

4.9 LAND USE

This section addresses the impacts of the proposed project to on site and surrounding land uses and the relationship of the proposed project to existing land use plans and policies. The proposed project is reviewed against the City's land use regulations to determine its consistency with adopted City policy documents and ordinances, including the General Plan, Specific Plan 291, Zoning Code, and Noise Ordinance. This section also discusses and analyzes potential land use conflicts with the proposed project in relation to existing uses surrounding the project site, which includes the Airport Land Use Compatibility Plan for Gillespie Field, Gillespie Field Airport Layout Plan, FAA Advisory Circular 150/5200-33B, and the City of Santee General Plan. Regional plans that affect land use on the project site are also discussed.

4.9.1 EXISTING CONDITIONS

The 31.5 acre project site is located at the northwest corner of Weld Boulevard and Cuyamaca Street in El Cajon, California. El Cajon is located approximately 15 miles east of the coast on the eastern edges of the cities of San Diego and La Mesa and south of the City of Santee. The site is part of the Gillespie Field Airport, a general aviation airport, which consists of approximately 750 acres. Gillespie Field, including the project site, is owned and operated by the County of San Diego. The project site is bounded to the north and west by land uses in the City of Santee, to the northeast by the Forrester Creek channel, and to the south and east by land uses in the City of El Cajon. Interstate 8 provides the main connection with the City of San Diego and the coast to the west, and continues eastward across the southern United States. A vicinity map of the project area is provided in Figure 2-2 of Chapter 2.0 of this EIR.

4.9.1.1 EXISTING ON-SITE USES

The majority of the proposed project site is currently undeveloped. The majority of the site was formerly used as a golf driving range and a closed golf range trailer and paved parking area still remain in the southern portion of the site. The northern portion of the project site is currently used as a materials storage area by a Caltrans contractor for the construction of the SR-52 extension project. The remainder of the site is covered with vegetation that is routinely cleared for fire fuel management, except for an area in the central portion of the site which is disturbed and mostly devoid of vegetation as a result of its previous use as a golf range. Several drainage ditches are also located across the project site.

4.9.1.2 SURROUNDING LAND USES

The parcel to the southwest of the project site is currently used by the County as an Operations Facility. Operations at this facility which include general service maintenance, gas refueling, painting, shipping and receiving, car washing, and auto storage. Land uses to the west of the project site include low-medium density residences in the City of Santee. One residence is also located to the northwest of the project site. General industrial land uses, including concrete storage, are located to the north of the project site, also in the City of Santee. The Forrester Creek concrete-lined drainage channel borders the site to the northeast. Industrial uses are also located to the south of the project site in the City of El Cajon and to the east of the project site in the Gillespie Field Airport. The project site is located within the Gillespie Field Airport Land Use Plan, which extends to the southeast of the site.

4.9.2 RELEVANT PLANS AND POLICIES

Several City plans and policies have been adopted which apply to the proposed project, the project area, or the potentially affected surrounding areas and resources. The pertinent plans and policies governing the proposed project are discussed in the following sections.

4.9.2.1 CITY OF EL CAJON GENERAL PLAN 2000

California Government Code Section 65300 requires each planning agency to prepare and adopt a comprehensive, long-term General Plan for the physical boundaries which bear relationship to its planning. The City of El Cajon General Plan 2000 (January 2001) includes all current general plan elements and sets forth adopted policies expressing the official position of the City with regard to physical and environmental development of the El Cajon Planning Area to the year 2020. As identified in the General Plan, the El Cajon Planning Area occupies approximately 12,600 acres, while the incorporated area of El Cajon occupies approximately 9,130 acres. The proposed project is located entirely within the El Cajon Planning Area. The General Plan includes a Land Use Element, Annexation Element, Circulation Element, Conservation Element, Historic Preservation Element, Housing Element, Noise Element, Open Space and Parks Elements, Safety Element, Hazardous Waste Management Element, and Solid Waste Management Element.

Land Use Element

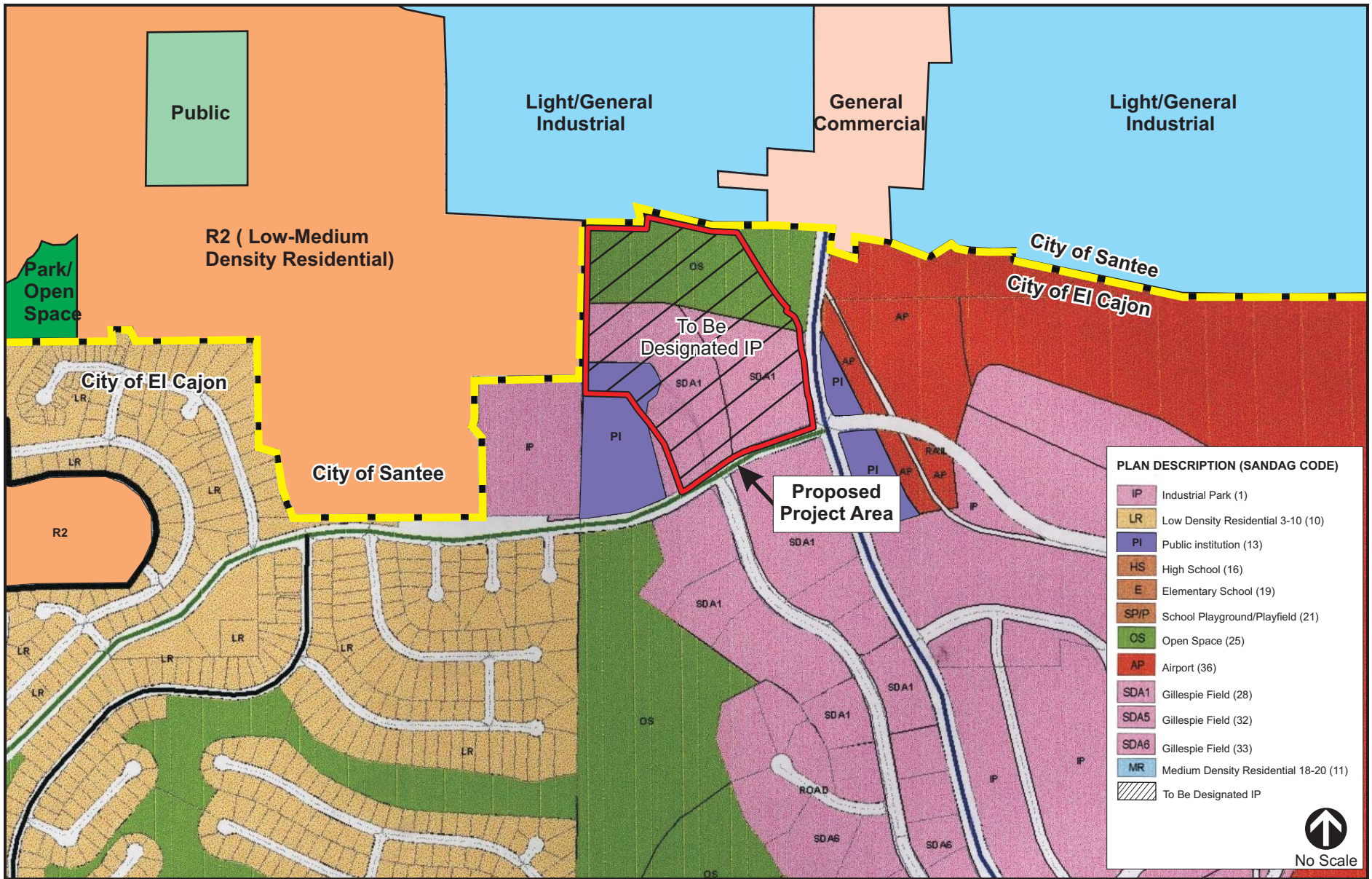
The General Plan Land Use Element forms the key to the entire General Plan document and all elements adopted along with or subsequent to the Land Use Element must be consistent with the policies and goals stated in this Element. The Land Use Element provides goals, objectives, and policies that guide City decision-makers in directing future growth and development and also regulates the types of land uses and land use intensities within the City. Designated land uses in this Element include residential, commercial, public and semi-public, open space, and special development areas.

The General Plan identifies three land use designations for the proposed project site. The northern portion of the project site is designated for open space (OS) uses and the southern portion of the project site is designated as Special Development Area 1 (SDA-1), which allows for commercial/industrial uses, as identified in the Gillespie Field Specific Plan 291. A small area in the southwest corner of the project site is also designated as Public Institution (PI). The County Operations Facility is located immediately adjacent to this portion of the project site.

Circulation Element

The General Plan Circulation Element is intended to guide the development of the City's circulation system in a manner that is compatible with the Land Use Element. The focus of the Circulation Element is to define the transportation needs for the City and present a comprehensive transportation plan to accommodate those needs.

The Circulation Element is organized to provide a summary of the major components of the circulation system. The Element classifies the types of facilities according to their function and includes the following types of facilities: freeways, primary thoroughfares, secondary thoroughfares, collector streets, and bikeways (routes, paths, trails, etc.). According to the Circulation Element, Weld Boulevard is a secondary thoroughfare that is designed to receive traffic from subordinate streets and carry it to major destination points within the community. Cuyamaca Street is identified as a primary thoroughfare that is designated to receive traffic from subordinate streets and carry it across or around the City.



GENERAL PLAN LAND USE DESIGNATIONS AND PROPOSED AMENDMENT AREA

FIGURE 4.9-1

Noise Element

The General Plan Noise Element is intended to reduce the level of noise in the community through a number of mechanisms including the regulation of fixed sources and the regulation of land uses in a manner that is compatible with the Land Use Element. The focus of the Noise Element is to reduce noise levels so they do not adversely affect the physiological, psychological, or sociological well-being of the citizens of El Cajon and to encourage future land use planning and development that addresses the effects of noise on the environment.

El Cajon adopted the Gillespie Field Comprehensive Land Use Plan (CLUP) in 1974 and amended it in 1989. The Noise Element of the General Plan contains two pages from this plan; the projected noise contours in the Gillespie Field area and the Airport Noise/Land Use Compatibility Matrix. The Gillespie Field Airport Layout Plan and the Airport Land Use Compatibility Plan for Gillespie Field, which supersede the CLUP, were updated in 2005 and 2004, respectively. These plans are discussed in more detail below.

4.9.2.2 GILLESPIE FIELD SPECIFIC PLAN 291

The Gillespie Field Specific Plan 291 applies to the area designated as Special Development Area 1 (SDA-1) as shown on the El Cajon General Plan Map. A specific plan is a plan for a particular portion of the city where circumstances require a more detailed plan of development and to allow for better-suited uses of the property than the current zoning would permit. SDA-1 specifically excludes residential uses and authorizes commercial uses that provide direct and complimentary services to the aviation and industrial uses in and around Gillespie Field. All proposed development within the SDA-1 zone is required to process a site development plan.

4.9.2.3 CITY OF EL CAJON ZONING ORDINANCE

The City of El Cajon Zoning Ordinance is consistent with the City's General Plan and Land Use Element and is the primary implementation tool for the Land Use Element. Zoning regulations for the City are adopted and established to serve the public health, safety, and general welfare and to provide the economic and social advantage resulting from an orderly use of the land resources. The Zoning Ordinance and Map identify specific types of land uses, intensity of uses, and development performance standards applicable to specific areas and parcels of land within the City.

According to the El Cajon Zoning Map, the proposed project site is zoned Open Space (OS). The permitted uses for this zone are residential (single-family dwellings and planned residential development), agricultural and home occupations. The OS zone also allows for the following conditional uses: wireless communications, utilities, historic and monument sites, playground and athletic areas, swimming areas, firearms and archery, camping areas, picnicking areas, resorts, group or organized camps, parks, horses, and fishing and related services. The OS zone has specifications for density, building heights, front yard setbacks, building site area, lot coverage, parking, walls, signs, landscaping, and utilities. The Zoning Ordinance also identifies the types of agricultural uses that are allowed in the OS zone.

4.9.2.4 EL CAJON NOISE ORDINANCE

The El Cajon Noise Ordinance is found in Section 17.60.090 of the El Cajon Municipal Code. The noise ordinance addresses performance standards for noise quality within specific zones. The noise ordinance establishes maximum sound levels for various land use types that must be achieved at the property line. The one-hour average sound level established for all open space zones is 55 decibels (dB). For industrially zoned properties, the one-hour average sound level is 75 dB. This noise level for industrial

zones may be increased to 80 dB on a conditional basis, in cases where outdoor noise levels are higher and additional noise attenuation measures can be utilized such as ear phones for workers, increased insulation, and double-pane glass.

4.9.2.5 EL CAJON DRAFT MSCP SUBAREA PLAN

The project site is located within the City's subarea planning area of the Multiple Species Conservation Program (MSCP). The City's draft MSCP Subarea Plan (RECON 1998) addresses how the City proposes to conserve natural biotic communities (including coastal sage scrub) and sensitive plant and wildlife species pursuant to the California Natural Communities Conservation Planning (NCCP) Act of 1991 and federal and state-designated Environmentally Sensitive Areas (ESAs). According to the City's draft Subarea Plan, the project site is mapped as disturbed habitat and is not identified for City conservation as a preserve. The draft Subarea Plan has not been adopted by the El Cajon City Council or submitted to the wildlife agencies for review and approval.

4.9.2.6 AIRPORT LAND USE COMPATIBILITY PLAN FOR GILLESPIE FIELD

The Airport Land Use Compatibility Plan (ALUCP) for Gillespie Field (San Diego Regional Airport Authority 2004) is mandated by Section 21675 of the Public Utilities Code. Member agency general and specific plans, zoning ordinances, and building regulations encompassing the airport influence area and airport master plans are subject to a determination of consistency with this plan. The plan was prepared to assist in achieving compatible land use development in the area surrounding Gillespie Field. The plan contains the Airport's Influence Area, projected noise contours, flight activity zones, land use compatibility matrix and plan recommendations. A small portion of the proposed project site is located in the Runway Protection Zone (RPZ) for Gillespie Field. The RPZ indicates an area of significant risk that is restricted from most development.

4.9.2.7 GILLESPIE FIELD AIRPORT LAYOUT PLAN UPDATE

The County of San Diego sponsored an Airport Layout Plan (ALP) Update (September 2005) to determine the extent, type, and schedule of development needed to accommodate future aviation demand at the airport and specific opportunities for improving facilities through a planning grant from the FAA Airport Improvement Program. The ALP Update focuses on the airport and the planning of facilities within its property boundary. The ALP Update is not intended to be used as a comprehensive general development plan for the area surrounding the airport or community. However, it can be coordinated or incorporated into other community development programs. The proposed project is located within the Gillespie Field Airport boundary and is therefore subject to the ALP land use and height restrictions.

4.9.2.8 FAA ADVISORY CIRCULAR 150/5200-33B

Advisory Circular (AC) 150/5200-33B provides guidance on certain land uses that have the potential to attract hazardous wildlife on or near public-use airports. Specifically, AC 150/5200-33B regulates the following land uses in areas within a five mile radius of a public use airport: waste disposal operations, water management facilities, wetlands, dredge spoil containment areas, agricultural activities and golf courses. Of these identified land uses, regulation pertaining to water management facilities would apply to the proposed project. The proposed project includes the construction of a drainage basin in the eastern portion of the site which would occasionally contain short-term standing water that could potentially attract wildlife.

4.9.2.9 CITY OF SANTEE GENERAL PLAN

The City of Santee General Plan (adopted August 27, 2003) identifies objectives and policies that guide land use planning within the City of Santee. The Land Use Element of the General Plan identifies the proposed general distribution, location, and extent of land uses in the City. The element contains goals, objectives, policies, and implementation programs that outline the future land uses within the City and within specific planning areas. The element also provides direction related to how future development will occur, such as the intensity/density and character of new development, community enhancement, and natural resources management.

While the proposed project site is not located within the jurisdictional boundary of the City of Santee, it is located directly adjacent to it. Therefore, it is anticipated that some of the policies identified in the City of Santee General Plan would be relevant to development of the proposed project site.

4.9.2.10 OTHER REGIONAL PLANS

The project site is located within the boundaries of the following regional plans: the California State Implementation Plan (SIP); the Regional Comprehensive Plan (RCP); the San Diego 2030 Regional Transportation Plan (RTP); and the Water Quality Control Plan for the San Diego Basin. A summary of these plans is provided in Section 2.3 of this EIR.

4.9.3 IMPACT SIGNIFICANCE CRITERIA

The criteria listed below for land use impact significance are derived from Appendix G of the CEQA Guidelines and the City of El Cajon. The proposed project would have a significant effect on land use if it would result in the following:

- A substantial conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect;
- A substantial physical conflict with any applicable habitat conservation plan or natural community conservation plan;
- The physical division of an established community; or
- A substantial physical conflict with existing adjacent land uses.

4.9.4 ISSUES 1 AND 2 – LAND USE PLAN, POLICY, AND REGULATION CONSISTENCY

Would the proposed project result in a substantial conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?

Would the proposed project conflict with any applicable habitat conservation plan or natural community conservation plan?

4.9.4.1 IMPACT ANALYSIS

As discussed in Section 4.9.1, Existing Conditions, applicable land use plans, policies, and regulations include the City of El Cajon General Plan 2000, Gillespie Field Specific Plan 291, City of El Cajon

Zoning Ordinance, El Cajon Noise Ordinance, ALUCP for Gillespie Field, Gillespie Field ALP Update, FAA Advisory Circular 150/5200-33B, City of Santee General Plan, and other regional plans including the SIP, RCP, RTP and the San Diego Basin Plan. In the following sections, the proposed project's consistency is discussed for each of the above-listed land use plans, policies, and regulations. The proposed project is not analyzed for consistency with the El Cajon Draft MSCP Subarea Plan, since this plan has not been adopted by the City or submitted to the resource agencies for review and approval. Therefore, this plan would not be applicable to the proposed project and the project would need to comply with United States Fish and Wildlife Service and California Department of Fish and Game policies regarding the management of biological resources.

City of El Cajon General Plan 2000

Applicable General Plan Goals, Objectives, and Guidelines

As discussed in Section 4.9.2.1 above, the City of El Cajon General Plan 2000 provides the framework for the City's long range planning vision. Table 4.9-1 identifies the goals, objectives and guidelines found in the various elements of the General Plan that are relevant to the proposed project. The table also provides an evaluation of the project's consistency with these goals, objectives and policies.

The project site is designated as Open Space (OS), Public Institution (PI) and Special Development Area 1 (SDA1) in the City's General Plan. The proposed project would require a General Plan Amendment to change the land use designation of the property to Industrial Park (IP). The General Plan Amendment would require a recommendation by the Planning Commission and approval from the El Cajon City Council.

Consistency Analysis

As identified in Table 4.9-1, the proposed project would be consistent with all the applicable goals, objectives and policies of the General Plan. Therefore, the project would not result in actions that are inconsistent with the City of El Cajon General Plan.

The project would require a GPA to change the land use designation of the project site to IP. The IP land use designation would be consistent with the proposed project, which is the development of an industrial park. Therefore, with the implementation of the proposed GPA, the project would be consistent with the land use designation of the site, as identified in the City of El Cajon General Plan. Therefore, the project would not result in actions that are inconsistent with the established policies and regulations of the City of El Cajon Zoning Ordinance.

Gillespie Field Specific Plan 291

Applicable Specific Plan Guidelines

As discussed in Section 4.9.2.3 above, the City of El Cajon Specific Plan 291 provides the framework for development within the area designated as SDA-1. SDA-1 allows for commercial uses that provide direct and complimentary services to the aviation and industrial uses in and around Gillespie Field and specifically excludes residential uses. All proposed development within the SDA-1 zone is required to process a site development plan. The project would be required to comply with the City's Zoning Ordinance, and would process a Site Development Plan for the development of the project site.

Table 4.9-1. Relevant El Cajon General Plan 2000 Goals, Objectives and Policies and Proposed Project Consistency

El Cajon General Plan Page #	El Cajon General Plan Goal, Objective, or Policy	Forrester Creek Project Consistency Evaluation
Land Use, Circulation, and Noise Elements		
13	<p>Goal 1</p> <p>Goal: The City will improve its appearance through a variety of efforts.</p>	The proposed project is designed to meet the design criteria of the City and would be subject to City review and approval. Therefore, the proposed project would be consistent with the goal of improving the City's appearance.
15	<p>Objective 1-4 and Policy 1-4.2</p> <p>Objective 1-4: The City will establish minimum, objective, design criteria to improve the appearance of future development.</p>	The proposed project is designed to meet the design criteria of the City and would be subject to City review and approval. Therefore, the proposed project would not conflict with Objective 1-4.
15	<p>Policy 1-4.2: The City shall adopt a permanent ordinance setting forth requirements for design criteria and review procedures for all development proposals in the city. This ordinance shall include specific procedures for design review within the City's expanded redevelopment district, and shall adopt by reference the design criteria adopted by City Council policy.</p>	The proposed project is designed to meet the design criteria of the City and would be subject to City review and approval. Therefore, the proposed project would not conflict with Policy 1-4.2.
16	<p>Objective 1-6 and Policy 1-6.1</p> <p>Objective 1-6: The undergrounding of utility lines on a systematic basis will be continued.</p>	All utility improvements for the proposed project would be accomplished by undergrounding of utility lines, which includes sewer and water lines. Therefore, the proposed project would provide undergrounding of utilities and would not conflict with Objective 1-6.
16	<p>Policy 1-6.1 – The utilities for all new development and all major redevelopment in the city shall be undergrounded.</p>	All utility improvements for the proposed project would be accomplished by undergrounding of utility lines. Therefore, the project would be consistent with Policy 1-6.1.
17	<p>Objective 1-7</p> <p>Objective 1-7: The maintenance of required landscaping for commercial, industrial and multiple family developments will be thoroughly enforced.</p>	The proposed project would be consistent with the City's required landscaping for the M zone, as identified in Section 17.50.150 of the City's Zoning Ordinance. This Code section requires continued maintenance of landscaping by the property owner. Therefore, the proposed project would not conflict with Objective 1-7.
17	<p>Objective 1-8</p> <p>Objective 1-8: The completion of public facilities such as streets, curbs, gutters, sidewalks and drainage facilities will be sought not only for improvement of public safety and to assist the movement of people and goods but also as a means to improve the appearance of the community.</p>	The proposed project would construct the north extension of Gillespie Way and associated curb, gutter, sidewalk, and drainage facilities, which would improve public safety, improve the appearance of the community and also serve the proposed industrial park project. Therefore, the proposed project would not conflict with Objective 1-8.

Table 4.9-1. Continued

El Cajon General Plan Page #	El Cajon General Plan Goal, Objective, or Policy	Forrester Creek Project Consistency Evaluation
24	<p>Goal 4</p> <p>Goal 4: Quality industrial areas shall be established and maintained.</p>	<p>Through the amendment of the General Plan map, a new quality industrial area would be established on the project site. The proposed project would meet the requirements established by the City’s Zoning Ordinance, Section 17.50, which would ensure that the quality of the area meets City standards. Therefore, the project would not conflict with this goal.</p>
24	<p>Objective 4-1 and Policies 4-1.1, 4-1.2, and 4-1.3</p> <p>Objective 4-1: The area around Gillespie Field will be maintained as the City’s prime industrial area.</p>	<p>The proposed project is located at the northwestern corner of the Gillespie Field Airport property. Through the amendment of the General Plan map, a new quality industrial area would be established on the project site, which would be consistent with Objective 4-1.</p>
24	<p>Policy 4-1.1: The City shall continue its excellent cooperation with the County of San Diego in the joint development of a quality industrial area with Gillespie Field as its focus.</p>	<p>Through the amendment of the General Plan map, a new quality industrial area would be established on the project site. Both the City of El Cajon and the County of San Diego are involved in the proposed project. The City is the Lead Agency for the project and the County owns the project property. The County also owns and operates Gillespie Field Airport. The two agencies are working together to develop the project site with new quality industrial uses. Therefore, the project would be consistent with this policy.</p>
24	<p>Policy 4-1.2: The City shall review and improve the circulation patterns in and around Gillespie Field.</p>	<p>The proposed project would improve the intersection of Gillespie Way and Weld Boulevard, which would improve the circulation pattern of the project site, which is a part of the Gillespie Field Airport. In addition, the proposed project would implement traffic mitigation measures to improve traffic circulation in the Gillespie Field area by mitigating impacts from project-related traffic. Traffic is discussed in Section 4.12 of the EIR. No significant and unmitigated traffic impacts would occur as a result of the proposed project. Therefore, the project would not conflict with Policy 4-1.2.</p>
24	<p>Policy 4-1.3: A diversity of industrial uses shall be encouraged to locate in the El Cajon area; however, heavy industrial uses or industries creating noxious or nuisance conditions shall be restricted.</p>	<p>The proposed project would construct approximately 463,000 square feet of multi-tenant industrial space, combining light industrial and warehouse uses. No heavy industrial uses or industries creating noxious or nuisance conditions are proposed. Therefore, the project would be consistent with this policy.</p>

Table 4.9-1. Continued

El Cajon General Plan Page #	El Cajon General Plan Goal, Objective, or Policy	Forrester Creek Project Consistency Evaluation
24	<p>Objective 4-2 and Policies 4-2.1, 4-2.2, and 4-2.3</p> <p>Objective 4-2: The Gillespie Field Industrial Area will be used exclusively for industrial and industrially related purposes.</p>	<p>The proposed project would construct approximately 463,000 square feet of industrial space within the Gillespie Field Industrial Area. Therefore, the proposed project would not conflict with Objective 4-2.</p>
25	<p>Policy 4-2.1: Uses which are incompatible with quality industrial development shall be excluded from the City's Industrial Park category as shown on the General plan.</p>	<p>The proposed project would require a General Plan Amendment to change the land use designation of the project site to IP and would construct uses compatible with this designation. The proposed project would exclude uses which are incompatible with quality industrial development. Therefore, the proposed project would not conflict with Policy 4-2.1.</p>
25	<p>Policy 4-2.2: The Zoning Ordinance and City policies shall be structured as to prohibit commercial or other intrusion into the Gillespie Field Industrial Area, with one exception as listed below (Policy 4-2.3).</p>	<p>The proposed project would require a rezone from OS to M. The project proposes industrial uses compatible with the M zone and does not propose commercial development. Therefore, the proposed project would not conflict with Policy 4-2.2.</p>
25	<p>Policy 4-2.3: That portion of the Gillespie Field Area which is indicated as Special Development Area No. 1 near the intersection of Weld Blvd. and Cuyamaca Street shall be permitted to develop with commercial uses which are complementary to and supportive of industrial uses.</p>	<p>See responses to Policies 4.2-1 and 4-2.2 above. The designation of the project site would be changed to IP and would no longer be designated as SDA-1. An amendment to the Gillespie Field Specific Plan 291 would also be required to remove the language supporting commercial uses in the specific plan area. This would be consistent with the project, which does not propose any commercial uses. Therefore, the proposed project would not conflict with Policy 4-2.3.</p>
26	<p>Objective 4-4 and Policies 4-4.2, 4-4.4, 4-4.5, & 4-4.6</p> <p>Objective 4-4: The City, through ordinance, policy and practice, will strive to improve the quality of industrial development.</p>	<p>The proposed project would meet the City's development standards for industrial (manufacturing) facilities, as identified in the City's zoning code. Therefore, the project would comply with Objective 4-4.</p>
26	<p>Policy 4-4.2: Undergrounding of distribution utility lines shall be accomplished where economically and technically feasible.</p>	<p>The proposed project would use undergrounding of utility lines, including gas, electric, sewer, water and communications facilities. Therefore, the project would comply with Policy 4-4.2.</p>
27	<p>Policy 4-4.4: Judicious landscaping of developed properties and parking areas shall be required in industrial areas. Loading, storage and other unsightly areas shall be screened from residential and commercial areas. Vacant properties shall be maintained to keep them from becoming unsightly.</p>	<p>The proposed project site would be landscaped as required for industrial areas by the City's zoning ordinance. Loading, storage and other unsightly areas would be screened from residential areas located near the western boundary of the project site. Therefore, the project would comply with Policy 4-4.4.</p>

Table 4.9-1. Continued

El Cajon General Plan Page #	El Cajon General Plan Goal, Objective, or Policy	Forrester Creek Project Consistency Evaluation
27	Policy 4-4.5: Adequate off-street parking facilities shall be provided for industrial development, as shall space for maneuvering, loading, docking and storage.	The project would provide adequate off-street parking, maneuvering, loading, docking, and storage for the proposed industrial development, as required by the City. Therefore, the project would comply with Policy 4-4.5.
27	Policy 4-4.6: The City shall require that all industrial operations excepting storage, loading and unloading shall be done inside buildings except as permitted under special circumstances.	The industrial operations occurring at the project site would be performed inside buildings except for storage, loading, and unloading. Therefore, the project would comply with Policy 4-4.6.
36	Goal 6 Goal 6: To create a circulation system including all modes of transportation organized to ensure the safe, efficient movement of people and goods.	The proposed project would improve the circulation system of the area surrounding the site, including the extension of the northern leg of Gillespie Way. In addition, the proposed project would implement traffic mitigation measures to improve traffic circulation in the Gillespie Field area by mitigating impacts from project-related traffic. Traffic is discussed in Section 4.12 of the EIR. The proposed improvements would be consistent with this goal, as they would contribute to the safe, efficient movement of people and goods. Therefore, the proposed project would not conflict with Goal 6.
37	Objective 6-3 Objective 6-3: Public facilities such as streets, curbs, gutters, sidewalks and drainage channels shall be completed to facilitate traffic needs.	The proposed project would construct a northern extension of Gillespie Way including associated curb, gutter, drainage, and sidewalk improvements to facilitate the traffic needs of the proposed project. Therefore, the project would not conflict with Objective 6-3.
38	Objective 6-7 and Policy 6-7.7 Objective 6-7: All facilities for transportation should be interrelated to one another and to the land uses.	The proposed project would construct a northern extension of Gillespie Way which would improve the circulation system in and around the proposed project site by providing direct access from existing roadways to the project site. Therefore, the project would not conflict with Objective 6-7.
40	Policy 6-7.7: The City shall continue to recognize Gillespie Field as an area-wide asset; it should make every effort to preserve the field and cooperate in its continued development.	The proposed project would construct an industrial park that would be compatible with the surrounding Gillespie Field industrial area and airport. Therefore, the project would not conflict with Policy 6-7.7.
56	Goal 11 and Policy 11-1.2 Goal 11: A broad, stable financial base will be established to provide and finance a high level of services and facilities.	The proposed project would contribute to the establishment of a stable financial base for the City of El Cajon by providing new a new industrial park and associated employment opportunities. Therefore, the project would not conflict with this goal.
57	Policy 11-1.2: The City shall continue to strive for quality development of all kinds: residential, commercial, office, industrial or governmental.	The proposed project would construct a new industrial development within the City, consistent with development standards and requirements identified in the zoning ordinance. Therefore, the project would not conflict with this policy.

Consistency Analysis

The proposed project would require an amendment to the Gillespie Field Specific Plan 291 to permit warehousing and distribution uses at the project site. Originally, the Gillespie Field Specific Plan 291 anticipated the development of a hotel at the southwest corner of the Weld Boulevard and Cuyamaca Street intersection and a complementary retail commercial center in the northwest corner of this intersection (e.g., the proposed project site). The southwest corner of the intersection has since been developed with industrial buildings and not a hotel. Therefore, constructing a retail center at the northwest corner of the intersection would no longer be complimentary with an industrial use. The Specific Plan amendment is proposed to allow warehousing and distribution uses at the northwest corner of the intersection (e.g., the proposed project site) which would complement the current industrial use located at the southwest corner of the intersection.

Furthermore, the amendment to the Gillespie Field Specific Plan 291 would allow for the development of new industrial uses within the Gillespie Field Airport property, which would partially offset the loss of 70 acres of planned industrial uses on the Brucker Leasehold within the airport property. The 1986 Gillespie Field Airport Master Plan identified the 70-acre Brucker Leasehold in the southeast corner of the Gillespie Field Airport property for the development of industrial uses. However, amendments to the Gillespie Field Airport Master Plan have since restricted the Bruckner Leasehold site to be developed with future aviation uses only. Therefore, the proposed Specific Plan amendment would provide a balance of industrial uses within Gillespie Field Airport and would partially offset the loss of planned industrial uses in other areas of the airport property.

The project has been designed to be consistent with the requirements for Site Development Plans and all requirements identified in Chapter 17.56 and 17.70 of the Zoning Ordinance, respectively. Therefore, with approval of the Specific Plan amendment, the proposed project would not result in actions that are inconsistent with the policies and regulations of the City of El Cajon Gillespie Field Specific Plan 291.

City of El Cajon Zoning Ordinance

Applicable Zoning Ordinance Provisions

As discussed in Section 4.9.2.2 above, the entire project site is zoned OS in the City Zoning Ordinance. The proposed project site would require a rezone to M (Manufacturing). As identified in Section 17.50.020 of the Zoning Ordinance, the M zone is compatible with the following land uses: residential; manufacturing industries; transportation and communication facilities; trade, business, repair and professional services; and resource production. Each of these land use categories is further defined in terms of specific activities allowable under each category. The Zoning Ordinance also identifies requirements for conduct of use, minimum size for each M district, lot requirements, development standards, density, yards, coverage, height, parking and loading, trash areas, walls, landscaping, signs, and on-site lighting.

Consistency Analysis

The proposed project is required by law to comply with the City's Zoning Ordinance. The project has been designed to be consistent with the requirements of the M zone as identified in Chapter 17.50 of the Zoning Ordinance, including lot requirements, development standards, density, yards, coverage, height, parking and loading, trash areas, walls, landscaping, signs, and on-site lighting.

El Cajon Noise Ordinance

Applicable Noise Provisions

As discussed in Section 4.9.2.4 above, the City of El Cajon Noise Ordinance provides performance standards for noise quality within specific zones. With the rezone for the project, the project site would be zoned M (Manufacturing). Pursuant to Section 17.60.090, all industrially zoned properties, which includes the M zone, must meet the 75 dB one-hour average sound level decibel at all times. However, where outdoor noise levels are higher, the allowable sound level is 80 dB conditionally for industrially zoned properties. The project would be required to comply with the City's Zoning Ordinance, specifically Section 17.60.090, which applies to noise.

Consistency Analysis

The proposed project is required by law to comply with the El Cajon Noise Ordinance. The project would be designed to be consistent with the requirements of the M zone and would comply with all requirements identified in Section 17.60.090 of the Zoning Ordinance. Therefore, the project would not result in actions that are inconsistent with the established policies and regulations of the City of El Cajon Noise Ordinance. Noise associated with the project is addressed in Section 4.10 of the EIR.

ALUCP for Gillespie Field

Applicable ALUCP Guidelines

The ALUCP for Gillespie Field identifies the Airport Influence Area, projected noise contours, flight activity zones, a land use compatibility matrix, and plan recommendations. The Plan also identifies runway protection zones and land uses that are compatible within these zones. Within the runway protection zones, all residential and new development is generally prohibited. Nonresidential uses should be avoided except if very low intensity in character and confined to the sides and outer end of the runway protection zone. The only land uses considered to be compatible with the restrictions of Zone 1 (Runway Protection Zone) are: vacant land, natural park and recreational areas or habitat and special preservations areas; public rights-of-way; agriculture, except livestock, and sand and gravel extraction; storage facilities, not including flammables, explosives and corrosives; and low intensity land uses characterized by a low number of employees and customers per square foot of building area. Land uses considered to be compatible with the restrictions of Zone 2 (Inner Approach/Departure Zone) include low-intensity nonresidential uses, characterized as attracting few people. Any new development that takes place within the Airport Influence Area is also subject to height restrictions, ranging from 35-50 feet, depending on the particular zone within the Influence Area.

Consistency Analysis

The proposed project is located in the Gillespie Field Airport Influence Area. The proposed project falls within Runway Safety Zones 1 and 2, each with specific land use restrictions. A large portion of the project site falls within Zone 2: Inner Approach/Departure Zone, while a small portion of the site is located within Zone 1: Runway Protection Zone (RPZ). Land use restrictions for Zone 2: Inner Approach/Departure Zone allow for low-intensity nonresidential uses, characterized as attracting few people. All proposed buildings fall within this zone. Light industrial is considered a low intensity land use because it is characterized by a low number of employees per square foot, as compared to higher intensity land uses with higher numbers of employees per square foot such as office buildings or hotels. Industrial buildings are typically used for manufacturing and storage and generally do not attract customers. The portion of the site located within Zone 1 (RPZ) is proposed to be used as an underground detention basin. No proposed project buildings, driveways or parking areas would be located within this

zone. Additionally, areas immediately adjacent to the airport are limited to height limits between 35-50 feet. The proposed project would have maximum building heights of 35 feet, which would comply with the height limit requirements of the site. Therefore, the proposed project is compatible with ALUCP land use restrictions for Runway Safety Zones 1 and 2 and would not exceed the allowable height limit of the project site.

Gillespie Field Airport Layout Plan Update

Applicable ALUCP Guidelines

The Airport Layout Plan (ALP) Update (September 2005) was created to determine the development needed to accommodate future aviation demand at the Gillespie Field airport. The ALP identifies several areas within the existing airport that could support future development and expansion, as well as areas within the airport that require improvements. Land use regulations applicable to the Airport Influence Area identified within the ALUCP (2004) remain consistent in the ALP. With regard to the proposed project site, the location and land use restrictions of Runway Safety Zones 1 and 2 detailed above remain the same in the ALP. The ALP also recommends the acquisition of certain land parcels surrounding the airport to improve safety standards of existing runways and to accommodate future airport expansion. The project site is not located in any of the proposed land acquisition areas.

Consistency Analysis

The proposed project is located in the Gillespie Field Airport Influence Area and is therefore within the planning area identified in the ALP. The ALP has been developed to be consistent with the guidelines identified in the ALUCP (2004). As discussed above, the proposed project would be consistent with the ALUCP. In addition, the proposed project would not develop the project site with uses that are inconsistent with those identified in the ALP. Therefore, the proposed project would not conflict with the ALP.

FAA AC 150/5200-33B

Applicable AC 150/5200-33B Guidelines

AC 150/5200-33B provides guidance on certain land uses that have the potential to attract hazardous wildlife on or near public-use airports, including storm water detention ponds. The project proposes storm water retention and settling ponds, which can create standing bodies of water that attract large numbers of wildlife that can be potentially hazardous to airport operations. The FAA strongly recommends that off-airport storm water management systems be designed and operated so as not to create above-ground standing water. According to the circular, storm water detention ponds should be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and remain completely dry between storms.

Consistency Analysis

The proposed project has been designed to comply with AC 150/5200-33B, which recommends that off-airport storm water management systems be designed and operated to avoid the presence of above-ground standing water. The proposed project's underground detention basin, located in the northeastern corner of the site, would be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after storms, up to 100-year storm flows, and remain completely dry between storms. Therefore, the proposed project would not conflict with AC 150/5200-33B.

City of Santee General Plan

Relevant General Plan Objectives and Policies

The northern and western portions of the project site are adjacent to the City of Santee. As such, several objectives and policies identified in the Santee General Plan would be applicable to the proposed project site, as an adjacent land use. Specific policies relevant only to development within the City of Santee would not be applicable to the proposed project.

Consistency Analysis

Table 4.9-2 identifies the objectives and policies found in the various elements of the Santee General Plan that are relevant to the proposed project. The table provides an evaluation of the project's consistency with these goals. As identified in Table 4.9-2, the project would be consistent with all the applicable goals of the Santee General Plan.

Other Regional Plans

Implementation of the proposed project is affected by regional plans including the SIP, RCP, RTP, and the San Diego Basin Plan. A brief project consistency analysis with these plans is provided below.

SIP Consistency Analysis

The San Diego Air Pollution Control District (SDAPCD) and the San Diego Association of Governments (SANDAG) prepared a Regional Air Quality Strategy (RAQS) for its portion of the SIP. Land use designations and development plans within the El Cajon General Plan have been created in compliance with the SIP and RAQS. Currently, the project site is designated for open space, public institution and SDA-1. Under the proposed project, the project site would be redesignated to Industrial Park. While the proposed project would develop the site with uses other than specified under the current land use designation, the Forrester Creek Industrial Park Project would result in air pollutant emissions similar to those allowed under the current land use designations of the site. Therefore the project would be consistent with the RAQS and SIP. Further discussion of the project's consistency with the RAQS and SIP is provided in Section 4.2, Air Quality.

RCP Consistency Analysis

The RCP serves as a planning framework for the San Diego region. Similar to the SIP, most of the strategies in the RCP apply to a regional level rather than a project level. The policies identified in the RCP would be considered during updates to the City's General Plan. Therefore, the proposed project's consistency with the El Cajon General Plan is considered compliance with the RCP.

RTP Consistency Analysis

The San Diego 2030 RTP is the transportation component of the RCP discussed above. The main goal of the RTP is to better connect the freeways, transits, and road networks, to homes, schools, work, shopping, and other activities. The RTP 2030 is developed around four main components: Land Use, Systems Development, Systems Management, and Demand Management. The proposed Forrester Creek Industrial Park project would be consistent with the RTP because it would implement smart growth principles through the project's proximity to the Gillespie Field Transit Station and the Forrester Creek bicycle path, which would provide two alternate means of transportation for future industrial park employees. The project is also consistent with the RTP because it would locate a new industrial park use in an existing industrial area of El Cajon and would not alter established regional traffic patterns. The policies identified

in the RTP would be considered during updates to the City's General Plan and, therefore, the proposed project's consistency with the El Cajon General Plan is considered compliance with the RTP.

Table 4.9-2. Relevant Santee General Plan Objectives and Policies and Proposed Project Consistency

Santee General Plan Page #	Santee General Plan Goal, Policy, or Objective	Forrester Creek Project Consistency Evaluation
Land Use Element		
1-20	Objective 5.0: Develop industrial uses which are compatible with adjacent land uses.	The proposed project, an industrial park development, would be consistent with the general industrial land uses to the north of the project site in the City of Santee. The proposed project would also be constructed adjacent to residential land uses to the west of the project site in the City of Santee. Project design features, including those required by the City of El Cajon's General Plan and Zoning Ordinance, would ensure that the proposed project is compatible with adjacent residential land uses. Design features include screening of loading and storage areas from adjacent residential uses, design of loading docks away from residential areas, and the use of landscaping. Therefore, the proposed project would not conflict with Objective 5.0.
1-20	Policy 5.1: The City should promote industrial uses on the north side of Gillespie Field which support or capitalize on the aviation opportunities available.	The proposed project is located in the northwest portion of the Gillespie Field Airport Planning Area. The proposed project would construct an industrial park which would be compatible with the aviation-related opportunities available in the planning area. Therefore, the proposed project would not conflict with Policy 5.1.
1-20	Policy 5.2: The City should promote consolidation of industrial uses into comprehensively planned industrial parks.	The proposed project would construct approximately 463,000 square feet of industrial space. General industrial uses in the City of Santee border the northern boundary of the proposed project site and would promote consolidation of industrial areas. Therefore, the proposed project would not conflict with Policy 5.2.
1-20	Policy 5.3: The City shall ensure that industrial development creates no significant off-site impacts related to access and circulation, noise, dust, odors, visual features and hazardous materials, which cannot be adequately mitigated.	The proposed project would construct approximately 463,000 square feet of industrial space, combining manufacturing and warehouse uses. As discussed in this EIR, the proposed project would not create significant off-site impacts related to access and circulation, noise, dust, odors, visual features and hazardous materials, which could not be adequately mitigated. Therefore, the proposed project would not conflict with Policy 5.3.
Noise Element		
7-11	Policy 1.7: The City shall discourage any future expansion of the facilities of Gillespie Field or intensification of operation, other than what has been already planned in the airport's master plan, which would result in greater noise impacts to the City.	The proposed industrial park project would be consistent with the City of El Cajon and City of Santee noise ordinance requirements and therefore would not result in greater noise impacts to the City of Santee. In addition, the proposed project is consistent with the Gillespie Field ALUCP and ALP. Therefore, the proposed project would not conflict with Policy 1.7.

San Diego Basin Plan Consistency Analysis

An analysis of the proposed project's potential effects on water bodies with regard to impairment and exceedance of water quality standards identified in the Basin Plan are discussed in Section 4.8, Hydrology and Water Quality. As discussed in that section, the project would implement Best Management Practices during and after construction activities, which would ensure that runoff from the project site would not impact downstream receiving waters or result in an exceedance of water quality standards. Therefore, the project would be consistent with the policies identified in the San Diego Basin Plan.

4.9.4.2 SIGNIFICANCE OF IMPACT

With implementation of a general plan amendment, specific plan amendment and rezone, the proposed project would not result in a land use which is inconsistent with the City of El Cajon General Plan or conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. Therefore, no significant land use impacts were identified.

4.9.4.3 MITIGATION, MONITORING, AND REPORTING

No mitigation would be required because no significant impacts were identified.

4.9.5 ISSUE 3 – PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY

Would the proposed project physically divide an established community?

4.9.5.1 IMPACT ANALYSIS

The approximately 31.5-acre project site is located in the northwestern portion of the City of El Cajon, adjacent to the City of Santee jurisdictional boundary. The project site is bounded by Cuyamaca Street to the east, Weld Boulevard to the south, single-family density residential land uses to the west, the Forrester Creek channel to the northeast, and general industrial land uses to the north. The project site is also located in the northwestern portion of the Gillespie Field Airport Planning Area.

The proposed industrial park project would not result in a physical division of an established community for several reasons. First, the project site would not alter the existing transportation corridors of the area, such as Weld Boulevard and Cuyamaca Street. The proposed project would include the northern extension of Gillespie Way for the purpose of providing access to the proposed industrial park. In addition, the project site is located at the boundary of several planning areas including the City of Santee, the City of El Cajon, and the Gillespie Field Airport Planning Area. The relatively small size of the project site (approximately 31.5 acres) coupled with its location at the boundary of multiple planning areas would not result in the division of any established community. Finally, the proposed project is an industrial park that would be similar to adjacent industrial land uses to the north, east and south of the project site, and would not result in the division of an established community. Impacts would be less than significant.

4.9.5.2 SIGNIFICANCE OF IMPACT

The proposed project would not result in the physical division of an established community. Therefore, no impact would occur.

4.9.5.3 MITIGATION, MONITORING, AND REPORTING

No mitigation would be required because no significant impacts were identified.

4.9.6 ISSUE 4 – CONFLICT WITH EXISTING LAND USES

Would the proposed project result in a substantial physical conflict with existing adjacent land uses?

4.9.6.1 IMPACT ANALYSIS

The project proposes the construction of an industrial business park with approximately 463,000 square feet of building space. Land uses surrounding the project site include a mixture of single-family residential uses (10 to 18 dwelling units per acre) to the west, general industrial land uses to the north, and Gillespie Field Airport to the south and east. The proposed industrial park project would be similar to and compatible with adjacent industrial uses and uses within Gillespie Field Airport. Implementation of project design features, including those required by the City of El Cajon General Plan and Zoning Ordinance, would ensure that the proposed project does not conflict with adjacent residential land uses. Design features of the proposed project include orienting the loading docks away from adjacent residences to the west, screening of loading and storage areas from adjacent residential uses, adherence to the City's design requirements, and the use of landscaping to enhance the aesthetic environment of the site. Potential project impacts associated with aesthetics, air quality, noise, and traffic are addressed in EIR Sections 4.1, 4.2, 4.10, and 4.12, respectively. As discussed in these sections, with implementation of identified mitigation measures, the proposed project would not result in significant impacts to adjacent land uses. Therefore, the proposed project would not result in a substantial physical conflict with existing adjacent land uses.

4.9.6.2 SIGNIFICANCE OF IMPACT

The proposed project would not result in a substantial physical conflict with existing adjacent land uses. Impacts would be less than significant.

4.9.6.3 MITIGATION, MONITORING, AND REPORTING

No mitigation is required.