

# **CHAPTER 3.0**

## **PROJECT DESCRIPTION**

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### **3.1 PROJECT LOCATION**

The 31.5-acre proposed project site is located at the northwest corner of Weld Boulevard and Cuyamaca Street in El Cajon, California (see Figures 2-1 and 2-2). The City of El Cajon/City of Santee jurisdictional boundary is coincident with the northern and northwestern site property lines. The site is bounded by industrial and residential land uses in the City of Santee to the north and northwest, respectively. The remainder of the site is bounded by land uses within the City of El Cajon, including the County Operations Facility to the southwest, Weld Boulevard to the south, Cuyamaca Street to the east, and a concrete-lined section of the Forrester Creek channel to the northeast. The site is also part of the Gillespie Field Airport, and is owned by the County of San Diego.

### **3.2 PROJECT OBJECTIVES**

The objectives of the proposed project are listed below.

1. Create three new parcels on the 31.5-acre project site that coincide with Phases 1 – 3 of the proposed project;
2. Construct industrial buildings on each of the proposed parcels to complement existing industrial uses within the Gillespie Field Airport property;
3. Change the General Plan land use designation of the site to Industrial Park (IP) and develop the project site consistent with the industrial park land use designation identified in the City of El Cajon General Plan;
4. Provide quality industrial use space within the Gillespie Field Airport property to account for the loss of industrial uses in other areas of the airport property;
5. Rezone the project site to M (Manufacturing);
6. Provide approximately 463,000 square feet (SF) of new industrial space to serve the projected future growth of the City of El Cajon and Gillespie Field Airport;
7. Design the proposed industrial park to be consistent with the Gillespie Field Airport Land Use Compatibility Plan (2004) and applicable FAA regulations;
8. Make improvements to the existing Weld Boulevard/Gillespie Way intersection;

9. Construct sidewalk and other right-of-way (ROW) improvements along Weld Boulevard and Cuyamaca Boulevard; and
10. Implement landscaping and drainage improvements to the project site.

## **3.3 PROJECT DESCRIPTION**

### **3.3.1 GENERAL PLAN AMENDMENT, SPECIFIC PLAN AMENDMENT AND REZONE**

The proposed project would require a General Plan Amendment and an amendment to Specific Plan 291. The General Plan Amendment would change the land use designation of the project site from Open Space (OS) and Special Development Area 1 (SDA-1) to IP. The amendment to Specific Plan 291 would change the land use designation of the project site from commercial use to warehousing and distribution, which would be compatible with the existing industrial uses within the Gillespie Field Airport property to the south. The project site would also require a rezone from OS to the M (Manufacturing) zone. The General Plan Amendment, amendment of Specific Plan 291, and rezone would require a recommendation by the Planning Commission and approval from the El Cajon City Council. The compatibility of the proposed project with surrounding land uses is further discussed in Section 4.9, Land Use.

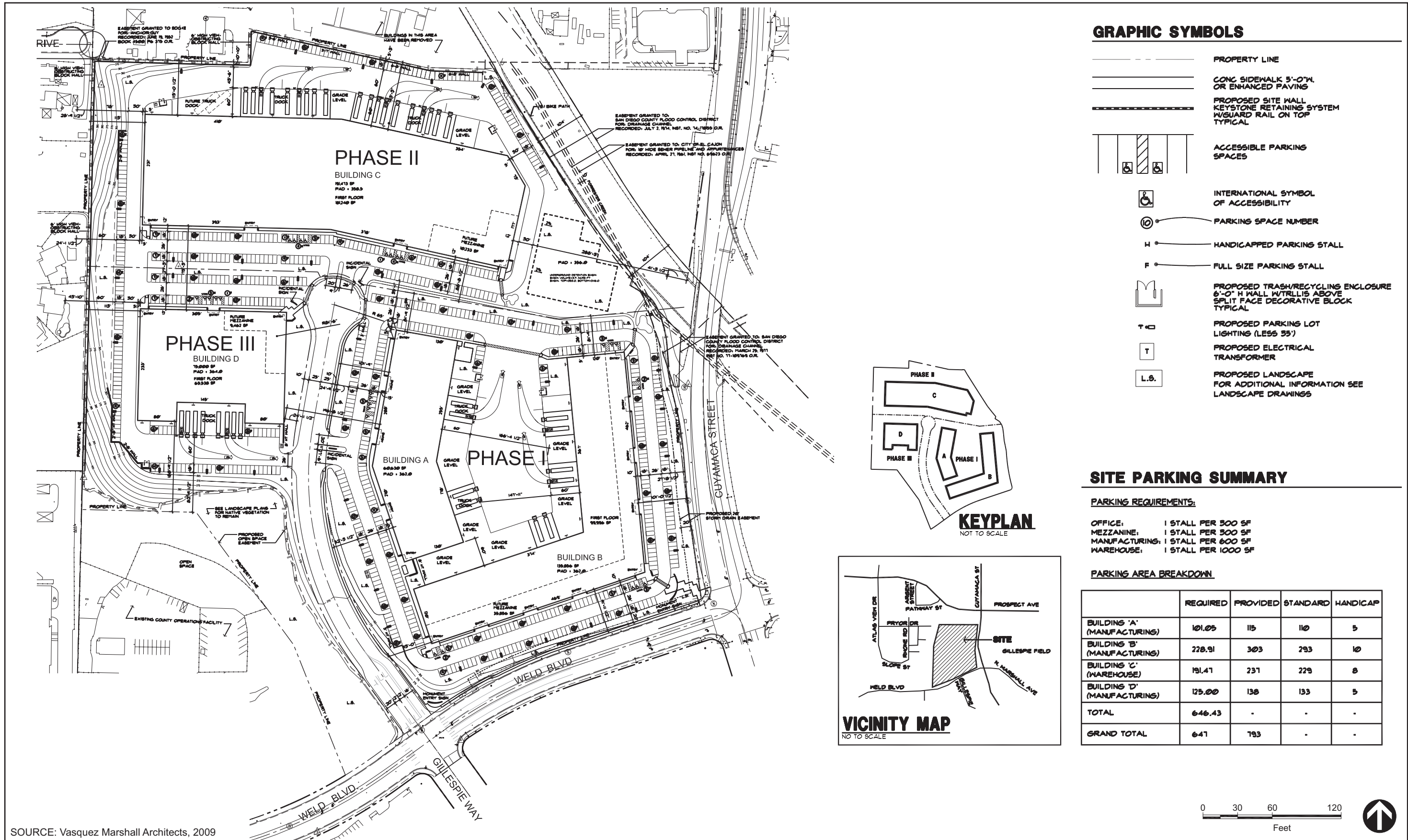
### **3.3.2 PLANNED UNIT DEVELOPMENT**

A Planned Unit Development application is being prepared for the proposed development, which consists of approximately 463,000 SF of multi-tenant industrial space, combining light industrial and warehouse uses. The maximum height of the proposed buildings would be 35 feet above grade. The conceptual site plan for the proposed project site is provided as Figure 3-1. The proposed project would be operated by the project applicant through a long-term lease agreement with the County of San Diego. Three new parcels would be created on the project site, which would coincide with the three phases of development. The three phases of the proposed project are described below.

#### **3.3.2.1 PHASES 1 - 3**

Phase 1 would include approximately 196,500 SF of industrial building space on the southeastern portion of the site, and would occur from March 2010 to July 2011. Phase 1 includes Buildings A (approximately 60,650 SF) and B (approximately 135,852 SF). Building A would be a single-story linear, north-south trending structure with a slight bend near the center of the building. The L-shaped Building B would provide 99,996 SF on the first floor and the remaining 35,856 SF would be provided in a future mezzanine level. Both buildings would be constructed for manufacturing uses. The two buildings would be oriented in a U-shape pattern with the loading docks on the interior of the U-shape and parking spaces surrounding the exterior of the U-shape. Approximately 115 parking spaces would be provided for Building A and 303 parking spaces would be provided for Building B.

Phase 2 would consist of Building C, a 191,473 SF industrial building located in the northwestern portion of the site, and would occur from July 2011 to April 2012. Approximately 181,240 SF would be provided on the first floor and 10,233 SF would be provided in a future mezzanine level. Building C would be a linear, west-east trending structure with a mezzanine at the southeast corner. Loading docks would be located along the northern side of the building. Approximately 237 parking spaces would be provided to the north, west and south of Building C.



CONCEPTUAL SITE PLAN

FIGURE 3-1

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Phase 3 would include the construction of Building D, a 75,000 SF rectangular structure located in the western portion of the site, and would occur from April 2012 to February 2013. Approximately 65,538 SF would be provided on the first floor and 9,462 SF would be provided in a future mezzanine at the northeast corner of the building. Loading docks would be located along the southern building perimeter. Phase 3 would include 138 parking spaces located to the north, west and south of Building D. Figure 3-2 provides an example of a typical industrial building design (Building D). This design would be similar to all proposed buildings on the project site.

### **3.3.2.3 SITE ACCESS AND CIRCULATION IMPROVEMENTS**

Development of the new industrial park would include construction of a new northern leg of the Gillespie Way/Weld Boulevard intersection. This intersection would provide the only access to the proposed project and would terminate in a cul-de-sac at the center of the project site. The northern leg of Gillespie Way would have a width of 60 feet at the project site entrance, and would feature one 16-foot northbound entry lane and three southbound exit lanes. Two of the exit lanes would be 12-foot wide dedicated left-turn lanes and the third exit lane would be 20 feet wide combined straight-through/right-turn lane. The northern extension of Gillespie Way would be dedicated to the City of El Cajon as a public street and would be maintained by the City. Two driveways would be located off the northern extension of Gillespie Way to serve Buildings A and B to the east and Building D to the west, respectively. Three driveway entrances would be located at the cul-de-sac to provide access to Buildings A and B, C and D, respectively. In addition, interior vehicular access would be provided between Buildings C and D parking areas. Fire lanes 30-feet in width would be provided around all proposed buildings.

The proposed project would also include the dedication of right-of-way and construction of half-width improvements on Weld Boulevard and Cuyamaca Street along the project site frontage to City of El Cajon Standards.

Pedestrian access would be provided via new sidewalks along the project site frontage on Weld Boulevard and Cuyamaca Street, both sides of the new northern extension of Gillespie Way, and pedestrian cross-walks and paths within the site itself.

As discussed in Section 4.12, Traffic, a traffic signal would be installed at the Weld Boulevard/Gillespie Way intersection prior to the operation of Phase 2 of the proposed project (see mitigation measure *Tra-2*).

### **3.3.2.4 SITE LANDSCAPING AND PERIMETER IMPROVEMENTS**

Site landscaping would cover approximately 28.9 percent of the proposed project site with a total square footage of 1,370,801 SF. Vegetation and landscaping used on site would be consistent with the FAA's requirements specified in Advisory Circular 150/5200-33B (August 28, 2007) and the City of El Cajon's General Plan and Municipal Code. The landscape plan for the proposed project site is provided as Figure 3-3. As shown in this figure, the plant palette would include a mix of no water and low water use plant material. Native vegetation would account for 13.1 percent of the total landscape area (179,617 SF). Approximately 28 Coast Live Oak trees, 36 California Pepper trees, 156 medium sized palm trees, and 330 small, deciduous flowering accent trees would be planted on-site. Low water use plant materials would be concentrated in areas surrounding the proposed on-site buildings. The western project slope would be planted with native container plants, as well as hydroseeded with native plant seeds. This planting area would include a temporary irrigation system for the establishment of the native plants. After plant establishment, the irrigation system would be removed from use.

Perimeter walls would be constructed along the northern and western property boundaries. A six-foot high solid block wall would be constructed adjacent to existing residential properties located along the western and

northern boundaries of the project site to provide a district boundary between the proposed industrial park project and existing residential areas. In addition, three to eight-foot high retaining walls would be constructed along the northeastern project site boundary adjacent to existing areas designated for industrial use in the City of Santee. At least one three-foot high retaining wall would also be constructed in the western portion of the project site adjacent to a proposed parking area. To the extent possible, all walls along the site perimeter would be landscaped with vines and other vegetative features to enhance the aesthetic appeal and reduce the heat island effect by reducing heat transfer to the surrounding air.

### **3.3.2.5 UTILITIES**

Utilities construction would include the extension of gas and electric transmission facilities, sewer and water pipelines, and communications facilities to serve the proposed project site. All utilities improvements would be made underground. Existing utilities are located in easements within or adjacent to the surrounding street system, including Weld Boulevard, Gillespie Way and Cuyamaca Street. The proposed project would include connections to existing nearby utilities infrastructure.

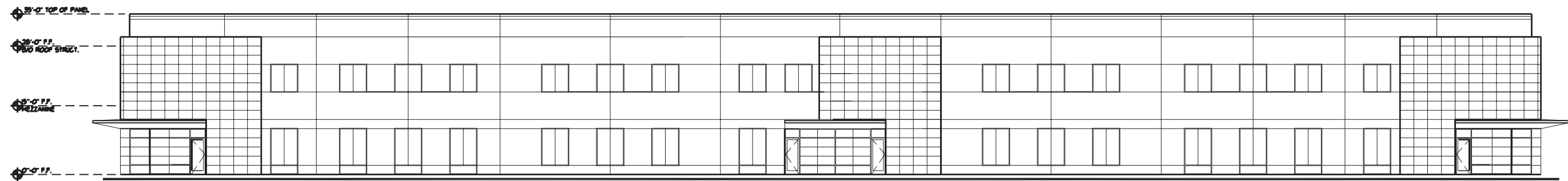
### **3.3.2.6 WATER QUALITY BEST MANAGEMENT PRACTICES**

The design of the proposed project would comply with the City's Standard Urban Stormwater Mitigation Plan (SUSMP), which requires that the project's pollutants of concern be identified and that applicable site design, low impact development (LID), source control, and treatment control Best Management Practices (BMPs) be implemented in order to reduce the project's generation of these pollutants.

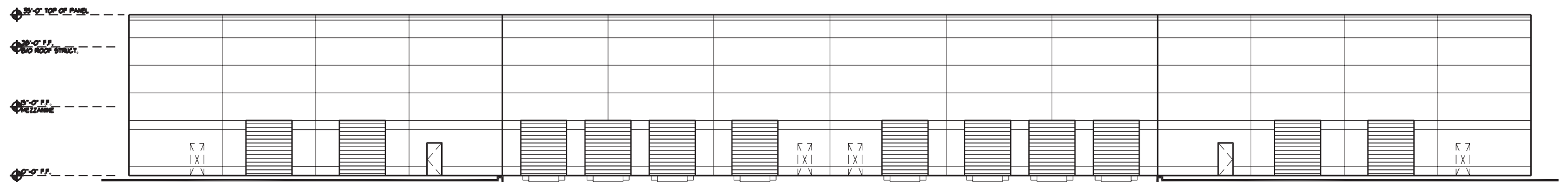
General site design and LID BMPs have been incorporated into the project site plan planned to maintain water quality. LID BMP requirements are described in greater detail in Section 4.8, Hydrology and Water Quality. The proposed project site has been designed to control peak runoff rates, minimize impervious areas, conserve natural areas, protect slopes and channels, minimize effective imperviousness, maximize canopy interception by preserving existing trees and shrubs, preserve natural drainage systems, and minimize directly connected impervious areas.

Source control BMPs are additions to the proposed project design that would minimize the generation of pollutants. Source control BMPs for the proposed project include storm drain message and signage; outdoor storage area design; requiring trash storage area to be secured, bermed, and covered (required in accordance with California Fire Code Section 1103.2.2); use efficient irrigation systems & landscape design; incorporating priority project BMPs (listed in Section 4.8.5); and providing proof of control measure maintenance.

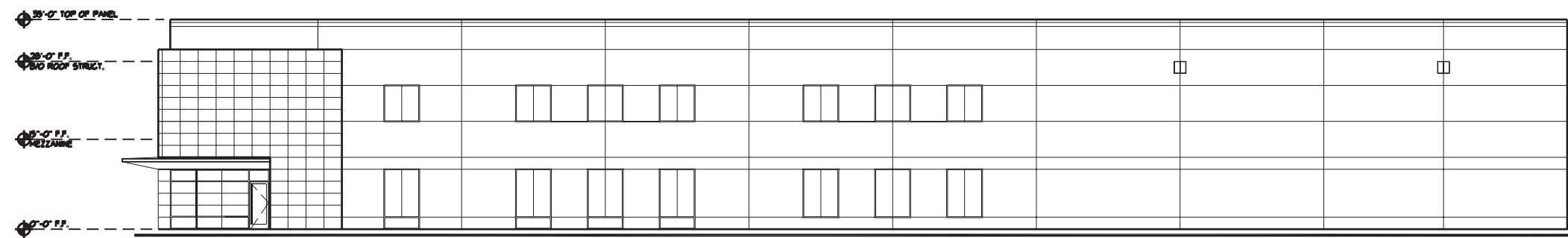
Treatment control BMPs treat runoff before it leaves the project site in order to remove pollutants. The treatment control BMPs that would be incorporated into the proposed project are vegetated swale filters, underground extended detention basin, and a hydrodynamic separator. The proposed vegetated swales, underground detention basin, curb cuts, and connection of the industrial building roof drain to vegetated swales all satisfy the new LID BMP requirements.



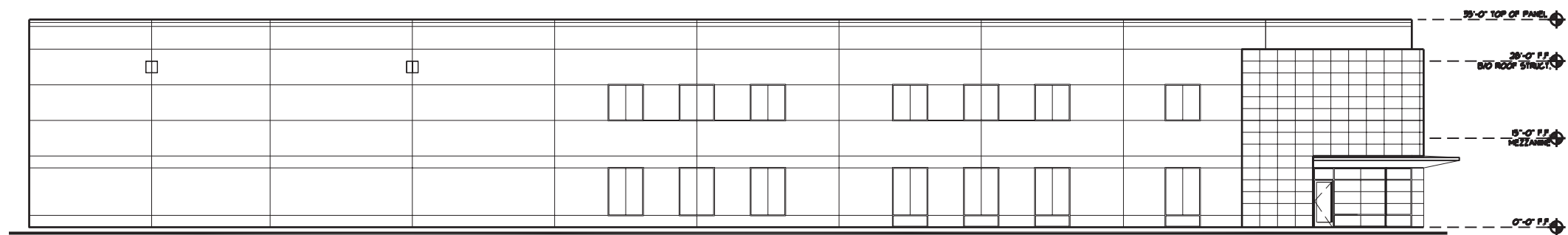
Building D - North Elevation



Building D - South Elevation



Building D - East Elevation



Building D - West Elevation

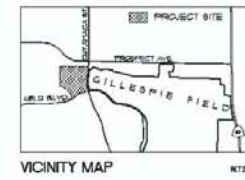
SOURCE: Vasquez Marshall Architects, 2008

No Scale

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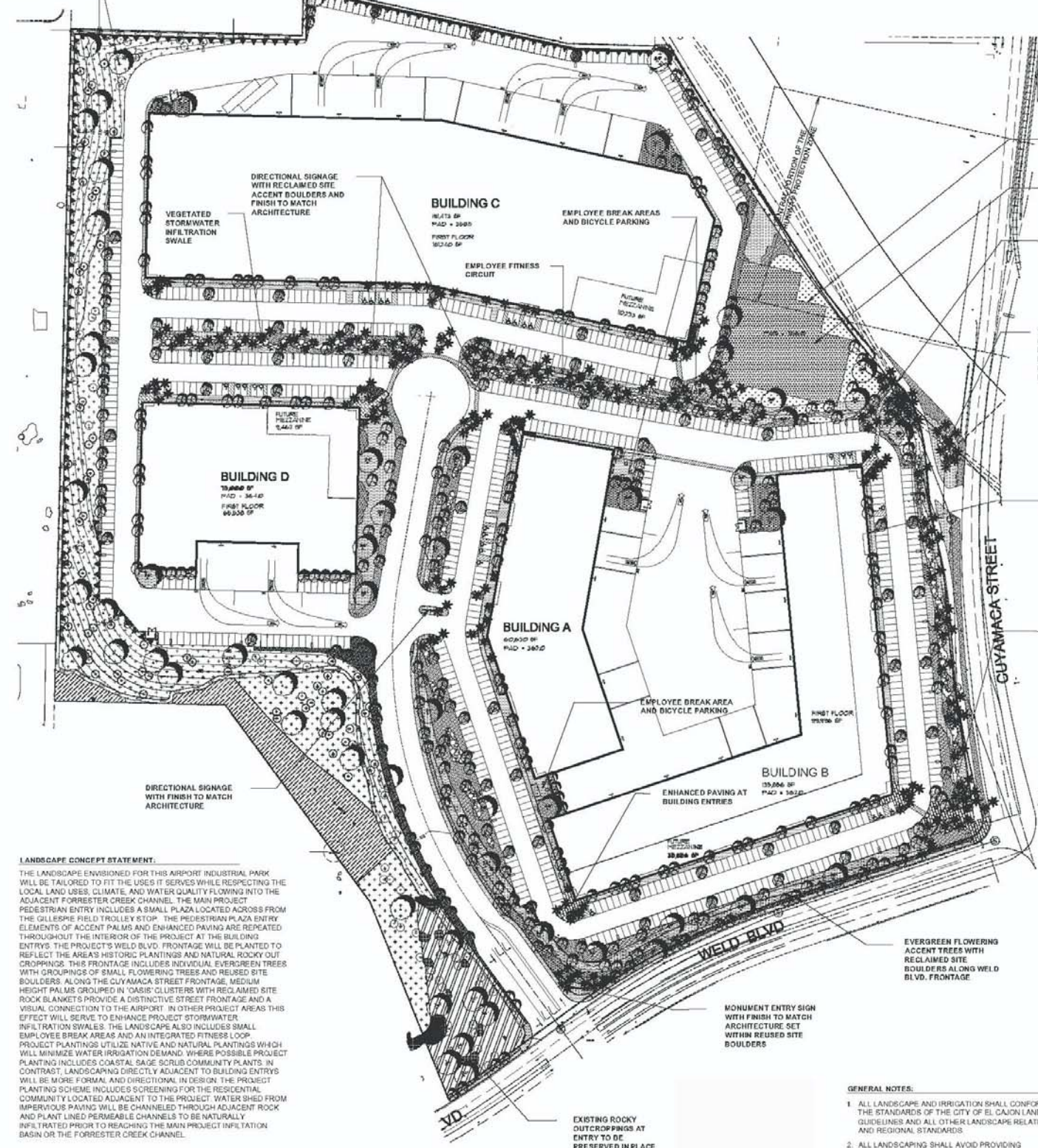


WALL AND SLOPE PLANT SCREENING ADJACENT TO RESIDENTIAL COMMUNITY



**PROJECT LANDSCAPE DATA**

TOTAL LANDSCAPE AREA	28.9% (396,188 SF)
ZONE 1 UNDEVELOPED AREA	5.6% (22,172 SF)
ZONE 2 TEMPORARY IRRIGATION LANDSCAPE AREA	37.1% (147,016 SF)
ZONE 3 LOW WATER USE LANDSCAPE AREA	43% (170,543 SF)
BUILDING AREA AT GROUND LEVEL	29.7% (407,404 SF)
TOTAL PROJECT SITE AREA	31.47 AC (1,370,802 SF)

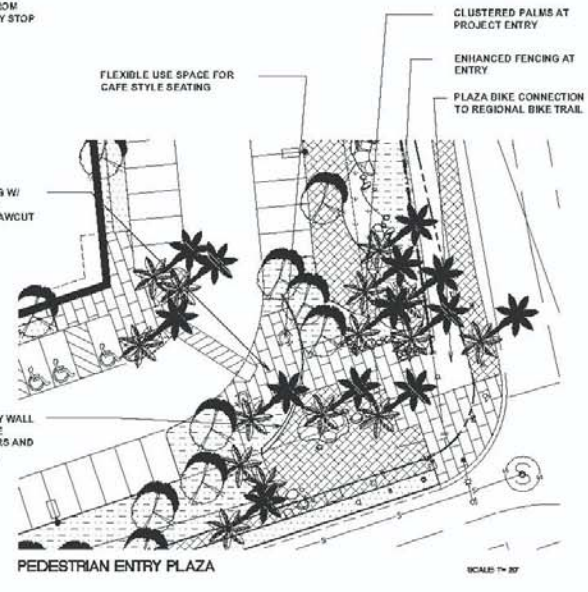


**PROPOSED MATERIALS LEGEND:**

<b>HARDSCAPE</b> Such as Integral Color Concrete w/ Sawcut Pattern and Quarry Finish	<b>PROJECT SIGNAGE</b> Such as Finish to Match Architectural Materials Entry monument 48 SQ. FT. max. sign face Incidental signage 2 SQ. FT. max. sign face
<b>HARDSCAPE</b> Such as Integral Color Concrete w/ Medium Quarry Finish	<b>SEAT WALLS</b> Such as Finish to Match Architectural Materials
<b>HARDSCAPE</b> Such as Textured Concrete	<b>ENTRY RAIL FENCES W/ SECURITY MESH</b> Security fencing with rustic wood rail fence and security mesh attached to the back side of fence rail assembly. 4' maximum height.
<b>PERMEABLE PAVING PATH</b> Such as Gravel Stabilized Decomposed Granite interlocking pavers	<b>BICYCLE RACK</b> Such as Camouflage like Rock #1009-06 Powder Coat Metal Finish Manufactured by Peterson Williams Athletic Mfg. Co.
<b>PERMEABLE ROCK BLANKET</b> Such as Reclaimed site rock and gravel	<b>EMPLOYEE SEATING</b> Such as Homestead Series RCP-4 Powder Coat w/ Recycled Plastic Slats Manufactured by Vitor Seating, Inc.
<b>GRAVEL BLANKET</b> Such as 1/2" Crushed Rock	
<b>ACCENT BOULDERS</b> Such as Reclaimed site boulders	

**LANDSCAPE CONCEPT STATEMENT:**  
THE LANDSCAPE ENVISIONED FOR THIS AIRPORT INDUSTRIAL PARK WILL BE TAILORED TO FIT THE USES IT SERVES WHILE RESPECTING THE LOCAL LAND USES, CLIMATE, AND WATER QUALITY FLOWING INTO THE ADJACENT FORRESTER CREEK CHANNEL. THE MAIN PROJECT PEDESTRIAN ENTRY INCLUDES A SMALL PLAZA LOCATED ACROSS FROM THE GILLESPIE FIELD TROLLEY STOP. THE PEDESTRIAN PLAZA ENTRY ELEMENTS OF ACCENT PALMS AND ENHANCED PAVING ARE REPEATED THROUGHOUT THE INTERIOR OF THE PROJECT AT THE BUILDING ENTRIES. THE PROJECT'S WELD BLVD. FRONTAGE WILL BE PLANTED TO REFLECT THE AREA'S HISTORIC PLANTINGS AND NATURAL ROCKY OUTCROPPINGS. THIS FRONTAGE INCLUDES INDIVIDUAL EVERGREEN TREES WITH GROUPINGS OF SMALL FLOWERING TREES AND REUSED SITE ROCK BLANKETS PROVIDE A DISTINCTIVE STREET FRONTAGE AND A VISUAL CONNECTION TO THE AIRPORT. IN OTHER PROJECT AREAS THIS EFFECT WILL SERVE TO ENHANCE PROJECT STORMWATER INFILTRATION SWALES. THE LANDSCAPE ALSO INCLUDES SMALL EMPLOYEE BREAK AREAS AND AN INTEGRATED FITNESS LOOP. PROJECT PLANTINGS UTILIZE NATIVE AND NATURAL PLANTINGS WHICH WILL MINIMIZE WATER IRRIGATION DEMAND. WHERE POSSIBLE PROJECT PLANTING INCLUDES COASTAL SAGE SCRUB COMMUNITY PLANTS. IN CONTRAST, LANDSCAPING DIRECTLY ADJACENT TO BUILDING ENTRIES WILL BE MORE FORMAL AND DIRECTIONAL IN DESIGN. THE PROJECT PLANTING SCHEME INCLUDES SCREENING FOR THE RESIDENTIAL COMMUNITY LOCATED ADJACENT TO THE PROJECT. WATER SHED FROM IMPERVIOUS PAVING WILL BE CHANNELLED THROUGH ADJACENT ROCK AND PLANT LINED PERMEABLE CHANNELS TO BE NATURALLY INFILTRATED PRIOR TO REACHING THE MAIN PROJECT INFILTRATION BASIN OR THE FORRESTER CREEK CHANNEL.

- GENERAL NOTES:**
1. ALL LANDSCAPE AND IRRIGATION SHALL CONFORM TO THE STANDARDS OF THE CITY OF EL CAJON LANDSCAPE GUIDELINES AND ALL OTHER LANDSCAPE RELATED CITY AND REGIONAL STANDARDS.
  2. ALL LANDSCAPING SHALL AVOID PROVIDING HAZARDOUS WILDLIFE ATTRACTANTS, AS DERIVED IN FAA ADVISORY CIRCULAR 150/5200/330, TO MINIMIZE CONFLICTS WITH THE ADJACENT AIRPORT COMMUNITY.
  3. ALL LANDSCAPE ELEMENTS SHALL BE BELOW 30' IN HEIGHT THROUGHOUT THE PROJECT AREA.
  4. ALL LANDSCAPE AREAS SHALL BE MAINTAINED BY THE PROJECT OWNER. THE LANDSCAPE AREAS SHALL BE MAINTAINED FREE OF DEBRIS AND LITTER AND ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY GROWING CONDITION. DISEASED OR DEAD PLANT MATERIAL SHALL BE SATISFACTORILY TREATED OR REPLACED.
  5. ANY AREAS IMMEDIATELY OFFSITE, WHICH ARE DISTURBED DURING PROJECT CONSTRUCTION WILL BE RESTORED WITH THE USE OF AN APPROVED CALIFORNIA NATIVE SEED MIX.



SOURCE: Neri Landscape Architecture, 2009



PROPOSED LANDSCAPE PLAN

FIGURE 3-3

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### 3.3.3 PROJECT CONSTRUCTION

#### 3.3.3.1 CONSTRUCTION TIMING AND DURATION

In total, project construction is anticipated to occur over a three year period, beginning in March 2010 and ending in February 2013. Table 3-1 identifies the duration for each project phase.

**Table 3-1. Duration of Construction Phasing**

Construction Phase	Start	Finish
Phase 1 - Demolition and Grading (entire site) and construction of Buildings A & B	March 2010	July 2011
Phase 2 (construction of Building C)	July 2011	April 2012
Phase 3 (construction of Building D)	April 2012	February 2013

Note: Market demand could accelerate this schedule.

Source: Scientific Resources Associated, 2009

#### 3.3.3.2 CONSTRUCTION EQUIPMENT

Construction of the proposed project would be expected to employ a variety of standard construction equipment, including scrapers, graders, dozers, water truck, cranes, rough-terrain forklifts, welders, concrete/industrial saws, pavers, rollers, and paving equipment. Table 3-2 identifies the types and estimated number of construction equipment that would be used at various times during site construction.

**Table 3-2. Construction Equipment and Stages**

Construction Stage	Equipment	Number
Demolition and Grading	Scrapers	2
	Graders	2
	Dozers	2
	Water Truck	1
Phases 1, 2 and 3 Building Construction	Cranes	2
	Rough-terrain Forklifts	6
	Welders	3
	Concrete/Industrial Saws	6
Phases 1,2 and 3 Paving	Pavers	2
	Rollers	2
	Paving Equipment	2

Source: Scientific Resources Associated, 2009

#### 3.3.3.3 DEMOLITION AND GRADING

Project construction would begin with the demolition of the golf range trailer and parking lot located on the southern portion of the site. The entire site would then be graded, consistent with the grading plan shown on Figure 3-4.

Project site grading would be balanced on site and therefore would not require the import of fill materials or the export of excavated materials. Approximately 152,000 cubic yards of materials would be balanced on site. Excavations would be required for the construction of building footings. Trenching would occur for the extension of utility pipelines to serve the project, including water, sewer, electrical, gas, and telecommunications.

### **3.3.3.4 CONSTRUCTION BMPs**

#### **Air Quality**

During site preparation and grading, the construction contractor would be required to employ BMPs to control dust emissions consistent with APCD Rules and Regulations. Dust control measures may include, but would not be limited to, the following:

- Multiple applications of water during grading between dozer/scrapper passes
- Paving, chip sealing or chemical stabilization of internal roadways after completion of grading
- Use of sweepers or water trucks to remove material at any point of public street access
- Termination of grading if winds exceed 25 mph
- Stabilization of dirt storage piles by chemical binders, tarps, fencing or other erosion control
- Hydroseeding of graded lots
- Reduction of idling times for construction equipment

#### **Water Quality**

BMPs to maintain water quality would be implemented during project construction, as described in greater detail in Section 4.8, Hydrology and Water Quality. Construction BMPs for water quality typically include, but are not limited to, the following:

- Proper storage, use, and disposal of construction materials
- Removal of sediment from surface runoff before it leaves the site by silt fences or other similar devices around the site perimeter
- Protection of all storm drain inlets downstream of the construction site to eliminate entry of sediment
- Stabilization of cleared or graded slopes
- Diversion of runoff from uphill areas around disturbed areas of the site
- Prevention of tracking soil off site through use of a gravel strip or wash facilities at exit areas
- Protection or stabilization of stockpiled soils
- Continual inspection and maintenance of all specified BMPs through the duration of construction



SOURCE: Burkett and Wong Engineers, 2009

PROPOSED GRADING PLAN

FIGURE 3-4

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## 3.4 DISCRETIONARY ACTIONS

Approval of the Forrester Creek Industrial Park project would require the approval of a number of discretionary actions. According to Sections 15050 and 15367 of the CEQA Guidelines, the City of El Cajon is designated as the Lead Agency for the project. Responsible agencies are those agencies that have discretionary approval authority over one or more actions involved with the development of a proposed project. Trustee agencies are state agencies having jurisdiction by law over natural resources affected by a proposed project that are held in trust of the people of the State of California. The following list indicates the various discretionary actions that would be required to implement the proposed project and the agencies that would grant discretionary approval for these actions.

- Grading Permit, Building Permit, and Street Improvement Plan by El Cajon City Staff
- Tentative Subdivision Map, Planned Unit Development, General Plan Amendment, Amendment of Specific Plan 291, and Rezoning Approval by the El Cajon Planning Commission and City Council
- Industrial Storm Water Permit by the El Cajon Public Works Department
- Approval of a long-term lease agreement by County of San Diego (completed)
- National Pollutant Discharge Elimination System (NPDES) Construction Activities Storm Water General Permit by the San Diego Regional Water Quality Control Board (RWQCB)
- Clean Water Act Section 401 Water Quality Certification by the RWQCB
- Army Corps of Engineers Section 404 Permit
- California Department of Fish and Game Section 1602 Permit
- U.S. Fish and Wildlife Service Endangered Species Act Section 7 or 10(a) compliance
- Federal Aviation Administration Airspace Determination Letter (completed)
- San Diego County Regional Airport Authority Consistency Determination (completed)

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