

December 4, 2007 [\(Updated April 2008\)](#)

**CEQA Initial Study - Environmental Checklist Form
(Based on the State CEQA Guidelines, Appendix G Rev. 10/04)**

1. Project Number(s)/Environmental Log Number/Title:

Edgemoor Facility Demolition Project

2. Lead agency name and address:

County of San Diego, Department of General Services
Facilities Management Division
5555 Overland Drive, Suite 2207, Building 2, Room 220
San Diego, CA 92123-1294

3. a. Contact Dennis Verrilli, Project Manager
b. Phone number: (858) 694-2059
c. E-mail: dennis.verrilli@sdcounty.ca.gov

4. Project location:

The project site is regionally located in San Diego County within the City of Santee (Figure 1). The County-owned site is approximately five miles northeast of Lake Murray, south of the San Diego River, and northwest of the corner of the intersection of N. Magnolia Avenue and Park Avenue within the City of Santee's Town Center Specific Plan area (Figures 2 and 3).

Thomas Brothers Coordinates: Page 1231, Grid E5/E6

5. Project Applicant name and address:

County of San Diego, Department of General Services
Facilities Management Division
5555 Overland Drive, Suite 2207, Building 2, Room 220
San Diego, CA 92123-1294

6. General Plan Designation: Town Center (TC)
7. Zoning: Town Center (TC)

8. Description of project:

The project site consists of the Edgemoor Geriatric Hospital, including approximately 27 structures having a variety of uses including a geriatric hospital and non-profit social services and community garden. A brief chronology of the uses on the project site follows.

Edgemoor Farms, which included residences and a number of barns and outbuildings, was purchased by Walter Dupee in 1913. Dupee constructed a number of additional structures, including a residence (demolished in the 1950s) and the following extant buildings: Polo Barn, three dairy barns, a gardener's shop, and a small square hut. Dupee ran a successful dairy farm and fancy polo farm. He was well-known for using an imported herd of Guernsey cattle and a rigorously scientific approach to animal husbandry. Dupee also bred fancy polo ponies on-site.

In 1923, the County of San Diego purchased approximately 500 acres in Santee for use as a County Poor Farm, a sustainable farm facility which provided care of the aged, indigent, and other disenfranchised members of society, such as orphans and the mentally ill. Following the County's purchase of Edgemoor Farms, they commissioned Quayle Brothers, Architects to design a number of buildings on-site.

Over the next few years, farming activities were subsequently phased out and a new patient care building was constructed in 1955 under the name Edgemoor Geriatric Hospital, a licensed Public Medical Institution. The Edgemoor Geriatric Hospital is still functioning. A new Skilled Nursing Facility would replace the current Edgemoor Geriatric Hospital as a 160,000 square foot state-of-the-art facility scheduled for occupancy in early 2009. Construction of the new skilled nursing facility is not included as part of the proposed project.

Currently, the site is being used for the geriatric hospital, administrative support, non-profit organizations, and ~~community~~ senior garden. The project consists of demolition and removal of the existing structures, with the exception of the Polo Barn (Building 10), which would be preserved (Figure 4). Table 1 lists and describes each structure located on-site. Access would be provided via Edgemoor Drive. The project would not ~~be served by~~ require any on-site septic systems, sewer systems, or ground or imported water; therefore, no extension of sewer or water utilities would be required by the project. Existing potable water used by the Polo Barn would continue.

Buildings

- Listed in National Register*
- Listed in District
- Not in District
- Non-Buildings

*Also Listed in District



| | | |
|-------------------------------------|---|-------------------------------------|
| 1, Administration Building | 10, Polo Barn | 19, County Mental Health Facility |
| 2, Women's Ward | 11, Connecting Corridor | 20, Microfilm library/Bunker |
| 3, Dining and Recreation Hall | 12, Garden Shop | 21, Employee Apartments |
| 4, Auxiliary Building | 13, Rehabilitation | 22, Employee Apartments |
| 5, Building Fragment | 14, Engineering, Carpentry & Paint Shops | 23, Employee Apartments |
| 6, Men's Ward | 15, Building Maintenance and Engineering, Boiler Building | 24, Employee Apartments |
| 7, Dairy Barn/Men's Ambulatory Ward | 16, Dining Room & Kitchen | 25, Employee Laundry |
| 8, Dairy Barn/Men's Ambulatory Ward | 17, Santa Maria Building | 26, Employee Gas Station |
| 9, Dairy Barn/Men's Ambulatory Ward | 18, County Mental Health Facility | 27, Water Storage Tank & Pump House |

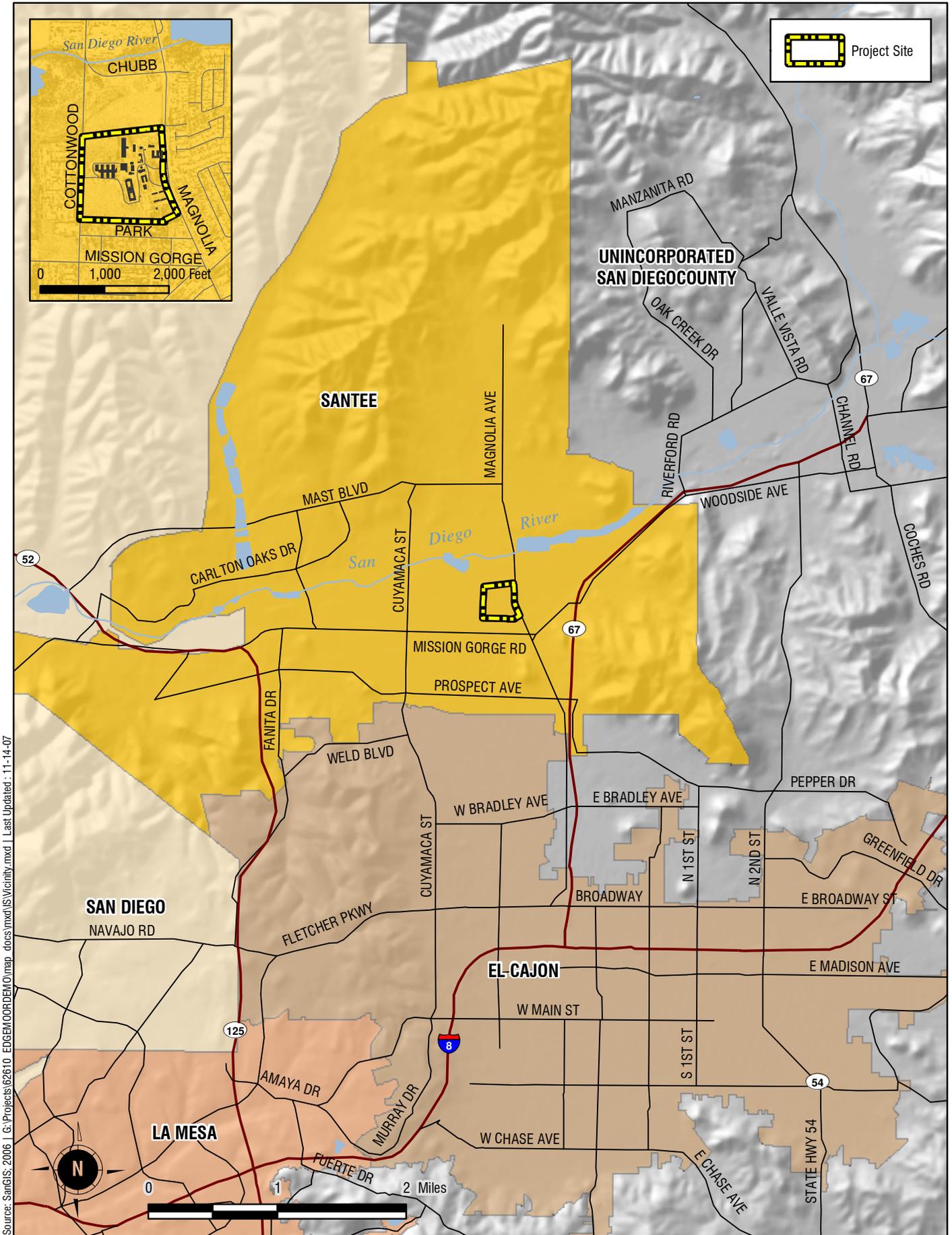
Source: SanGIS, 2006 | G:\Projects\62610_EDGEMOOR\DEMO\map_docs\mxd\IS\BuildingLocations.mxd | Last Updated: 11-14-07

Building Locations
FIGURE 1



Source: SanGIS, 2006 | G:\Projects\62610_EDGEMOORDEMO\map_docs\mxd\SI\Regional.mxd | Last Updated: 11-06-07

Regional Location
FIGURE 2



Source: SanGIS, 2006. I:\G:\Projects\62610_EDGEMOORDEMO\map_docs\mxd\SVVicinity.mxd | Last Updated: 11-14-07

Vicinity Map
FIGURE 3

 Project Site

Extractive Industrial

San Diego River

Mobile Home Park

MAGNOLIA AVE

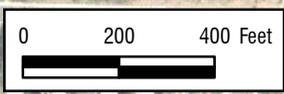
Las Colinas
Detention
Facility

Multi-Family
Residential

Mobile
Home
Park

Single-Family
Residential

MISSION GORGE RD



Source: SanGIS, 2006 | G:\Projects\62610_EDGEMOOR\DEMO\map_docs\mxd\GIS\Projects\Site_Surrounding\U.mxd | Last Updated: 11-14-07

Project Site and Surrounding Land Use

FIGURE 4

Table 1. On-Site Structures

| Building Number | Historic Usage⁽¹⁾ | Contemporary Usage⁽²⁾ |
|------------------------|---|---|
| 1 | Administration Building | Administration Building |
| 2 | Women's Ambulatory Ward | Offices, Pharmacy, Conference Room, Storage |
| 3 | Dining and Recreation Hall | Mess Hall, Housekeeping, Laundry |
| 4 | Unknown | Linen, Public Lounge, Auxiliary Library |
| 5 | Men's Ambulatory Ward | Storage |
| 6 | Infirmery, Men's Ambulatory Ward | Wheelchair repair, patient storage, thrift store |
| 7 | Dairy Barn/Men's Ambulatory Ward | Heartland, Senior Center, Auxiliary |
| 8 | Dairy Barn/Men's Ambulatory Ward | Senior Center |
| 9 | Dairy Barn/Men's Ambulatory Ward | Salvation Army Senior Center |
| 10 ⁽³⁾ | Polo Barn | Barn, Storage |
| 11 | N/A | Storage |
| 12 | Unknown | Vehicle Garage and Gardener's Office, Garden Shop |
| 13 | Rehabilitation Building/Semi-Ambulatory Building | Rehabilitation |
| 14 | Unknown | Engineering, Carpentry and Paint Shops, Carpenter Shops |
| 15 | Building Maintenance and Engineering, Boiler Building, Boiler Plant | Building Maintenance and Engineering, Boiler Building, Boiler Plant |
| 16 | -- | Dining Room and Kitchen |
| 17 | -- | Santa Maria Building |
| 18 | Enclosed Wards, Custodial Wards, Men and Women | County mental health facility |
| 18A/19A ⁽⁴⁾ | -- | Connecting Corridor |
| 19 | Custodial Wards, Men and Women | County mental health facility |
| 20 | -- | Storage |
| 21 | -- | Employee Apartments |
| 22 | -- | Employee Apartments |
| 23 | -- | Employee Apartments |
| 24 | -- | Employee Apartments |

| Building Number | Historic Usage ⁽¹⁾ | Contemporary Usage ⁽²⁾ |
|-----------------|-------------------------------|-------------------------------------|
| 25 | -- | Employee Laundry |
| 26 | -- | Employee Gas Station ⁽⁵⁾ |
| 27 | -- | Water Storage Tank and Pump House |
| N/A | -- | Breezeways |

- Notes:**
- ¹ Historic usage refers to the original use of the structures.
 - ² Contemporary usage refers to subsequent uses of the structures.
 - ³ The Polo Barn would be retained on-site.
 - ⁴ For the purposes of this analysis, buildings 18A/19A are to be considered part of buildings 18 and 19; however, it should be noted that buildings 18A/19A are of current construction while buildings 18 and 19 are older.
 - ⁵ The underground diesel storage tanks were removed in October and November 1998, at which point the gas station was no longer in service.

As a separate project, the County is proposing to replace the Las Colinas Women's Detention Facility. If approved as proposed, the replacement Las Colinas facility would be located both on the site where the existing facility is located and on a portion of the Edgemoor Geriatric Hospital grounds. Because of the age and condition of the existing Edgemoor buildings, the County has always planned to demolish these buildings once the patients are moved to the new Edgemoor facility which is currently under construction. Even if the County were not proposing to replace the Las Colinas facility at this site, the County would still demolish the existing Edgemoor buildings. Likely future uses could include commercial uses as per the Town Center Specific Plan or institutional uses. Consequently, the demolition of the existing Edgemoor buildings and the proposed replacement Las Colinas facility are two different projects, and each will be analyzed in an environmental impact report. As used in this document, the term "project" means solely the demolition and removal of the Edgemoor buildings (except for the Polo Barn) and related improvements.

A building survey was performed to determine the potential for adaptive reuse of the on-site structures.¹ Adaptive reuse is not proposed, due to the following characteristics of the buildings:

- Hazardous ~~containing~~ materials (materials containing asbestos-~~containing materials~~ and lead-based paint) are located throughout the buildings.
- Extensive fire code upgrades would be needed for adaptive reuse.
- The exteriors are deteriorated with potential mold risk.
- Insulation is substandard.

¹ The Edgemoor Geriatric Hospital Building Survey is available for review at the County of San Diego Department of General Services, 5555 Overland Drive, Suite 2207, Building 2, Room 220 at the Information Counter.

- Many are structurally deficient and/or seismically deficient, and foundations are deteriorated.
- Americans with Disabilities Act compliance for adaptive reuse would require extensive retrofit.
- Building system components are beyond their useful life, including wiring, plumbing, and windows.
- Commercial adaptive reuse is not economically feasible.
- ~~The structures are an attractive nuisance and/or fire hazard if not demolished.~~

The facility's specialized use and occupancy as a skilled nursing facility has required on-going maintenance that ~~was~~ is economically justified only until the new skilled nursing facility is occupied (early 2009). The general condition of the structures on-site indicates age-related deficiencies such as cracking of the exterior stucco, water damage, old electrical wiring, and outdated fire sprinklers. Costly upgrades and improvements would be required ~~whereby~~ making reasonable adaptive reuse of the structures to more conventional uses, such as commercial or office buildings, ~~would be~~ financially impractical.

Demolition Activities

Once demolition of any structure commences, no person would be permitted to enter the construction area. Fencing would be installed surrounding the work area at least a distance equivalent to the height of the building. Furthermore, although the City of Santee Noise Ordinance (Chapter 8.12.290 of the City's Municipal Code) does not apply to this County project, demolition activities would occur between the hours of 7 a.m. and 7 p.m., which is consistent with the City's ~~of Santee~~ Noise Ordinance ~~(Chapter 8.12.290 of the City's Municipal Code)~~. Site security would be provided during non-construction hours.

Preliminary activities associated with preparing the facility for demolition and subsequent building demolition activities would include the following:

- Demolition of the on-site structures;
- Transportation of all demolition waste;
- Disposal of demolition waste; and
- Site remedial actions, including clean-up.

These activities are estimated to take up to 6 months, but have been limited to 120 days and 260 cubic yards of material per day. Demolition activities would not begin until the new Skilled Nursing Facility is operational and all patients have been transferred to the new facility (early 2009). All demolition and removal activities would occur only in previously developed and/or disturbed areas of the project site. No excavation or grading is proposed in undisturbed natural areas of the site. Generally, the existing landscaping would be left in place except in areas where the removal of vegetation is necessitated to demolish the structures.

The proposed project includes the demolition and removal of the following:

- Twenty-six buildings and foundations;
- ~~Metal and a~~All demolition debris;
- Concrete walkways, curbs, and walls;
- Some site lighting (e.g., around buildings); [and](#)
- ~~Underground irrigation, piping, plumbing, and electrical systems; and~~
- Landscaping near the buildings (with the exception of the oak trees).

The Polo Barn (Building 10) would remain in its current condition and location. Additionally, existing storm drain systems would remain intact. [Underground irrigation, piping, plumbing, and electrical systems would not be removed. Where applicable, these systems would be properly capped and plugged.](#) As identified above, some landscaping (e.g., shrubs around buildings) would be removed; however, all oak trees located on-site would be preserved [in accordance with City of Santee Ordinance No. 473](#).

Demolition materials would be recycled or salvaged in accordance with the County of San Diego Board of Supervisors Construction and Demolition Ordinance (County Code of Regulatory Ordinances Section 68.508-68.518).

9. Surrounding land uses and setting (Briefly describe the project's surroundings):

Lands immediately surrounding the project site are designated park/open space (P/OS) to the north, town center (TC) to the west and south, and low-medium density residential (R2) and medium density residential (R7) to the east. The topography of the project site and adjacent land is generally flat, with gentle slopes southeast of the project site. The site is located within two miles of State Route (SR) 125.

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

| Permit Type/Action | Agency |
|--------------------|---------------------|
| Demolition Permit | County of San Diego |

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project and involve at least one impact that is a "Potentially Significant Impact" or a "Less Than Significant With Mitigation Incorporated," as indicated by the checklist on the following pages.

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology & Soils |
| <input checked="" type="checkbox"/> Hazards & Haz. Materials | <input type="checkbox"/> Hydrology & Water Quality | <input type="checkbox"/> Land Use & Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population & Housing |

- Public Services
 Utilities & Service Systems
- Recreation
 Mandatory Findings of Significance
- Transportation/Traffic

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- On the basis of this Initial Study, the Department of General Services finds that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- On the basis of this Initial Study, the Department of General Services finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- On the basis of this Initial Study, the Department of General Services finds that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.



Signature

Ralph Thielicke
Printed Name

December 4, 2007

Date

Deputy Director, Facilities
Management Division, Department
of General Services
Title

INSTRUCTIONS ON EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, Less Than Significant With Mitigation Incorporated, 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. “Potential Significant Unless 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.
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 negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less Than Significant With Mitigation 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. The explanation of each issue should identify:

- a) The significance criteria or threshold, if any, used to evaluate each question; and
- b) The mitigation measure identified, if any, to reduce the impact to less than significance

I. AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: Scenic vistas are singular vantage points that offer unobstructed views of valued viewsheds, including areas designated as official scenic vistas along major highways or County-designated visual resources. According to the City of Santee General Plan Community Enhancement Element, a high quality viewshed is visible from the western entry into the City along Mission Gorge Road and State Route (SR) ~~2252~~. Additionally, Mission Gorge Road is designated a scenic corridor. However, arterial commercial and single family residential land uses obstruct views between Mission Gorge Road and the proposed project site. Additionally, the project site is not visible from SR-~~2252~~. Therefore, the project site is not visible from this area. Furthermore, the project proposes the demolition of existing structures on-site with the exception of the Polo Barn. ~~No new structures would be constructed.~~ Implementation of the proposed project would not change the composition of an existing scenic vista. Therefore, the proposed project would ~~not have any substantial adverse effect~~ generate a less than significant impact on to a scenic vista.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: State scenic highways refer to those highways that are officially designated. A scenic highway is officially designated as a State scenic highway when the local jurisdiction:

- Adopts a scenic corridor protection program,
- Applies to the California Department of Transportation for scenic highway approval, and
- Receives notification from Caltrans that the highway has been designated as an official Scenic Highway.

Generally, the area defined within a State scenic highway is the land adjacent to and visible from the vehicular right-of-way. The dimension of a scenic highway is usually identified using a motorist's line of vision, but a reasonable boundary is selected when the view extends to the distant horizon. The nearest officially-designated State Scenic Highway (SR-125) is located within two miles of the project site. SR-52 is located approximately two miles west of the project site and is eligible for state scenic highway designation. However, while the project site sits at a lower elevation than the highways, residential and commercial development obstructs the views from the highways to the project site. Therefore, the project site is not visible from a State scenic highway. Implementation of the proposed project would demolish and remove all existing on-site structures with the exception of the Polo Barn; however, these resources are not visible from any State Scenic Highway. The historical significance of the on-site structures is analyzed in Section V. Implementation of the proposed project would not change the visual composition of an existing scenic resource within a State scenic highway. No impact would occur.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: Visual character is the objective composition of the visible landscape within a viewshed. Visual character is based on the organization of line, form, color, and texture. Visual character is commonly discussed in terms of dominance, scale, diversity and continuity. Visual quality is the viewer's perception of the visual environment and varies based on exposure, sensitivity and expectation of the viewers. The existing visual character and quality of the project site and surrounding area can be characterized as urban/developed. The buildings are one to two stories and have been maintained (e.g., painting).

The proposed project includes the demolition of all on-site structures, with the exception of the Polo Barn. This demolition would alter the existing visual characteristic of the project site and surrounding area by changing the site from a developed to vacant condition; however, this alteration is not considered a degradation. The proposed project would not visually obstruct any visual character or quality of the site and

surrounding area and does not propose a use that would visually contrast with the existing surrounding character area. ~~An additional concern from the County is that~~ Retaining these structures without having an active "tenant" would result in these buildings becoming an attractive nuisance. Abandoned buildings are often subject to vandalism, including the application of graffiti. Retaining the structures could result in a degradation of the visual quality. Therefore, the project would ~~not~~ result in any a less than significant adverse effect on visual character or quality on-site or in the surrounding area.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project proposes the demolition of all on-site structures with the exception of the Polo Barn. The removal of these structures would decrease the amount of light and glare in the area by removing exterior lighting, and consequently reduce existing nighttime light. The project does not propose any use of outdoor lighting or building materials with highly reflective properties such as highly reflective glass or high-gloss surface colors. Therefore, the project would not create any new sources of substantial light or glare which would adversely affect day or nighttime views in area. Impacts would be less than significant.

II. AGRICULTURAL RESOURCES -- Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Important Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, or other agricultural resources, to non-agricultural use?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project site does not contain any lands designated as Important Farmland as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Farmland mapped on the project site includes Urban and Built-up Land, Other Land, and Grazing Land.

Therefore, no Important Farmland would be converted to a non-agricultural use. [Impacts would be less than significant.](#)

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project site is designated Town Center in the City of Santee General Plan, and zoned institutional with office park overlay in the Town Center Specific Plan, which is not considered an agricultural zone. Additionally, the project site's land is not under a Williamson Act Contract. Therefore, the project does not conflict with existing zoning for agricultural use, or a Williamson Act Contract. [Impacts would be less than significant.](#)

c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Important Farmland or other agricultural resources, to non-agricultural use?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project site and surrounding area within a radius of one mile do not contain designated agricultural resources. The closest Important Farmland is land designated as Farmland of Local Importance, which is located over one mile northeast of the project site. Existing dry farming operations for oat and hay occur within 0.5 mile of the project site by the Future Farmers of America (FFA) organization of El Capitan High School; however, the proposed project would not interfere with these operations. Demolition of the existing on-site structures would not significantly alter the existing land use in the area, resulting in a change that could convert agricultural operations to a non-agricultural use. Additionally, the project site is separated from existing Important Farmland by urban development. Therefore, no potentially significant conversion of Important Farmland to a non-agricultural use would occur as a result of the proposed project. Impacts would be less than significant.

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

a) Conflict with or obstruct implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes demolition of all existing on-site structures, with the exception of the Polo Barn. Once demolished, the project site would be vacant, with the exception of the Polo Barn. This land use would have density levels less than densities anticipated in the SANDAG growth projections used in development of the RAQS and SIP. Zoning at the project site would be the same. ~~Additionally, no structures would be constructed on-site; therefore, n~~No operational emissions are anticipated. As such, the proposed project would not conflict with implementation of either the RAQS or the SIP. Impacts would be less than significant.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant ~~with Mitigation Incorporated~~Impact: In general, air quality impacts from land use projects are the result of emissions from motor vehicles, and from short-term construction activities associated with such projects. The San Diego County Air Pollution Control District (SDAPCD) does not provide quantitative thresholds for determining the significance of construction or mobile source-related impacts; however, SDAPCD has established screening-level criteria for all new source review (NSR) in APCD Rule 20.2. For CEQA purposes, these operational screening-level criteria can be used as numeric methods to demonstrate that a project's total emissions (e.g., stationary and fugitive emissions, as well as emissions from mobile sources) would not result in a significant impact to air quality. Since APCD does not have screening-level criteria for emissions of volatile organic compounds (VOCs), the use of the screening level for reactive organic compounds (ROC) from the CEQA Air Quality Handbook for the South Coast Air Basin (SCAB), which has stricter standards for emissions of ROCs/VOCs than San Diego's, is appropriate. However, the eastern portions of the county have atmospheric conditions that are characteristic of the Southeast Desert Air Basin (SEDAB). SEDAB is not classified as an extreme non-attainment area for ozone and therefore has a less restrictive screening-level. Projects

located in the eastern portions of the County can use the SEDAB screening-level threshold for VOCs.

The project proposes the demolition of all existing on-site structures, with the exception of the Polo Barn. No grading operations are associated with the demolition; however, demolition and debris removal could result in emissions of PM-10, NO_x, and VOCs. As identified above, SDAPCD does not provide thresholds for determining the significance of construction-related impacts. Instead, construction-related emissions are to be reduced through incorporation of standard mitigation and project design considerations included in the County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements Air Quality Handbook (March 2007), Section 5.1, Typical Construction Phase Air Quality Mitigation Measures. Additionally, a condition has been placed on the project which limits demolition and transport activities to a maximum of 260 cubic yards of material per day over 120 days (see Section XV. Transportation and Traffic). This limit would ensure emissions would be below a level of significance for PM-10, NO_x, and VOCs.

~~Additionally, no structures would be constructed on-site; therefore, n~~No operational emissions are anticipated. Limiting the amount of demolition and transport in addition to adherence to applicable control technologies would reduce impacts resulting from PM-10 and NO_x to below a level of significance. As such, the project would ~~not result in a less than significant impact with regard to violation of~~ violate any air quality standard or ~~contribute substantial contribution to substantially to~~ an existing or projected air quality violation ~~with the incorporation of mitigation.~~

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"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: San Diego County is presently in non-attainment for the 1-hour concentrations under the California Ambient Air Quality Standard (CAAQS) for Ozone (O₃). San Diego County is also presently in non-attainment for the annual geometric mean and for the 24-hour concentrations of Particulate Matter less than or equal to 10 microns (PM-10) under the CAAQS. O₃ is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x) react in the presence of sunlight. VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, and oil), solvents, petroleum processing and storage, and pesticides. Sources of PM-10 in both urban and rural areas include: motor vehicles, wood burning stoves and fireplaces, dust

from construction, landfills, agriculture, wildfires, brush/waste burning, and industrial sources of windblown dust from open lands.

Air quality emissions associated with the project could include emissions of PM-10, NO_x, and VOCs from demolition activities and VOCs as the result of haul traffic from removal of demolition debris at the project site. However, these emissions would be localized and temporary. Additionally, the project has limited the demolition and transport activities to ~~50-120~~ days and ~~3,000~~260 cubic yards of material per day. No long-term increase in traffic would result in the area from implementation of the proposed project. Furthermore, the project would adhere to all applicable standard mitigation and project design considerations included in the County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements Air Quality Handbook (March 2007). Therefore, the project would not significantly contribute to the non-attainment status of the region. Impacts related to a cumulative increase in criteria pollutants would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: Air quality regulators typically define sensitive receptors as schools (Preschool-12th Grade), hospitals, resident care facilities, day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. For the purposes of CEQA analysis in the County of San Diego, the definition of a sensitive receptor also includes residents.

The project is not located within one-quarter mile of ~~the any~~ existing ~~Santee Elementary School and proposes the demolition of all on-site structures with the exception of the Polo Barn school;~~ ~~Additionally~~ however, the project site is located slightly over 100 feet west of existing residents and approximately 0.5 mile south of the future Edgemoor Skilled Nursing Facility. The project would adhere to all applicable standard mitigation and project design considerations included in the County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements Air Quality Handbook (March 2007) ~~and APCD Rule 1210, which identifies risk reduction requirements,~~ to decrease the amount of fugitive dust during demolition. Additionally, as stated in response b), hauling of debris material would not result in a substantial increase in truck trips or associated exhaust emissions. Because the project would adhere to the County's requirements and would not result in a significant increase in exhaust emissions, impacts to sensitive receptors (i.e., ~~school,~~ residents, and hospital) would be less than significant during the demolition.

e) Create objectionable odors affecting a substantial number of people?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: APCD Rule 51 and California Health and Safety Code, ~~Division 26, Part 4, Chapter 3,~~ Section 41700 prohibit the emission of any material which would cause a nuisance to a considerable number of persons or endanger the comfort, health, or safety of the public. The project could produce temporary odors emanating from the equipment used for the demolition of existing structures. However, these ~~substances~~ odors, if present at all, would only be in trace amounts for a brief duration. Subsequently Therefore, no significant odor impacts are expected to affect surrounding receptors. Impacts would be less than significant.

IV. BIOLOGICAL RESOURCES -- Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

~~Less than Significant with Mitigation Incorporated~~ Potentially Significant Impact: The project site is currently developed with the Edgemoor Geriatric Hospital and other structures (Table 1). The project proposes to demolish all existing on-site structures with the exception of the Polo Barn. Demolition would occur within the boundaries of the existing developed areas; therefore, it is unlikely that special status species would be impacted by the proposed project. Should demolition activities (e.g., staging) extend off the paved areas, there is potential to impact smooth tarplant, a California Native Plant Society (CNPS) List 1B species.² If demolition encroaches on the surrounding habitat, mitigation would be required to reduce impacts to less than significant levels.

Additionally, there is potential for sensitive and/or special status bat and bird species to nest in the on-site structures as well as the on-site trees. Townsend's big-eared bat, pallid bat, and yuma myotis are all listed as County-sensitive species. Townsend's big-

² CNPS 1B species include plants that are rare, threatened, or endangered in California and elsewhere.

eared bat and pallid bat are also considered sensitive by the California Department of Fish and Game (CDFG) and are California Species of Concern (CSC). Removal of structures would result in a significant impact if bats are roosting in the buildings. Incorporation of mitigation would be required to reduce this potential impact to less than significant.

In addition, there is a potential for CSC raptors (birds of prey) to be present. Should a raptor be nesting in the trees (e.g., predominantly eucalyptus trees), implementation of the proposed project could generate a significant impact. Incorporation of mitigation would be required to reduce this potential impact to less than significant.

The project is located approximately 0.22 mile (approximately 1,160 feet) south of existing riparian vegetation surrounding the San Diego River. This vegetation supports least Bell's vireo, a Federally- and State-listed endangered species. Demolition activity could generate noise; however, the distance from the demolition activity to potential habitat that could be used by sensitive avian species results in noise levels being reduced to below a level of significance.

In summary, potential impacts to candidate, sensitive, or special status species would require mitigation to reduce project-related impacts to less than significant levels. This issue will be further analyzed in the EIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project site does not contain any riparian habitat or other sensitive natural communities as defined by the County of San Diego Multiple Species Conservation Program (MSCP), County of San Diego Resource Protection Ordinance (RPO), Natural Community Conservation Plan (NCCP), Fish and Game Code, Endangered Species Act, Clean Water Act, [City of Santee SUBarea Plan](#), or any other local or regional plans, policies or regulations. Riparian habitat is located approximately 0.22 mile north of the project site; therefore, the project would not have an adverse effect on any riparian habitat or other sensitive natural community. [No impact would occur.](#)

- 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"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project site and adjacent lands do not contain any wetlands as defined by Section 404 of the Clean Water Act [or by CDFG](#), including, but not limited to, marsh, vernal pool, stream, lake, river or water of the U.S., that could potentially be impacted through direct removal, filling, hydrological interruption, diversion or obstruction by the proposed development. Therefore, no impacts would occur to wetlands defined by Section 404 of the Clean Water Act and under the jurisdiction of the Army Corps of Engineers.

- 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"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project site and surrounding area is currently developed. No migratory wildlife corridors exist through or adjacent to the project site. Therefore, the project would not interfere with the movement of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No impact would result.

- e) Conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |



Discussion/Explanation:

Less Than Significant Impact: The NCCP Act of 1991, codified in Section 2800 et. seq. of the California Fish and Game Code, was passed to conserve species and habitats on a regional or areawide level while accommodating compatible land uses. The appropriate NCCP plan developed in accordance with the NCCP Act is the County of San Diego MSCP. The ~~Multiple Species Conservation Program (MSCP)~~ for the County of San Diego consists of a number of subarea plans. No adopted subarea plan exists for the City of Santee. However, ~~the proposed project is currently developed and located in an urban/developed area.~~ The draft ~~subarea~~ Subarea plan ~~Plan~~ being prepared by the City of Santee also designates this area as urban/developed. ~~Additionally, the demolition of all existing on-site structures would not result in a significant adverse impact as no new land uses are proposed.~~ The City of Santee has also adopted an ordinance to protect the coast live oak trees on the project site. Demolition activities associated with the proposed project would not remove any of the on-site oak trees. Therefore, implementation of the proposed project would not conflict with any Habitat Conservation Plan, NCCP, or other approved local, regional, or state habitat conservation plans, policies, or ordinances. No impact would result. Therefore, implementation of the proposed project would not conflict with any Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plans, local policies, or ordinances. No impact would result.

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

~~Less Than Significant With Mitigation Incorporated~~ **Potentially Significant Impact:** An analysis of records and a survey of the property by Heritage Architecture & Planning and IS Architecture in July 2007 was conducted. The analysis evaluated 27 buildings and associated structures that collectively comprise the Edgemoor Geriatric Hospital (1950-2007) (Figure 4). A number of these structures were constructed during the Poor Farm era (1923-1949), and some were constructed during the Dairy and Polo Pony Farm era (1913-1922).

Historic evaluations conducted for the buildings by IS Architecture assessed the significance of the historical resources based on a review of historical records and an

architectural evaluation. Based on the results of this evaluation, it has been determined that the historic resources are significant pursuant to the State of California Environmental Quality Act (CEQA) Guidelines, Section 15064.5. The project proposes to demolish all existing on-site structures with the exception of the National Register-listed Polo Barn (Building 10) and would, therefore, result in a significant impact to these resources. This issue will be further analyzed in the EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project site is currently developed with the Edgemoor Geriatric Hospital including 27 structures. The project does not propose nor is there any reasonable expectation of any ground disturbing or earth moving activities. Therefore, there is no potential to encounter buried archaeological resources. If future development occurs on the project site, a separate archaeological impacts analysis would be required. Implementation of the proposed project would not impact any archaeological resources.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: As identified, the proposed project does not propose nor is there any reasonable expectation of any ground disturbing or earth moving activities. Therefore, there is no potential to encounter paleontological resources.

If future development occurs on the project site, a separate paleontological impacts analysis would be required. Therefore, implementation of the proposed project would not impact any unique paleontological resources.

The project site is currently developed and does not contain any unique geologic features (e.g., rock outcrops). Additionally, the project would not involve any ground disturbing or earth moving activities. Therefore, there is no potential to impact any unique geologic feature.

In summary, the proposed project would not result in impacts to any unique paleontological or geologic resource.

d) Disturb any human remains, including those interred outside of formal cemeteries?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project does not propose nor is there any reasonable expectation of any ground disturbing or earth moving activities. Therefore, there would be no potential for disturbance of human remains. In the unlikely event that human remains are encountered, compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98(b) is required as a matter of State law. [No impact would occur.](#)

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project site is not located in a fault rupture hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997, Fault-Rupture Hazards Zones in California. The nearest fault is located less than one mile southwest of the project site. The nearest Alquist-Priolo Earthquake Fault Zone is located over 13 miles from the project site. However, the project proposes the demolition of all existing on-site structures with the exception of the Polo Barn. ~~No structures would be constructed on the project site.~~ Therefore, there is no impact associated with the risk of loss, injury, or death involving rupture of a known earthquake fault that would occur as a result of the proposed project.

ii. Strong seismic ground shaking?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The Uniform Building Code (UBC) and the California Building Code (CBC) classify all San Diego County with the highest seismic zone criteria, Zone 4. Additionally, the project site is located within one mile of the centerline of a known active fault. However, the project proposes the demolition of all existing on-site structures with the exception of the Polo Barn. ~~No structures would be constructed on the project site.~~ Therefore, there would be no impact from the exposure of people or structures to potential adverse effects from strong seismic ground shaking as a result of the proposed project.

iii. Seismic-related ground failure, including liquefaction?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project site is identified as containing terrace deposits/older alluvium. According to the City of Santee General Plan Safety Element, Figure 8-3, this soil type is classified as having a low to moderate liquefaction hazard. However, the project proposes the demolition of all existing on-site structures with the exception of the Polo Barn. ~~No structures would be constructed on the project site.~~ Therefore, there would be no impact from the exposure of people to adverse effects from a known area susceptible to ground failure.

iv. Landslides?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: According to the City of Santee General Plan Safety Element, the proposed project site is located within a general to marginal landslide susceptibility zone. However, the project proposes the demolition of all existing on-site structures with the exception of the Polo Barn. ~~No structures would be constructed on the project~~

~~site.~~—Therefore, there would be no impact from the exposure of people or structures to adverse effects from an area susceptible to landslides.

b) Result in substantial soil erosion or the loss of topsoil?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant ~~with Mitigation Incorporated~~ Impact: According to the Soil Survey of San Diego County, the soils on the project site are identified as Grangeville fine sandy loam (0 to 2 percent slopes) and Placentia sandy loam (thick surface, 2 to 9 percent slopes) which have a soil erodibility rating of “slight to moderate” as indicated by the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973.

The project proposes demolition of all existing on-site structures, with the exception of the Polo Barn. The project does not propose any grading activity; however, during demolition and building foundation removal, soil erosion could occur resulting in potentially significant impacts. However, a SWPPP would be prepared and implemented to identify site design measures and/or short- or long-term source or treatment control BMPs in compliance with the County of San Diego Watershed Protection, Stormwater Management and Discharge Control Ordinance and the County’s Standard Urban Stormwater Mitigation Plan (SUSMP) as well as the City of Santee Storm Water Management and Discharge Control Ordinance and SUSMP. BMPs shall include measures that prevent unprotected soil erosion and demolition debris from exiting the site. These measures may include, but are not limited to, the placement of silt fencing, matting, and/or sandbag barriers. This would reduce the significant impacts to below a level of significance associated with the erosion of topsoil. Impacts would be less than significant.

c) Will the project produce unstable geological conditions that will result in adverse impacts resulting from landslides, lateral spreading, subsidence, liquefaction or collapse?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: Potential impacts relating to landslides and liquefaction are identified in response VI(a). The County does not have any known instances of lateral spreading.

Subsidence occurs when the ground shifts downward. This frequently results from faulting. As identified above, the nearest fault is located less than one mile from the project site. Collapse, or rock fall, occurs when large boulders move down slope. The project is located in an area of relatively flat topography. Therefore, no associated risk of collapse is anticipated. Moreover, the project proposes the demolition of all existing on-site structures with the exception of the Polo Barn. ~~No structures would be constructed on-site.~~ Therefore, no associated risk to life or property is anticipated.

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"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is located on expansive soils as defined within Table 18-I-B of the Uniform Building Code (1994). This was confirmed by review of the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973. As identified above in response b), the soils on-site are Grangeville fine sandy loam (0 to 2 percent slopes) and Placentia sandy loam (thick surface, 2 to 9 percent slopes). The Grangeville fine sandy loam exhibits a low shrink-swell behavior while the Placentia sandy loam (thick surface, 2 to 9 percent slopes) exhibits a high shrink-swell behavior. However the project would not have any significant impacts because the project proposes the demolition of all on-site structures with the exception of the Polo Barn. No structures would be constructed on-site. Therefore, these soils would not create substantial risks to life or property. No impact would occur.

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"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project proposes to demolish all existing structures on-site, with the exception of the Polo Barn. The project does not propose any septic tanks or alternative wastewater disposal systems because no wastewater would be generated. Accordingly, the project would not result in a significant impact associated with soils that are incapable of adequately supporting the use of a septic tank.

VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes?

- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation Incorporated No Impact

Discussion/Explanation:

~~Less Than Significant With Mitigation Incorporated~~ **Potentially Significant Impact:**

The project proposes the demolition and removal of all existing on-site structures, with the exception of the Polo Barn. Demolition may disrupt asbestos-containing material (ACM) and/or lead-based paint (LBP) found in the on-site structures, as well as involve the routine use and storage of hazardous materials. Impacts are potentially significant and will be analyzed further in the EIR.

- 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?

- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation Incorporated No Impact

Discussion/Explanation:

Less Than Significant Impact: Please see discussion VII (a) above.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation Incorporated No Impact

Discussion/Explanation:

Less Than Significant Impact: The project is not located within one-quarter mile of ~~the an existing Santee Elementary School, and proposes the demolition and removal of all on-site structures, with the exception of the Polo Barn. As identified in response VII(a), this demolition could involve the storage and handling of hazardous substances. However, the project would not result in a significant hazard to the public or~~

~~environment because all storage, handling, transport, emission and disposal of hazardous substances would be in full compliance with local, State, and Federal regulations.~~ Therefore, the project would not result in any potentially significant impacts related to the routine transport, use, and disposal of hazardous substances within one-quarter mile of an existing or proposed school. Impacts would be less than significant.

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?

- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation Incorporated No Impact

Discussion/Explanation:

Less Than Significant Impact: The project is not located on a site listed in the State of California Hazardous Waste and Substances sites list compiled pursuant to Government Code Section 65962.5.

Building 26 has been used as an employee gas station. Prior to 1998, two 2,000 gallon underground diesel storage tanks and one 1,200 gallon above-ground diesel storage tank associated with the gas station were located on the project site. These three tanks were removed in October and November 1998. According to the Department of Environmental Health (Attachment A), releases from the two underground storage tanks were identified. Diesel range hydrocarbons were detected in shallow soil samples collected from below the concrete ~~of the below-grade seamless concrete vault~~ floor of the basement of the facility's mechanical room. Concentrations of diesel were low and decreased ~~significantly~~ substantially with depth. Corrective action was taken for the affected material as identified below:

| Material | Action | Date |
|-----------------------------------|--|--------------------------|
| <u>3 Steel</u> Tank(s) | Recycled at Pacific Coast Recycling | 12-30-1998 |
| <u>45 Feet of</u> Piping | Recycled at Pacific Coast Recycling | 12-30-1998 |
| <u>1.3 Cubic</u> Yards of Soil | Non-contaminated, disposed of on-site and covered with 2 feet of imported soil | 3-20-2000 |
| <u>166 Gallons of</u> Groundwater | Non-contaminated, disposed of on-site | 3-20-2000, 10-20-2000 |

No groundwater, drinking water, or surface water has been affected by the releases of the tanks. Corrective action included the installation of three groundwater monitoring wells and one temporary well point. No compounds of concern were detected in the soils during the drilling of the wells. Furthermore, no compounds of concern, with the exception of one detection of toluene, were detected in two rounds of quarterly groundwater sampling. According to correspondence from the Department of Environmental Health (Attachment A), the site investigation and corrective action carried out at the storage tanks are in compliance with the requirements of subdivisions (a) and (b) of Section 25299.37 of the Health and Safety Code and with corrective action regulations adopted pursuant to Section 25299.77 of the Health and Safety Code and that no further action related to the petroleum releases at the site is required. ~~No associated impacts~~ relating to hazards and/or hazardous materials ~~is anticipated~~ would be less than significant.

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"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project is located within two miles of Gillespie Field, a publicly-owned airport; however, the site is not located within the Airport Influence Area as defined in the San Diego County Regional Airport Authority's Airport Land Use Compatibility Plan for Gillespie Field as amended October 4, 2004. Additionally, the proposed project would not impact this ~~area~~ issue for the following reasons:

- The project does not propose any distracting visual hazards including, but not limited to, distracting lights, glare, sources of smoke or other obstacles or an electronic hazard that would interfere with aircraft instruments or radio communications. Therefore, the project complies with the Federal Aviation Administration Runway Approach Protection Standards (Federal Aviation Regulations, Part 77 – Objects Affecting Navigable Airspace).
- The project does not propose construction of any structure equal to or greater than 150 feet in height, constituting a safety hazard to aircraft and/or operations from an airport or heliport.
- The project does not propose any artificial bird attractor, including but not limited to reservoirs, golf courses with water hazards, large detention and retention basins, wetlands, landscaping with water features, wildlife refuges, or agriculture (especially cereal grains).

Therefore, the project would not constitute a safety hazard for people residing or working in the project area due to proximity to a public airport. Furthermore, demolition activities would be coordinated with the Gillespie Field Airport Manager. Impacts would be less than significant.

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"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is not located within one mile of a private airstrip. As a result, the project would not constitute a safety hazard for people residing or working in the project area.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

The following sections summarize the project's consistency with applicable emergency response plans or emergency evacuation plans.

i. OPERATIONAL AREA EMERGENCY PLAN:

No Impact: The San Diego Operational Area Emergency Plan is a framework document that describes the Operational Area's emergency response organization and details agency/organizational roles during a disaster or emergency. It provides guidance for emergency planning and requires subsequent plans to be established by each jurisdiction that has responsibilities in a disaster situation. The project would not interfere with the Operational Area Emergency Plan because it proposes the demolition and removal of all existing on-site structures, with the exception of the Polo Barn. This demolition would not prohibit subsequent plans from being established.

ii. SAN DIEGO COUNTY NUCLEAR POWER STATION EMERGENCY RESPONSE PLAN

No Impact: The proposed project would not interfere with the San Diego County Nuclear Power Station Emergency Response Plan due to the location of the proposed project in relation to the nuclear power plant, and the specific requirements of the response plan. The emergency plan for the San Onofre Nuclear Generating Station (SONGS) includes an emergency planning zone within a 10-mile radius. The proposed project site is located approximately 50 miles from SONGS and as such is not expected to interfere with any response or evacuation. No impact would result.

iii. OIL SPILL CONTINGENCY ELEMENT

No Impact: The project would not interfere with the Oil Spill Contingency Element because the project is not located along the coastal zone or coastline. No impact would result.

iv. EMERGENCY WATER CONTINGENCIES ANNEX AND ENERGY SHORTAGE RESPONSE PLAN

No Impact: The project would not interfere with the Emergency Water Contingencies Annex and Energy Shortage Response Plan because the project does not propose altering major water or energy supply infrastructure, such as the California Aqueduct. No impact would result.

v. DAM EVACUATION PLAN

~~Less Than Significant~~**No Impact:** The project site is ~~located within~~ the dam inundation zones for the Chet Harritt, San Vicente, and El Capitan dams; however, the project would not interfere with the Dam Evacuation Plans for these dams ~~would not be interfered with~~ because ~~even though the project is located within a dam inundation zone,~~ the proposed project is the demolition of the Edgemoor buildings (except for the Polo Barn), and demolition would not ~~does not propose the construction of any structures or uses that would~~ limit the ability of the County Office of Emergency Services to implement a the dam evacuation plans. Therefore, no impact would result.

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"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: According to the City's General Plan Safety Element, the City of Santee is designated a medium fire hazard area. ~~Specifically, the proposed project is adjacent to wildlands that have the potential to support wildland fires.~~ However,

the project is situated in an urban environment and is not adjacent to native vegetation subject to a State Responsibility Area for wildland fire protection. ~~However~~Moreover, the project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires because the project proposes to demolish all existing on-site structures with the exception of the Polo Barn. ~~No structures would be constructed on-site.~~ Therefore, the project would not expose people or structures to a significant risk of loss, injury or death involving hazardous wildland fires. Impacts would be less than significant.

- i) Propose a use, or place residents adjacent to an existing or reasonably foreseeable use that would substantially increase current or future resident's exposure to vectors, including mosquitoes, rats or flies, which are capable of transmitting significant public health diseases or nuisances?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project proposes to demolish and remove all existing on-site structures, with the exception of the Polo Barn. The project does not involve or support uses that allow water to stand for a period of 72 hours (~~3 days~~) or more (e.g., artificial lakes or agricultural irrigation ponds). Moreover, the project does not involve or support uses that would produce or collect animal waste, such as equestrian facilities, agricultural operations, solid waste facilities, or other similar uses. ~~No structures would be constructed on-site.~~ Therefore, the project would not propose a use or place residents adjacent to an existing or reasonably foreseeable use that would substantially increase current or future resident's exposure to vectors. No impact would occur.

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

- a) Violate any waste discharge requirements?

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant ~~with Mitigation Incorporated~~ Impact: The project proposes demolition and removal of all existing on-site structures, with the exception of the Polo Barn. The project does not propose any grading activities. However, during surface

improvement and building foundation removal, exposed soil could be created. However, the project would prepare a SWPPP, as detailed above in Section VI (b), which would ensure erosion of materials would not occur. Implementation of the measures found in the SWPPP would enable the project to meet waste discharge requirements as required by the both the County's and City's Discharge Control Ordinances. Impacts would be less than significant.

b) Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, could the project result in an increase in any pollutant for which the water body is already impaired?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project lies in the Lower San Diego hydrologic subarea, within the San Diego River hydrologic unit. According to the Clean Water Act Section 303(d) list, October 2006, a portion of this watershed at the Pacific Ocean and mouth of the San Diego River is impaired for coliform bacteria. The lower San Diego River is also impaired for fecal coliform, as well as low dissolved oxygen, phosphorous, and total dissolved solids. Constituents of concern in the San Diego watershed include coliform bacteria, total dissolved solids, nutrients, petroleum chemicals, toxics, and trash. Construction activities associated with the proposed project may contribute these pollutants. However, as identified in response VIII(a), the project would prepare a SWPPP in compliance with both the County's and City's Discharge Control Ordinances and SUSMPs. The SWPPP would detail site design features, source control BMPs, and/or treatment control BMPs to reduce the potential for pollutants to enter runoff such that there would be no increase of the level of these pollutants in receiving waters. Therefore, the project would not result in an impact to an already impaired waterbody as listed on the Clean Water Act Section 303(d) list. Impacts would be less than significant.

c) Could the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The RWQCB has designated water quality objectives for waters of the San Diego Region as outlined in Chapter 3 of the Water Quality

Control Plan (Plan). The water quality objectives are necessary to protect the existing and potential beneficial uses of each hydrologic unit as described in Chapter 2 of the Plan.

The project lies in the Lower San Diego hydrologic subarea, within the San Diego River hydrologic unit that has the following existing and potential beneficial uses: municipal and domestic supply, agricultural supply, industrial process supply, industrial service supply, hydropower generation, contact water recreation, non-contact water recreation, warm freshwater habitat, cold freshwater habitat, wildlife habitat, commercial and sport fishing, estuarine habitat, marine habitat, migration of aquatic organisms, shellfish harvesting, and rare, threatened, or endangered species habitat.

The proposed project site is currently flat and would remain such after demolition. Demolition and removal of all on-site structures, with the exception of the Polo Barn would not include substantial grading or the alteration of existing topography. Additionally, demolition of the on-site structures would remove the existing impervious surfaces, thereby allowing more infiltration to occur. Demolition activities associated with the proposed project may contribute sources of polluted runoff; however, as identified above, the project would prepare a SWPPP in compliance with [both](#) the County's [and City's Discharge Control Ordinances](#) and [SUSMPs](#). The SWPPP would detail site design features, source control BMPs, and/or treatment control BMPs to reduce the potential for pollutants to enter runoff such that the proposed project would not cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses. [Impacts would be less than significant.](#)

- d) 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 level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project would not use any groundwater for any purpose, including irrigation, domestic, or commercial demands. In addition, the project does not involve operations that would interfere substantially with groundwater recharge including, but not limited to the following: the project does not involve regional diversion of water to another groundwater basin or diversion or channelization of a stream course or waterway with impervious layers, such as concrete lining or culverts. These activities and operations can substantially affect rates of groundwater recharge. As the project

proposes the demolition and removal of all existing on-site structures, with the exception of the Polo Barn ~~and does not include the construction of any structures~~, no impact to groundwater resources would occur.

- e) 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"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The proposed project site is currently flat and would remain such after demolition. Demolition and removal of all on-site structures, with the exception of the Polo Barn would not include grading or the alteration of existing topography. Additionally, demolition of the on-site structures would remove the existing impervious surfaces, thereby allowing more infiltration to occur. Therefore, implementation of the proposed project would not alter the existing drainage pattern of the project site or area. As identified above, the project would prepare a SWPPP in compliance with both the County's and City's Discharge Control Ordinances and SUSMPs. The SWPPP would detail site design features, source control BMPs, and/or treatment control BMPs to reduce the potential for pollutants, including sediment, to enter storm water runoff through the inclusion of erosion control measures. With adherence to the design features and BMPs listed in the SWPPP, no substantial erosion or siltation is expected to occur on- or off-site. Impacts would be less than significant.

- f) 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"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: As identified above in response VIII(e), the proposed project site is currently flat and would remain such after demolition. Demolition and removal of all on-site structures, with the exception of the Polo Barn would not include grading or the alteration of existing topography. Additionally, demolition of the on-site structures would remove the existing impervious surfaces, thereby allowing more

infiltration to occur. Therefore, implementation of the proposed project would not substantially alter the existing drainage pattern of the site or area by increasing the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Impacts would be less than significant.

g) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project site is currently developed. Existing storm water drainage systems are in place; however, no additional or modifications to the existing storm water drainage systems are proposed by the project. Additionally, the project proposes the demolition and removal of all existing on-site structures, with the exception of the Polo Barn, and does not require such systems. ~~No additional structures or impervious surfaces would be created through implementation of the proposed project.~~ Therefore, implementation of the proposed project would not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems. No impact is anticipated to result.

h) Provide substantial additional sources of polluted runoff?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: Construction activities associated with the proposed project may increase the amount of construction debris (e.g., concrete, wood, building materials) or soil erosion entering storm water runoff. As identified above, the project would prepare a SWPPP in compliance with both the County's and City's Discharge Control Ordinances and SUSMPs. The SWPPP would detail site design features, source control BMPs, and/or treatment control BMPs to reduce the potential for pollutants to enter storm water runoff. Implementation of these measures would ensure project-related impacts would be less than significant.

- i) 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, including County Floodplain Maps?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The northern 3.26 acres of the project site are located within FEMA-mapped Zone AE, a special 100-year flood hazard area for which base flood elevations have been determined. The project does not propose placing structures with a potential for human occupation within this area and would not place access roads or other improvements which would limit access during flood events or affect downstream properties. Therefore, impacts would be less than significant.

- j) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: As identified above, the northern portion of the project site is located in Zone AE. However, the project would not place structures, access roads, or other improvements which would impede or redirect flood flows in this area. ~~No structures are proposed as part of the project.~~ Impacts would be less than significant.

- k) 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"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: As identified in response VIII(j), the northern portion of the project site is located within Zone AE, a FEMA-mapped special 100-year flood hazard area. Additionally, the project lies within a mapped dam inundation area for the Chet Harritt, San Vicente, and El Capitan dams, as identified on Figure 8-2 of the City of

Santee General Plan Safety Element. However, the proposed project would not result in exposing people or structures to a significant risk of loss, injury, or death because the project proposes demolition and removal of all existing on-site structures, with the exception of the Polo Barn. ~~No people or structures would be located on-site.~~ In addition, the San Diego County Office of Emergency Services has an established emergency evacuation plan for the area and the project would not interfere with this plan as identified in response VII (g). Impacts would be less than significant.

l) Inundation by seiche, tsunami, or mudflow?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

i. SEICHE

No Impact: The project site is not located along the shoreline of a lake or reservoir and, therefore, could not be inundated by seiche.

ii. TSUNAMI

No Impact: The project site is located more than 15 miles from the coast; therefore, in the event of a tsunami, the project site would not be inundated.

iii. MUDFLOW

No Impact: Mudflow is type of landslide. According to Figure 8-3 of the City of Santee General Plan Safety Element, the project site is not located within an area characterized by an existing landslide; however, the project site is characterized by trace deposits/older alluvium. This soil type is identified as being generally to marginally susceptible to landslide. However, while the project does propose land disturbance that would expose unprotected soils, the project is not located downstream from unprotected, exposed soils within a landslide susceptibility zone. Additionally, the project proposes to demolish all existing on-site structures with the exception of the Polo Barn. Therefore, it is not anticipated that the project would expose people or property to inundation due to mudflow.

IX. LAND USE AND PLANNING -- Would the project:

a) Physically divide an established community?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Incorporated

Discussion/Explanation:

No Impact: The project site is currently developed. The project proposes the demolition and removal of all existing on-site structures, with the exception of the Polo Barn. ~~No new structures would be constructed.~~ Additionally, the project does not propose the introduction of new infrastructure such as major roadways, water supply systems, or utilities to the area. Therefore, the proposed project would not significantly disrupt or divide an established community.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: ~~The proposed project is subject to the General Plan Land Use Designation Town Center (TC). The Town Center land use designation is intended to provide the City with a mixed-use activity center that is oriented towards and enhances the San Diego River. The project does not conflict with the General Plan because the project does not propose a new land use or incompatible uses. The property is also zoned Town Center (TC), which is intended to be developed in accordance with the Town Center Specific Plan (Chapter 17.18 of the City's Municipal Code). The Town Center Specific Plan details land uses and development regulations consistent with the General Plan. Within the specific plan, the project site is designated institutional with office park overlay. According to the Specific Plan, institutional areas are reserved for educational, community centers, and medical care facilities. The project proposes demolition of existing buildings and related improvements. The project's action does not propose any uses that would be inconsistent with the existing Specific Plan or the removal of existing zoning regulations raise general plan or zoning issues. Therefore, the project is consistent with the existing land use and zoning regulations for the project site. Impacts would be less than significant.~~

X. MINERAL RESOURCES -- Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
|---|--|

- Less Than Significant With Mitigation Incorporated No Impact

Discussion/Explanation:

Less Than Significant Impact: According to the City of Santee General Plan Conservation Element, the areas along the floodplain of the San Diego River are classified by the California Department of Conservation – Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1997) as an area of identified mineral resource significance, or Mineral Resource Zone (MRZ) 2. The remainder of the City of Santee is designated as an area of undetermined mineral resources, MRZ-3. Additionally, the City has three aggregate mining operations located in the San Diego River east of Magnolia Avenue. However, the project proposes demolition and removal of existing on-site structures, with the exception of the Polo Barn. This demolition would not be of a scale that would result in the future inaccessibility for recovery of the mineral resources from the existing mining operations. Therefore, no potentially significant loss of availability of a known mineral resource of value to the region and the residents of the state would occur as a result of this project. Impacts would be less than significant.

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation Incorporated No Impact

Discussion/Explanation:

No Impact: The project site is currently developed and is not used for mineral resource recovery. Demolition of all on-site structures with the exception of the Polo Barn would not result in the loss of availability of a locally-important mineral resource recovery site. No impact would occur.

XI. NOISE -- Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation Incorporated No Impact

Discussion/Explanation:

Less Than Significant Impact: The project proposes the demolition and removal of all existing on-site structures, with the exception of the Polo Barn. ~~No structures would be constructed.~~—The surrounding area supports residential uses to the east and south, vacant land to the north, and the Las Colinas Detention Facility to the west. The existing Edgemoor Geriatric Hospital would be vacant and the patients and staff would be located in the new Skilled Nursing Facility. Although the City of Santee General Plan and Noise Ordinance do not apply to this County project, ~~t~~The project would not expose people to potentially significant noise levels that exceed the allowable limits of the City of Santee General Plan, City of Santee Noise Ordinance, ~~and~~or other applicable standards for the following reasons:

General Plan – Noise Element

The City of Santee General Plan Noise Element requires an acoustical study to be prepared for any use that may expose noise-sensitive areas to noise in excess of a Community Noise Equivalent Level (CNEL) of ~~60-65~~ decibels (dBA). Moreover, if the project is excess of CNEL ~~60-65~~ dB(A), modifications must be made to the project to reduce noise levels. Noise sensitive areas include residences, hospitals, schools, libraries, or similar facilities where quiet is an important attribute. Project implementation would not expose existing or planned noise sensitive areas to road, airport, heliport, railroad, industrial or other noise in excess of the ~~60-65~~ dB(A) CNEL threshold. Upon completion of the proposed ~~demolition project,~~ demolition-related ~~no~~ noise would ~~be generated from the project site~~cease. Therefore, the project would not expose people to potentially significant noise levels that exceed the allowable limits of the City of Santee General Plan, Noise Element. Construction-related noise impacts would ~~be regulated by~~comply with the City's Noise Ordinance.

Noise Ordinance – Chapter 8.12.290

The project would not generate construction noise that would exceed the standards of the City of Santee Noise Ordinance (Chapter 8.12.290 of the City's Municipal Code). Construction operations would occur only during permitted hours of operation pursuant to Chapter 8.12.290. Additionally, the project would not operate construction equipment between the hours of 7 p.m. and 7 a.m.

The project's conformance to the City's General Plan Noise Element and Noise Ordinance (Chapter 8.12.290) ensures the project would not create cumulatively considerable noise impacts, because the project would not exceed the local noise standards for noise-sensitive areas and the project would not exceed the applicable noise level limits at the property line or construction noise limits, derived from State regulation to address human health and quality of life concerns.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project proposes the demolition of all existing on-site structures, with the exception of the Polo Barn. Standard construction equipment such as dump trucks and scrapers would be present on-site, however no blasting would occur. Therefore, the project would not generate groundborne vibration or noise that would impact surrounding receptors. Additionally, the project does not propose any land uses that would be impacted by groundborne vibration or noise generated in the surrounding area. Therefore, no impact is expected to result.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project proposes the demolition and removal of all existing on-site structures, with the exception of the Polo Barn. Upon completion of the proposed demolition, ~~no noise~~demolition-related noise would ~~be generated on-site~~cease. Therefore, the project would not result in a substantial permanent increase in existing ambient noise levels in the project vicinity.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes the demolition and removal of all existing on-site structures, with the exception of the Polo Barn. The temporary increase over existing ambient levels for general construction noise would not be expected to exceed the construction noise limits of the City of Santee Noise Ordinance (Chapter

8.12.290). Construction operations would occur only during permitted hours of operation in compliance with Chapter 8.12.290. Additionally, existing residences are buffered from the project site by N. Magnolia Avenue, which is approximately 150 feet wide. Therefore, the project would result in a less than significant substantial temporary or periodic increase in existing ambient noise levels in the project vicinity.

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 project area to excessive noise levels?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The proposed project site is located within two miles of Gillespie Field, a publicly-owned airport; however, the site is not located within the Airport Influence Area as defined in the San Diego County Regional Airport Authority's Airport Land Use Compatibility Plan for Gillespie Field as amended October 4, 2004. Therefore, project implementation would not expose people residing or working in the project area to excessive noise levels generated by airport operations in excess of the CNEL 60 dB(A). [Impacts would be less than significant.](#)

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"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is not located within one mile of a private airstrip; therefore, the project would not expose people residing or working in the project area to excessive airport-related noise levels.

XII. POPULATION AND HOUSING -- Would the project:

- 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"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project would not induce substantial population growth in the area because the project does not propose any physical or regulatory change that would remove a restriction to or encourage population growth in an area including, but not limited to, the following: new or extended infrastructure or public facilities, new commercial or industrial facilities, large-scale residential development, accelerated conversion of homes to commercial or multi-family use, or regulatory changes including General Plan amendments, specific plan amendments, zone reclassifications, sewer or water annexations, or LAFCO annexation actions. The project proposes the demolition and removal of all existing on-site structures, with the exception of the Polo Barn. ~~No structures or infrastructure would be constructed.~~ Therefore, no inducement of population growth would occur.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project would not displace any existing housing since the site is currently used for a hospital facility. [The Employee Apartments \(Buildings 21-24\) are not currently occupied.](#) No impact would result.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: See discussion XII(b) above. The proposed project would demolish and remove all existing on-site structures, with the exception of the Polo Barn. Current patients at the Edgemoor Geriatric Hospital would be moved to a new location north of the current site. Demolition would not occur until the new Skilled Nursing Facility is open and patients are transferred, which is anticipated to occur early 2009. Therefore, implementation of the proposed project would not displace a substantial number of people. Impacts would be less than significant.

XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance service ratios or objectives for any of the public services:

- i. Fire protection?
- ii. Police protection?
- iii. Schools?
- iv. Parks?
- v. Other public facilities?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project would not result in the need for significantly altered services or facilities. The proposed project includes the demolition and removal of all structures on-site, with the exception of the Polo Barn, and would not require any alteration or provision of new public services or facilities. Additionally, the project would remove an existing attractive nuisance, ~~reducing~~ preventing potential impacts to police and fire protection services. The project does not ~~involve~~ include the construction of new or physically altered governmental facilities ~~including but not limited to fire protection facilities, sheriff facilities, schools, or parks in order to maintain acceptable service ratios, response times, or other performance service ratios or objectives for any public services of any kind.~~ Therefore, the project would not have an adverse physical effect on the environment because the project would not result in the need for ~~does not require~~ new or ~~significantly~~ physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance service ratios or

objectives for any public service~~services or facilities to be constructed.~~ No impact would occur.

XIV. RECREATION

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project does not propose any residential use, including but not limited to a residential subdivision, mobile home park, or construction for a single-family residence that may increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity. The project proposes the demolition and removal of all existing on-site structures, with the exception of the Polo Barn. ~~No structures would be constructed;~~ therefore, no impact to recreation facilities would occur.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project does not include recreational facilities or require the construction or expansion of recreational facilities. The project proposes the demolition and removal of all existing on-site structures, with the exception of the Polo Barn. Therefore, the ~~construction or expansion of recreational facilities cannot~~ project would not have a significant adverse ~~physical effect on the environment~~ related to recreational facilities.

XV. TRANSPORTATION/TRAFFIC -- Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in

either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation Incorporated No Impact

Discussion/Explanation:

Less Than Significant Impact: A traffic letter report was prepared by Linscott, Law & Greenspan, Engineers (LLG) on October 23, 2007 for the proposed project (Attachment B). The project location and existing circulation network are shown in Figure 5. The letter report identified that weekday AM and PM peak hour traffic counts were conducted at the Magnolia Avenue/Mission Gorge Road and Magnolia Avenue/Prospect Avenue intersections in February 2004. These counts were then increased by two percent per year to reflect existing 2007 traffic conditions. [This growth factor is extremely conservative based on historical data for the area.](#) Table 2 summarizes existing level of service (LOS) at the project study area intersections.

Table 2. Existing Study Area Intersections Level of Service

| Intersection | Peak Hour | Delay ¹ | LOS |
|------------------------------------|-----------|--------------------|-----|
| Magnolia Avenue/Mission Gorge Road | AM | 38.4 | D |
| | PM | 40.0 | D |
| Magnolia Avenue/Prospect Avenue | AM | 27.9 | C |
| | PM | 35.6 | D |

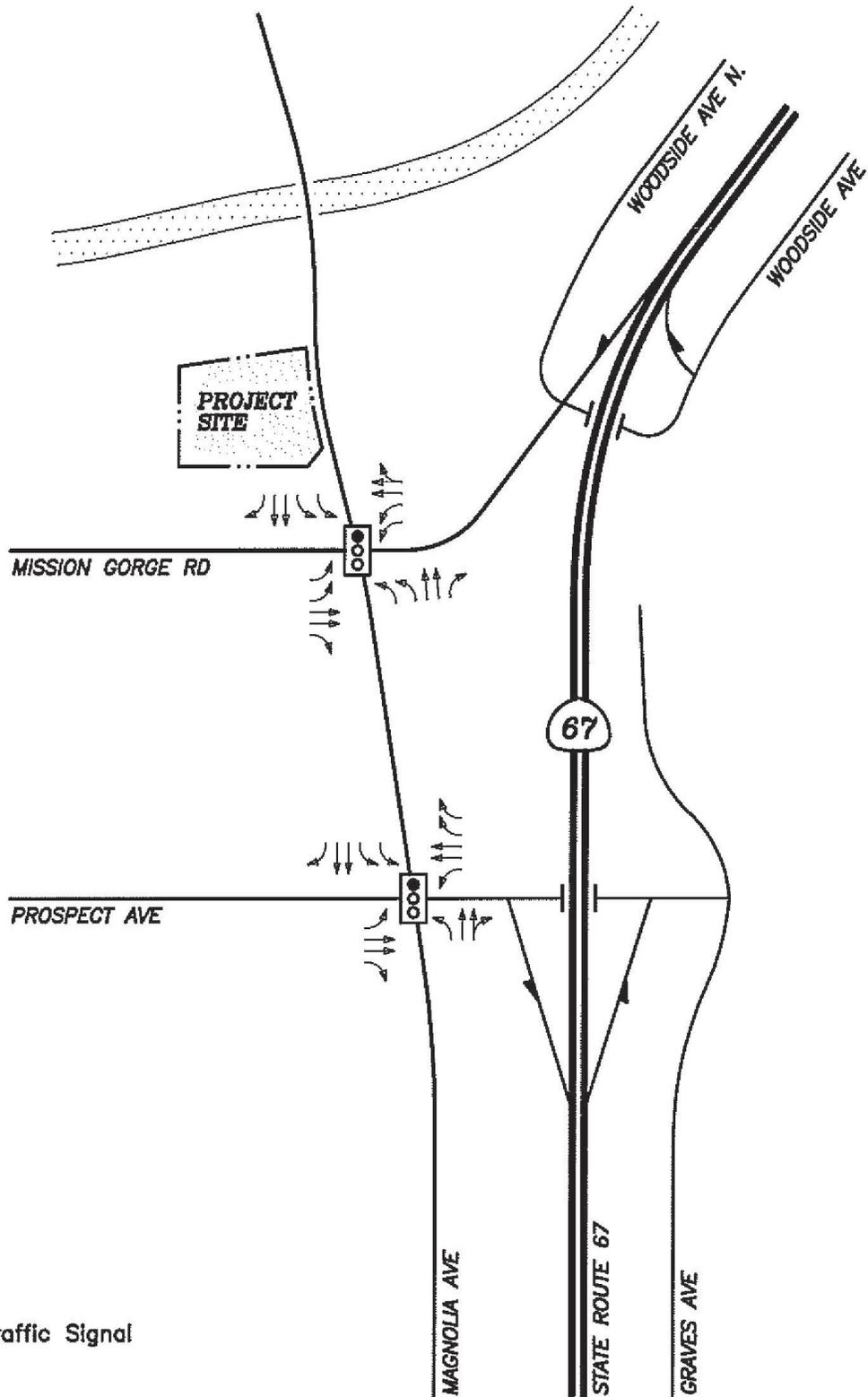
¹Average delay expressed in seconds per vehicle

According to the *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, published by the San Diego Association of Governments (SANDAG), the project site is currently estimated to generate approximately 525 trips per day.³

Demolition of the project site would occur over two phases. The first phase would include the demolition and removal of the buildings. The second phase would involve the removal of the paved and landscaped areas. The first phase would require approximately 1,504 trucks and the second phase would require approximately 500 trucks to haul away demolition material. Daily project-related trips were calculated for the first phase because the number of required trucks would be greater.

Approximately 30,771 cubic yards of material would need to be removed from the project site during the first phase. Hauling of demolition material would occur over

³ The rate utilized was Hospital: Convalescent/Nursing, which gives an estimated weekday vehicle trip generation rate of 3 per bed. Daily average patients at the facility is identified at 175. Therefore, at the rate of 3 trips per bed, the existing trips generated by the project site would be 525 (3 x 175 = 525).



LEGEND

 - Traffic Signal

Source: Linscott, Law & Greenspan; 10-23-2007 | G:\Projects\63610_EDGEMOOR\DEMO\graphics\docs\NOP\TrafficExistingCirculation.at | Last Updated: 11-14-2007

Existing Circulation

FIGURE 5



ONE COMPANY | Many SolutionsSM

approximately 120 working days. Based on this information, it is anticipated that there would be approximately four truck trips per hour on average, with two inbound trips and two outbound trips, assuming truck trips would be spread throughout the working day. To be conservative, it has been assumed that during the peak time of demolition, twice the average number of truck trips would occur. This would result in approximately eight truck trips per hour, with four inbound trips and four outbound trips, for a total of 64 truck trips per day.

Trucks have a more significant effect on roadway operations than passenger vehicles. Therefore, passenger car equivalency (PCE) factors were applied to convert truck traffic to passenger vehicle equivalents. As specified by the Transportation Research Board's *Highway Capacity Manual*, three-axle trucks should use a PCE factor of 2.0. Accordingly, all truck trips were multiplied by 2.0 to derive traffic levels in PCEs. In addition, a crew of 30 workers has been assumed. It is expected that all workers would enter the site during the AM peak hour and exit during the PM peak hour, with approximately 25 percent of the crew exiting and entering during lunch time. Table 3 shows the daily and peak hour trip generation for the proposed project.

Table 3. Project Trip Generation.

| Demolition | Daily Trip Ends (ADT) | AM Peak Hour | | PM Peak Hour | |
|---------------------------|-----------------------|--------------|----------|--------------|-----------|
| | Volume | Volume | | Volume | |
| | | In | Out | In | Out |
| Trucks (PCE) ¹ | 128 | 8 | 8 | 8 | 8 |
| Crew ² | 75 | 30 | 0 | 0 | 30 |
| Total | 203 | 38 | 8 | 8 | 38 |

¹ Factor of 2.0 was used to convert truck traffic to passenger car equivalency (PCE).

² Assumes 25 percent of the crew exit and enter during lunch time.

As shown, a total of approximately 128 trip-ends would be generated by the project, with 16 vehicles (eight inbound and eight outbound trips) generated during the AM peak hour and 16 vehicles (eight inbound and eight outbound trips) generated during the PM peak hour. These trips are projected to occur along Magnolia Avenue, Prospect Avenue, and State Route 67 (SR-67). Project access would be along Magnolia Avenue.

Compared to existing site conditions, the proposed project would result in a net reduction of number of trips on the roadway network. An existing 525 trips are generated by the project site, whereas implementation of the proposed project would eliminate these existing trips and contribute 203 trips, for an overall reduction of 322 trips.

Therefore, the number of trucks involved in the transport of demolition material would not result in significant congestion. The project would ~~not~~ have a less than significant direct project impact on traffic volume which is considered substantial in relation to

existing traffic load and capacity of the street system because there is an overall reduction in the number of trips.

- b) Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency and/or as identified by the County of San Diego Transportation Impact Fee Program for designated roads or highways?

- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation Incorporated No Impact

Discussion/Explanation:

Less Than Significant Impact: Although there are 128 truck trips generated each day during the demolition phase, this would represent a net reduction of number of trips on the roadway network. Once the demolition ~~has been~~ completed and materials ~~have been~~ transported off-site, no ~~further demolition-related traffic~~ trips would be generated ~~during the operational phase of~~ at the project ~~site~~.

Based on City of Santee and County of San Diego policies, level of service (LOS) D or better would be considered acceptable. Table 4 compares existing LOS as identified above to existing plus project LOS at the project study area intersections.

Table 4. Signalized Intersection Operations

| Intersection | Peak Hour | Existing | | Existing Plus Project | | Change in Delay | Impact |
|---|-----------|--------------------|-----|-----------------------|-----|-----------------|--------|
| | | Delay ¹ | LOS | Delay ¹ | LOS | | |
| Magnolia Avenue/ Mission Gorge Road | AM | 38.4 | D | 38.7 | D | 0.3 | No |
| | PM | 40.0 | D | 40.6 | D | 0.6 | No |
| Magnolia Avenue/ Prospect Avenue | AM | 27.9 | C | 28.0 | C | 0.1 | No |
| | PM | 35.6 | D | 35.9 | D | 0.3 | No |

¹Average delay expressed in seconds per vehicle.

As shown, the addition of project-related traffic would not degrade the LOS at the identified study area intersections to below an acceptable level. ~~No~~ Therefore, significant impacts would ~~occur~~ be less than significant ~~during the demolition phase of the project.~~

~~The County of San Diego has developed an overall programmatic solution that addresses existing and projected future road deficiencies in the unincorporated portion of San Diego County. This program includes the adoption of a Transportation Impact~~

~~Fee (TIF) program to fund improvements to roadways necessary to mitigate potential cumulative impacts caused by traffic from future development. This fee is applicable only to projects that generate operational related traffic. Therefore, the proposed project is not required to participate in the payment of the TIF. Thus, there are no impacts to the TIF associated with this project.~~

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"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: While the project site is located within two miles of Gillespie Field, a publicly-owned airport, it is located outside of the Airport Influence Area as defined in the San Diego County Regional Airport Authority's Airport Land Use Compatibility Plan for Gillespie Field as amended October 4, 2004. Additionally, the project is not located in the vicinity of any private airports. Therefore, the project would not result in a change in air traffic patterns. No impact is expected to result.

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"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The proposed project would not alter traffic patterns, roadway design, place incompatible uses (e.g., farm equipment) on existing roadways, or create or place curves, slopes or walls which impede adequate site distance on a road. In addition, as identified above, a flagman shall be utilized during peak traffic periods to provide for efficient operations at the construction entrance. Impacts would be less than significant.

e) Result in inadequate emergency access?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project would not result in inadequate emergency access. The project is not served by a dead-end road that exceeds the maximum cumulative length permitted by the Consolidated Fire Code for the 17 Fire Protection Districts in San Diego County. Additionally, the project would not remove existing roadways leading to the project site, which may be needed by various emergency service providers to serve the surrounding area. Therefore, the project has adequate emergency access. No impact is expected to result.

f) Result in inadequate parking capacity?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project would demolish and remove all existing on-site structures, with the exception of the Polo Barn. No on- or off-site parking is required or proposed. Thus, the project would not result in an inadequate parking capacity on- or off-site.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project would demolish and remove all existing on-site structures, with the exception of the Polo Barn. The ~~implementation of the~~ proposed project ~~would not result in any~~ does not include the construction or of any new, or redesign of any road design features existing, alternative transportation facilities. Additionally, the project does not propose any hazards or barriers for pedestrians or bicyclists. Therefore, the project would not conflict with policies regarding alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
|---|---|

- Less Than Significant With Mitigation Incorporated No Impact

Discussion/Explanation:

No Impact: The project does not involve any uses that would discharge any wastewater to sanitary sewer or on-site wastewater systems (septic). Therefore, the project would not exceed any wastewater treatment requirements.

- 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?

- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation Incorporated No Impact

Discussion/Explanation:

No Impact: The project would not create demand for new or expanded water or wastewater treatment facilities because it involves the demolition of existing on-site structures. In addition, the project does not propose the construction or expansion of ~~such~~ any water or wastewater treatment facilities. Therefore, the project would not cause significant environmental effects directly or indirectly by causing new facilities to be built.

- 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?

- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation Incorporated No Impact

Discussion/Explanation:

No Impact: Demolition and removal of all on-site structures, with the exception of the Polo Barn would not include substantial grading or the alteration of existing topography. The proposed project site is currently flat and would remain such after demolition. Additionally, demolition of the on-site structures would remove the existing impervious surfaces, thereby allowing more infiltration to occur. Therefore, the project does not propose a use that would require the use of new or expanded storm water drainage facilities. Therefore, the project does not propose or would not require the use of any new or expanded storm water drainage facilities, the construction of which could cause significant environmental effects. No impact would occur.

- 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"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> | No Impact |

Discussion/Explanation:

No-Less than Significant Impact: The proposed project does not involve or require substantial water services from a water district. The project proposes the demolition and removal of all existing on-site structures, with the exception of the Polo Barn. This demolition would not rely on water service ~~for any purpose, with the exception of incidental water use as a dust control measure.~~ Impacts would be less than significant.

- e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> | No Impact |

Discussion/Explanation:

No Impact: The proposed project would demolish and remove all existing on-site structures, with the exception of the Polo Barn. This demolition would not produce any wastewater; therefore, the project would not interfere with any wastewater treatment providers' service capacity. No impact would result.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes the demolition and removal of all existing on-site structures, with the exception of the Polo Barn. Demolition would generate associated waste. Asphalt and concrete materials would be separated on-site for disposal at an appropriate recyclable or salvage facility, in accordance with the County's Construction and Demolition Materials Diversion Program (Ordinance No. 9840). ~~All solid waste facilities, including landfills, require solid waste facility permits to operate. In San Diego County, the County Department of Environmental Health, Local Enforcement Agency issues solid waste facility permits with concurrence from the California Integrated Waste Management Board (CIWMB) under the authority of the Public Resources Code (Sections 44001-44018) and California Code of Regulations Title 27, Division 2, Subdivision 1, Chapter 4 (Section 21440et seq.).~~ There are currently five permitted active landfills in San Diego County with remaining capacity, one of which is projected to close in 2031 thereby exceeding the CIWMB 15-year threshold. Additionally, project-related waste would be generated temporarily and would not exceed the identified daily permitted throughput for each landfill.⁴ Therefore, there is sufficient existing permitted solid waste capacity to accommodate the project's solid waste disposal needs. Impacts would be less than significant.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

⁴ Daily permitted throughput ranges from 50 tons per day to 5,830 tons per day.

Discussion/Explanation:

Less than Significant Impact: Demolition and removal of all on-site structures, with the exception of the Polo Barn would generate solid waste. All solid waste facilities, including landfills, require solid waste facility permits to operate. In San Diego County, the County Department of Environmental Health, Local Enforcement Agency issues solid waste facility permits with concurrence from the California Integrated Waste Management Board (CIWMB) under the authority of the Public Resources Code (Sections 44001-44018) and California Code of Regulations Title 27, Division 2, Subdivision 1, Chapter 4 (Section 21440 et seq.). See Section VII (a) regarding disposal of ACM and LBP. The project would deposit all solid waste at a permitted solid waste facility and, therefore, would comply with Federal, State, and local statutes and regulations related to solid waste. Impacts would be less than significant.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

- a) Does the project 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

~~Less Than Significant With Mitigation Incorporated~~ **Potentially Significant Impact:** Significant impacts to biological resources and cultural resources were identified (see Sections IV and V, respectively). These issues will be discussed in the EIR.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

~~Less Than Significant with Mitigation Incorporated~~Potentially Significant Impact:

A cumulative impact is defined as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts” (§15355 of the *CEQA Guidelines*). Cumulative impacts may result from individual effects of a single project or the effects of several projects that have similar or related impacts. Potentially significant cumulative impacts could occur with implementation of the proposed project. Cumulative impacts will be discussed in the EIR.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

~~Less Than Significant With Mitigation Incorporated~~Potentially Significant Impact:

In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in the response to certain questions in Sections I. Aesthetics, III. Air Quality, VI. Geology and Soils, VII. Hazards and Hazardous Materials, VIII. Hydrology and Water Quality, XI. Noise, XII. Population and Housing, and XV. Transportation and Traffic. As a result of this evaluation, there were determined to be potentially significant effects to human beings related to hazards and hazardous materials. This issue will be discussed in the EIR.

XVIII. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST

All references to Federal, State and local regulation are available on the Internet. For federal regulation refer to <http://www4.law.cornell.edu/uscode/>. For state regulation refer to www.leginfo.ca.gov. For County regulation refer to www.amlegal.com. All other references are available upon request.

AESTHETICS

California Scenic Highway Program, California Streets and Highways Code, Section 260-283.
(<http://www.dot.ca.gov/hq/LandArch/scenic/scpr.htm>)

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Farmland Mapping and Monitoring Program,” November 1994. (www.consrv.ca.gov)

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(www.co.san-diego.ca.us)

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(www.sdcounty.ca.gov/dplu/Resource/docs/3~pdf/AQ-Guidelines.pdf)

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CULTURAL RESOURCES

California Health & Safety Code. §18950-18961, State Historic Building Code. (www.leginfo.ca.gov)

California Health & Safety Code. §5020-5029, Historical Resources. (www.leginfo.ca.gov)

California Health & Safety Code. §7050.5, Human Remains. (www.leginfo.ca.gov)

California Public Resources Code §5024.1, Register of Historical Resources. (www.leginfo.ca.gov)

California Public Resources Code. §5097-5097.6, Archaeological, Paleontological, and Historic Sites. (www.leginfo.ca.gov)

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City of San Diego. Paleontological Guidelines. (revised) August 1998.

County of San Diego, Local Register of Historical Resources (Ordinance 9493), 2002. (www.co.san-diego.ca.us)

GEOLOGY & SOILS

California Department of Conservation, Division of Mines and Geology, California Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997. (www.consrv.ca.gov)

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HAZARDS & HAZARDOUS MATERIALS

California Hazardous Waste and Substances Site List. April 1998. (www.dtsc.ca.gov)

California Resources Agency, "OES Dam Failure Inundation Mapping and Emergency Procedures Program", 1996. (ceres.ca.gov)

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San Diego County Regional Airport Authority. Airport Land Use Compatibility Plan, Gillespie Field, El Cajon, California as amended October 4, 2004. (www.san.org/documents/aluc/Gillespie%20ALUC.pdf)

Unified San Diego County Emergency Services Organization Operational Area Emergency Plan, March 2000.

Uniform Building Code. (www.buildersbook.com)

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Title 8, Zoning and Land Use Regulations.
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County of San Diego, Department of Planning and
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County. (www.co.san-diego.ca.us)

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7685 and 7631. 1991.

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NOISE

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(municipalcodes.lexisnexis.com/codes/santee/)

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Planning (revised January 18, 1985).
(<http://www.access.gpo.gov/>)

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([http://www.sdcounty.ca.gov/dpw/permits-
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Office of Planning, Federal Transit Administration,
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Final Report, April 1995.

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Regulations (FAR), Objects Affecting Navigable
Airspace, Title 14, Chapter 1, Part 77.
(www.gpoaccess.gov)

UTILITIES & SERVICE SYSTEMS

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Ramona Landfill, Borrego Landfill, Otay Landfill,
West Miramar Sanitary Landfill, and Sycamore
Sanitary Landfill. (www.ciwmb.ca.gov/SWIS/)

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ATTACHMENT A

**Underground Storage Tank System Closure Report and
Department of Environmental Health Correspondence**

**SITE ASSESSMENT AND MITIGATION DIVISION
UNDERGROUND STORAGE TANK SYSTEM CLOSURE REPORT**

ESTABLISHMENT NO. H14318 PLAN CHECK NO. AT4179
 SITE NAME County of San Diego Edgemoor Hospital PHONE (619) 565-5255
 SITE ADDRESS 9065 Edgemoor Drive CITY Santee ZIP 92071
 CONTRACTOR Burra & Mc Donnell PHONE (619) 547-9869

Number of tanks to be removed 1 2 3 4 5 6 7 8
 Decontamination by Rinse & Dry Ice
 Manifest No. 980877.14
 Tank rinsate/(amount & destination) 600 gallons - Deminor Kerden
 FIRE AGENCY: PRESENT YES NO
 Dept. City of Santee
 Permit No. _____
 Inspector: Phil Davis

| Tank ID No. | 1 | 2 | 3 | REMARKS |
|-------------------------|--------|--------|--------|------------------------------------|
| Capacity | 1000 | 1000 | 1000 | ① Single Walled Steel-vaulted |
| Tank Construction | ① | ①+② | ② | ② Crimped End |
| Materials stored | Diesel | Diesel | Diesel | ③ Rusted & Pitted |
| % L.E.L. | 0 | 0 | ⑥ | ④ Rusted, Pitted, corroded |
| Dry ice/other (amt.) | 35 | 3.5 | | and holes (max diameter |
| Tank condition | ③ | ④ | | 2"). See Tank Condition Note |
| Backfill soil type | ⑤ | ⑤ | | ⑤ unknown-vaulted UST |
| Backfill condition | ⑤ | ⑤ | | silty sand encountered |
| Native soil type | ⑤ | ⑤ | | during hand excavating |
| Native condition | ⑤ | ⑤ | | ⑥ 3rd UST not closed - replacement |
| Excavation odors? Vault | Yes | Yes | | UST has not been received. |
| Stockpile odors? | NA | NA | | UST is needed as emergency |
| Water present? | No | No | | backup. |
| Ponded product? | No | No | | Site is to be maintained in |
| Piping removed? | Yes | Yes | | a safe and secure manner. |

REINSPECTION REQUIRED YES (NO) If yes, explain

NOTICE: You are hereby notified that on 10/20/98, a Hazardous Materials Specialist conducted an inspection for the closure of 2 (two) hazardous substance underground storage tank(s). A summary of the conditions follows:

- An unauthorized release of a hazardous substance has been observed by the Hazardous Materials Specialist. You are hereby required to initiate Corrective Action measures (see Page 4 for details). See Comments Section back of page.
- A determination of this site's status is pending the Site Assessment and Mitigation (SAM) Division's receipt and review of analytical results for the samples taken from the tank and/or piping closure site. A laboratory report must be submitted to SAM within 30 days. Please request that the laboratory send a copy of the analytical report directly to Beatrice Griffler at the address provided below.

SAM Division has completed its review of the analytical results for samples collected at the tank closure site and has determined the following:

TANK CLOSURE COMPLETE - NO FURTHER ACTION REQUIRED

INITIATE CORRECTIVE ACTION MEASURES (See attached information)

APPROVED BY: Beatrice Griffler Date Reviewed: 10/20/98 Supervisor (Initial): MDL

RECEIVED BY Dave S. Cuny
 PRINTED NAME DANE S. CUNY
 PHONE NUMBER 694-3627

Beatrice Griffler
 Hazardous Materials Specialist
 SAM - P.O. Box 129261
 San Diego, CA 92112-9261 (619) 338-2222

**SITE ASSESSMENT AND MITIGATION DIVISION
UNDERGROUND STORAGE TANK SYSTEM CLOSURE REPORT**

0003

ESTABLISHMENT NO. A14318 PLAN CHECK NO. ATA179
 SITE NAME EDGEWOOD CERAMIC HOSP. PHONE _____
 SITE ADDRESS 9065 EDGEMORE DR. CITY SANTEE ZIP 92071
 CONTRACTOR BURNS & MCDONNELL PHONE 547-9869

Number of tanks to be removed 1 2 3 4 5 6 7 8 _____
 Decontamination by PAK SOUTHBAY SANDBLASTING
 Manifest No. 98087717
 Tank rinsate/(amount & destination) DEMENTO KERDOON

FIRE AGENCY PRESENT YES NO
 Dept. SANTEE
 Permit No. _____
 Inspector CHUCK DAVIS

| Tank ID No. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | REMARKS |
|----------------------|-------------------------|---|---|---|---|---|---|---|---|
| Capacity | 1200 | | | | | | | | - PACIFIC COAST RECYCLING (FORMERLY ALL WAYS) - SUBMIT A COPY OF THE MANIFEST WITH THE SOIL SAMPLE RESULTS, - SECURE TANK EXCAVATION IF NOT BACKFILLED TODAY. |
| Tank Construction | STEEL | | | | | | | | |
| Materials stored | DIESEL | | | | | | | | |
| % L.E.L. | 0% | | | | | | | | |
| Dry ice/other (amt.) | 40/lbs. | | | | | | | | |
| Tank condition | NO HOLES OBSERVED | | | | | | | | |
| Backfill soil type | SILTY SAND | | | | | | | | |
| Backfill condition | NO HOLES OR STAINING | | | | | | | | |
| Native soil type | SILTY SAND | | | | | | | | |
| Native condition | NO HOLES OR STAINING | | | | | | | | |
| Excavation odors? | NONE | | | | | | | | |
| Stockpile odors? | NONE | | | | | | | | |
| Water present? | NONE | | | | | | | | |
| Ponded product? | NO | | | | | | | | |
| Piping removed? | NONE - DIRECT DROP FILL | | | | | | | | |

REINSPECTION REQUIRED YES NO If yes, explain

NOTICE: You are hereby notified that on 11/3/98 a Hazardous Materials Specialist conducted an inspection for the closure of ONE hazardous substance underground storage tank(s). A summary of the conditions follows:

- An unauthorized release of a hazardous substance has been observed by the Hazardous Materials Specialist. You are hereby required to initiate Corrective Action measures (see Page 4 for details).
- A determination of this site's status is pending the Site Assessment and Mitigation (SAM) Division's receipt and review of analytical results for the samples taken from the tank and/or piping closure site. A laboratory report must be submitted to SAM within 30 days. Please request that the laboratory send a copy of the analytical report directly to DON WILKINS at the address provided below.

SAM Division has completed its review of the analytical results of samples collected at the tank closure site and has determined the following:

TANK CLOSURE COMPLETE - NO FURTHER ACTION REQUIRED

INITIATE CORRECTIVE ACTION MEASURES (See enclosed information)

APPROVED BY: [Signature] Date Reviewed: [Signature] Supervisor (Initial): [Signature]

RECEIVED BY [Signature] BMWCI
 PRINTED NAME John C. Kowalczyk
 PHONE NUMBER (619) 547-9869

Don W. Wilkins
 Hazardous Materials Specialist
 SAM - P.O. Box 129261
 San Diego, CA 92112-9261 (619) 338-2222

DISTRIBUTION: WHITE-RETURN TO SAM
 YELLOW-BUSINESS RETAINS



County of San Diego

GARY W. ERBECK
DIRECTOR

DEPARTMENT OF ENVIRONMENTAL HEALTH
LAND AND WATER QUALITY DIVISION

RICHARD HAAS
ASSISTANT DIRECTOR

P.O. BOX 129261, SAN DIEGO, CA 92112-9261
(619) 338-2222 FAX (619) 338-2377
1-800-253-9933

May 9, 2001

Ms. Kathleen Hider
County of San Diego, Department of Public Works
5555 Overland Ave, Building 2
MS-0348
San Diego, CA 92123

Dear Ms. Hider:

UNDERGROUND STORAGE TANK (UST) CASE #H14318-002
EDGEMOOR GERIATRIC HOSPITAL
9065 EDGEMOOR DRIVE, SANTEE, CA

This letter confirms the completion of a site investigation and corrective action for the underground storage tanks formerly located at the above-described location. Thank you for your cooperation throughout this investigation. Your willingness and promptness in responding to our inquiries concerning the former underground storage tanks is greatly appreciated.

Based on information in the above-referenced file and with the provision that the information provided to this agency was accurate and representative of site conditions, this agency finds that the site investigation and corrective action carried out at your underground storage tank(s) site is in compliance with the requirements of subdivisions (a) and (b) of Section 25299.37 of the Health and Safety Code and with corrective action regulations adopted pursuant to Section 25299.77 of the Health and Safety Code and that no further action related to the petroleum release(s) at the site is required.

This notice is issued pursuant to subdivision (h) of Section 25299.37 of the Health and Safety Code. Please contact Melissa Porter at (619) 338-2497 if you have questions regarding this matter.

Sincerely,

GARY W. ERBECK, Director
Department of Environmental Health
Site Assessment and Mitigation Program

GWE:MP:kf

Enclosure

cc: Regional Water Quality Control Board
Allan Patton, SWRCB, UST Cleanup Fund Program
Tom Mills, Gradient Engineers

WP/H14318-002

Case Closure Summary

Leaking Underground Fuel Storage Tank Program

AGENCY INFORMATION

DATE: May 9, 2001

| | |
|---|--|
| Agency Name: County of San Diego, Environmental Health, SAM | Address: P.O. Box 129261 |
| City/State/ZIP: San Diego, CA 92112-9261 | Phone: (619) 338-2222 FAX: (619) 338-2377 |
| Responsible Staff Person: Melissa Porter | Title: Environmental Health Specialist |

II. CASE INFORMATION

| Site Facility Name: Edgemoor Geriatric Hospital | | | | |
|---|--------------|---|-------------------------|---------------------------------|
| Site Facility Address: 9065 Edgemoor Drive, Santee, CA | | | | |
| RB LUSTIS Case No: N/A | | Local Case No: H14318-002 | | LOP Case No: N/A |
| URF Filing Date: November 30, 1998 | | SWEEPS No: N/A | | |
| Responsible Parties: County of San Diego Department of General Services Attn: Kathleen Hider | | Address: 5555 Overland Avenue MS-0348 San Diego, CA 92123 | | Phone Number: (858) 495-5373 |
| Tank No. | Size in Gal. | Contents | Closed in Place/Removed | Date |
| 1-2 | 2,000 gallon | Diesel | Removed | 10-20-98 |
| 3 | 1,200 gallon | Diesel | Removed | 11-3-98 |

III. RELEASE AND SITE CHARACTERIZATION INFORMATION

| Cause and Type of Release: leaks from the tanks | | | | |
|---|---|--|----------------------------------|--|
| Site Characterization complete? Yes | | Date Approved By Oversight Agency: January 30, 2001 | | |
| Monitoring Wells Installed? Yes | | Number: 3 | Proper Screened Interval? Yes | |
| Highest GW Depth Below Ground Surface: 16.10 | | Lowest Depth: 17.89 | Flow Direction: southeast | |
| Most Sensitive Current Use: Beneficial for municipal use. | | | | |
| Are Drinking Water Wells Affected? No | | Aquifer Name: Santee Subarea (907.12) of the San Diego Hydrologic Unit, a sensitive aquifer per RWQCB April 1, 1996 guidance | | |
| Is Surface Water Affected? No | | Nearest SW name: San Diego River, approximately 1,500 feet to the north | | |
| Off-Site Beneficial Use Impacts (addresses/locations): None | | | | |
| Report(s) on file? Yes | | Where is Report(s) Filed? County of San Diego, Environmental Health | | |
| TREATMENT AND DISPOSAL OF AFFECTED MATERIAL | | | | |
| Material | Amount (Include Units) | Action (Treatment or Disposal w/Destination) | Date | |
| Tank(s) | 3 steel | Recycled at Pacific Coast Recycling | 12-30-1998 | |
| Piping | 45 feet | Recycled at Pacific Coast Recycling | 12-30-1998 | |
| Free Product | NA | NA | NA | |
| Soil | 4 drums (approximately 1.3 cubic yards) | Non-contaminated, disposed of onsite and covered with 2 feet of imported soil | 3-20-2000 | |
| Groundwater | 166 gallons | Non contaminated, disposed of onsite | 3-20-2000 10-20-2000 | |
| Barrels | NA | NA | NA | |

Case Closure Summary
Leaking Underground Fuel Storage Tank Program

III. RELEASE AND SITE CHARACTERIZATION INFORMATION (Continued)

H14318-002

| MAXIMUM DOCUMENTED CONTAMINANT CONCENTRATIONS - - BEFORE AND AFTER CLEANUP | | | | | | | | | |
|--|------------|--------|-------------|-------|--------------|------------|--------|-------------|-------|
| Contaminant | Soil (ppm) | | Water (ppb) | | Contaminant | Soil (ppm) | | Water (ppb) | |
| | Before | After | Before | After | | Before | After | Before | After |
| TPH (Gas) | <10 | <10 | <50 | <50 | MTBE | <0.005 | <0.005 | <1.0 | <1.0 |
| TPH (Diesel) | 10,803 | 10,803 | <50 | <50 | Ethylbenzene | <0.005 | <0.005 | <1.0 | <1.0 |
| Benzene | <0.005 | <0.005 | <1.0 | <1.0 | Phenanthrene | 3.78 | 3.78 | <10 | <10 |
| Toluene | <0.005 | <0.005 | 2.5 | <1.0 | Total Lead | 5.15 | 5.15 | <1.0 | <1.0 |
| Xylene | <0.010 | <0.010 | <1.0 | <1.0 | | | | | |

Comments:

Three USTs were removed from the site in 1998. The two 2,000 diesel tanks were located in a below grade, seamless concrete vault in the basement of the facility's mechanical room, and the 1,200 gallon tank was located northwest of the main parking lot area. Diesel range hydrocarbons were detected at concentrations listed above in shallow soil samples collected from below the concrete of the vault floor. Concentrations of diesel decreased significantly with depth. No release was observed associated with the UST near the parking lot.

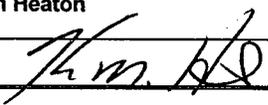
Three ground water monitoring wells and one temporary well point were installed. No compounds of concern were detected in the soils during the drilling of the wells. No compounds of concern (except one detection of toluene at 2.5 ug/l) were detected in two rounds of quarterly ground water sampling.

It is estimated that less than 9 cubic yards of soil with diesel contamination remain in the soil in the vicinity of the vaulted diesel tanks.

IV. CLOSURE

| | |
|---|--|
| Does completed corrective action protect existing beneficial uses per the Regional Board Basin Plan? | Yes |
| Does completed corrective action protect potential beneficial uses per the Regional Board Basin Plan? | Yes |
| Does corrective action protect public health for current land use? | Yes |
| Case oversight completed based upon the current/future site use as a geriatric hospital. | |
| Site Management Requirements: | |
| Any contaminated soil excavated as part of subsurface construction work must be managed in accordance with the legal requirements at that time. | |
| Should corrective action be reviewed if land use changes? | Yes |
| Monitoring Wells Decommissioned: No | Number Decommissioned: 0 Number Retained: 3 |
| List Enforcement Actions Taken: Notice of Corrective Action and Reimbursement Responsibility | |
| List Enforcement Actions Rescinded: None | |

V. LOCAL AGENCY REPRESENTATIVE DATA

| | |
|--|---|
| Name: Kevin Heaton | Title: Senior Hydrogeologist Land and Water Quality Division |
| Signature:  | Date: 5/8/2001 |

VI. RWQCB NOTIFICATION

| | | |
|-----------------------------|-------------------------------------|-------------------|
| Date Submitted to RB: | RB Response: Concur | |
| RWQCB Staff Name: Sue Pease | Title: Environmental Specialist III | Date: May 1, 2001 |

VII. ADDITIONAL COMMENTS, DATA, ETC.

| |
|--|
| The three site monitoring wells will be destroyed within 6 months of site closure. |
|--|

This document and the related CASE CLOSURE LETTER, shall be retained by the lead agency as part of the official site file.

ATTACHMENT B
Traffic Letter Report

October 23, 2007

Ms. Meghan Scanlon
HDR
8690 Balboa Avenue, Suite 200
San Diego, CA 92122

LLG Reference: 3-07-1772

Subject: **Edgemoor Facility Demolition – Traffic Letter Report**

Dear Ms. Scanlon:

Per your request, Linscott, Law & Greenspan, Engineers (LLG) has completed this Traffic Letter Report for the Edgemoor Facility, which proposes to demolish the existing Edgemoor Geriatric Facility, located at 9065 Edgemoor Drive in the County of San Diego. This report discusses the potential traffic impacts due to the additional truck traffic generated during the proposed demolition. The “project” is considered to be the truck and construction crew traffic generated during the demolition activity. **Figure 1** depicts the project area to be demolished.

Included in this traffic assessment is the following:

- Existing Traffic Conditions;
- Project Trip Generation/Distribution;
- Existing Plus Project Analysis; and
- Conclusions.

EXISTING TRAFFIC CONDITIONS

Figure 2 shows the existing lane configurations at the study intersections. Linscott, Law & Greenspan, Engineers conducted weekday AM and PM peak hour traffic counts at the Magnolia Avenue/Mission George Road and Magnolia Avenue/Prospect Avenue intersections in February 2004. The counts were grown by 2% per year to reflect current 2007 conditions. **Figure 3** depicts the AM/PM peak hour intersection turning movement volumes. **Appendix A** contains the raw data counts.

PROJECT TRIP GENERATION

The Edgemoor Facility site is proposed to be demolished in two phases. Phase I involves the demolition of the buildings on-site and phase II involves the removal of the paved and landscaped areas. Phase I of the demolition requires approximately 1,504 trucks and phase II requires approximately 500 trucks to haul away the material.

Since phase I requires the greater number of trucks, the daily trip generation was calculated based on the demolition for phase I. The transportation of the material and debris is anticipated to occur for approximately 120 working days, 5 days per week, and 8 hours per day. Based on this information it is anticipated that the average number of trucks would be approximately 4 total trucks trips per hour (2 inbound/2 outbound), assuming truck trips are spread throughout the day. To be conservative, it has been assumed that during the peak time of the demolition twice the average number of truck trips would occur. This results in approximately 8 total truck trips per hour (4 inbound/4 outbound) and approximately 64 truck trips per day.

Since trucks tend to have a more significant effect on roadway operations when compared to passenger vehicles, passenger car equivalency factors (PCE's) were applied to convert truck traffic to passenger vehicle equivalents. As specified by the *Highway Capacity Manual*, three-axle trucks should use a PCE factor of 2.0. Therefore, all truck trips calculated in this analysis were multiplied by 2.0 to derive traffic levels in PCE's. **Table 1** shows the daily and peak hour truck trip generation for the proposed demolition. The demolition is projected to generate a total of approximately 128 trip-ends per day with 16 (8 inbound/8 outbound) vehicles during the AM peak hour and 16 (8 inbound/8 outbound) vehicles hour during the PM peak hour. In addition, a crew of 30 workers has been assumed. Based on a conservative approach it is expected that all workers will enter the site during the AM peak hours and exit during the PM peak hours, with approximately 25% of the employees also exiting and entering during lunchtime.

TABLE 1
 PROJECT TRIP GENERATION

| Demolition | Daily Trip Ends (ADT) | AM Peak Hour | | PM Peak Hour | |
|---------------------------|-----------------------|--------------|----------|--------------|-----------|
| | Volume | Volume | | Volume | |
| | | In | Out | In | Out |
| Trucks (PCE) ^a | 128 | 8 | 8 | 8 | 8 |
| Crew ^b | 75 | 30 | 0 | 0 | 30 |
| Total | 203 | 38 | 8 | 8 | 38 |

Footnotes:

- a. Factor of 2.0 was used to convert truck traffic to Passenger Car Equivalency (PCE).
- b. Assuming 25% of the crew exit and enter during lunchtime.

TRIP DISTRIBUTION AND TRIP ASSIGNMENT

Trip distribution represents the directional orientation of trucks to and from the project site. It is anticipated that the material will be transported to locations south on Magnolia Avenue to State Route 67 to Interstate 8. Therefore, the truck trips have been routed south on Magnolia Avenue and then east on Prospect Avenue to State Route 67. The distribution for the crew was based on the existing traffic patterns and proximity to state highways and arterials. *Figure 4* depicts the truck and employee trip distribution.

Based on the identified trip generation and distribution for the truck traffic and the crew traffic, *Figure 5* shows the total vehicle assignment at the study intersections for the AM and PM peak hours during the demolition. *Figure 6* depicts the existing plus total project volumes.

ACCESS

Although the truck and crew traffic can access Edgemoor Drive via Mission George Road, this access should not be utilized in able to avoid any potential conflicts between the residential traffic and the truck/crew traffic. It is recommended that the site demolition traffic access Magnolia Avenue. To ensure proper access, it is recommended that a flagger be utilized during peak traffic periods to provide for efficient operations at the construction driveway.



SIGNIFICANCE CRITERIA

Based on City of Santee and County of San Diego policies, intersections are considered to operate at acceptable Levels of Service if LOS D or better is calculated. If project traffic causes the facility to operate at LOS E or LOS F, a significant impact is calculated.

TRAFFIC ANALYSIS

Table 2 summarizes the existing and existing + project intersection operations at the Magnolia Avenue/Mission Gorge Road and Magnolia Avenue/Prospect Avenue intersections. **Appendix B** contains the intersection analysis sheets.

TABLE 2
SIGNALIZED INTERSECTION OPERATIONS

| Intersection | Peak Hour | Existing | | Existing + Project | | Δ Delay | Impact |
|---------------------------------|-----------|--------------------|------------------|--------------------|------------------|----------------|--------|
| | | Delay ^a | LOS ^b | Delay ^a | LOS ^b | | |
| Magnolia Ave / Mission Gorge Rd | AM | 38.4 | D | 38.7 | D | 0.3 | None |
| | PM | 40.0 | D | 40.6 | D | 0.6 | |
| Magnolia Ave / Prospect Ave | AM | 27.9 | C | 28.0 | C | 0.1 | None |
| | PM | 35.6 | D | 35.9 | D | 0.3 | |

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service. See table at right for delay thresholds.

SIGNALIZED

DELAY/LOS THRESHOLDS

| Delay | LOS |
|--------------|-----|
| 0.0 < 10.0 | A |
| 10.1 to 20.0 | B |
| 20.1 to 35.0 | C |
| 35.1 to 55.0 | D |
| 55.1 to 80.0 | E |
| > 80.1 | F |

Ms. Meghan Scanlon

10/23/07

Page 6



SUMMARY & CONCLUSIONS

Based on the analysis results shown in *Table 2*, no significant impacts are calculated for the demolition of the existing Edgemoor Facility. To ensure proper truck access, it is recommended that a flagger be utilized during peak traffic periods to provide for efficient operations at the Magnolia Avenue construction driveway.

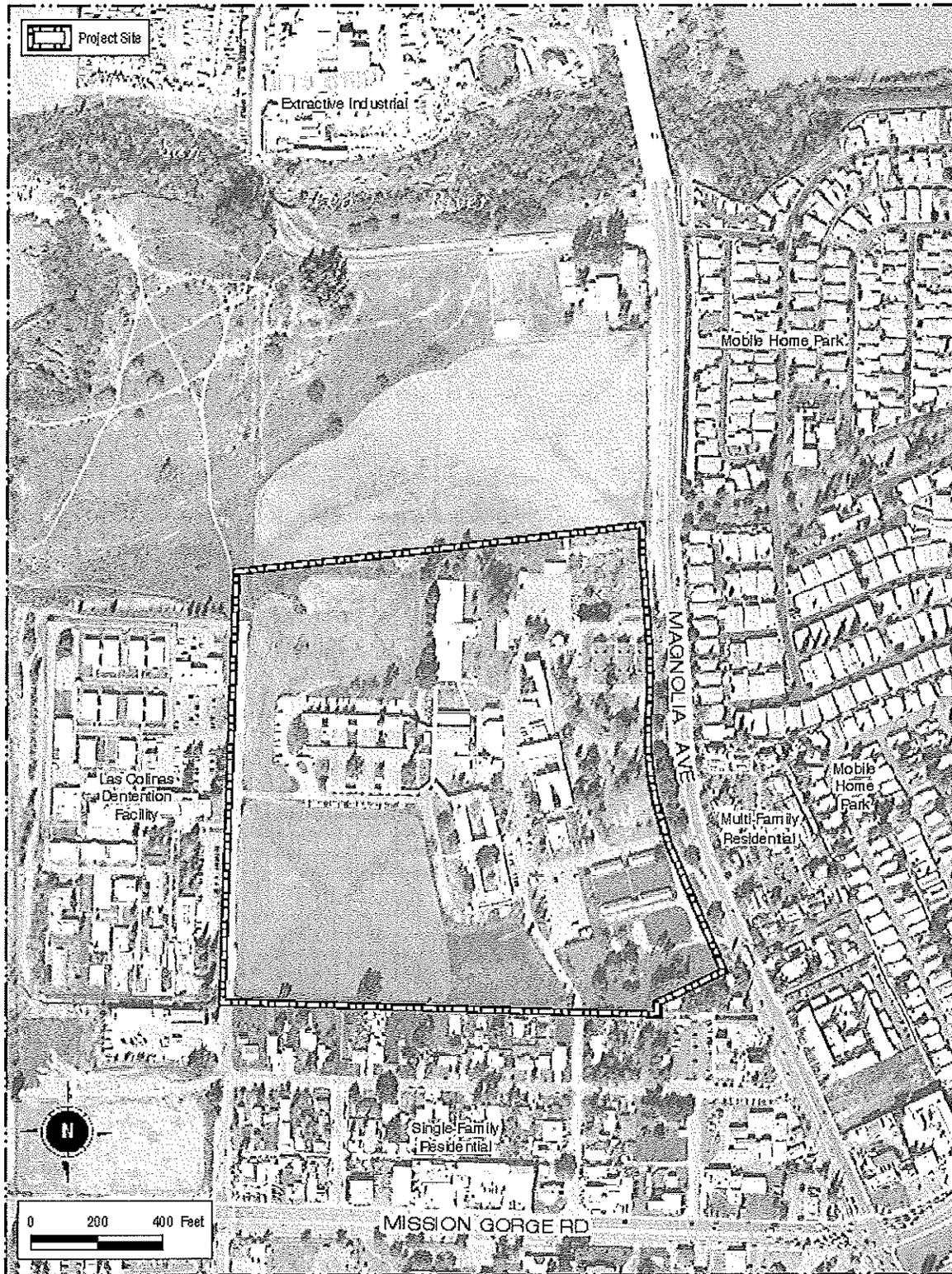
Please call us at 858-300-8800 if you would like to discuss.

Sincerely,

Linscott, Law & Greenspan, Engineers

John Boarman, P.E.
Principal

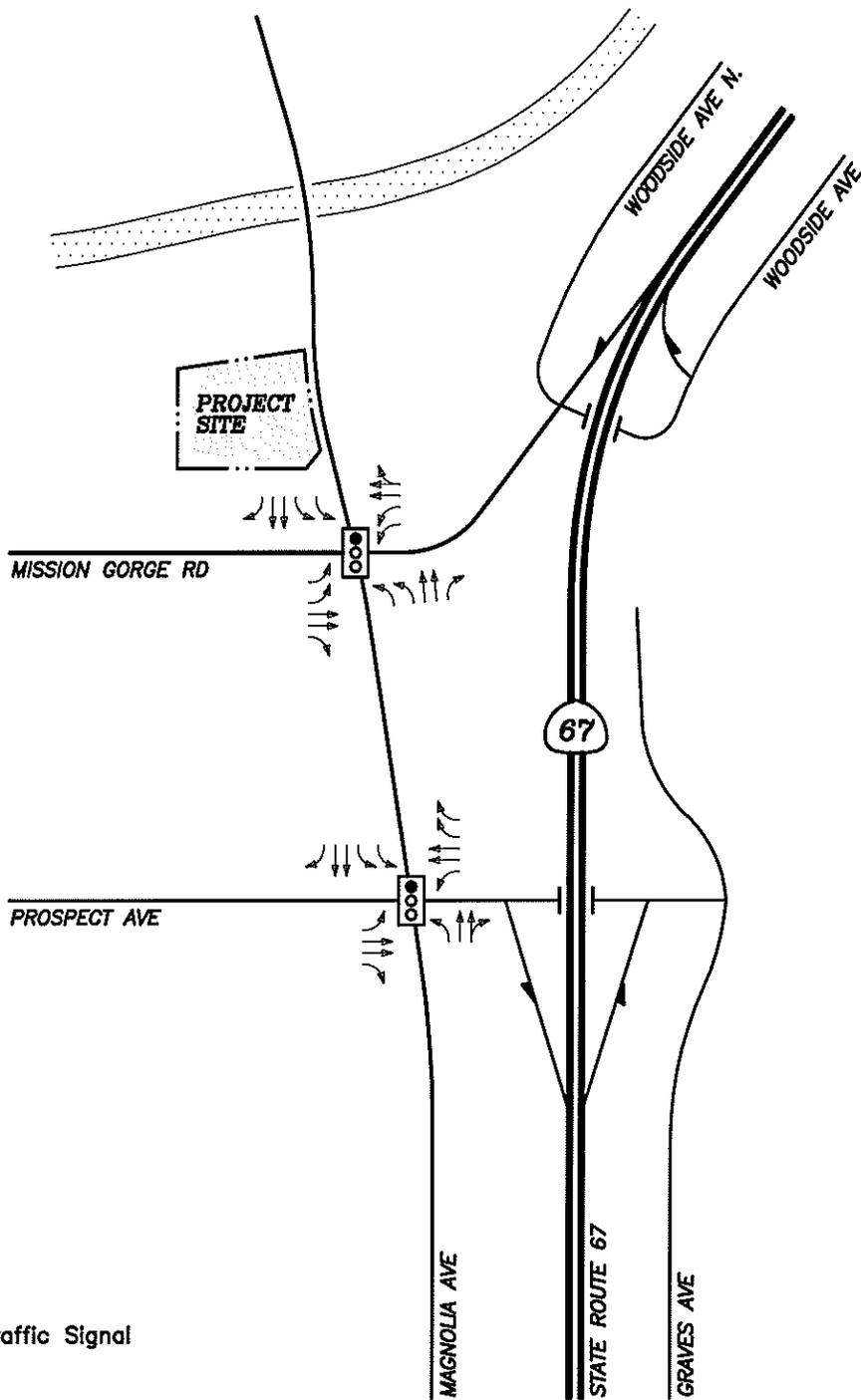
Raul Armenta
Transportation Engineer III



REV. 10/23/07
N:\1772\LLG1772 FIG1

LINSCOTT
LAW &
GREENSPAN
engineers

Figure 1
Project Site



LEGEND

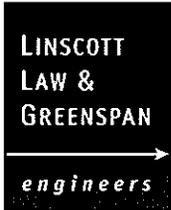
 - Traffic Signal

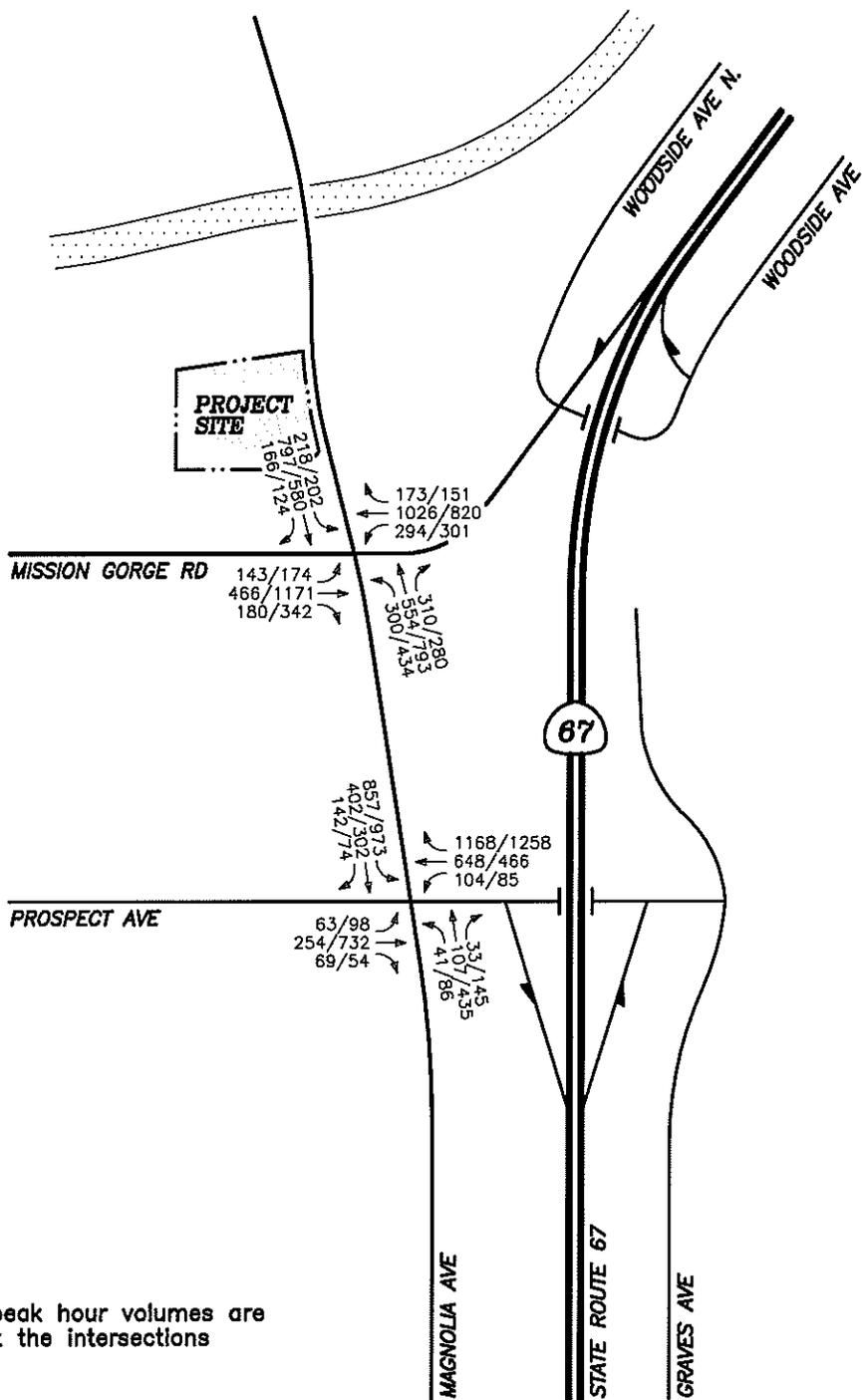
REV. 10/23/07
 N:\1772\LLG1772 FIG2



Figure 2

Existing Conditions Diagram





NOTES:

- AM/PM peak hour volumes are shown at the intersections

REV. 10/23/07
N:\1772\LLG1772 FIG3

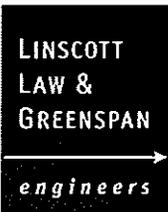


Figure 3
Existing Traffic Volumes
AM/PM Peak Hours

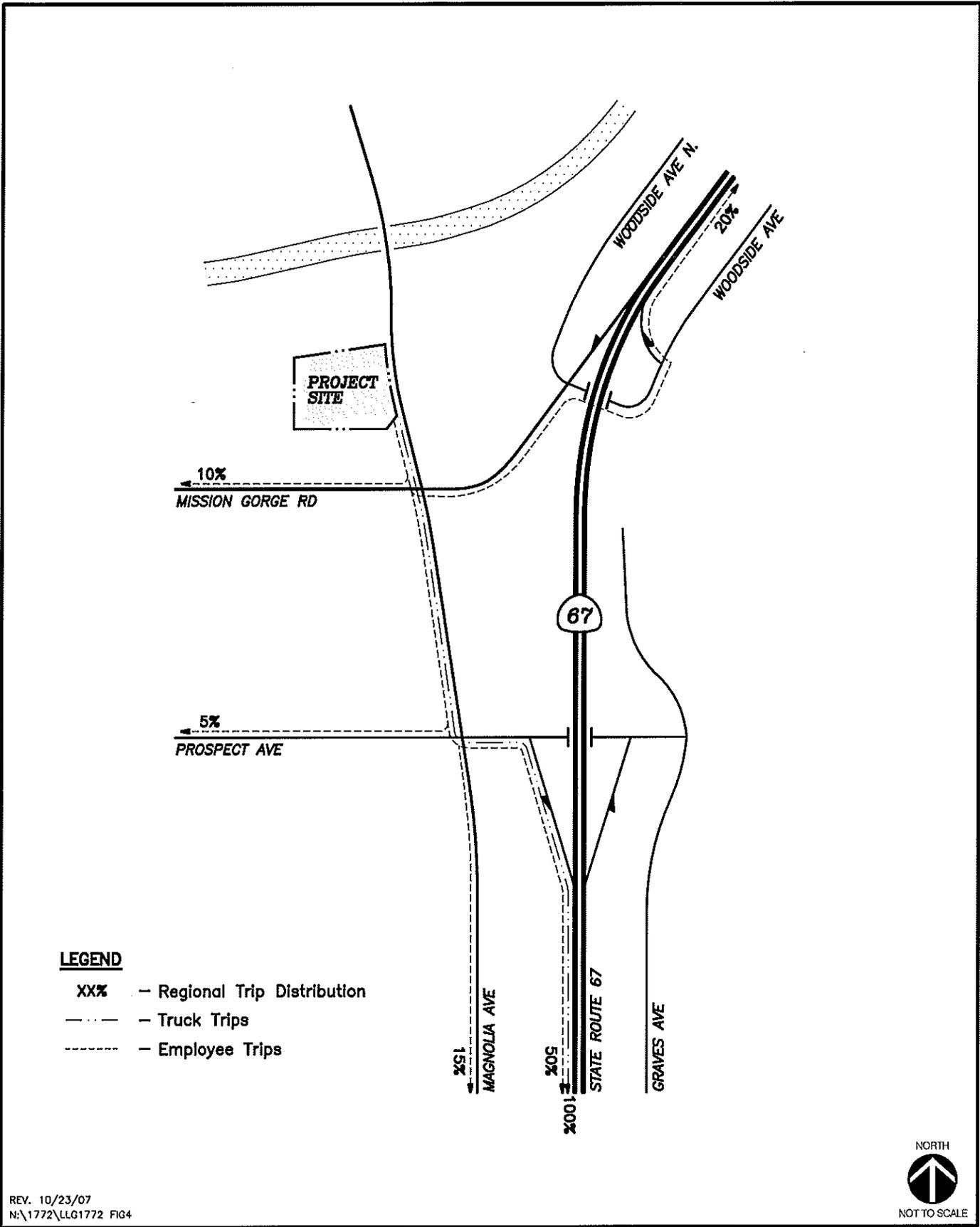
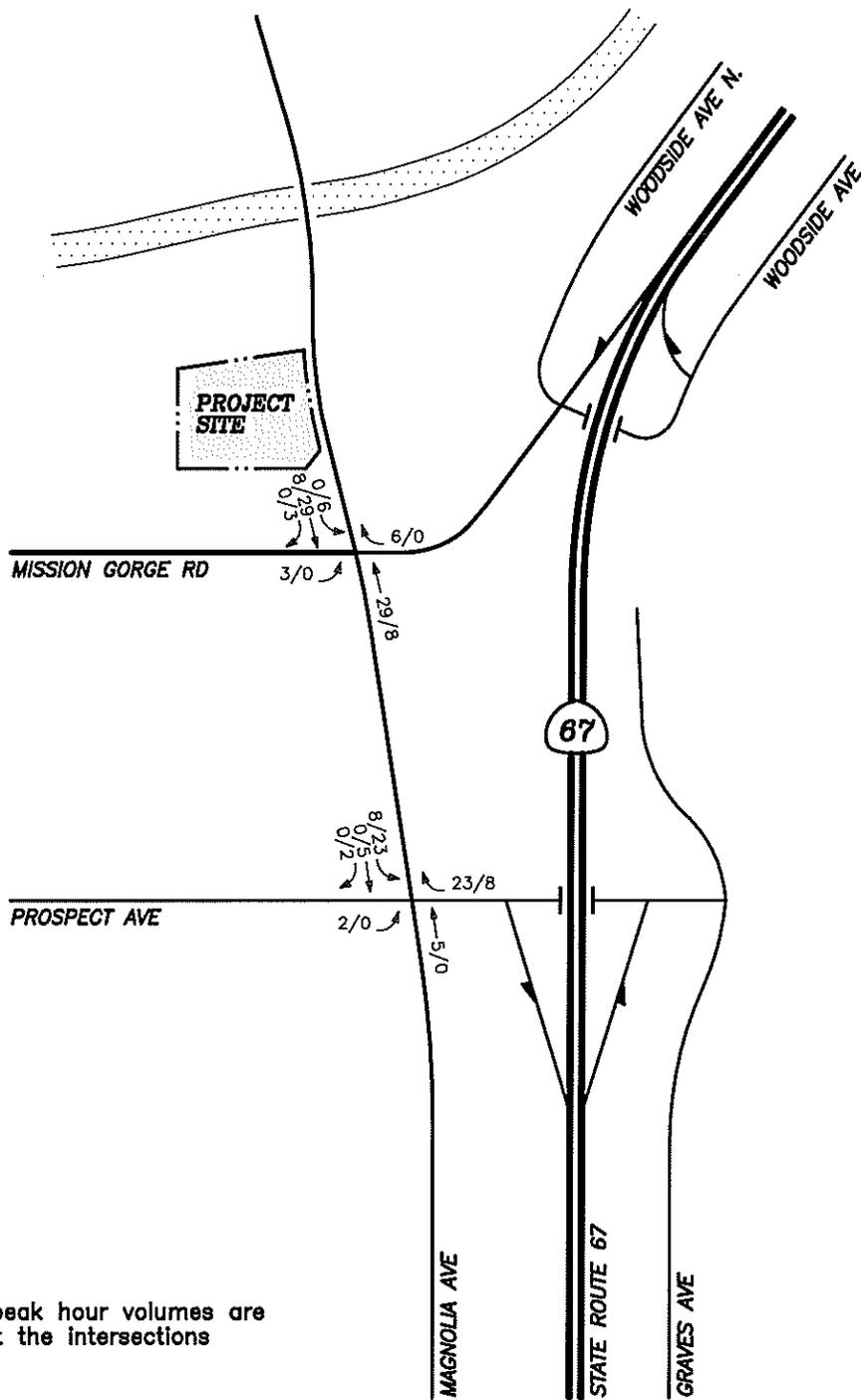


Figure 4

Truck & Employee Trip Distribution



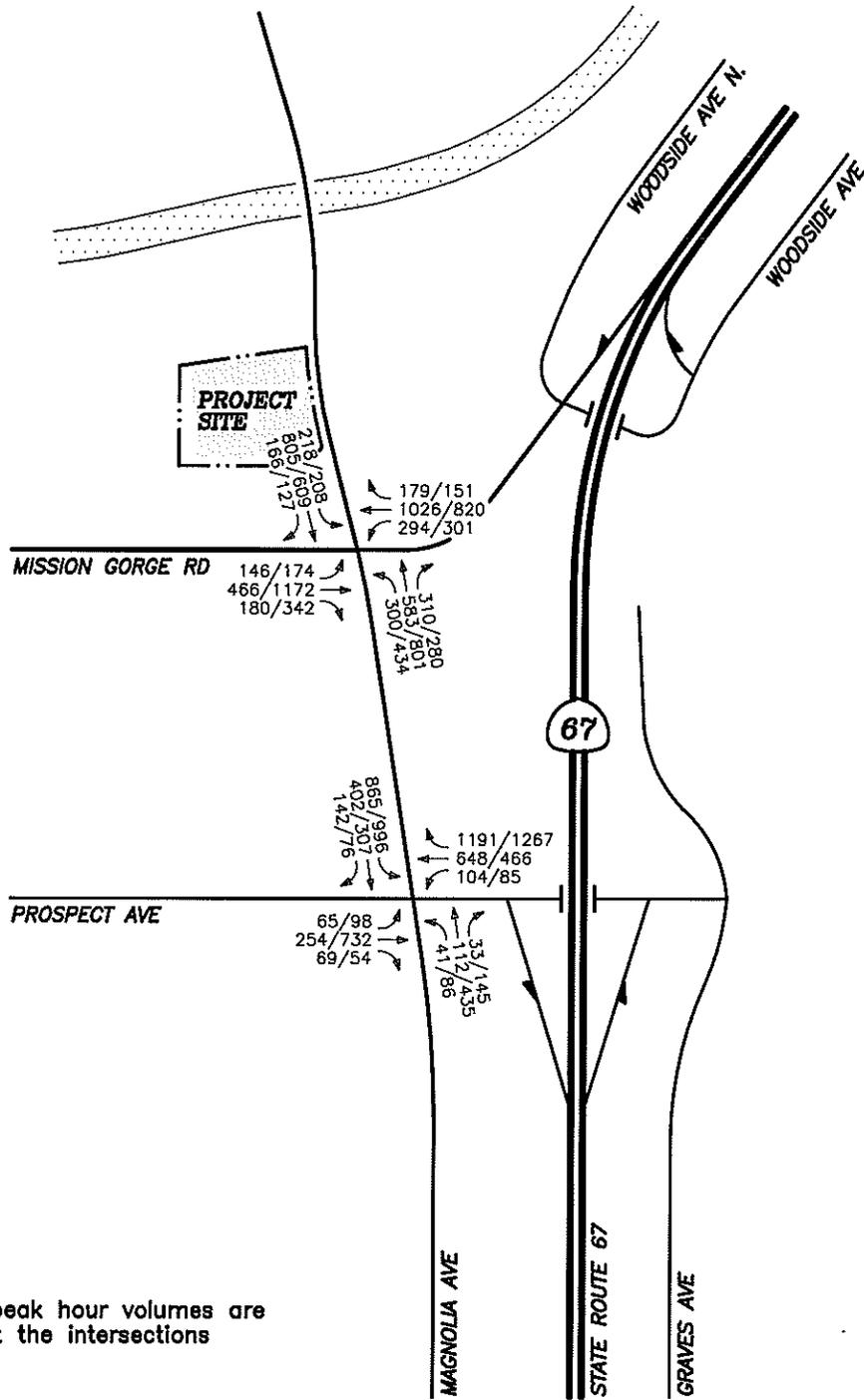
NOTES:

- AM/PM peak hour volumes are shown at the intersections

REV. 10/23/07
 N:\1772\LLG1772 FIG5



Figure 5
Project Traffic Volumes
AM/PM Peak Hours



NOTES:

- AM/PM peak hour volumes are shown at the intersections

REV. 10/23/07
 N:\1772\LLG1772 FIG6



**LINSCOTT
 LAW &
 GREENSPAN**
 →
engineers

Figure 6
Existing + Project Traffic Volumes
AM/PM Peak Hours

TECHNICAL APPENDICES
EDGEMOOR FACILITY DEMOLITION
Santee, California
October 17, 2007

Prepared for:
HDR
8690 Balboa Avenue, Suite 200
San Diego, California 92122

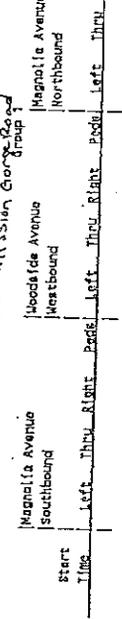
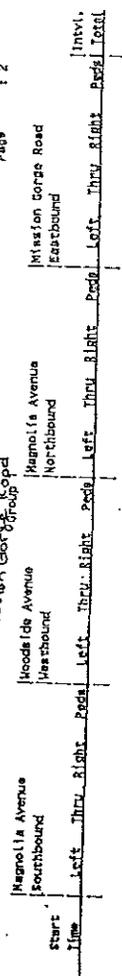
LLG Ref. 3-07-1772

APPENDIX A
INTERSECTION COUNT SHEETS

Weather: Clear & Dry
 Counted by: D. Holliman & M. Adams
 Board #: D1-1427 & D1-2278
 Location: Magnolia Ave & Woodside Ave → Mission, Georgia Copd

Traffic Data Service Southwest
 9773 Maine Avenue
 Lakeside, CA 92040
 (619) 390-8495 fax (619) 390-8427

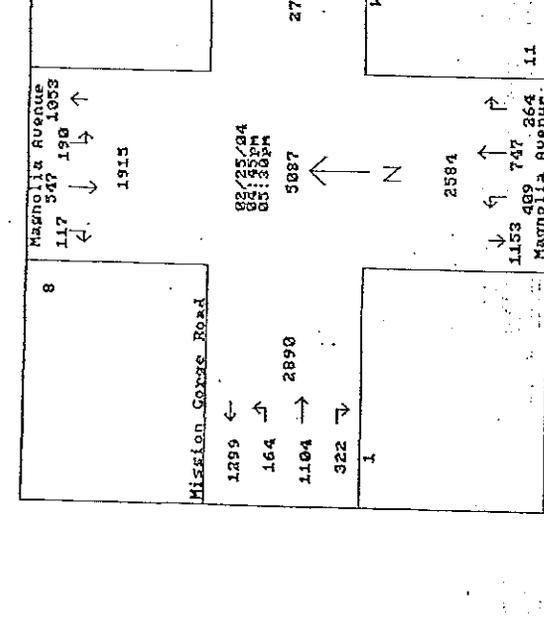
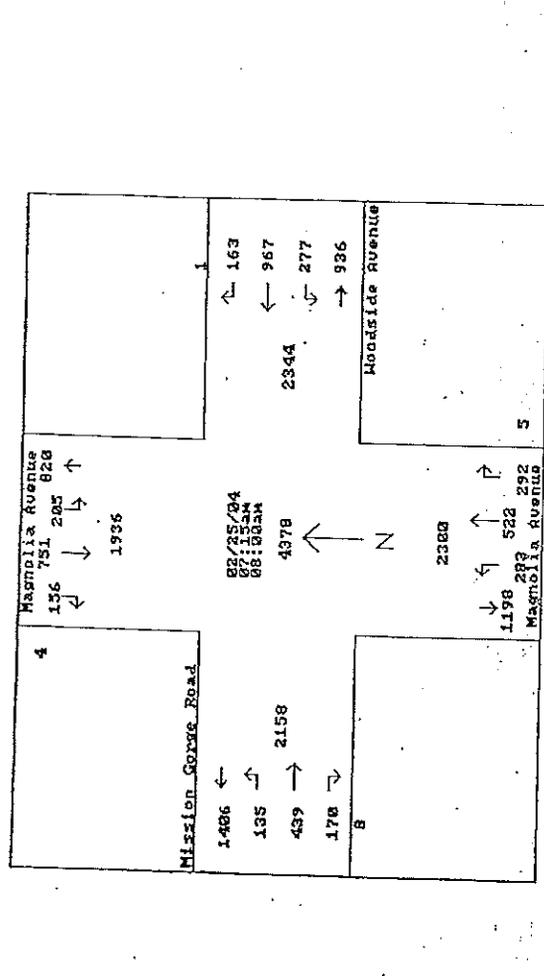
Study Name: 0406703
 Site Code: 0005703
 Start Date: 02/25/04
 Page: 2



(37)

(38)

(39)



Start Time: Left Thru Right Pedal Left Thru Right Pedal Left Thru Right Pedal Left Thru Right Pedal Total

Start Time: Left Thru Right Pedal Left Thru Right Pedal Left Thru Right Pedal Total

Start Time: Left Thru Right Pedal Left Thru Right Pedal Left Thru Right Pedal Total

Start Time: Left Thru Right Pedal Left Thru Right Pedal Left Thru Right Pedal Total

APPENDIX B
INTERSECTION ANALYSIS WORKSHEETS

Existing + Project AM
Edgemore Facility Demoliton
JN# 1772

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Mission Gorge Rd./Magnolia Ave.

Cycle (sec): 110 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 38.7
Optimal Cycle: 90 Level Of Service: D

Street Name: Magnolia Ave. Mission Gorge Rd.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Protected Protected Protected Protected
Rights: Include Include Ovl Include
Min. Green: 7 20 7 7 20 7 7 20 7 7 20 7
Lanes: 2 0 2 0 1 2 0 2 0 1 2 0 2 0 1 2 0 1 1 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 283 522 292 205 751 156 135 439 170 277 967 163
Growth Adj: 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06
Initial Bse: 300 554 310 218 797 166 143 466 180 294 1026 173
Added Vol: 0 29 0 0 8 0 3 0 0 0 0 6
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 300 583 310 218 805 166 146 466 180 294 1026 179
User Adj: 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.90
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 326 634 286 236 875 153 159 506 167 320 1115 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 326 634 286 236 875 153 159 506 167 320 1115 175
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 326 634 286 236 875 153 159 506 167 320 1115 175
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 0.85 0.92 0.95 0.85 0.92 0.95 0.85 0.92 0.93 0.93
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00 1.73 0.27
Final Sat.: 3502 3610 1615 3502 3610 1615 3502 3610 1615 3502 3058 480
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.09 0.18 0.18 0.07 0.24 0.09 0.05 0.14 0.10 0.09 0.36 0.36
Crit Moves: **** **** **** ****
Green/Cycle: 0.11 0.29 0.29 0.11 0.29 0.29 0.06 0.33 0.44 0.17 0.43 0.43
Volume/Cap: 0.85 0.61 0.61 0.63 0.85 0.33 0.71 0.43 0.23 0.55 0.85 0.85
Delay/Veh: 63.8 34.8 36.2 50.4 43.6 31.4 60.9 29.0 19.4 43.3 32.7 32.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 63.8 34.8 36.2 50.4 43.6 31.4 60.9 29.0 19.4 43.3 32.7 32.7
LOS by Move: E C D D C E C B D C C
HCM2kAvgQ: 8 10 9 5 17 4 4 7 3 6 23 23

Note: Queue reported is the number of cars per lane.

Existing
Edgemore Facility Demoliton
JN# 1772

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Mission Gorge Rd./Magnolia Ave.

Cycle (sec): 110 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 38.4
Optimal Cycle: 88 Level Of Service: D

Table with columns for Street Name (Magnolia Ave., Mission Gorge Rd.), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Existing PM
Edgemoore Facility Demoliton
JN# 1772

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Mission Gorge Rd./Magnolia Ave.

Cycle (sec): 110 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 40.0
Optimal Cycle: 93 Level Of Service: D

Street Name: Magnolia Ave. Mission Gorge Rd.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Ovl Include
Min. Green: 7 20 7 7 20 7 7 20 7 7 20 7
Lanes: 2 0 2 0 1 2 0 2 0 1 2 0 2 0 1 2 0 1 1 0

Volume Module:
Base Vol: 409 747 264 190 547 117 164 1104 322 284 773 142
Growth Adj: 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06
Initial Bse: 434 793 280 202 580 124 174 1172 342 301 820 151
User Adj: 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.90
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 472 862 259 219 631 115 189 1273 316 328 892 147
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 472 862 259 219 631 115 189 1273 316 328 892 147
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 472 862 259 219 631 115 189 1273 316 328 892 147

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 0.85 0.92 0.95 0.85 0.92 0.95 0.85 0.92 0.93 0.93
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00 1.72 0.28
Final Sat.: 3502 3610 1615 3502 3610 1615 3502 3610 1615 3502 3033 501

Capacity Analysis Module:
Vol/Sat: 0.13 0.24 0.16 0.06 0.17 0.07 0.05 0.35 0.20 0.09 0.29 0.29
Crit Moves: **** **** ****
Green/Cycle: 0.16 0.29 0.29 0.08 0.21 0.21 0.09 0.42 0.57 0.11 0.43 0.43
Volume/Cap: 0.85 0.83 0.56 0.81 0.85 0.34 0.58 0.85 0.34 0.85 0.68 0.68
Delay/Veh: 56.7 42.3 34.7 67.2 51.1 37.9 50.3 33.8 12.6 64.0 26.4 26.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 56.7 42.3 34.7 67.2 51.1 37.9 50.3 33.8 12.6 64.0 26.4 26.4
LOS by Move: E D C E D D D C B E C C
HCM2kAvgQ: 11 17 8 6 13 4 4 23 6 8 15 15

Note: Queue reported is the number of cars per lane.

Existing
Edgemore Facility Demoliton
JN# 1772

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 Prospect Ave./Magnolia Ave.

Cycle (sec): 110 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: 66 Level Of Service: C

Table with columns for Street Name (Magnolia Ave., Prospect Ave.), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Include, Ovl), and Lanes (1, 0, 1, 1, 0, 2, 0, 2, 0, 1, 1, 0, 2, 0, 1, 1, 0, 2, 0, 2).

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across various approaches.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for different approaches.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ values.

Note: Queue reported is the number of cars per lane.

Existing PM
Edgemore Facility Demoliton
JN# 1772

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 Prospect Ave./Magnolia Ave.

Cycle (sec): 110 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.6
Optimal Cycle: 91 Level Of Service: D

Table with columns for Street Name (Magnolia Ave., Prospect Ave.), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Existing + Project AM
Edgemoore Facility Demoliton
JN# 1772

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Mission Gorge Rd./Magnolia Ave.

Cycle (sec): 110 Critical Vol./Cap. (X): 0.837
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 38.7
Optimal Cycle: 90 Level Of Service: D

| Street Name: | Magnolia Ave. | | | | Mission Gorge Rd. | | | | | | | | | | |
|--------------|---------------|----|-------------|---|-------------------|---|------------|----|---|---|---|---|---|---|---|
| Approach: | North Bound | | South Bound | | East Bound | | West Bound | | | | | | | | |
| Movement: | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | Protected | | Protected | | Protected | | | | | | | | |
| Rights: | Include | | Include | | Ovl | | Include | | | | | | | | |
| Min. Green: | 7 | 20 | 7 | 7 | 20 | 7 | 7 | 20 | 7 | | | | | | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 283 | 522 | 292 | 205 | 751 | 156 | 135 | 439 | 170 | 277 | 967 | 163 |
| Growth Adj: | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |
| Initial Bse: | 300 | 554 | 310 | 218 | 797 | 166 | 143 | 466 | 180 | 294 | 1026 | 173 |
| Added Vol: | 0 | 29 | 0 | 0 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 6 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 300 | 583 | 310 | 218 | 805 | 166 | 146 | 466 | 180 | 294 | 1026 | 179 |
| User Adj: | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.90 |
| PHF Adj: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 326 | 634 | 286 | 236 | 875 | 153 | 159 | 506 | 167 | 320 | 1115 | 175 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 326 | 634 | 286 | 236 | 875 | 153 | 159 | 506 | 167 | 320 | 1115 | 175 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 326 | 634 | 286 | 236 | 875 | 153 | 159 | 506 | 167 | 320 | 1115 | 175 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.93 | 0.93 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.73 | 0.27 |
| Final Sat.: | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3058 | 480 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.18 | 0.18 | 0.07 | 0.24 | 0.09 | 0.05 | 0.14 | 0.10 | 0.09 | 0.36 | 0.36 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.11 | 0.29 | 0.29 | 0.11 | 0.29 | 0.29 | 0.06 | 0.33 | 0.44 | 0.17 | 0.43 | 0.43 |
| Volume/Cap: | 0.85 | 0.61 | 0.61 | 0.63 | 0.85 | 0.33 | 0.71 | 0.43 | 0.23 | 0.55 | 0.85 | 0.85 |
| Delay/Veh: | 63.8 | 34.8 | 36.2 | 50.4 | 43.6 | 31.4 | 60.9 | 29.0 | 19.4 | 43.3 | 32.7 | 32.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 63.8 | 34.8 | 36.2 | 50.4 | 43.6 | 31.4 | 60.9 | 29.0 | 19.4 | 43.3 | 32.7 | 32.7 |
| LOS by Move: | E | C | D | D | D | C | E | C | B | D | C | C |
| HCM2kAvgQ: | 8 | 10 | 9 | 5 | 17 | 4 | 4 | 7 | 3 | 6 | 23 | 23 |

Note: Queue reported is the number of cars per lane.

Existing + Project PM
Edgemore Facility Demoliton
JN# 1772

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Mission Gorge Rd./Magnolia Ave.

Cycle (sec): 110 Critical Vol./Cap. (X): 0.858
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: 97 Level Of Service: D

| Street Name: | Magnolia Ave. | | | | | Mission Gorge Rd. | | | | | | | | | | | | | | |
|--------------|---------------|----|---|-------------|---|-------------------|------------|---|---|------------|-----------|----|---|---|---|-----------|----|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Protected | | | | | Protected | | | | | Protected | | | | | Protected | | | | |
| Rights: | Include | | | | | Include | | | | | Ovl | | | | | Include | | | | |
| Min. Green: | 7 | 20 | | 7 | | 7 | 20 | | 7 | | 7 | 20 | | 7 | | 7 | 20 | | 7 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 409 | 747 | 264 | 190 | 547 | 117 | 164 | 1104 | 322 | 284 | 773 | 142 |
| Growth Adj: | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |
| Initial Bse: | 434 | 793 | 280 | 202 | 580 | 124 | 174 | 1172 | 342 | 301 | 820 | 151 |
| Added Vol: | 0 | 8 | 0 | 6 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 434 | 801 | 280 | 208 | 609 | 127 | 174 | 1172 | 342 | 301 | 820 | 151 |
| User Adj: | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.90 |
| PHF Adj: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 472 | 870 | 259 | 226 | 662 | 117 | 189 | 1273 | 316 | 328 | 892 | 147 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 472 | 870 | 259 | 226 | 662 | 117 | 189 | 1273 | 316 | 328 | 892 | 147 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 472 | 870 | 259 | 226 | 662 | 117 | 189 | 1273 | 316 | 328 | 892 | 147 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.93 | 0.93 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.72 | 0.28 |
| Final Sat.: | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3033 | 501 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.24 | 0.16 | 0.06 | 0.18 | 0.07 | 0.05 | 0.35 | 0.20 | 0.09 | 0.29 | 0.29 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.16 | 0.29 | 0.29 | 0.08 | 0.21 | 0.21 | 0.09 | 0.41 | 0.57 | 0.11 | 0.43 | 0.43 |
| Volume/Cap: | 0.86 | 0.82 | 0.55 | 0.82 | 0.86 | 0.34 | 0.58 | 0.86 | 0.34 | 0.86 | 0.69 | 0.69 |
| Delay/Veh: | 57.9 | 41.6 | 34.1 | 68.0 | 51.1 | 37.2 | 50.6 | 34.7 | 13.0 | 65.5 | 26.9 | 26.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 57.9 | 41.6 | 34.1 | 68.0 | 51.1 | 37.2 | 50.6 | 34.7 | 13.0 | 65.5 | 26.9 | 26.9 |
| LOS by Move: | E | D | C | E | D | D | D | C | B | E | C | C |
| HCM2kAvgQ: | 11 | 17 | 8 | 6 | 14 | 4 | 4 | 23 | 6 | 8 | 16 | 16 |

Note: Queue reported is the number of cars per lane.

Existing + Project AM
Edgemore Facility Demoliton
JN# 1772

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #48 Prospect Ave./Magnolia Ave.

Cycle (sec): 110 Critical Vol./Cap. (X): 0.614
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 66 Level Of Service: C

| Street Name: | Magnolia Ave. | | | | | Prospect Ave. | | | | | | | | | |
|--------------|---------------|----|-------------|---|----|---------------|---|------------|---|---|----|---|---|---|---|
| Approach: | North Bound | | South Bound | | | East Bound | | West Bound | | | | | | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Protected | | Protected | | | Protected | | Protected | | | | | | | |
| Rights: | Include | | Include | | | Include | | Ovl | | | | | | | |
| Min. Green: | 7 | 20 | 7 | 7 | 20 | 7 | 7 | 20 | 7 | 7 | 20 | 7 | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 39 | 101 | 31 | 808 | 379 | 134 | 59 | 239 | 65 | 98 | 611 | 1101 |
| Growth Adj: | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |
| Initial Bse: | 41 | 107 | 33 | 857 | 402 | 142 | 63 | 254 | 69 | 104 | 648 | 1168 |
| Added Vol: | 0 | 5 | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 23 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 41 | 112 | 33 | 865 | 402 | 142 | 65 | 254 | 69 | 104 | 648 | 1191 |
| User Adj: | 1.00 | 1.00 | 0.90 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| PHF Adj: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 45 | 122 | 32 | 941 | 437 | 131 | 70 | 276 | 64 | 113 | 705 | 1101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 45 | 122 | 32 | 941 | 437 | 131 | 70 | 276 | 64 | 113 | 705 | 1101 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 45 | 122 | 32 | 941 | 437 | 131 | 70 | 276 | 64 | 113 | 705 | 1101 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.75 |
| Lanes: | 1.00 | 1.58 | 0.42 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Final Sat.: | 1805 | 2768 | 730 | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 3610 | 2842 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.04 | 0.04 | 0.27 | 0.12 | 0.08 | 0.04 | 0.08 | 0.04 | 0.06 | 0.20 | 0.39 |
| Crit Moves: | **** | | **** | | | **** | | | **** | | | |
| Green/Cycle: | 0.14 | 0.18 | 0.18 | 0.37 | 0.41 | 0.41 | 0.06 | 0.25 | 0.25 | 0.09 | 0.27 | 0.65 |
| Volume/Cap: | 0.17 | 0.24 | 0.24 | 0.72 | 0.29 | 0.20 | 0.61 | 0.31 | 0.16 | 0.72 | 0.72 | 0.60 |
| Delay/Veh: | 41.6 | 38.7 | 38.7 | 31.4 | 21.8 | 20.9 | 59.5 | 33.8 | 32.5 | 63.9 | 38.9 | 11.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.6 | 38.7 | 38.7 | 31.4 | 21.8 | 20.9 | 59.5 | 33.8 | 32.5 | 63.9 | 38.9 | 11.8 |
| LOS by Move: | D | D | D | C | C | C | E | C | C | E | D | B |
| HCM2kAvgQ: | 1 | 2 | 2 | 15 | 5 | 3 | 3 | 4 | 2 | 5 | 13 | 13 |

Note: Queue reported is the number of cars per lane.

Existing + Project PM
Edgemore Facility Demoliton
JN# 1772

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #48 Prospect Ave./Magnolia Ave.

Cycle (sec): 110 Critical Vol./Cap. (X): 0.850
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.9
Optimal Cycle: 94 Level Of Service: D

| Street Name: | Magnolia Ave. | | | | Prospect Ave. | | | | | | | | | | |
|--------------|---------------|----|-------------|---|---------------|---|------------|----|---|---|----|---|---|---|---|
| Approach: | North Bound | | South Bound | | East Bound | | West Bound | | | | | | | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Protected | | Protected | | Protected | | Protected | | | | | | | | |
| Rights: | Include | | Include | | Include | | Ovl | | | | | | | | |
| Min. Green: | 7 | 20 | 7 | 7 | 20 | 7 | 7 | 20 | 7 | 7 | 20 | 7 | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 81 | 410 | 137 | 917 | 285 | 70 | 92 | 690 | 51 | 80 | 439 | 1186 |
| Growth Adj: | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |
| Initial Bse: | 86 | 435 | 145 | 973 | 302 | 74 | 98 | 732 | 54 | 85 | 466 | 1259 |
| Added Vol: | 0 | 0 | 0 | 23 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 86 | 435 | 145 | 996 | 307 | 76 | 98 | 732 | 54 | 85 | 466 | 1267 |
| User Adj: | 1.00 | 1.00 | 0.90 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| PHF Adj: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 93 | 473 | 142 | 1083 | 334 | 70 | 106 | 796 | 50 | 92 | 506 | 1170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 93 | 473 | 142 | 1083 | 334 | 70 | 106 | 796 | 50 | 92 | 506 | 1170 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 93 | 473 | 142 | 1083 | 334 | 70 | 106 | 796 | 50 | 92 | 506 | 1170 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.75 |
| Lanes: | 1.00 | 1.54 | 0.46 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Final Sat.: | 1805 | 2678 | 805 | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 3610 | 2842 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.18 | 0.18 | 0.31 | 0.09 | 0.04 | 0.06 | 0.22 | 0.03 | 0.05 | 0.14 | 0.41 |
| Crit Moves: | **** | | **** | | **** | | **** | | **** | | **** | |
| Green/Cycle: | 0.15 | 0.21 | 0.21 | 0.36 | 0.42 | 0.42 | 0.08 | 0.26 | 0.26 | 0.06 | 0.24 | 0.60 |
| Volume/Cap: | 0.35 | 0.85 | 0.85 | 0.85 | 0.22 | 0.10 | 0.70 | 0.85 | 0.12 | 0.80 | 0.59 | 0.69 |
| Delay/Veh: | 43.0 | 51.7 | 51.7 | 38.2 | 20.4 | 19.3 | 63.2 | 46.5 | 31.4 | 83.0 | 38.2 | 16.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.0 | 51.7 | 51.7 | 38.2 | 20.4 | 19.3 | 63.2 | 46.5 | 31.4 | 83.0 | 38.2 | 16.1 |
| LOS by Move: | D | D | D | D | C | B | E | D | C | F | D | B |
| HCM2kAvgQ: | 3 | 13 | 13 | 20 | 4 | 1 | 5 | 16 | 1 | 5 | 9 | 16 |

Note: Queue reported is the number of cars per lane.

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-6251
 Fax (916) 657-5390
www.nahc.ca.gov
 ds_nahc@pacbell.net



December 27, 2007

Mr. Dennis Verrilli

**County of San Diego Department of General Services, Facilities
 Management D**

5555 Overland Drive, Suite 2207; Building 2, Room 220
 San Diego, CA 92123-1294

Re: SCH# 2007121022: CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for the Edgemoor Facility Demotion Project in the Santee Area, San Diego County, California

Dear Mr. Verrilli:

- Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state agency designated for the protection of California's Native American cultural resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per the California Code of Regulations § 15064.5(b)(c) (CEQA Guidelines). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:
- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:
 - If a part or the entire (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - 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.
 - 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.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information center.
 - ✓ Contact the Native American Heritage Commission (NAHC) for:
 - A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.
 - Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact. In many cases a culturally-affiliated Native American tribe or person will be the only source of information about the existence of a cultural resource.
 - ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f) of the California Code of Regulations (CEQA Guidelines). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally-affiliated Native Americans.

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS - M.S.#40

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY 711

*Flex your power!
Be energy efficient!*

Mr. Dennis Verrilli
County of San Diego
5555 Overland Drive, Suite 2207
Building 2, Room 220
San Diego, CA 92123-1294

December 20, 2007

Dear Mr. Verrilli:

County of San Diego's Notice of Preparation of a Draft Environmental Impact Report for the Edgemoor Facility Demolition; SCH# 2007121022

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operational safety, noise, and airport land use compatibility. We are a funding agency for airport projects, and we have permit authority for public-use and special-use airports and heliports.

The proposal is for the demolition of structures on Edgemoor Geriatric Hospital property. A new skilled nursing facility will eventually replace the geriatric hospital but is not included as part of this proposal. The project site is located approximately 3,800 feet north of the Gillespie Field Airport, directly beneath the extended runway centerline.

California Public Utilities Code Section 21659 prohibits structural hazards near airports. Due to the close proximity of the project site to the airport and the probable use of cranes during demolition, the applicant should coordinate demolition activities with the Gillespie Field Airport Manager, Roger Griffiths, at (619) 956-4835. In accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace" a Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the Federal Aviation Administration (FAA). Form 7460-1 is available on-line at <https://ocaaa.faa.gov/ocaaa/external/portal.jsp> and should be submitted electronically to the FAA.

These comments reflect the areas of concern to the Division with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our Caltrans District 11 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,

A handwritten signature in cursive script that reads "Sandy Hesnard".

SANDY HESNARD

Aviation Environmental Specialist

c: State Clearinghouse, Gillespie Field Airport, San Diego Regional Airport Authority



CITY OF SANTEE

MAYOR
Randy Voepel

CITY COUNCIL
Jack E. Dale
Brian W. Jones
John W. Minto
Hal Ryan

February 8, 2008

CITY MANAGER
Keith Till

Mr. Dennis Verrilli, Project Manager
County of San Diego, Department of General Services
Facilities Management Division
5555 Overland Drive, Suite 2207, Building 2, Room 220
San Diego, CA 92123-1294

**SUBJECT: RESPONSE TO THE PUBLIC NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
EDGEMOOR FACILITY DEMOLITION PROJECT**

Dear Mr. Verrilli:

The City appreciates this opportunity to comment on the Notice of Preparation (NOP) for the Edgemoor Facility Demolition Project ("Project"). The project includes the demolition and removal of approximately 26 buildings and ancillary structures upon the completion of the new Skilled Nursing facility next year. The Project does not include demolition of the Polo Barn. The demolition is estimated to take 6 months and includes removal of walkways, curbs, landscape walls, site lighting, underground utilities, and incidental landscape where required for building removal. The existing oak trees would remain.

Both the City and the County have contemplated the demolition of the hospital for many years. The demolition of the Edgemoor Hospital complex was identified in the 2006 Master Environmental Impact Report (MEIR) for the corporate office campus. The MEIR identified that a Historic American Buildings Survey (HABS) Level III would be the appropriate mitigation for the demolition of buildings in the Edgemoor Farm Historic District, the Polo Barn excepted (source: MEIR, Technical Appendix H, enclosed). The City supports demolition of the structures identified in the NOP and appropriate mitigation through photographic documentation.

The following comments are specific to the Project Description and Initial Study Checklist and should be addressed in the draft EIR.

PROJECT DESCRIPTION

The description should include the status of the area immediately north of the Polo Barn that is included within project limits shown in Figure 4. This area appears to be used for community gardening activity and may fall within the project limits.

The limits for demolition and transport activities of a maximum of 260 cubic yards of material per day over 120 days should be included in the project description as an inherent project design feature, and Air Quality analysis be performed based on such project design.

I. AESTHETICS

Correct reference to "SR 22". This should be corrected to "SR-52" (see Item I.a of Checklist).

The City has established protection for the coast live oaks on County property, 13 of which are located on the Project site. Although previously provided to the County, a copy of the Ordinance is enclosed for your reference. The preservation of these trees for their aesthetic quality and historic value are important to note in the draft EIR.

III. AIR QUALITY

As noted in the Project Description, it is recommended that the limits for demolition and transport activities of a maximum of 260 cubic yards of material per day over 120 days be included in the project description as an inherent project design feature and Air Quality analysis be performed based on such project design (Item III.b of Checklist).

The DEIR should ensure consistency as to the project demolition and transport. This section of the checklist states that demolition would be for 50 days and 3,000 cubic yards per day (see Item III.c of Checklist).

The DEIR should state that the Santee Elementary School was demolished in 2007 and the site is undeveloped (Item III.d of Checklist).

IV. BIOLOGY

The DEIR should analyze the City of Santee MSCP Subarea Plan as the "local plan" (Item IV.b of Checklist).

VI. GEOLOGY & SOILS

The DEIR should include the City of Santee Storm Water Management and Discharge Control Ordinance and the City of Santee Standard Urban Storm Water Mitigation Plan (Item VI.b of Checklist).

VII. HAZARDS & HAZARDOUS MATERIALS

The Santee Elementary School was demolished in 2007 and the site is undeveloped (Item VII.c of Checklist).

Verify accuracy of comment that "proposed project is adjacent to wildlands that have the potential to support wildland fires". The Project is situated in an urban environment and is not adjacent to native vegetation subject to a State Responsibility Area for wildland fire protection. Additionally, the property north of the Project site is currently under agricultural cultivation (Item VII.h of Checklist).

VIII. HYDROLOGY & WATER QUALITY

The DEIR should address consistency with the latest City of Santee Storm Water Management and Discharge Control Ordinance and the City of Santee Standard Urban Storm Water Mitigation Plan.

XI. NOISE

Noise Element discussion is incorrect and should reference the City of Santee General Plan 2020 Update adopted August 2003 that established a 65 d(B)A Leq exterior threshold for noise sensitive areas (Item XI.a of Checklist)

In addition to the existing residential development located to the east of the Project, the DEIR should discuss the residential neighborhoods and uses located directly south of the project (Item XI.d of Checklist).

XII. POPULATION AND HOUSING

Discussion should clarify the current status of the residential uses described in Figure 1 and Table 1 for Buildings 21, 22, 23, and 24 (Item XII.b of Checklist).

XV. TRANSPORTATION AND TRAFFIC

Discussion should be consistent with earlier analysis for the amount of cubic yards of material to be removed. Here, discussion states that 30,771 cubic yards would be removed inconsistent with Section III above (Item XV.a of Checklist).

XVI. UTILITIES AND SERVICE SYSTEMS

The Checklist includes the following statement: "This demolition would not rely on water service for any purpose". This may not be accurate, in that there may be a possibility of incidental water use as a dust control measure (Item XVI.d of Checklist).

CLIMATE CHANGE

In California, global climate change is a growing concern. The DEIR must include an analysis on the potential direct or cumulative contribution to greenhouse gases that may contribute to climate change.

The DEIR may raise additional pertinent issues of interest to the City. For this reason, responses to the NOP should not be construed as limited to only those concerns and comments contained in this letter. We look forward to participating in the process and hereby request a copy of the Edgemoor Facility Demolition Draft EIR be provided to the City. If you have any questions or need additional clarification of the comments, do not hesitate to contact me at (619) 258-4100, extension 167.

Respectfully,



Melanie Kush, AICP
City Planner

Enclosures:
RiverView MEIR - Appendix H
City of Santee Ordinance 473

c. Gary Halbert, PE, AICP, Deputy City Manager/ Development Services Director

ORDINANCE NO. 473

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SANTEE,
CALIFORNIA, AMENDING CHAPTER 12.24 OF THE SANTEE
MUNICIPAL CODE RELATING TO TREE REGULATIONS TO
DESIGNATE THE COAST LIVE OAK TREES ON COUNTY
PROPERTY (EDGEMOOR) AS "PROTECTED TREES"**

WHEREAS, the City of Santee City Council adopted Ordinance 421 in January 2003 that establishes a comprehensive and streamlined policy regarding trees on public property and public rights-of-way; and

WHEREAS, the City of Santee is designated a "Tree City USA" community and trees are recognized for their benefits in conserving energy and soil, minimizing flooding, providing food and cover for urban wildlife, and providing stability to business and residential neighborhoods; and

WHEREAS, the City of Santee City Council desires to protect the 14 mature coast live oak trees on the County-owned 45 acres herein referred to as the "Edgemoor" property, in accord with Tree City USA objectives; and

WHEREAS, said coast live oaks have been determined to be healthy based upon a survey conducted by West Coast Arborists Inc. in August of 2007, and their locations are depicted on Exhibit A hereto attached; and

WHEREAS, each of these 14 coast live oak trees is historically significant in that, based upon trunk diameter and height, they are each between 50 and 100 years old; and

WHEREAS, the City Council of the City of Santee finds that, due to their historic significance and attractive appearance, these 14 coast live oak trees provide a community benefit,

WHEREAS, the City Council of the City of Santee finds that the preservation of these 14 coast live oak trees will enhance the health and welfare of the citizens of the City of Santee through their scenic beauty and historical value.

The City Council of the City of Santee, California, does ordain as follows:

SECTION 1: The amendment to Chapter 12.24, of the Santee Municipal Code relating to the protection of certain trees is determined to be exempt from the requirements of the California Environmental Quality Act pursuant to Regulations Section 15307, Class 7, entitled "Actions by Regulatory Agencies for Protection of Natural Resources" as the amendment provides a process for the protection of trees that are identified as having a community benefit.

ORDINANCE NO. 473

SECTION 2: Chapter 12.24 of the Santee Municipal Code is hereby amended as follows:

12.24.070 Protection of Trees

Section 12.24.070 is amended to add Section H, shown in underlined text as follows:

H. The 14 coast live oaks on the Edgemoor property are protected trees. The trimming, pruning or removal of these trees shall be subject to the provisions of this Chapter.

12.24.120 Trimming, pruning or removal Permit application

Section 12.24.120 is amended to add Sections B and C, as shown in underlined text as follows:

- B. In non-emergency circumstances which do not pose an immediate threat to the public health, welfare or safety, any person desiring to trim, prune or remove a protected coast live oak tree shall file an application with the Director of Community Services. The Director of Community Services may consider the following with respect to the permit application:
1. The condition of the tree with respect to disease, danger of falling, proximity to existing or proposed structures and interference with utility services;
 2. The necessity to remove the tree in order to construct improvements to the property;
 3. The topography of the land and the effect of the removal of the tree on erosion, soil retention, and diversion or increased flow of surface waters;
 4. The long-term value of the species under consideration, particularly lifespan and growth rate;
 5. The ecological value of the tree such as food, nesting, habitat, protection and shade for wildlife or other plant species;
 6. The number, size, species, age distribution and location of existing trees in the area and the effect the removal would have upon shade, privacy impact, and scenic beauty;
 7. The number of trees the particular parcel can adequately support according to good arboricultural practices;
 8. The availability of reasonable and feasible alternatives that would allow for the continued protection of the tree.

ORDINANCE NO. 473

- C. If removal of a protected tree pursuant to a permit issued in accordance with this Section will result in the elimination of the need for protection under this Chapter, whether or not due to the waiver by the Director of the replacement requirement of Section 12.24.130(B), the permit shall not be effective until and unless the City Council amends the Ordinance to remove the protected tree status.
- D. In such instances when a protected tree poses danger to the public health, welfare, or safety, and requires immediate pruning, trimming, or removal without delay, a verbal authorization to prune, trim, or remove said tree may be given by the Director of Community Services. Any person removing a protected tree pursuant to this subsection shall replace such tree within thirty (30) days after removal by planting another tree of a type and in such location specified by the Director of Community Services. The requirement of replanting another tree may be waived by the Director of Community Services for reasons such as spacing, location and good arboricultural practices for that species of tree. If removal of a tree pursuant to the authority of this subsection results in the elimination of the need for protection under this Chapter, whether or not due to the waiver by the Director of the replacement requirement, the City Council shall amend the Ordinance to remove the protected status within sixty (60) days thereafter.

12.24.130 Trimming, pruning or removal Permit issuance or denial

Section 12.24.130 is amended to add Section C, as shown in underlined text as follows:

- C. The Director of Community Services may issue a written permit authorizing the trimming, pruning or removal of said protected tree upon such terms and conditions as the Director of Community Services deems appropriate to provide protection to persons and property or may deny such permit.

ORDINANCE NO. 473

12.24.140 Trimming, pruning or removal by City

Section 12.24.140 is amended as shown in underlined text as follows:

If the Director of Community Services deems that the trimming, pruning or removal of any tree, hedge or shrub within a public highway is necessary for the protection of the traveling public or public property, the Director of Community Services shall, subject to the availability of funds, personnel and equipment, cause such tree to be trimmed, pruned or removed to provide such protection. If removal of a protected tree by the City in accordance with this Section will result in the elimination of the need for protection under this Chapter, such tree shall not be removed until and unless the City Council amends the Ordinance removing said tree as protected. Notwithstanding the foregoing sentence, in such instances when a protected tree within a public highway poses danger to the public health, safety, and welfare, and requires immediate removal without delay, and such removal results in the elimination of the need for protection, the City Council shall amend the Ordinance to remove the tree from protected status within sixty (60) days thereafter.

12.24.180 Removal of protective structures

Section 12.24.180 is amended as shown in underlined text as follows:

No person shall injure, deface, or remove any protective structure placed around any tree or plant growing upon any public highway or public property or around protected trees on the County Edgemoor property.

12.24.230 Topping prohibited

Section 12.24.230 is amended as shown in underlined text as follows:

The topping of public trees and protected trees is prohibited, unless the failure to top a tree poses a threat to public safety.

SECTION 3: Severability. If any provision or clause of this Ordinance or the application thereof is held unconstitutional or otherwise invalid by a court of competent jurisdiction, such invalidity shall not affect other provisions, clauses, or applications of this Ordinance which can be implemented without the invalid provision, clause, or application, it being hereby expressly declared that this Ordinance, and each section, subsection, sentence, clause, and phrase hereof would have been prepared, proposed, approved, adopted and/ or ratified irrespective of the fact that any one or more sections, subsections, sentences, clauses, and/or phrases may be declared invalid or unconstitutional.

SECTION 4: Upon adoption of the Ordinance, the added text shown in underlined format shall be incorporated and underlining removed from the Ordinance.

ORDINANCE NO. 473

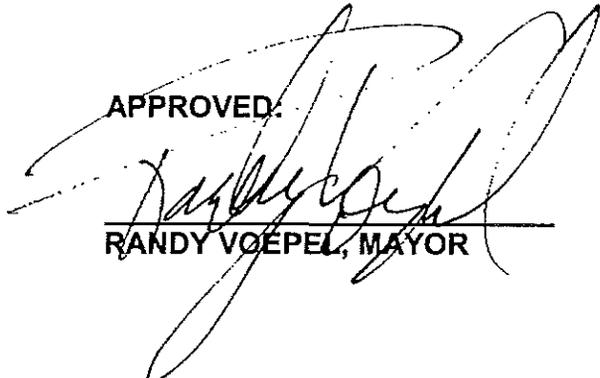
SECTION 5: This Ordinance shall become effective thirty (30) days after its passage.

SECTION 6: The City Clerk is hereby directed to certify the adoption of this ordinance and cause the same to be published as required by law.

INTRODUCED AND FIRST READ at a Regular Meeting of the City Council of the City of Santee, California, on the 26th day of September, 2007, and thereafter ADOPTED at a Regular Meeting of said City Council held on the 10th day of October, 2007, by the following vote to wit:

| | |
|----------|----------------------------|
| AYES: | DALE, JONES, MINTO, VOEPEL |
| NOES: | NONE |
| ABSENT: | NONE |
| ABSTAIN: | RYAN |

APPROVED:



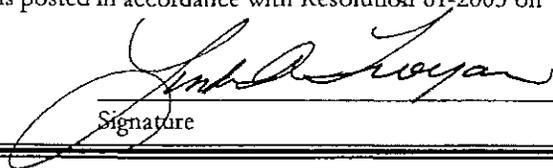
RANDY VOEPEL, MAYOR

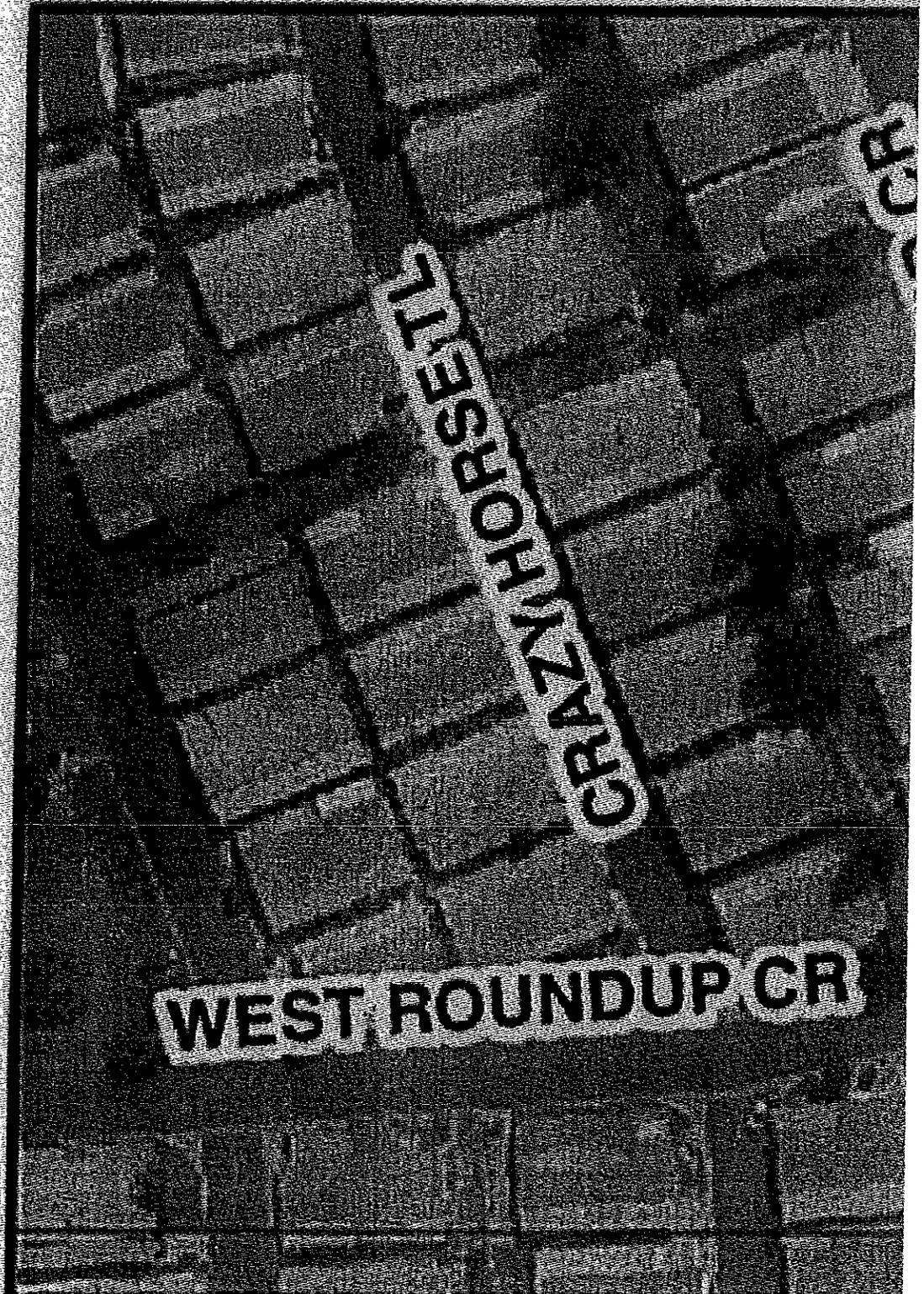
ATTEST:



LINDA A. TROYAN, MMC, CITY CLERK

Attachment: Exhibit A

| | |
|---|---------------------------------------|
| State of California } County of San Diego } ss. City of Santee } | AFFIDAVIT OF POSTING ORDINANCE |
| I, <u>Linda A. Troyan, MMC, City Clerk</u> of the City of Santee, hereby declare, under penalty of perjury, that a certified copy of this Ordinance was posted in accordance with Resolution 61-2003 on <u>October 11, 2007</u> at <u>4:00 p.m.</u> | |
|  Signature | <u>10/11/07</u> Date |

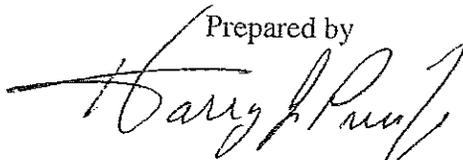


CULTURAL RESOURCES SURVEY REPORT
FOR THE
SANTEE TOWN CENTER
SPECIFIC PLAN AMENDMENT
SANTEE, CALIFORNIA

Prepared for

CITY OF SANTEE
DEPARTMENT OF DEVELOPMENT SERVICES
CONTACT: DOUG WILLIFORD
10601 MAGNOLIA AVENUE
SANTEE, CA 92071-1266

Prepared by



HARRY J. PRICE
PROJECT ARCHAEOLOGIST

RECON NUMBER 3709A
SEPTEMBER 14, 2004

NATIONAL ARCHAEOLOGICAL DATA BASE INFORMATION

Authors: Charly Bull and Harry Price

Consulting Firm: RECON
1927 Fifth Avenue
San Diego, CA 92101

Report Date: September 8, 2004

Report Title: Cultural Resources Survey Report for the Ryan Corporate
Office Park Master Plan Santee, California

Submitted to: City of Santee

Prepared for: City of Santee
10601 Magnolia Avenue
Santee, CA 92071-1266

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

Acreage: 706

Keywords: Edgemoor Polo Barn, Edgemoor Farm Historic District,
Polo Barn, National Register, prehistoric isolate, CA-SDI-
7603, El Cajon quadrangle, Santee, County poorfarm,
survey

Abstract: An archaeological resources survey was conducted on the 706-acre Ryan Companies Research and Design/Office Park Master Plan Amendment property on March 16 and 20, 2004. One previously unrecorded isolate consisting of three metavolcanic flakes was found. These flakes, designated ISO-1, are considered isolates and will be recorded with the SCIC. No additional work is recommended.

Two historic resources exist on the project property, the Edgemoor Farm Dairy Barn and the Edgemoor Farm Historic District. The Edgemoor Farm Dairy Barn, also known as the Edgemoor Polo Barn, was placed on the National Register of Historic Places (NRHP) in 1985. The Edgemoor Farm Historic District, which includes the dairy barn as well as seven other related buildings, was determined to be eligible for inclusion on the NRHP in 1987.

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CONFIDENTIAL ATTACHMENT

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Management Summary

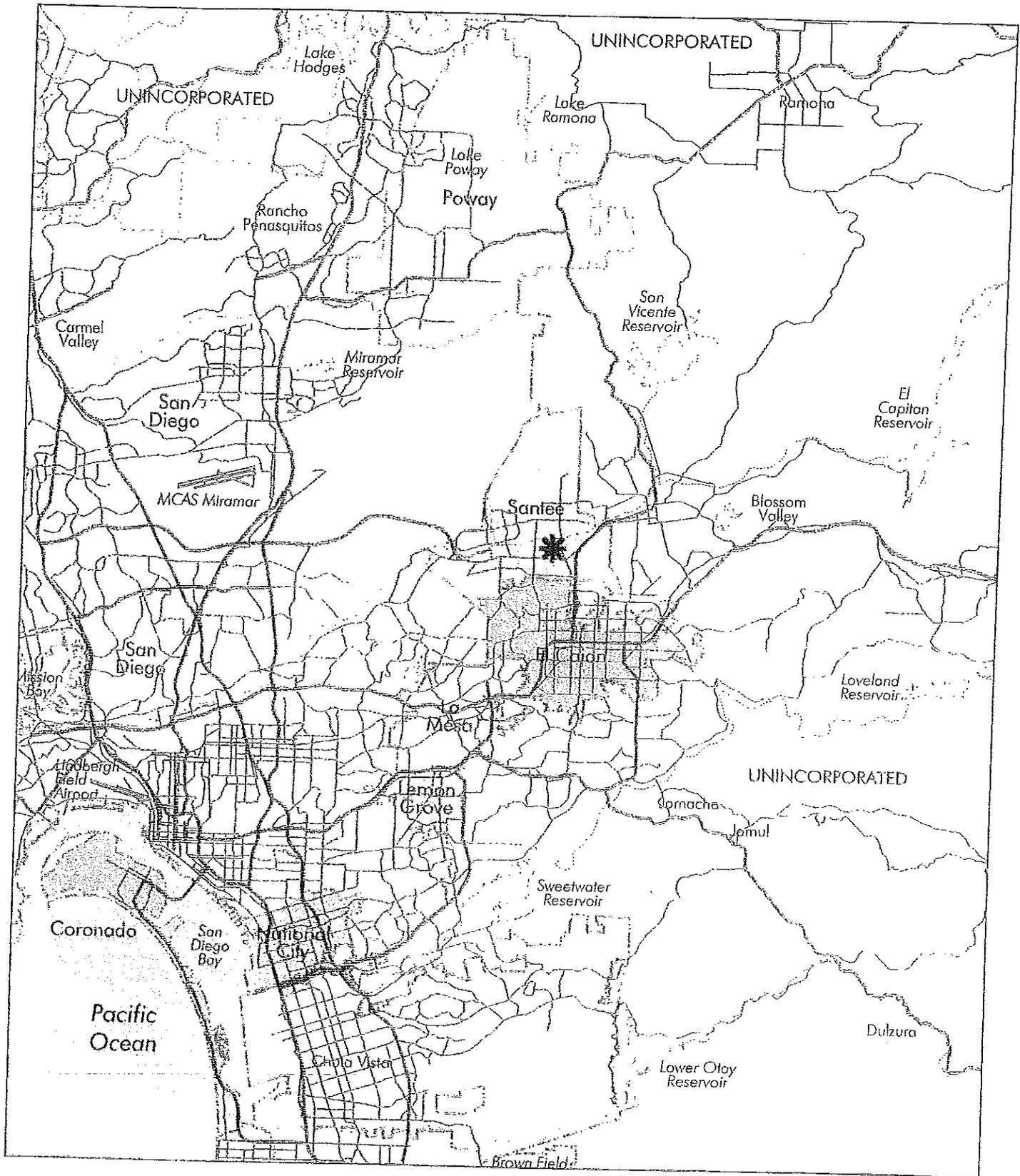
This report summarizes the results of a cultural resource survey requested for the Ryan Companies Research and Design/Office Park Master Plan property in the city of Santee, San Diego County. The survey consisted of an archival and field investigation to gather information on the cultural resources present on the property. The archival search was a record search of the data bases maintained at the South Coastal Information Center (SCIC) and the San Diego Museum of Man (Confidential Attachment 1). One archaeological site, CA-SDI-7603 (SDM-W-2409), is recorded on the western boundary of the project property. CA-SDI-7603, recorded as a badly disturbed artifact scatter, was collected in 1981 as part of a previous RECON survey.

The on-foot survey of the property by RECON archeologists Harry Price, Carmen Zepeda-Herman, and Jo Anne Gilmer, took place on March 16 and 20, 2004. No evidence of CA-SDI-7603 was found during the present survey. The artifacts on CA-SDI-7603 were collected during a RECON survey in 1981. Plowing and grading along its west edge on Cuyamaca Street have heavily impacted the site location. No additional work is recommended for this site.

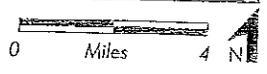
Two historic resources exist on the project property, the Edgemoor Farm Dairy Barn and the Edgemoor Farm Historic District. The Edgemoor Farm Dairy Barn, also known as the Edgemoor Polo Barn, was placed on the National Register of Historic Places (NRHP) in 1985. The polo barn was listed under criterion "a," which is an association with events that have made a significant contribution to patterns of local or regional history, or the cultural history of California or the United States. This is based on association with the polo barn's owner, Walter Dupee, and his involvement with the growth of polo and development of scientific dairy methods in San Diego and the United States. The polo barn's period of significance is 1913 to 1924.

The Edgemoor Farm Historic District, which includes the dairy barn as well as seven other related buildings, was determined to be eligible for inclusion on the NRHP in 1987 under criterion "a." It was determined that at a state level of significance the farm was a good, relatively intact, example of a California county poorfarm of the pre-New Deal era, and reflected the pre-New Deal concepts of social welfare and the care and treatment of the dependent poor. The period of significance for the historic district is between 1923 and 1935, when the farm was used by the County of San Diego as the county poorfarm for indigents and the elderly poor.

Isolated prehistoric flakes were found on the property. These flakes, designated ISO-1, are considered isolates and will be recorded with the SCIC. No additional work is recommended.



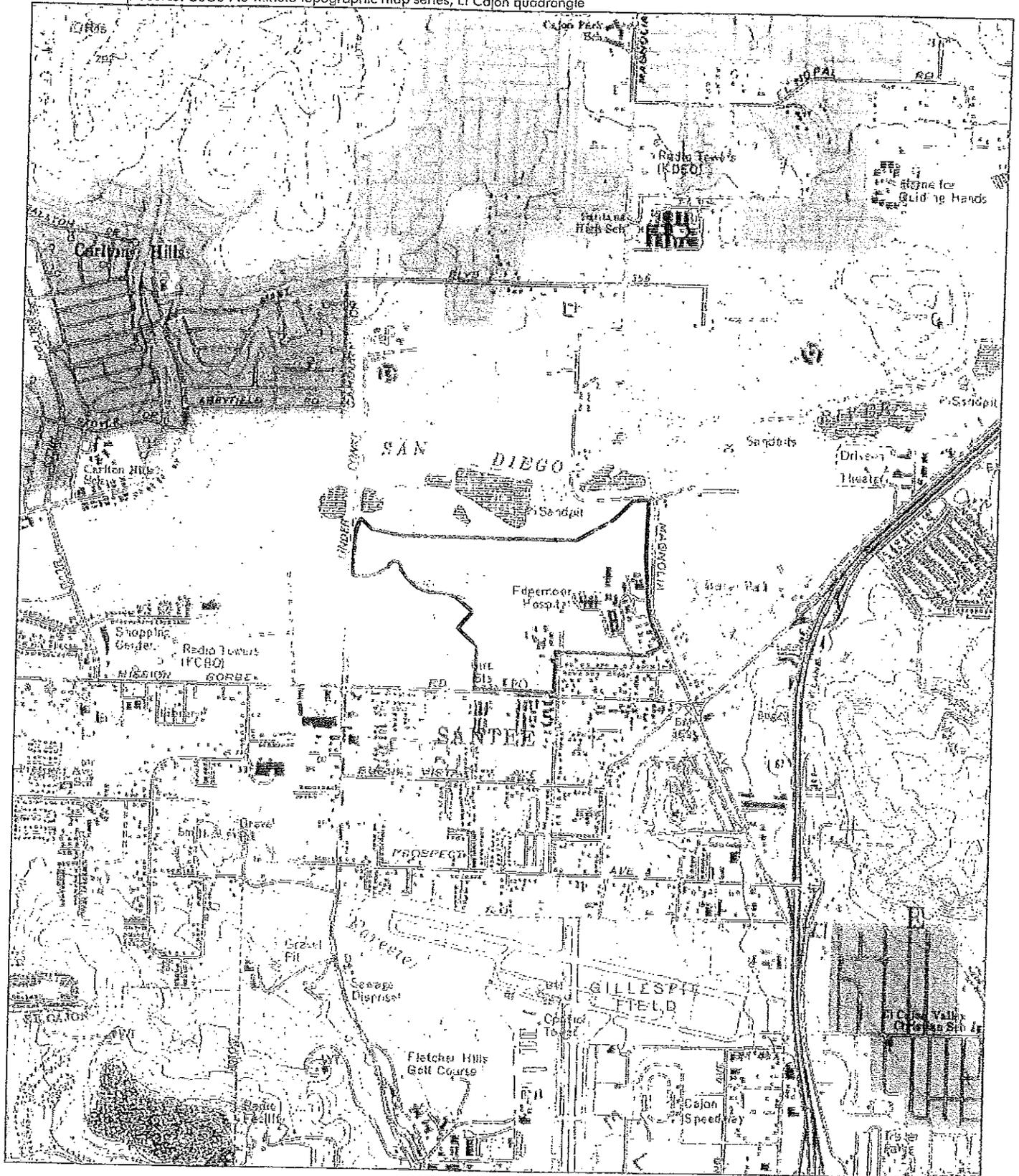
 Project location



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FIGURE 1
 Regional Location



 Project location

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FIGURE 2
Project Location on USGS Map

by the San Diego River. The properties to the west, east, and south have already been developed (Figure 3). The areas along Mission Gorge Road and Civic Center are predominantly commercial, with the Santee Trolley Square Center being the newest development. There is residential development to the east and southeast. The area to the north, along the San Diego River, is currently undeveloped.

Existing Conditions

The property is in the valley of the San Diego River, at an elevation of between 330 feet and 350 feet above mean sea level (MSL). The property is basically flat with a slight slope to the north, towards the San Diego River. Three soil series are present on-site: Grangeville fine sandy loam, Visalia sandy loam, and riverwash. Characteristics of these soils are summarized from the U.S. Department of Agriculture (USDA) Soil Survey of San Diego Area, California (USDA 1973).

Grangeville fine sandy loam is the most common soil type on-site, covering all of the area south of the San Diego River, except at the east end of the project. These soils are somewhat poorly drained fine sandy loams derived from granitic alluvium and occur on alluvial fans and plains. They are slightly alkaline and average 5 feet in thickness.

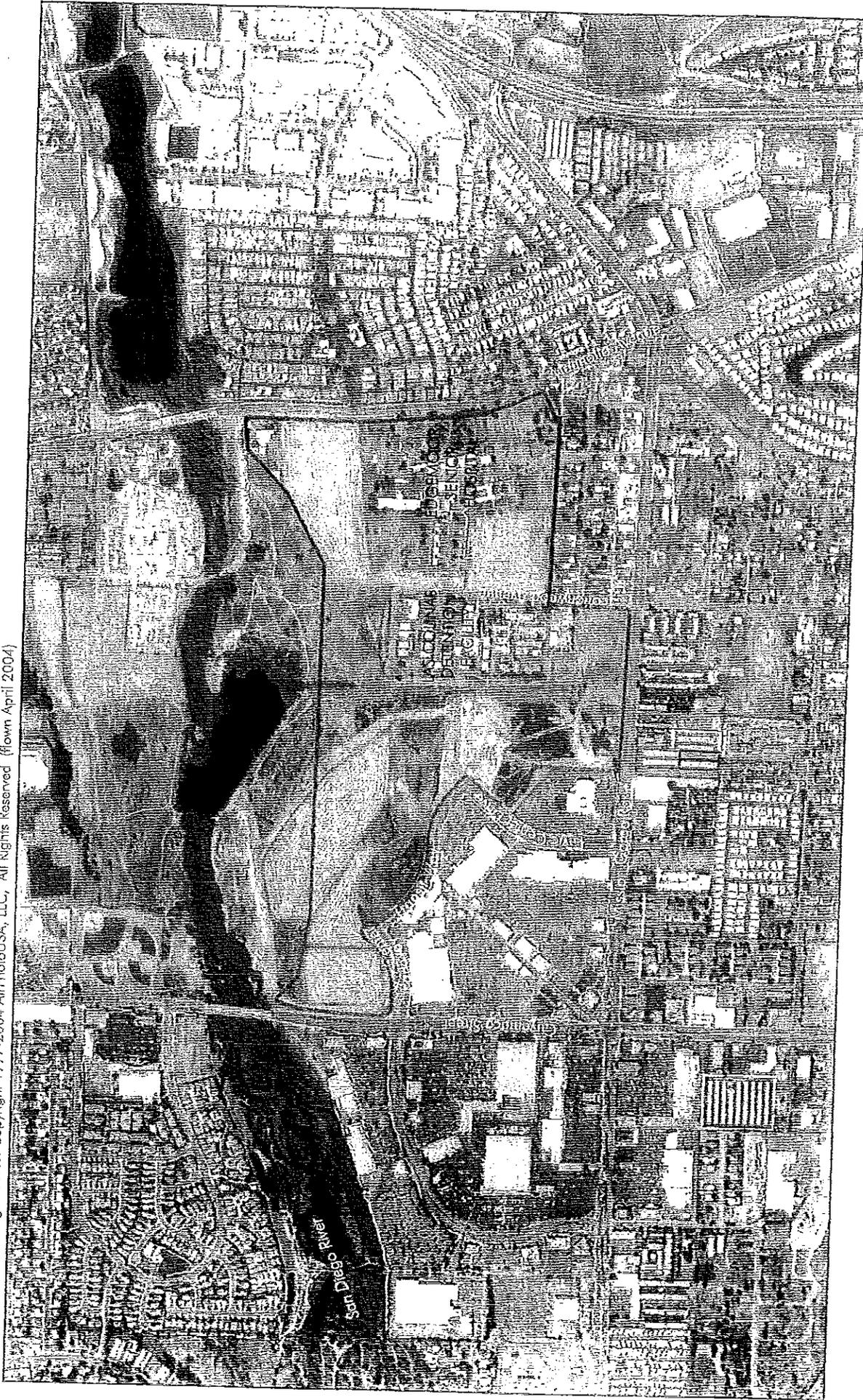
Visalia sandy loam occurs on the northeastern edge of the site, above the Edgemoor complex. These soils are moderately well drained, slightly acidic, sandy loams derived from granitic alluvium. Like the Grangeville series, they occur in alluvial fans and floodplains and average five feet in thickness. Occasionally they are composed almost entirely of gravels.

Riverwash soils occur in the San Diego River channel on the northern perimeter of the property. These soils are characteristic of intermittent stream channels, and consist of sand, gravels, and cobbles. They support only limited vegetation, usually scattered patches of shrubs and trees with bare areas between.

Little native vegetation remains on the project property. Small patches of Diegan coastal sage scrub, southern willow scrub, and disturbed coastal sage scrub occur along the San Diego River channel on the northern edge of the property. These patches add up to less than 11 acres.

The majority of the project, approximately 52 acres, is covered in non-native grasses and weeds, or is under agriculture. Most of the eastern and western portions of the property were planted in a grain crop when the survey was conducted. There are also patches of grass, weeds and bare dirt amongst the buildings of the Edgemoor facility.

Image Source: Copyright 1997-2004 AirPhotoUSA, LLC, All Rights Reserved (flown April 2004)



Project location

FIGURE 3
Aerial Photograph
of Project Location

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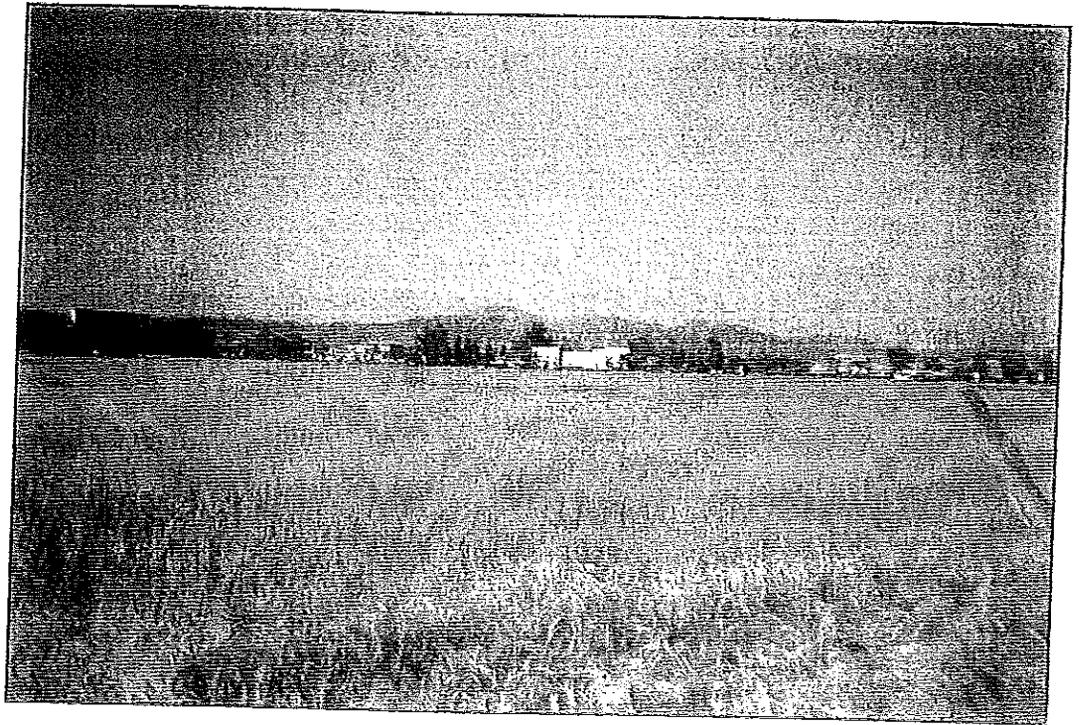
Approximately 45 acres in the southern half of the property are developed. The Los Colinas Women's Detention Facility is in the center of the property, and Edgemoor Senior Hospital is on the eastern end, next to Magnolia Boulevard. A small number of houses and outbuildings are located along Mission Gorge Boulevard and south of Los Colinas. There is a small facility in the northeast corner of the project.

Agriculture and grading/disking for weed control has impacted all of the project property not currently built on. Areas in the west, northeast, and southeast were in agriculture at the time of the survey. Portions of the west and center of the property have been disked or scraped in the past, and are currently covered by weeds. Small open areas in the Edgemoor complex have been disked in the past for weed control. An area approximately 600 by 400 feet, between Civic Center Drive and the Los Colinas facility was being graded at the time of the survey. Soil has been removed from a vacant area north of Mission Gorge Boulevard and west of Cottonwood Avenue. The removal depth tapers from approximately three feet at the east end to zero feet at the west end. There has been dumping of concrete and other demolition waste in an area approximately 450 by 250 feet, in the southwest portion of the property, next to Civic Center Drive. Dirt has been dumped in an area about 400 by 400 feet directly east of the Hartford Insurance building on Civic Center Drive.

Survey Methods

The survey was conducted on March 16 and 20, 2004 by RECON archeologists Harry Price, Carmen Zepeda-Herman, and Jo Anne Gilmer. All undeveloped areas of the project property were traversed on foot. Intervals between the archaeologists varied between 5 and 10 meters, depending on terrain and ground visibility. The location of recorded archaeological site CA-SDI-7603 (SDM-W-2409) was inspected using 3- to 5-meter intervals. Areas of light to medium vegetation cover and good to moderate ground visibility were surveyed using 5- to 8-meter intervals. Areas of dense vegetation and very low surface visibility, because of the low possibility of seeing cultural material, were inspected using 10-meter intervals. The unpaved areas in the Edgemoor complex were also visually inspected. The Las Colinas facility was not surveyed, due to access and the fact that the few areas not built on or covered in cement are grass covered.

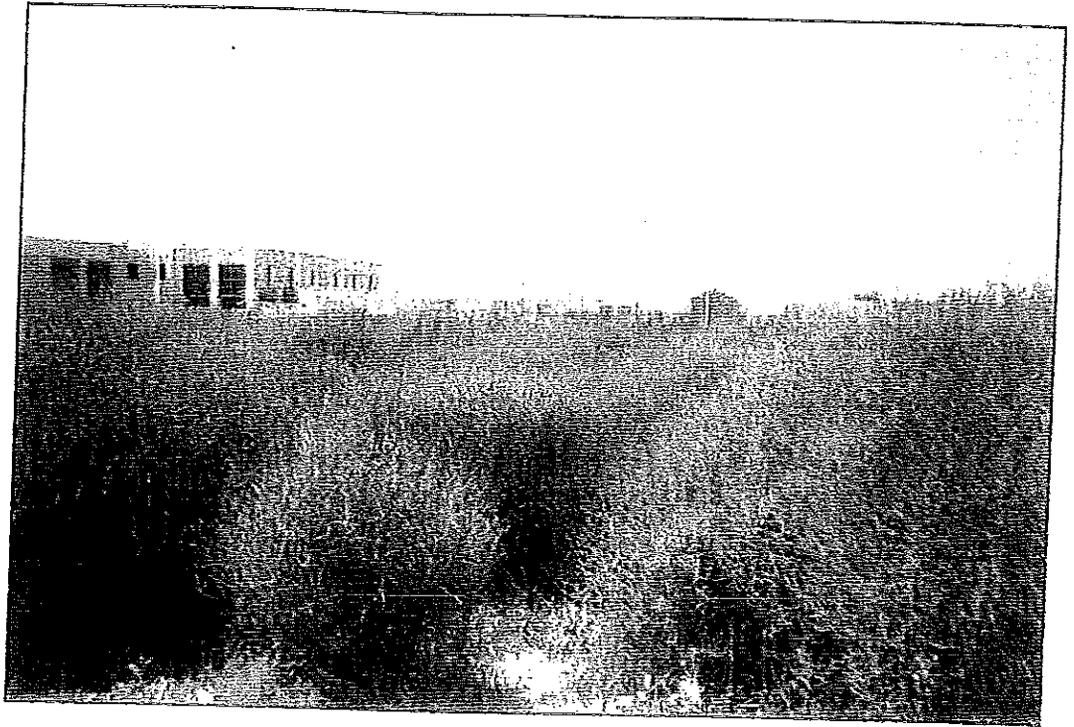
Ground visibility varied greatly in the surveyed areas. Vegetation in the agricultural fields varied greatly. In some areas the grain crop was waist high and dense, with only 10 to 15 percent ground visibility. In other areas the crop was only knee high or less, and ground visibility was 70 to 100 percent (Photograph 1). In the area between the Las Colinas facility and the Town Center, where soil and construction material was dumped, visibility was very low, from 25 to 0 percent (Photographs 2 and 3). In the areas north and south of the Las Colinas facility weeds and grass were low and patchy, with ground visibility ranging from 50 to 100 percent. Unpaved areas in the Edgemoor complex were



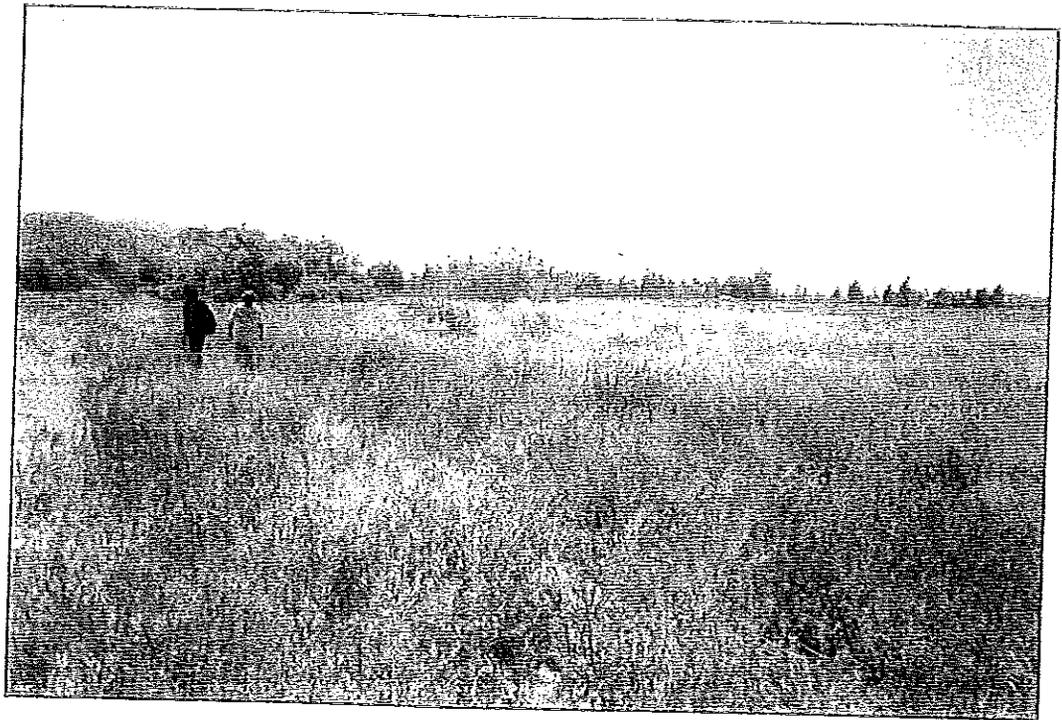
PHOTOGRAPH 1
Looking Southwest to West Boundary of Project,
Showing Typical Agricultural Field Vegetation Cover



PHOTOGRAPH 2
View of Demolition Debris Piles East of Civic Center Drive



PHOTOGRAPH 3
Looking West Toward Town Center, Showing Dense Vegetation Cover



PHOTOGRAPH 4
Looking Southeast from Approximate Northern Boundary of Property
at Area of Recent Historic Trash Scatter. Note Ditch and Rill.

either bare dirt or covered with grass to varying degrees, with ground visibility ranging between 0 and 100 percent.

Survey Results

The record search of the files at SCIC and the Museum of Man show that one site, CA-SDI-7603 (SDM-W-2409), is within the project boundaries. CA-SDI-7603 was mapped on the western edge of the project, on the west side of Cuyamaca Drive. On the San Diego Museum of Man site record map, the eastern edge of the site extended just east of Cuyamaca into the project, just above Town Center Parkway. The site, recorded in 1979, consisted of 32 artifacts, including manos, flakes, and cores, and was very heavily disturbed. There was no indication of a subsurface component, and the surface artifacts were collected by RECON during a survey of the area in 1981. A second site, CA-SDI-9245, is mapped approximately 200 feet to the north of the project's northern boundary, next to the San Diego River. CA-SDI-9245, recorded in 1982, is described as a historic trash site, probably dating to the late 1930s or 1940s. Artifacts observed included ceramics, metal objects, bottles and other glass, and bone. The site's condition was described as heavily disturbed by agriculture, but not vandalized.

The RECON survey found three isolated flakes in the field directly north of the Edgemoor facility. No evidence of CA-SDI-7603 (SDM-W-2409) was found during the survey. A large, low-density scatter of recent historic artifacts was found along the northwestern boundary of the property.

Three flakes were found in the agricultural field north of the Edgemoor complex, approximately 200 feet northeast of the closest building and 450 feet west of Magnolia Boulevard (Confidential Attachment 2). The flakes were small metavolcanic secondary flakes. The area around the flakes was closely checked but no additional artifacts were found. The flakes, given the designation ISO-1, were determined to be isolates.

CA-SDI-7603 was mapped on the western edge of the project, on the west side of Cuyamaca Drive. On the San Diego Museum of Man site record map, the eastern edge of the site extended just east of Cuyamaca into the project, just above Town Center Parkway. Since the artifacts were collected in 1981, the possibility of finding evidence of the site was remote. Cuyamaca Street had not been built when the 1981 survey was conducted, and its subsequent construction could have destroyed any remaining evidence of the site. An area approximately 20 meters wide and 100 meters long, in the area the site could have extended into the project property, was closely inspected for any cultural material. No evidence of CA-SDI-7603 was found. Most of the area checked had been disked or driven on and ground visibility was 90 to 100 percent. The eastern portion of the checked area was within the agriculture field, where ground visibility was between 70 and 10 percent. Plowing, the collection of surface artifacts in 1981, and the construction

stable of polo ponies eventually grew to 40 in number. Dupee bought the Edgemoor farm in 1913, to use for the training and breeding of his polo ponies.

In addition to his polo interest, Mr. Dupee was considered one of the top authorities in the raising and breeding of Gurensey cattle in the United States. The Edgemoor Farm was described at the time as the finest equipped and stocked dairy operation in the western United States, and one of the finest in the world. In 1921 the farm was considered the foremost authority and stock breeding location in the United States, because of the scientific methods and equipment Dupee used. He was also very committed to disseminating the information gathered at his farm to any rancher who was interested in improving their stock.

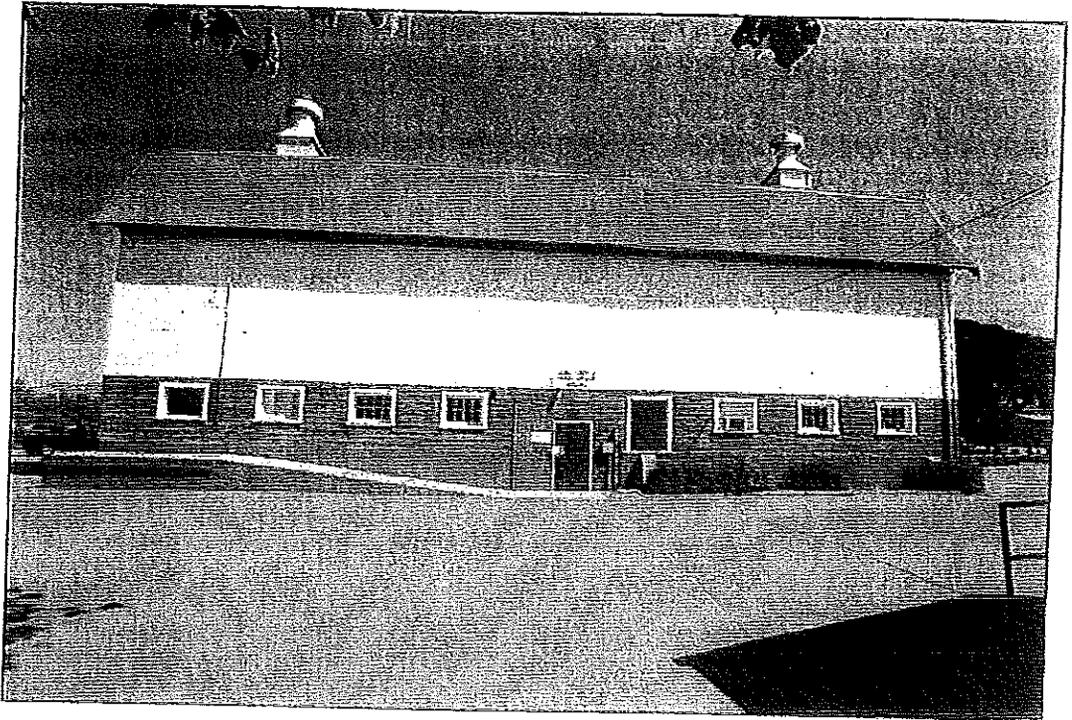
Walter Dupee built the Edgemoor Polo Barn in 1913, just after he purchased the farm from its previous owners. The barn was originally constructed to house his stock of 22 polo ponies. The barn is 90 feet long, 30 feet, 4 inches wide, and 44 feet high at the ridge (Photographs 5 and 6). The roof is of a distinct Dutch Gambrel style, and the barn is the only example of this type of barn in the San Diego area. The barn has a ground floor, second floor, and a loft, with doors to all three levels on the west end. Alterations to the barn since its construction have been relatively minor. Doors have been replaced, a ramp has been added, some stalls have been altered, and pass through doors from the second floor to the ground floor have been covered over. These changes have not compromised the basic integrity of the building's original design or construction techniques. The polo barn has been kept in excellent repair and the structure is still sound.

B. The Edgemoor Farm Historic District

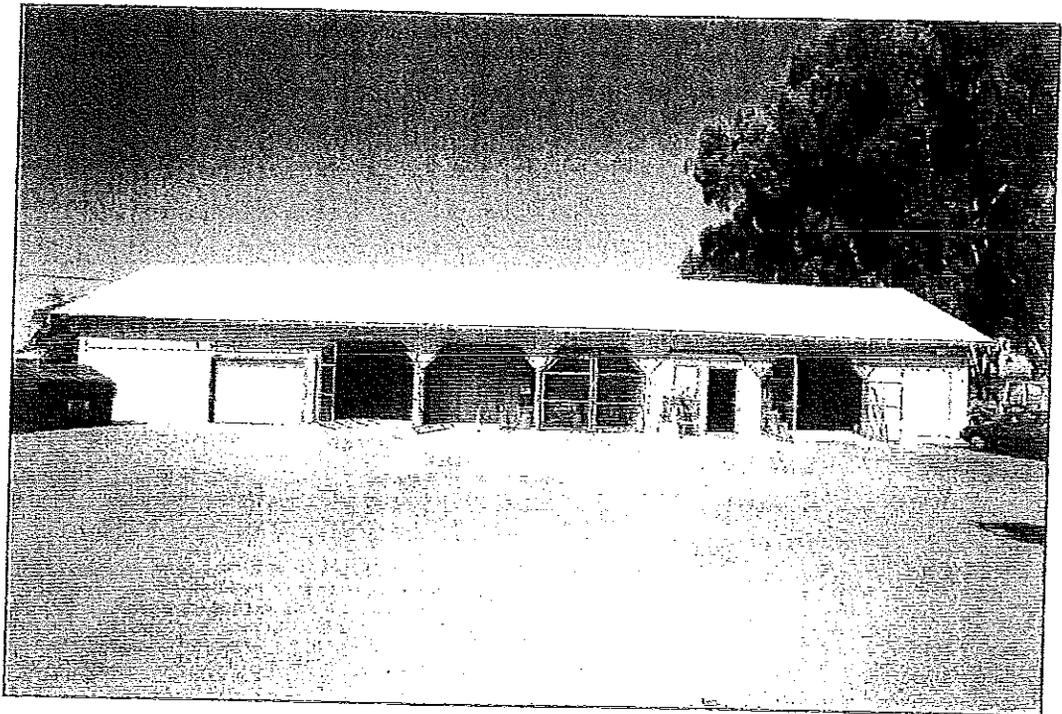
The Edgemoor Farm Historic District was determined to be eligible for inclusion on the NRHP in 1987 (Figure 4). The Historic District is composed of the Polo Barn, Garage, Recreation Hall, Carpenter's Shop, Boiler Room, Building A1, Building A2, and Building A3 (Photographs 7 through 15). The Polo Barn had already been listed by itself in 1985. The Historic District designation relates to the period, between 1923 and 1954, when the Edgemoor Farm was the San Diego County's Poor Farm facility. The farm is considered significant based on its being a good, relatively intact example of a California poor farm of the pre-New Deal Era, between 1923 and 1935 (Corum 1987; O'Connor 1987). All of the existing buildings are in their original locations, and only one building from the relevant time period has been demolished. Edgemoor is one of the few poor farms still in existence in California, and is probably the largest one constructed before the advent of the New Deal. It is an example of the prevailing public ideas of treatment of indigents and the dependent aged in the years before the New Deal, an increased government presence in social matters.



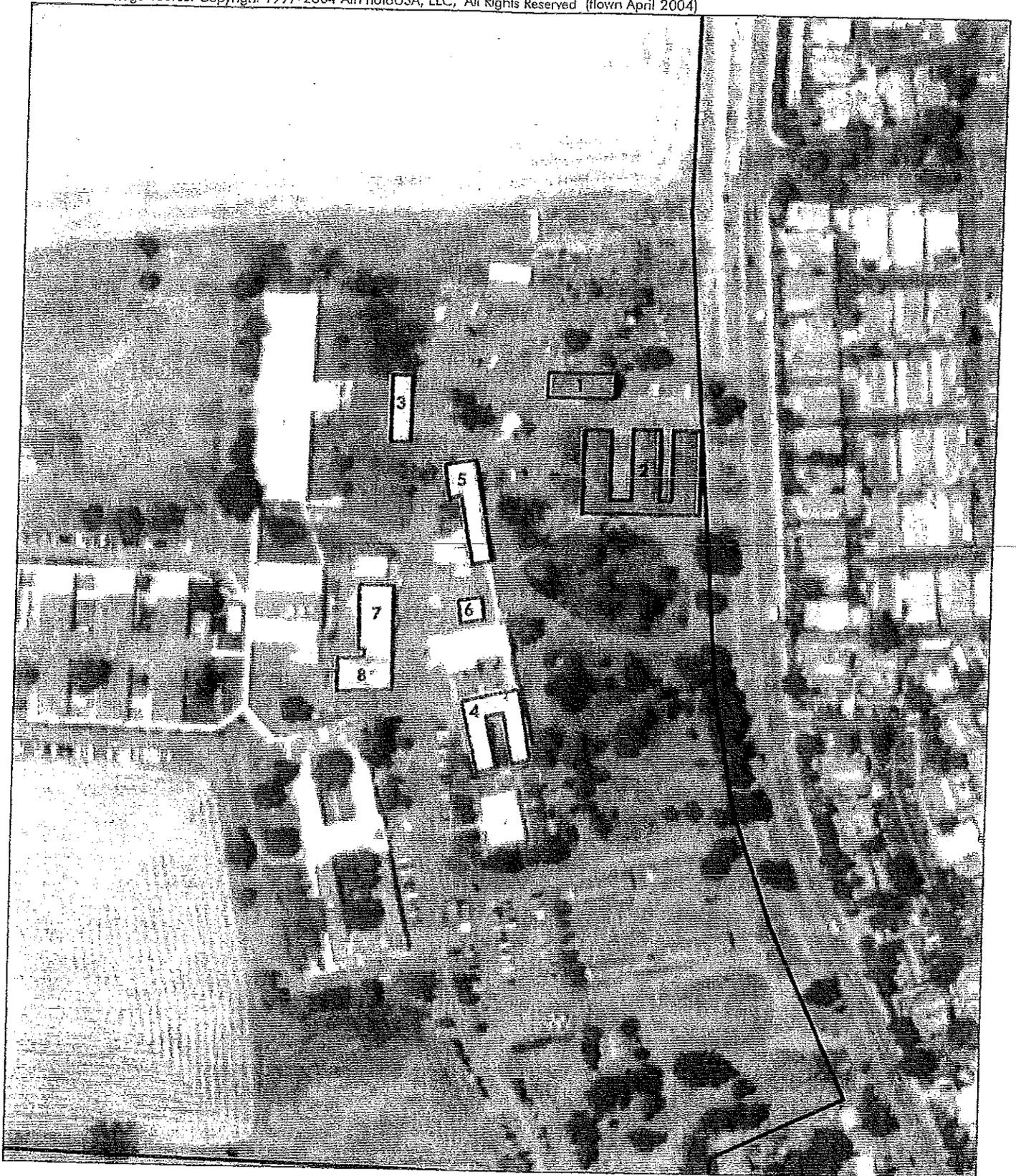
PHOTOGRAPH 5
Edgemoor Polo Barn, West Elevation



PHOTOGRAPH 6
Polo Barn, South Elevation



PHOTOGRAPH 7
Garage, East Elevation



- | | |
|----------------------------------|---------------------|
| 1. Polo Barn | 5. Bldg. A3 |
| 2. Bldg. A2 (Former dairy barns) | 6. Recreation Hall |
| 3. Garage | 7. Carpenter's Shop |
| 4. Bldg. A1 | 8. Boiler Room |

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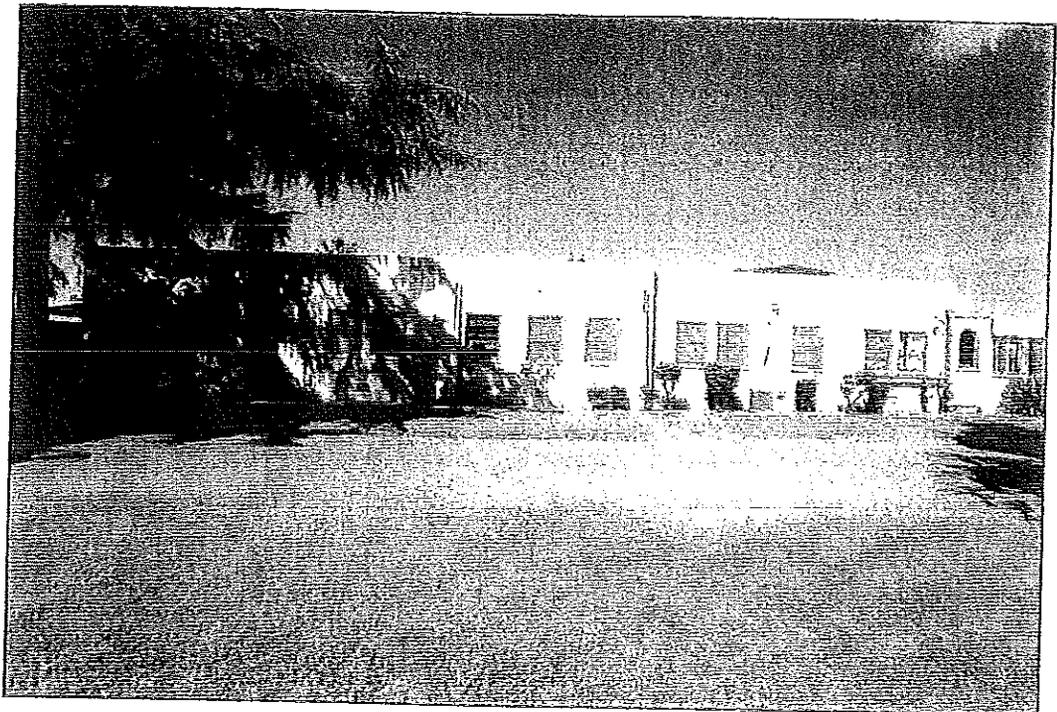
FIGURE 4
Location of Buildings in
Edgemoor Historic District

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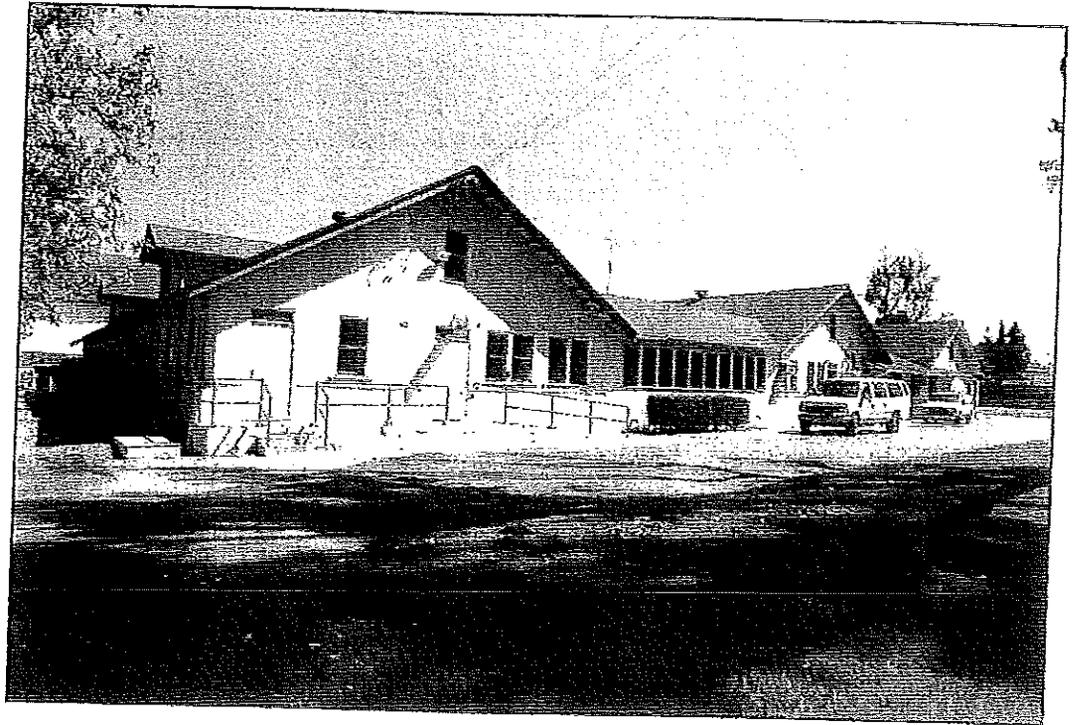
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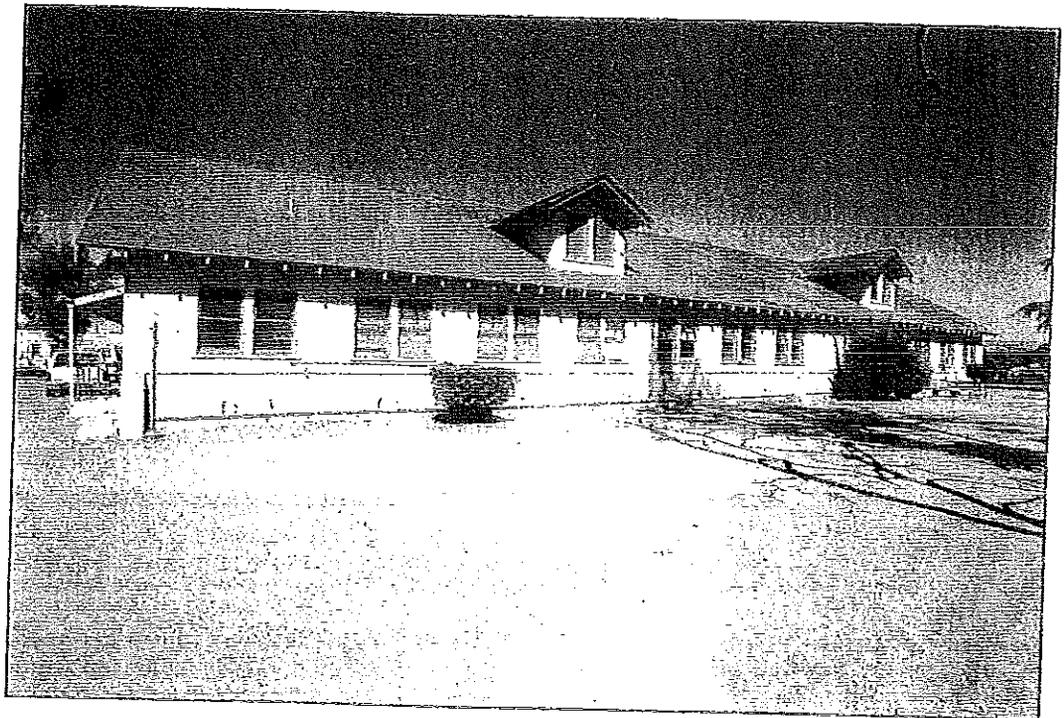
PHOTOGRAPH 8
Building A1, South Elevation



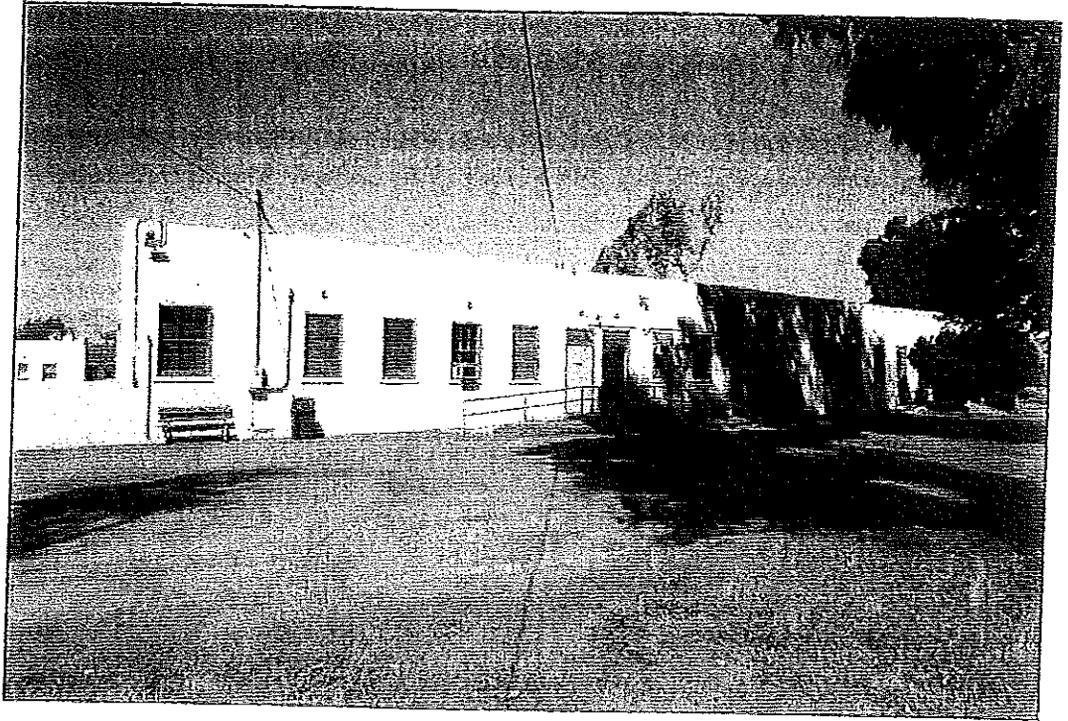
PHOTOGRAPH 9
Building A1, East Elevation



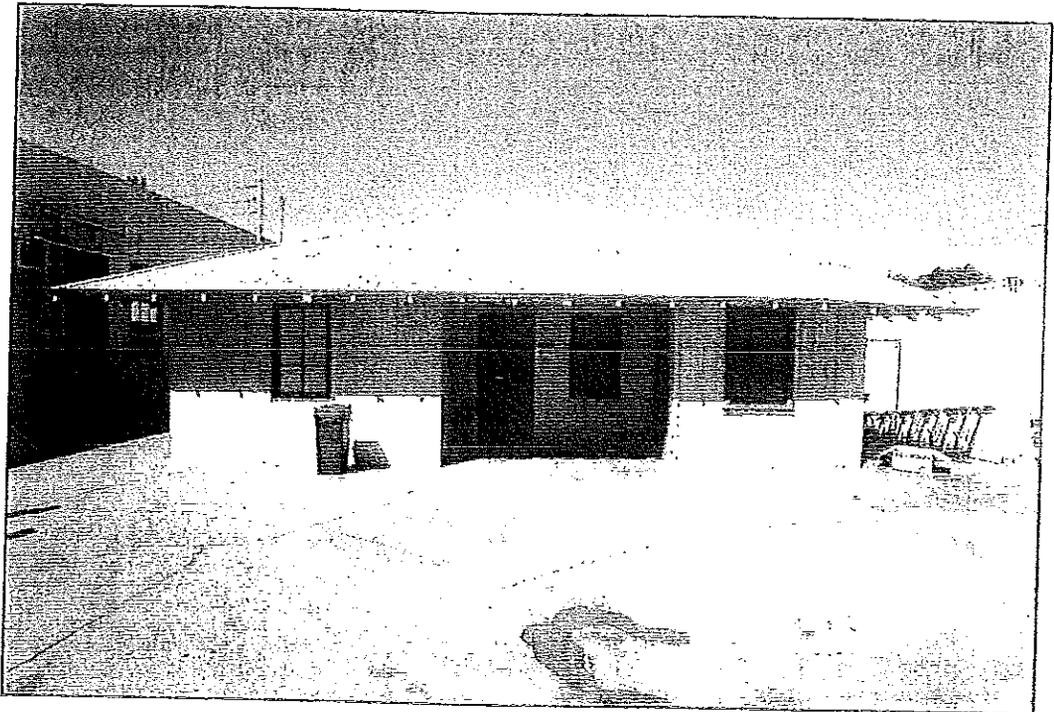
PHOTOGRAPH 10
Building A2 (Former Dairy Barns), South Elevation



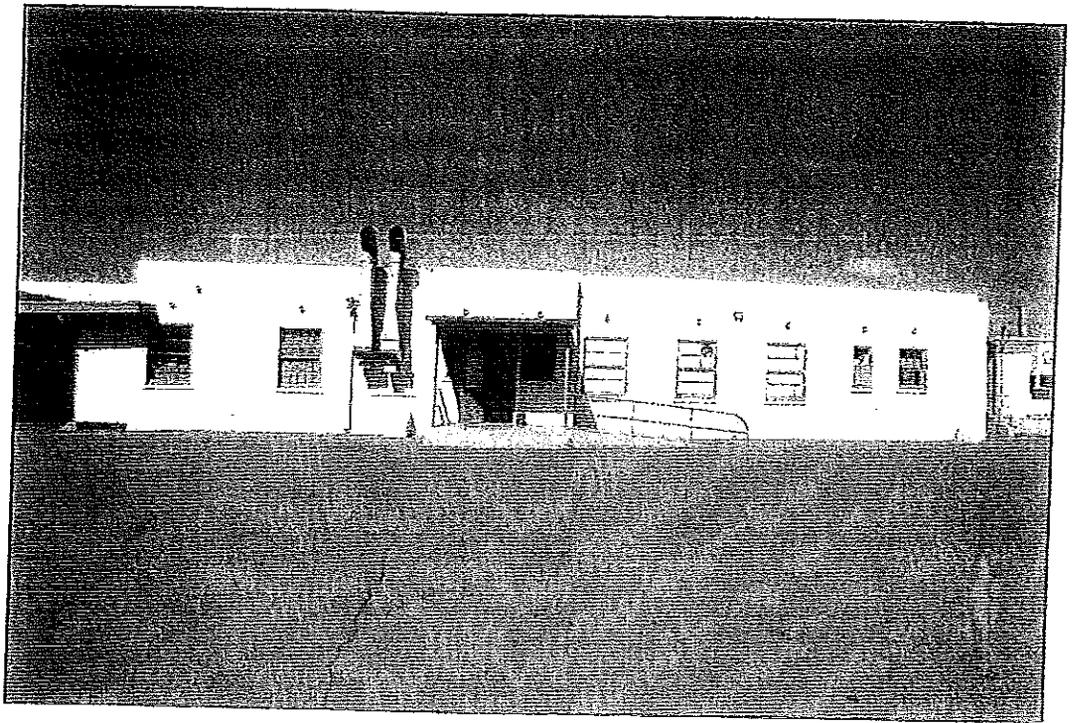
PHOTOGRAPH 11
Building A2, East Elevation



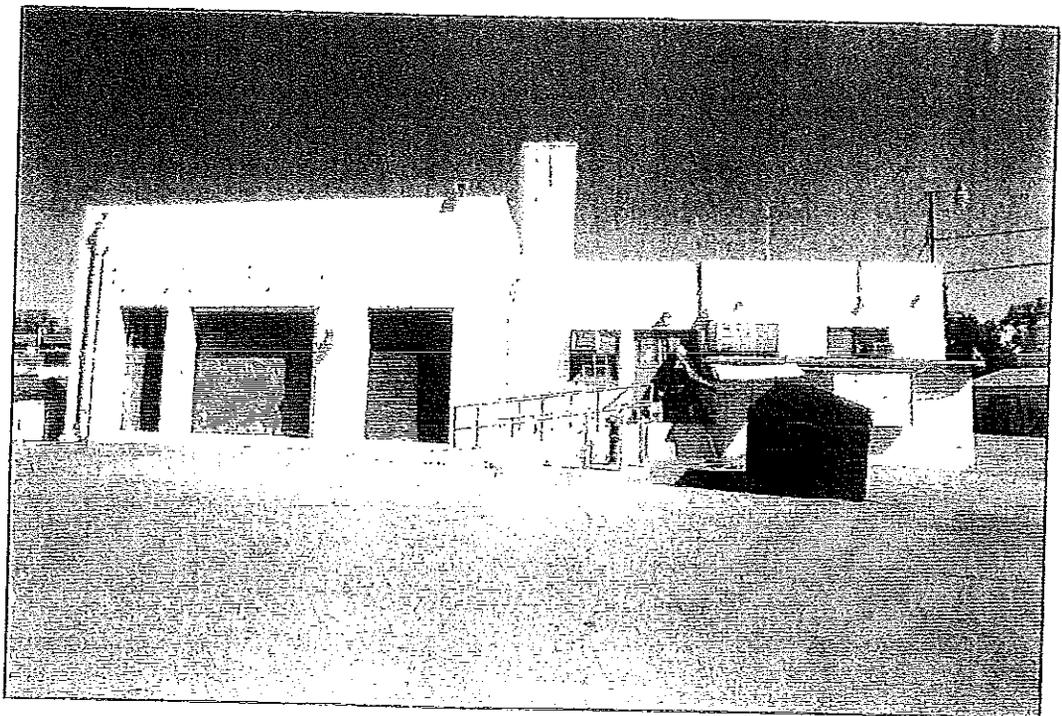
PHOTOGRAPH 12
Building A3, East Elevation



PHOTOGRAPH 13
Recreation Hall, East Elevation



PHOTOGRAPH 14
Carpenter's Shop



PHOTOGRAPH 15
Boiler Room, South Elevation

The County purchased the Edgemoor Farm in phases between 1923 and 1927. The buildings included in the historic district, excluding the Polo Barn, were constructed between 1925 and 1927. The Quayle Brothers, architects of several public facilities in San Diego, were hired to design the buildings. The facility operated as a functioning farm, providing food for County jails, hospitals, and camps. The occupants of Edgemoor Poor Farm included indigents, bedridden and mobile homeless-aged people, and senile and mental patients. The focus of the farm changed over the years from that of a working farm to a hospital for the care of the aged.

Most of the following history was taken from the Second Supplemental Historic Property Survey written by Denise O'Connor (O'Connor 1987).

The poorfarm was a development of the almshouse idea of public welfare. Almshouses were the only public institution in the 1800s that cared for the dependent poor of all ages and conditions. This category included the insane and mentally retarded. These almshouses were run under the idea that any form of relief should be dispensed in a way that would discourage people from using it. It was felt that such relief damaged the work ethic and led to corruption. Until the mid 1870s indigent adults, and even orphan children could be used for forced labor. In the later half of the century the emphasis moved from outdoor relief to a restrictive indoor institution. This shift was justified by citing reduced costs and the idea that the stigma attached to such institutions reinforced the work ethic and discouraged people from taking advantage of them. This attitude continued into the early twentieth century, although it was slowly softened by studies that found that poverty was a result of the uncertainties of modern economics. Around 1900 many states recommended that the insane and orphans should be removed from poorhouses to specialized institutions, but many states were slow to act on the recommendation.

Conditions in most poorhouses, and their rural counterpart, the poorfarm, were poor. There was often little or no medical attention, poor sanitation, decrepit buildings, and poor food. Most facilities were understaffed, with no nurses or attendants, and the residents were left to care for themselves, often impossible due to their condition. These conditions continued through the 1920s, and only slowly improved with the introduction of federal welfare programs, such as Social Security, and state programs for the care of the aged.

In 1901 the "Indigent" Act was passed in California. This act placed the responsibility for the care of the aged, blind, and indigent people on the individual counties, and county authorities were authorized to set up hospitals, almshouses, and farms to accommodate these groups. In some counties, the aged and indigents were cared for in the same facility, while in other counties they were cared for in separate facilities. Around 1910 county "hospitals" actually began to be run as medical hospitals. This change resulted in the separating of the sick from the aged, and also the insane and feeble-minded into their own area within the poorhouses. In the early 1920s many of the hospitals for the indigent sick

one on the 1928 aerial and one on the 1953 aerial, were located in the fields north of Edgemoor and Las Colinas. No evidence of either of these buildings was found. Four houses and a barn appear on both the aerials and three houses in the same area appear on both of the USGS maps on the west side of Cottonwood Drive. Las Colinas and the Fire Department complex now occupy part of this area. The remaining locations have been excavated down approximately 3 feet below their original elevation and no evidence of the old buildings remain.

Conclusions

If the Ryan Corporate Office Park Master Plan is developed, there is the possibility of significant impacts to the historical resources on the property. Depending on the final design of the project, the Polo Barn, the Edgemoor Farm Historic District, or both could be significantly impacted by construction. 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 resources significance (Sec. 15064.5.4b, CEQA Guidelines). The Edgemoor Polo Barn was determined to be a significant historical resource when it met Criteria "a" for inclusion on the NRHP and was listed in 1985. Criterion "a" is an association with events that have made a significant contribution to patterns of local or regional history, or the cultural history of California or the United States. This determination is based on association with the polo barn's owner, Walter Dupee, and his involvement with the growth of polo and development of scientific dairy methods in San Diego and the United States. Inclusion on the NRHP automatically lists the Polo Barn on the California Register of Historical Resources (CRHR; PRC Sec.5024.1d).

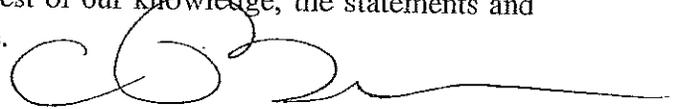
Development of the Ryan Corporate Park Master Plan can potentially cause significant impacts to the Edgemoor Polo Barn. Mitigation measures are required for adverse effects on significant historical resources (Sec. 21083.2 CEQA Code). The preferred option to mitigate possible impacts would be to design the plan in such a way that the Edgemoor Polo Barn is left in its current, original location. If this is not possible, the preferred alternative is to move it to another location where it can be preserved. Moving the Polo Barn is feasible, since it has been kept in good repair and is structurally sound.

If neither of these options are possible and the barn is demolished, a HABS Level I documentation of the barn will need to be done before the demolition. This level of documentation includes a full set of measured drawings of the building, large-format negative photographs of the exterior and interior, and an extensively researched history and architectural description of the building. This information will be sent to the Library

alluvium. Most of the project property falls within the floodplain. Because of this potential for buried cultural resources, RECON recommends that a qualified archaeological monitor be present during the initial grading of those project areas that are within the floodplain boundaries.

Project Certification and Staff

This report was prepared in compliance with the California Environmental Quality Act (Section 21083.2 of the Statutes and Appendix K of the Guidelines) and with the policies and guidelines of the City of Santee. To the best of our knowledge, the statements and information contained in this report are accurate.



Charles S. Bull
Principal Investigator
Register of Professional Archaeologists (RPA)

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

| | |
|----------------------|--------------------------------------|
| Charly Bull | Principal Investigator |
| Harry Price | Project Archaeologist, report author |
| Carmen Zepeda-Herman | Archaeologist |
| Jo Anne Gilmer | Archaeologist |
| Stacey Higgins | Production Specialist |

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O'Connor, Denis

1987 Second Addendum to the Historical Architectural Survey Report for 11-SD-52, P.M. 7.3/17.2, 11222-047050: Reevaluation of the Edgemoor Farm and Home for the Aged and Indigent. Caltrans District 11 Manuscript on file at Southern California Information Center, San Diego.

Santee, City of

2003 City of Santee General Plan 2020. City of Santee, Manuscript on file at RECON.

CONFIDENTIAL ATTACHMENTS

Are not for public review



San Diego County Archaeological Society, Inc.
Environmental Review Committee

2 January 2008

To: Mr. Dennis Verrilli, Project Manager
Facilities Management Division
Department of General Services
County of San Diego
Suite 2207, Building 2, Room 220
5555 Overland Drive
San Diego, California 92123-1294

Subject: Notice of Preparation of a Draft Environmental Impact Report
Edgemoor Facility Demolition

Dear Mr. Verrilli:

Thank you for the Notice of Preparation for the subject project, received by this Society last month.

While the NOP correctly notes the essential requirement to address impacts to cultural resources, the project itself is not adequately or completely defined.

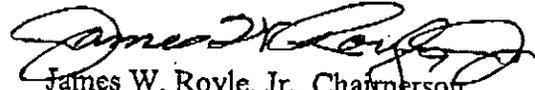
The NOP notes, on page 5 of the cover NOP documentation and elsewhere, that the proposed demolition will not take place "until the new Skilled Nursing Facility is operational and all patients have been transferred to the new facility (early 2009)." This indicates a clear inter-relationship between the proposed demolition and the construction of the new hospital. We have no record of a previous environmental review for the new facility, nor does such an environmental review appear to have been cited in the in NOP or initial study provided. Unless such a review was completed for the new facility, the demolition of the existing Edgemoor structures and the new construction constitute a single project and must be addressed in the same DEIR.

Further emphasizing the inter-relationship is the argument being made in this NOP that adaptive reuse of the existing structures is not feasible, yet the reuse of the property itself is not being addressed. How can a plausible argument be made that the structures cannot be reused when the current project addresses only demolition? The NOP does not even disclose the footprint of the new facility, which would enable a reviewer to discern the degree of conflict between the old and new uses of the parcel.

We believe the County will need to revise and recirculate the NOP to encompass the overall redevelopment process for the parcel. Clearly, cultural resources are part of that overall project. Accordingly, in addition to requesting inclusion in the public review of the DEIR, we request being sent a copy of each of the reports evaluating the historic structures on the Edgemoor property.

SDCAS appreciates being included in the County's environmental review process for this project.

Sincerely,



James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: SDCAS President
File