planning Commission Resolution

PASSED AND ADOPTED by the El Cajon Planning Commission at a regular meeting held November 1, 2016, by the following vote:

AYES:
NOES:
ABSENT:

Anthony SOTTILE, Chairperson

ATTEST:

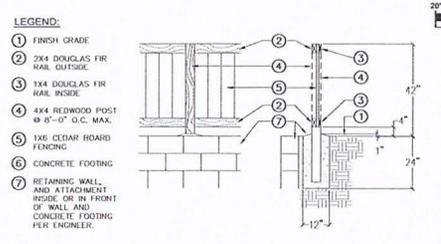
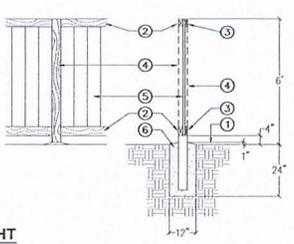
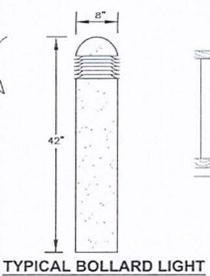
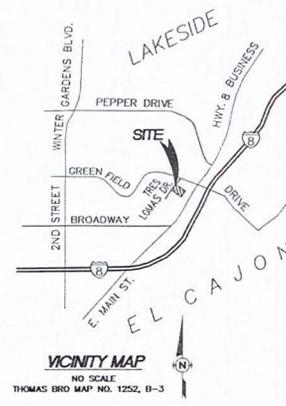
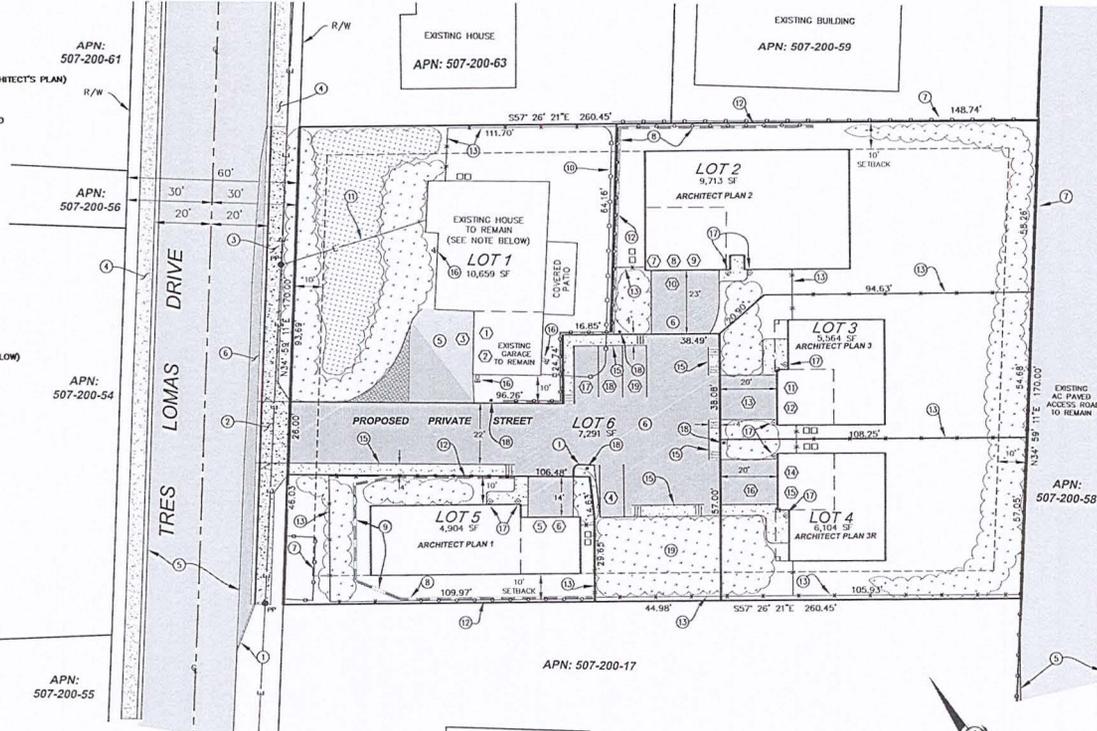
Anthony SHUTE, AICP, Secretary

PLANNED RESIDENTIAL DEVELOPMENT (PRD)

LEGEND

- PROPOSED 42" WOOD FENCE BEHIND RETAINING WALL
- PROPOSED 6" WOOD FENCE
- PROPOSED INDIVIDUAL TRASH CAN
- PROPOSED LANDSCAPING (SEE LANDSCAPE ARCHITECT'S PLAN)
- EXISTING LANDSCAPING TO REMAIN UNDISTURBED

- ① PROPOSED AC DIKE PER RSD D-5
- ② PROPOSED CONCRETE DRIVEWAY PER RSD C-14A
- ③ PROPOSED MONOLITHIC CURB, GUTTER, AND SIDEWALK PER RSD C-3
- ④ EXISTING CURB, GUTTER, AND SIDEWALK TO REMAIN
- ⑤ EXISTING AC PAVEMENT TO REMAIN
- ⑥ PROPOSED AC PAVEMENT
- ⑦ EXISTING BLOCK RETAINING WALL TO REMAIN
- ⑧ PROPOSED RETAINING WALL PER RSD C-1
- ⑨ PROPOSED RETAINING WALL PER RSD C-2
- ⑩ EXISTING BLOCK WALL TO BE REMOVED
- ⑪ EXISTING OVERHEAD POWER LINE TO BE RELOCATED UNDERGROUND
- ⑫ PROPOSED 42" WOOD FENCE BEHIND RETAINING WALL (SEE DETAIL BELOW)
- ⑬ PROPOSED 6" WOOD FENCE (SEE DETAIL BELOW)
- ⑭ PROPOSED BOUNDARY WALL WITH TRM CAP
- ⑮ PROPOSED 4" PCC SIDEWALK WITH 6" PCC CURB
- ⑯ EXISTING EXTERIOR LIGHT FIXTURE TO REMAIN
- ⑰ PROPOSED DECORATIVE CARRIAGE LAMP STYLE LIGHT FIXTURES PER ARCHITECT'S PLAN
- ⑱ PROPOSED BOLLARD LIGHT (SEE DETAIL BELOW)
- ⑲ PROPOSED BIOFILTRATION BASIN



- ### LEGEND
- ① FINISH GRADE
 - ② 2X4 DOUGLAS FIR RAIL OUTSIDE
 - ③ 1X4 DOUGLAS FIR RAIL INSIDE
 - ④ 4X4 REDWOOD POST @ 8'-0" O.C. MAX.
 - ⑤ 1X6 CEDAR BOARD FENCING
 - ⑥ CONCRETE FOOTING
 - ⑦ RETAINING WALL AND ATTACHMENT INSIDE OR IN FRONT OF WALL AND CONCRETE FOOTING PER ENGINEER.

PRD NOTES

NAME OF PROJECT: TRES LOMAS LOT SPLIT
 TAX ASSESSOR'S PARCEL NUMBER: 507-200-18
 TOTAL ACREAGE: 1.01 AC
 NUMBER OF PROPOSED LOTS: 6 LOTS
 NUMBER OF PROPOSED DWELLING UNITS: 4 NEW, 1 EXISTING TO REMAIN
 EXISTING ZONING: RS-14-H, RESIDENTIAL SINGLE FAMILY
 PROPOSED ZONING: PRD-LOW
 COMMON RECREATION AREA: N/A (SATISFIED BY PRIVATE REAR YARDS)
 GROSS LOT AREA = NET LOT AREA (AREAS SHOWN ON DRAWING)
 AREA DEVOTED TO LANDSCAPING = 9,800 SF
 SITE LIGHTING = LIGHT FIXTURES ON HOUSE EXTERIOR & BOLLARD LIGHTS
 GROSS BUILDING AREA = 13,534 SF

LOT COVERAGE CALCULATION:

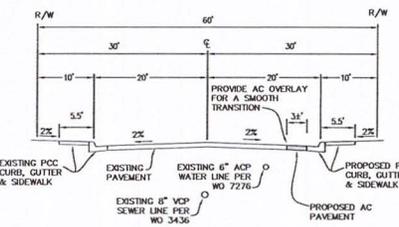
LOT 1 = (1.0)*(3,360 SF)
 LOT 2 = (1.0)*(3,710 SF)
 LOT 3 = (1.0)*(3,350 SF)
 LOT 4 = (1.0)*(3,380 SF)
 LOT 5 = (1.0)*(2,320 SF)
 LOT 6 = (0.5)*(5,771 SF)
 TOTAL = 19,005 SF
 LOT COVERAGE = 19,005 SF / 43,996 SF = 43.2%

PARKING SPACE CALCULATION:

NUMBER OF UNITS = 5 UNITS
 *3 REQUIRED SPACES/UNIT = 15 SPACES
 *PLUS 1/2 ADDITIONAL SPACE/UNIT = 3 SPACES
 NUMBER OF SPACES PROVIDED = 19 SPACES

LEGAL DESCRIPTION:

A PORTION OF LOTS 8, 9, AND 10 OF BLOCK 21 OF THE SUBDIVISION OF THE "S" TRACT OF RANCHO EL CAJON, IN THE CITY OF EL CAJON, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP NO. 3298.



OWNER/SUBOWNER: *Jeffery Bender*
 JEFFERY BENDER, MANAGING MEMBER
 RES/SUBCO, LLC
 11919 FARMONA DEL ESTE
 ESCROWADO, CA 92029
 (619) 293-9342
 DATE: 10/6/16

SHEET 1 CITY OF EL CAJON 1 SHEET
PLANNED RESIDENTIAL DEVELOPMENT 70

APPLICANT: JEFFERY BENDER
 ASSESSOR PARCEL NO(S): 597-298-18
 PROJECT ADDRESS: 1245 TRES LOMAS DRIVE, EL CAJON, CA 92021

DRAWN BY: WALSH ENGINEERING & SURVEYING, INC.
 ADDRESS: 697 ALDOWICH DRIVE
 EL CAJON, CA 92020
 PHONE: (619) 588-6747
 APPROVED BY: _____
 DATE: _____

PREPARED BY: *Lawrence W. Walsh*
 LAWRENCE W. WALSH
 CIVIL ENGINEER
 NO. 46316
 DATE: 10/6/16

Walsh Engineering & Surveying, Inc.
 697 Aldowich Road, El Cajon, CA 92020
 (619) 588-6747 (619) 792-1232 Fax

- Not to Scale -

Bender PRD
 Attachment 6
 Reduced Plans

L:\PROJECTS\30\15899 TRES LOMAS\PRODUCTION DRAWINGS\5899 - PRD.DWG October 06, 2016 - 11

Aerial Image
1245 Tres Lomas



City of El Cajon
Zoning Consistency Chart – Adopted by City Council on July 13, 2010 – Resolution No. 94-10

	O-S	PRD	RS-40	RS-20	RS-14	RS-9	RS-6	RM - 6000	RM-4300	RM-2500	RM-2200	RM-1500	M-HR	M-U	O-P	P	C-N	C-G	C-R	C-M	M	H ^A
Industrial Park																X				■	X	■
Light Industrial																X				X	■ ^C	■
Regional Commercial														X		X	■		X			■
General Commercial														X		X	■	X				■
Neighborhood Commercial														X	X	X	X	■				■
Office/ Non-Retail														■	X	X						■
Low Low Residential	■ ^B	X	X	X	■																	■
Low Residential		X		■ ^B	X	X	X	■	■													■
Low Medium Residential		X					■ ^B	■	X	X												■
Medium Residential		■						■ ^B	■ ^B	X				■								■
High Residential		■							■ ^B	■ ^B	X		■	X								■
Open Space	X	■	■																			■

LEGEND: X – Consistent with General Plan
 ■ – May be found consistent with applicable general plan land use designation

Footnotes: A. Rezoning to add hillside overlay may be found consistent, if at least 50% of the lot has an average natural slope of 10% or more.
 B. May be found consistent with applicable General Plan land use designation, if property owner makes such a request and there is no public purpose in requiring a more intense use.
 C. May be found consistent with Light Industrial land use designation under unique and unusual circumstances – such finding enables the property to be used for all purposes and uses authorized by the M zoning district.

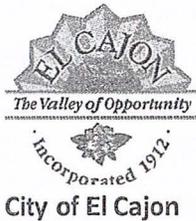
General Notes: 1. All zones may be found consistent with General Plan public institution, school, and park land use designations.
 2. All zones may be found consistent with special development areas, if found to further the provisions of the particular special development area.

**Project Overview Narrative:
1245 Tres Lomas Drive
El Cajon, CA 92021
APN: 507-200-18**

The project is located at 1245 Tres Lomas Drive in the City of El Cajon. The project site is a 1.01 acre parcel with one existing house, driveway, and two car garage. The existing zoning for the site is RS-14-H, residential single family. The project is proposed to be rezoned to PRD Low and will be processed as a PRD (Planned Residential Development) and associated TSM (Tentative Subdivision Map). The new 6 Lot development will include 4 new single family homes with one single family home on site to remain and one street lot containing a 22 foot wide private street to access the five homes off of Tres Lomas Drive. The project is located in northwest El Cajon near Greenfield and Interstate 8. The project site is adjacent to a large lot, in which Kaiser Permanente Hospital used to be located.

The site is primarily flat with slopes ranging from 5% to 15% near Tres Lomas. Site drainage flows north to south away from Tres Lomas Drive. The project will feature a fairly large biofiltration basin near the west property line used to capture and treat runoff generated from the increase in impervious area from proposed development. The site will also include grading with a balanced cut/fill of 1,200 C.Y. Retaining walls of five foot maximum height will also be used to maximize site efficiency and usable area.

The proposed lot sizes for the project range from approximately 10,500 square feet to 4,900 square feet with an average lot size of approximately 7,000 square feet. There will be five lots with one single family dwelling unit on each lot, and one "street lot" through the middle of the project that will contain the 22 foot wide private street, a 4 foot pedestrian walkway on one side of the street, the biofiltration basin, and three guest parking spaces. Each home will have a two car garage and one parking space in the driveway with the exception of Lot 5, in which a reduced 14 foot long driveway will be used. In this case, the required additional parking space for this lot will be located in the street lot adjacent to Lot 5.



Community Development Department
Planning Division
PLANNING PERMIT APPLICATION

Type of Planning Permit(s) Requested

AZP CUP LLA PRD PUD
 Specific Plan TPM TSM VAR ZR

Other: PRD 70 ZR 2318 TSM 664

Applicant Information (the individual or entity proposing to carry out the project; not for consultants)

Company Name: _____

Contact Name: Jeffery Bender, Managing Member, RLM Surf LLC

Address: 19919 Fortuna Del Este, Escondido, CA 92029

Phone: (619) 253-9342 Email: jbender@cox.net

Interest in Property: Own Lease Option

Project Representative Information (if different than applicant; consultant information here)

Company Name: Walsh Engineering & Surveying, Inc.

Contact Name: Larry Walsh License: 46316

Address: 607 Aldwych Dr., El Cajon, CA 92020

Phone: (619)588-6747 Email: larry@walsh-engineering.com

Property Owner Information (if different than applicant)

Company Name: (same as applicant)

Contact Name: _____

Address: _____

Phone: _____ Email: _____

Project Location

Parcel Number (APN:) 507-200-18

Address: 1245 Tres Lomas Drive, El Cajon, CA 92021

Nearest Intersection: Tres Lomas Drive and Greenfield Drive

Project Description (or attach separate narrative)

Proposed subdivision for the property located 1245 Tres Lomas Drive. Currently there is

one existing single family residence on the property to remain. Six total lots are proposed, five

residential and one street lot. Proposed are four new homes and one existing house to remain.

Hazardous Waste and Substances Statement

Section 65962.5(f) of the State of California Government Code requires that before the City of El Cajon accepts as complete an application for any discretionary project, the applicant submit a signed statement indicating whether or not the project site is identified on the State of California Hazardous Waste and Substances Sites List. This list identifies known sites that have been subject to releases of hazardous chemicals, and is available at <http://www.calepa.ca.gov/sitecleanup/corteselist/>. Check the appropriate box and if applicable, provide the necessary information:

The development project and any alternatives proposed in this application:

is/are NOT contained on the lists compiled pursuant to Government Code Section 65962.5.

is/are contained on the lists compiled pursuant to Government Code Section 65962.5.

If yes, provide Regulatory Identification Number: _____ Date of List: _____

Authorization

Applicant Signature¹:

Date: 10/12/2015

Property Owner Signature²:

Tom Swift LLC

Date: 10/12/2015

- Applicant's Signature:** I certify that I have read this application and state that the above information is correct, and that I am the property owner, authorized agent of the property owner, or other person having a legal right, interest, or entitlement to the use of the property that is the subject of this application. I understand that the applicant is responsible for knowing and complying with the governing policies and regulations applicable to the proposed development or permit. The City is not liable for any damages or loss resulting from the actual or alleged failure to inform the applicant of any applicable laws or regulations, including before or during final inspections. City approval of a permit application, including all related plans and documents, is not a grant of approval to violate any applicable policy or regulation, nor does it constitute a waiver by the City to pursue any remedy, which may be available to enforce and correct violations of the applicable policies and regulations. I authorize representatives of the City to enter the subject property for inspection purposes.
- Property Owner's Signature:** If not the same as the applicant, property owner must also sign. A signed, expressed letter of consent to this application may be provided separately instead of signing this application form. By signing, property owner acknowledges and consents to all authorizations, requirements, conditions and notices described in this application. Notice of Restriction: property owner further acknowledges and consents to a Notice of Restriction being recorded on the title to their property related to approval of the requested permit. A Notice of Restriction runs with the land and binds any successors in interest.



Disclosure Statement

This statement is intended to identify and avoid potential conflicts of interest that may exist between the project proponents and the decision makers; including City staff, Planning Commissioners, and City Council members.

The following information must be disclosed:

1. List the names and addresses of all persons having a financial interest in the application.

Jeffrey Bender	RLM Surf, LLC
Rick Moore	

List the names and address of all persons having any ownership interest in the property involved.

Jeffrey Bender	11949 Riverside Ave # 113, Lakeside, CA 92040
Rick Moore & RLM Surf LLC	11919 Fortuna Del Este, Escondido, CA 92029

2. If any person identified pursuant to (1) above is a corporation or partnership, list the names and addresses of all individuals owning more than 10% of the shares in the corporation or owning any partnership interest in the partnership.

AS ABOVE	

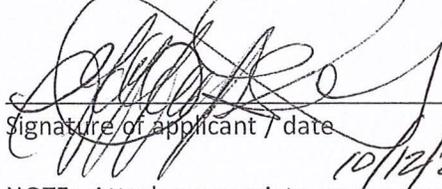
3. If any person identified pursuant to (1) above is a trust, list the name and address of any person serving as trustee or beneficiary or trustor of the trust.

N/A	

4. Have you or your agents transacted more than \$500.00 worth of business with any member of City staff, Boards, Commissions, Committees and Council within the past 12 months or \$1,000.00 with the spouse of any such person? Yes _____ No X

If yes, please indicate person(s), dates, and amounts of such transactions or gifts.

"Person" is defined as "Any individual, proprietorship, firm, partnership, joint venture, syndicate, business trust, company, corporation, association, committee, and any other organization or group of persons acting in concert." Gov't Code §82047.



Signature of applicant / date

Jeffrey Bender, RLM Surf. LLC

Print or type name of applicant

NOTE: Attach appropriate names on additional pages as necessary.