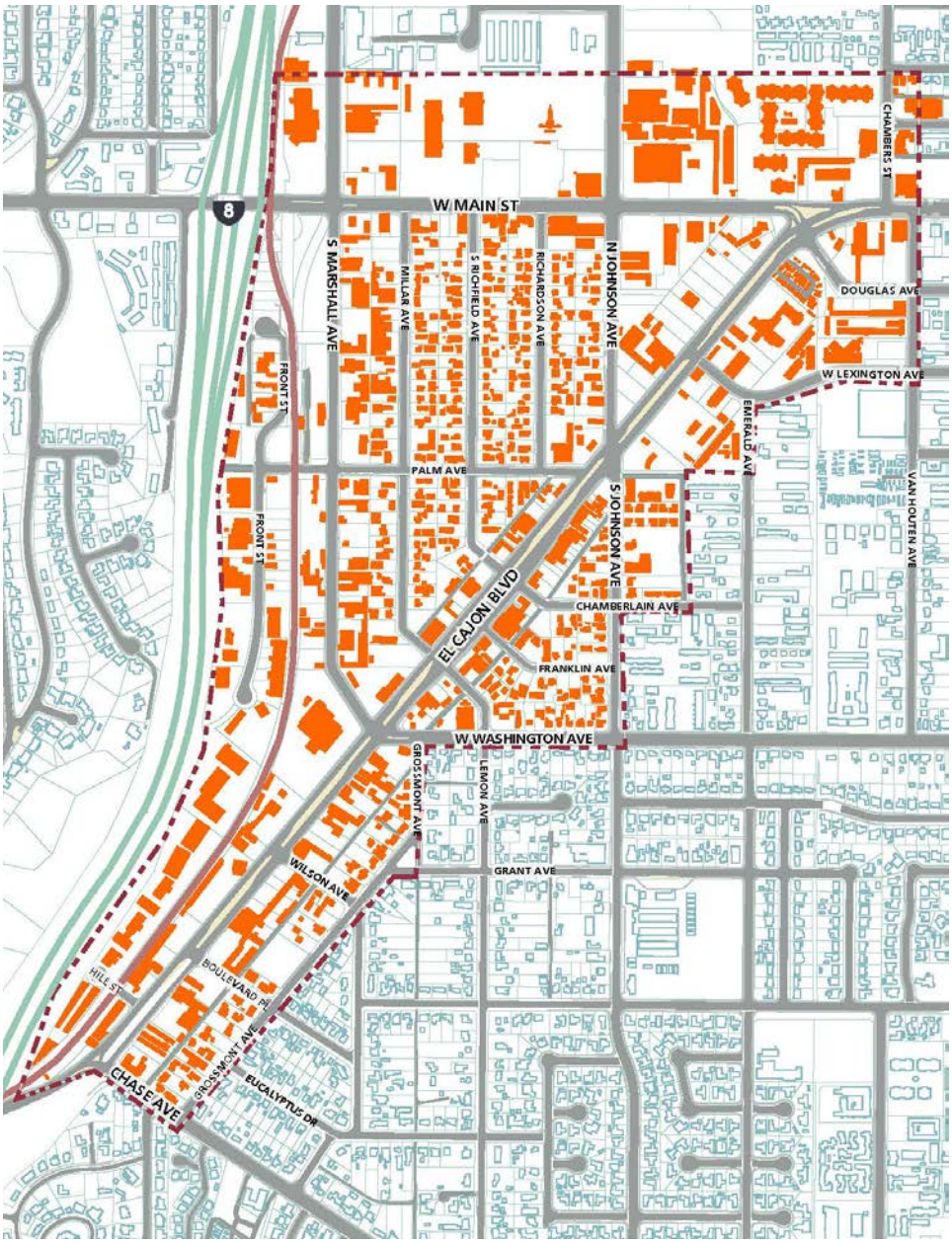
TRANSIT DISTRICT
SPECIFIC PLAN

Transit District Specific Plan



Existing Conditions Report

October 5, 2016

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Existing Conditions Report

Date: October 5, 2016

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I. EXISTING MARKET CONDITION

Keyser Marston Associates, Inc. (KMA) prepared a preliminary assessment of existing market conditions for the Study Area, defined as the area bounded by Cypress Avenue to the north, Van Houten Avenue to the east, Chase Avenue to the south, and Interstate 8 (I-8) to the west in the City of El Cajon (City). This assessment includes an evaluation of current market conditions and development potential for residential, retail, office, and industrial uses in both the City and the Study Area.

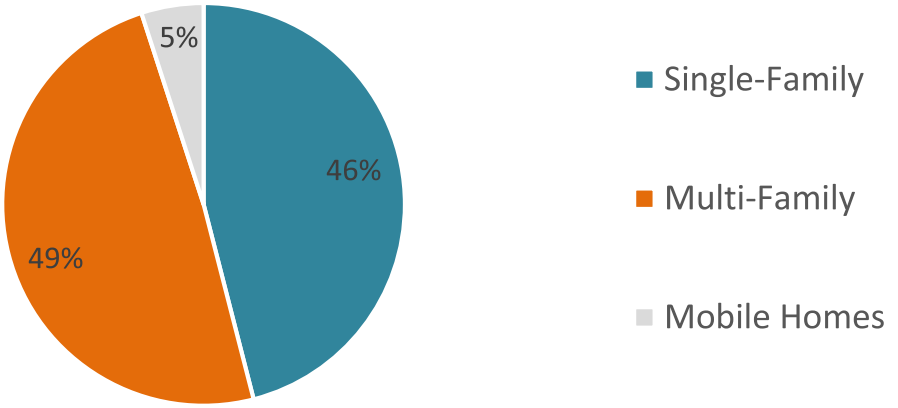
A. Residential

Current Market Conditions

SANDAG anticipates a 13.0% growth of total housing units in the City from 2012 to 2050. The number of single-family housing units are expected to remain stagnant, experiencing only a 1.0% increase by 2050. Most of the growth in housing units will be attributed to the addition of multi-family housing units, which are projected to increase by 28.0% during the same time period.

- According to the California Department of Finance, in 2016, there were a total of 35,957 housing units in the City, distributed as shown in Exhibit I-1 below.

Exhibit I-1: Existing Mix of Housing, City of El Cajon



- Residential is located within the central and eastern portions of the Study Area.
- An internet survey of apartments reveals rents in the Study Area average $1,300 per month, compared to $1,500 per month in the City. By comparison, San Diego County (County) rents average $1,700 per month.
- According to CoreLogic, the median price for single-family home resales in the zip code 92020, inclusive of the Study Area, is $548,000. The median price for single-family home resales in 92019 and 92021, excluding the Study Area, are $534,000 and $449,000, respectively. By comparison, the median price for County single-family home resales is $545,000.

- The median price for condominium resales in 92020 is $223,000. By comparison, median price for condominium resales in 92019 and 92021 are $338,000 and $251,000. The median price for condominium resales in the County is $380,000.
- Current average vacancy in the El Cajon/Santee/Lakeside submarket for apartments is 2.2%, significantly lower than the County at 4.4%.
- Currently, there are no new residential projects planned within the Study Area. In March 2015, Affirmed Housing Group withdrew a proposed mixed-use development project within the Study Area at 925-939 West Main Street. The development of this project would have included 50 apartment units, 1,500 square feet (SF) of ground-floor commercial space, and 60 parking spaces.

Development Potential

Based on current and projected housing market trends, the City is expected to experience a moderate to strong demand for additional multi-family housing development in the near-to long-term. Additional multi-family housing units, especially market-rate units, would generate added value to the Study Area and the City as a whole – contributing to local spending for retail, dining, and services and a safer mixed-use urban environment.

B. Retail

Current Market Conditions

SANDAG estimates that the City contained a total population of 101,444 in 2015. It is anticipated that the City will experience a population increase of 15% and a job increase of 30%, from 2012 to 2050. These increases in population and jobs are indicative of the need to diversify, strengthen, and expand the City's retail/restaurant market.

Currently, retail in the Study Area is concentrated along El Cajon Boulevard from Chamber Street to Chase Avenue. The Study Area contains many of the City's new and used car dealerships, including BMW of El Cajon and Mercedes-Benz of El Cajon. According to CoStar Group, the El Cajon retail submarket is defined by its plentiful supply of shopping centers, general retail, and the Westfield Parkway Plaza Mall – primarily concentrated along West Main Street, between Interstate 8 (I-8) and North Second Street, and along North Second Street, bounded by Greenfield Drive to the north and East Washington Avenue to the south. The El Cajon submarket current inventory of retail space totals nearly 9.0 million SF, among the highest in the County. The El Cajon retail market is comprised primarily of shopping centers (38%), general retail (36%), and a regional mall (20%).

Table II-1: El Cajon Retail Market by Retail Center Type (1)			
Retail Center Types	***Description***	***Total GLA (SF)***	
Shopping Center	A group of retail stores that are planned, developed, owned, and managed as a single property, with on-site parking provided	3,413,575	38%
General Retail (2)	Includes all freestanding retail buildings, except those contained within a center	3,235,161	36%
Mall	Center providing full depth and variety of shopping goods built around a full-line department store	1,817,360	20%
Power Center	Center consisting of several freestanding (unconnected) anchors	432,102	5%
Specialty Center	The combined retail center types of Airport Retail, Outlet Center and Theme/Festival Center	75,112	1%
Total Retail SF		**8,973,310**	100%

(1) Source: CoStar Group, Inc.
(2) Includes auto dealerships.

According to NAI San Diego, current retail vacancy rates in the El Cajon submarket are high at 5.0% compared to La Mesa (2.9%), Lemon Grove/Spring Valley (2.5%), the East County submarket (4.2%), and the County as a whole (4.8%). The current average retail rent in the El Cajon submarket is $1.54 per SF NNN, higher than La Mesa ($1.52 NNN) and Lemon Grove/Spring Valley ($1.44 NNN), and lower than the County overall ($2.06 NNN).

Development Potential

High vacancy rates and low rent levels reflect weak support for additional retail tenants/users within the El Cajon submarket in the near-term. Though there is weak support for retail in El Cajon, the critical mass of retail space will drive demand to moderate levels in the mid- to long-term, allowing for potential to revitalize and re-tenant existing vacancies in the City as well as the Study Area.

C. Office

Current Market Conditions

According to NAI San Diego, office rents in the El Cajon/La Mesa/Santee submarket average $1.79 per SF per month FSG. Current office rents in the El Cajon/La Mesa/Santee submarket are among the highest in the East County submarket, second only to the College Area ($2.24 FSG), but higher than Mission Gorge ($1.24), Southeast San Diego ($1.32), and East County as a whole ($1.72). NAI San Diego also estimates current vacancy in the El Cajon/La Mesa/Santee submarket at 4.9%, much lower than the East County submarket (5.7%) and the County as a whole (10.9%).

Existing inventory in the East County office submarket is summarized in Table III-4 below.

Table III-1: Office Market Profile by Building Class, East County (1)

Class	*# of Buildings*	*Total Rental Building Area (RBA)*		*Vacancy*	*Rent* (2)
A	3	233,830 SF	4%	8.2%	$2.46
B	134	2,075,449 SF	37%	6.6%	$2.05
C	565	3,312,794 SF	59%	5.1%	$1.38
Total	**702**	**5,622,073 SF**	**100%**	**5.8%**	**$1.72**

(1) Source: CoStar Group, Inc.
(2) Rents reflected are Full-Service Gross (FSG).

As shown above, there is a minimal amount of Class A office space (4.0%) in the East County submarket, which contains only three Class A office buildings of its 702 total. Class A office buildings in the East County experience the highest vacancy (8.2%), compared to Class B (6.6%), Class C (5.1%), and the East County as a whole (5.8%).

There is currently a very limited amount of office space in the Study Area, with a small pocket concentrated along Douglas Avenue. According to an office space listing survey from LoopNet, the nation's largest commercial real estate listing service, the City has a current average asking rental rate of approximately $1.42 Modified Gross (MG) per SF per month (MG leases typically include all triple net costs, but excludes utilities and/or janitorial service). Currently, there are no office properties listed for lease within the Study Area; however, the office property exhibiting the highest asking rent ($2.60 MG) is located at 1380 El Cajon Boulevard, less than one-half mile away from the Study Area.

Development Potential

The existing mix of office buildings in the East County submarket, along with current market conditions, indicates that there will be weak demand for new office space in the City in the near-term. Vacancy in primary office markets (i.e., Greater Downtown, Mission Valley, and Golden Triangle) remains relatively high and will require continued absorption in the near- to long-term before demand can overflow to tertiary office markets, defined by low rent and prevalence of Class B and C office space. Consequently, the City's ability to attract higher-quality office development and new tenants in the mid- to long-term will remain weak until demand outpaces supply in the primary office markets.

D. Industrial Market

Current Market Conditions

The El Cajon industrial market will be highly driven by local, State, and national unemployment rates. In first quarter 2016, County unemployment was 4.7%, very favorable compared to the State of California (State) and the nation at 5.5% and 5.0%, respectively.

The El Cajon industrial market is the largest in the East County, as shown in Table IV-1 below:

Table IV-1: Industrial Inventory, East County (1)		
Submarket	***Total SF***	
El Cajon	9,877,409	41%
Santee	4,258,909	18%
Southeast San Diego	3,745,883	16%
La Mesa/Spring Valley	3,024,270	13%
Mission Gorge	2,126,517	9%
East City	1,008,583	4%
Total, East County	**24,041,571**	**100%**
(1) Source: NAI San Diego		

There is a large amount of industrial space in the Study Area located along I-8 and West Main Street. According to NAI San Diego, industrial rents in the El Cajon submarket are $0.82 per SF NNN, relatively higher than the Southeast San Diego ($0.72 NNN) and La Mesa/Spring Valley ($0.80 NNN) submarkets, but lower than the Mission Gorge ($1.03 NNN), Santee ($0.93) and the County as a whole ($1.08). NAI San Diego also estimates that industrial vacancy is extremely low in the El Cajon submarket at 2.1%, lower than the submarkets of La Mesa/Spring Valley (3.4%), Mission Gorge (2.8%), the East County (2.2%), and the County as a whole (5.2%).

Development Potential

Moderate rent prices, extremely low vacancy rates, and a plentiful supply of industrial inventory suggests the El Cajon market potential for industrial in the near- to long-term will remain moderate, especially compared to other East County submarkets.

EXHIBIT A
OVERVIEW OF EXISTING MARKET CONDITIONS TRANSIT DISTRICT SPECIFIC PLAN
CITY OF EL CAJON

Residential	Retail	Office	Industrial
I. Strengths			
• City projected to increase the number of additional multi-family housing units by 28% (5,000) from 2012 - 2050 • Single-family home resales in zip code 92020 (inclusive of the Study) area are sold at a median price of $548,000, higher than the County at $545,000 • Low apartment vacancy rates compared to the County • Proposed mixed-use development in the Study Area (recently withdrawn), indicating developer interest • Close proximity to transit options • Close proximity to freeway interchanges	• City projected to experience a population increase of 15% (14,903) and a job increase of 30% (11,432) from 2012 to 2050 • Plentiful supply of retail space (9.0 million SF) in the City, the second highest inventory in the County • Study Area is connected to one of the main retail thoroughfares in the City (West Main Street) • Moderate rental rates compared to nearby submarkets and the County • Less than half a mile from Downtown • Close proximity to transit options • Close proximity to freeway interchanges • Plentiful supply of automotive uses in the Study Area • Study Area adjacent to middle/upper middle residential uses	• City projected to experience a job increase of 30% (11,432) from 2012 - 2050 • Low unemployment rate in the County compared to State and national levels • El Cajon submarket exhibits one of the highest office rents in East County • El Cajon submarket experiences a low vacancy compared to the East County and the County as a whole • Close proximity to transit options • Close proximity to freeway interchanges • Study Area adjacent to middle/upper middle residential uses	• City projected to experience a job increase of 30% (11,432) from 2012 - 2050 • Low unemployment rate in the County compared to State and national levels • Large amount of industrial space in the City, comprising 41% of industrial space of the entire East County • Moderate rental rates in El Cajon submarket compared to nearby submarkets and the County • Close proximity to freeway interchanges • Low vacancy in the El Cajon submarket compared to nearby submarkets and the County
II. Weaknesses			
• Low apartment rents in the Study Area compared to the City and County • Median price for condominium resales in the Study area is lower than the City and County • Lack of nearby neighborhood-serving commercial	• High vacancy rates in El Cajon submarket compared to nearby submarkets and the County • Lack of critical mass of retail within the Study Area • Automotive uses may be incompatible with other uses	• Low office rents in the Study Area compared to the City • Limited presence of Class A office space in the City • High vacancy rates in the County's primary office markets	• Underutilized industrial properties within the Study Area • Close proximity to middle/upper middle residential
III. Market Potential			
• Near-term (0-5 Years): Moderate • Mid-term (5-10 Years): Strong • Long-term (10+ Years): Strong	• Near-term (0-5 Years): Weak • Mid-term (5-10 Years): Moderate • Long-term (10+ Years): Moderate	• Near-term (0-5 Years): Weak • Mid-term (5-10 Years): Weak • Long-term (10+ Years): Weak	• Near-term (0-5 Years): Moderate • Mid-term (5-10 Years): Moderate • Long-term (10+ Years): Moderate

Prepared by: Keyser Marston Associates, Inc.
Filename: i:/El Cajon_Transit District Specific Plan_Existing Conditions 7 28 16 (2);7/29/2016;mdt

II. Existing Urban Form

A. Key Observations

The plan area has many of the urban form characteristics and qualities that make for a successful urban village. While it remains an auto-dominated area, several opportunities exist to make the area a more pedestrian, bicycle and transit-friendly neighborhood. This memo describes the existing urban form of the plan area as it relates to the growth of a transit and pedestrian-oriented village. It is organized around urban form patterns of blocks and lots, street types and building types.

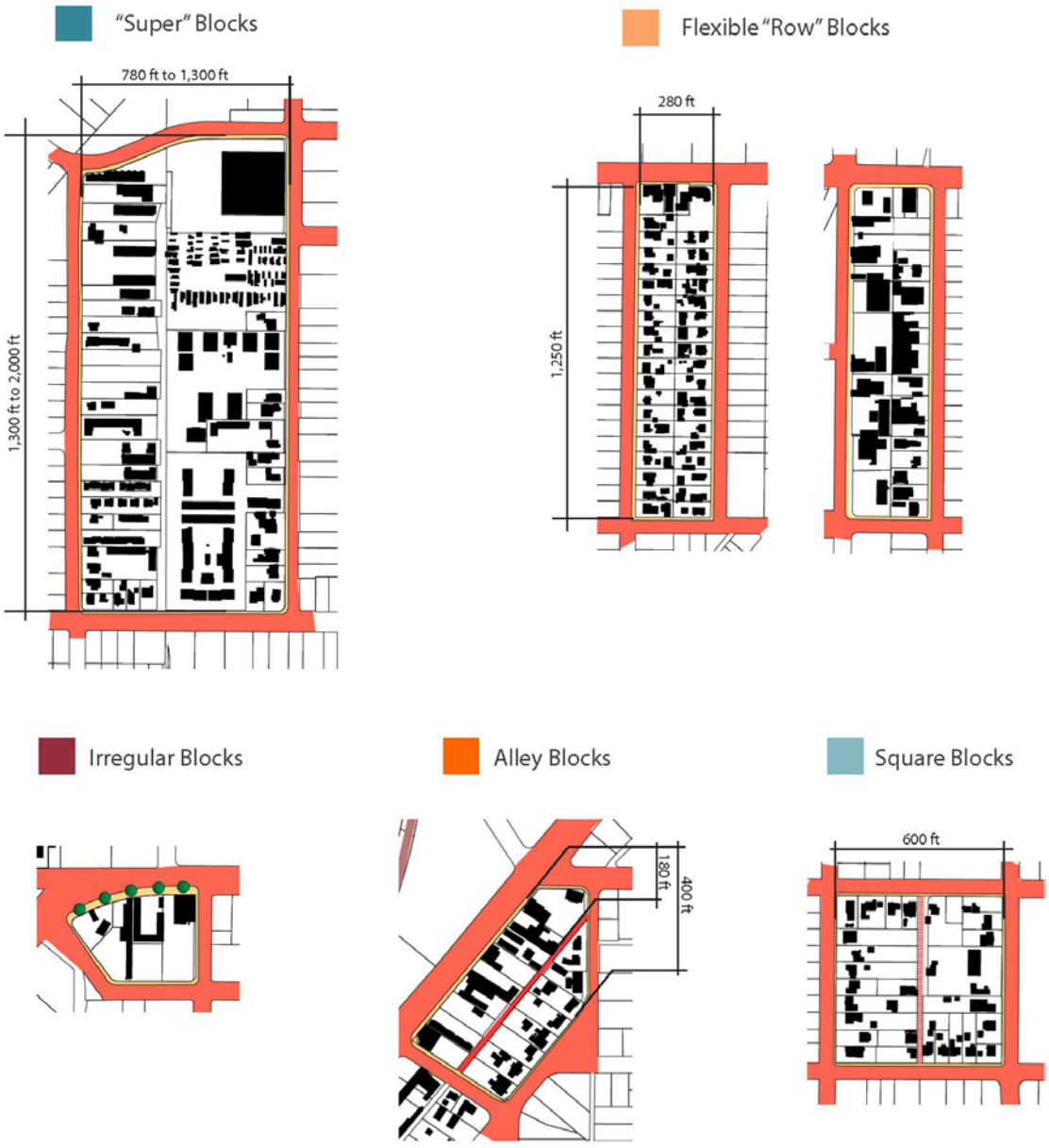
The following are key summary observations of the existing urban form conditions of the plan area:

- The street network / grid in the area facilitates connectivity and movement in the area, yet the street environment lacks some of the characteristics necessary to make this a walkable and bike-able area.
- Despite good transit access, the plan area remains a predominantly auto-oriented area with significant barriers to pedestrian and bicycle movement.
- Connectivity at the community wide scale is good, with easy access to freeways and major arterials, and a connecting "loop" that is created with Main St., Marshall Ave., El Cajon Blvd. and Washington Ave.
- Barriers to access and connectivity exist at the smaller scale, especially between developments and across sloping sites and major arterials (such as El Cajon Blvd. and Main St.).
- The plan area is defined by several warehouse and auto-oriented sites that do not relate well to each other or their context and do not contribute to the public realm.
- Inconsistent land uses, along with vacant and under-utilized lots, result in gaps in development that diminish a definition of the public realm.
- While small single-family residential lots are at the heart of the study area, large-scale, consolidated land holdings with industrial warehouses, commercial, and auto-related uses surround the transit area and residential, resulting in a disconnect between the residents in the area and the streets that service the transit station.
- Most buildings do not face directly to the street with positive street frontage and active facades
- The shift in the grid caused by El Cajon Blvd. creates a unique opportunity to develop gateways into the community and transit station.
- Industrial uses along the I-8 corridor serve as a buffer to the commercial and residential uses along and beyond Marshall Ave.

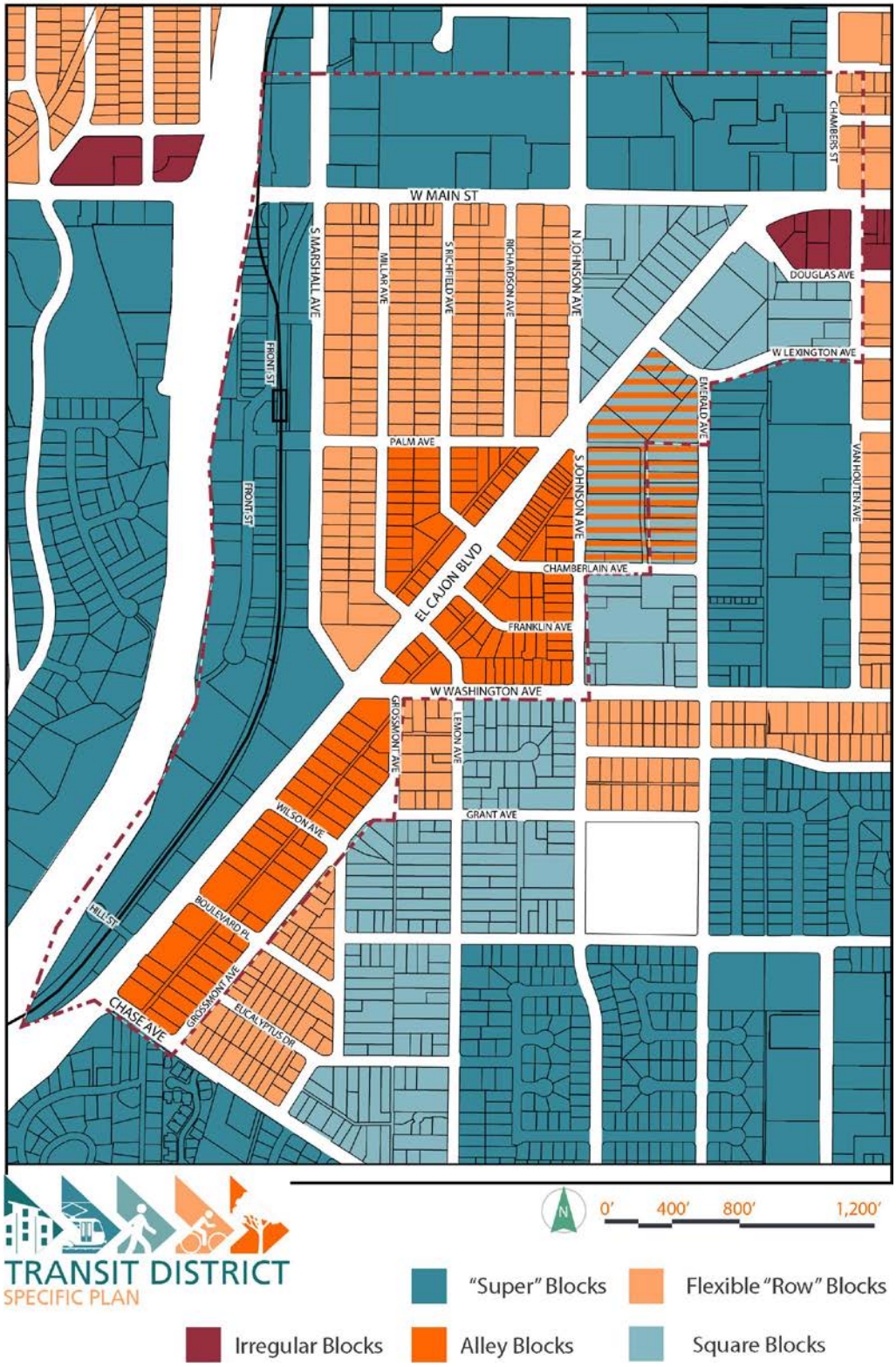
B. Block and Lot Patterns

Blocks and lots in the study area vary in size, orientation and shape. Most of the blocks accommodate a diversity of land uses and buildings types. Most blocks do not have alley access, with the exception of blocks along the south side of El Cajon Blvd. Lots in the area are deep and narrow, which allow for front and back of house uses and accessory buildings and spaces. Where combined, lots support large-scale buildings and uses, such as warehouses and auto-repair. The shift in the grid that is caused by the diagonal alignment of El Cajon Blvd. results in irregular blocks and lots, providing unique development opportunities at key intersections and gateways in the community.

The following are typical blocks in the study area and some of their defining characteristics:



Base Map


W MAIN ST
CHAMBERS ST
S MARSHALL AVE
MILLAR AVE
S RICHFIELD AVE
RICHARDSON AVE
N JOHNSON AVE
DOUGLAS AVE
W LEXINGTON AVE
FRONT ST
EMERALD AVE
PALM AVE
VAN HOUTEN AVE
S JOHNSON AVE
EL CAJON BLVD
CHAMBERLAIN AVE
FRANKLIN AVE
W WASHINGTON AVE
GROSSMONT AVE
LEMON AVE
GRANT AVE
WILSON AVE
HILL ST
BOULEVARD PL
CHASE AVE
EUCALYPTUS DR
N
0'
400'
800'
1,200'
TRANSIT DISTRICT
SPECIFIC PLAN
"Super" Blocks
Flexible "Row" Blocks
Irregular Blocks
Alley Blocks
Square Blocks

C. Street Types

Streets make up a significant portion of the planning area. A majority of the streets in the station area are commercial streets that support high-moving automobile traffic but do not provide a streetscape environment that supports walking and bicycling. Land uses on either sides of these streets are predominantly auto-oriented, and multiple gaps in development (such as parking lots and service yards) contribute to a sense of emptiness and a lack of human scale. This is in contrast with residential streets in the area, which accommodate slow moving traffic and offer greater pedestrian comfort.

The following are typical streets in the study area and some of their defining characteristics:

El Cajon Blvd.

- wide street with 2 lanes of travel in each direction and center turn lane/ planted median
- discontinuous bicycle lane on one side of the street
- diagonal parking
- mostly single-story commercial and auto-oriented uses on both sides
- noticeable signage
- contiguous sidewalks

Main St.

- wide street with 2 lanes of travel in each direction and center turn lane
- on-street parking not allowed
- mostly single-story commercial and auto-oriented uses on both sides with multiple gaps in development and parking lots fronting the street
- fences and walls along property frontage
- contiguous sidewalks

Marshall Ave.

- narrow street with 1 lane of travel in each direction and center turn lane
- on-street parking on one side
- continuous bicycle lane on one side
- mostly one-to-two-story commercial warehouse and auto-oriented uses on both sides with gaps in development and parking lots fronting the street
- transit station frontage
- contiguous sidewalks

Typical Residential Street

- narrow street with 1 lane of travel in each direction
- on-street parking on both sides
- mostly one-to-two-story residential buildings with front yards and fences
- mix of non-contiguous and contiguous sidewalks
- presence of landscape and trees

D. Building Types

Buildings in the study area range in use and size from single-family homes to large-scale warehouses. Industrial buildings are typically set back from the street with loading docks, service areas and parking in the front yard. They are one to two stories in height and have few, if any, windows and architectural articulation. Retail is predominantly clustered along El Cajon Blvd. and in the format of narrow, one-story commercial storefronts, fronting the street and with a variety of colors and signage but otherwise minimal architectural features. There are a few special use buildings (such as the church depicted below) that stand out from their context. A majority of single-family houses have positive frontage elements (such as front porches and stoops), with garages tucked beside or behind the house. Multi-family residential is in the format of two story walk-up apartments with parking provided in surface lots.

The following are typical buildings in the study area:

industrial / warehouse

retail

residential - multi-family

special use / community

residential - single-family

auto-oriented commercial

III. EXISTING TRANSPORTATION CONDITION

A. Pedestrian Facility Analysis

A quality walk connectivity analysis was conducted to identify deficiencies and gaps within the existing pedestrian network. Quality walk connectivity measures the number of block faces in which a pedestrian can access from the Transit Station using only quality pedestrian facilities. The purpose of this analysis is to both assess/identify critical gaps in the pedestrian network between two key points, as well as to quantify the value a specific improvement can provide. Using this analysis, the number of additional block faces that would become accessible with the implementation of specific pedestrian improvements can be quantified. Pedestrian improvements may include, but are not limited to, new sidewalk facilities, intersection crossing improvements and pedestrian bridges. The following steps outline the process used to evaluate the quality walk connectivity:

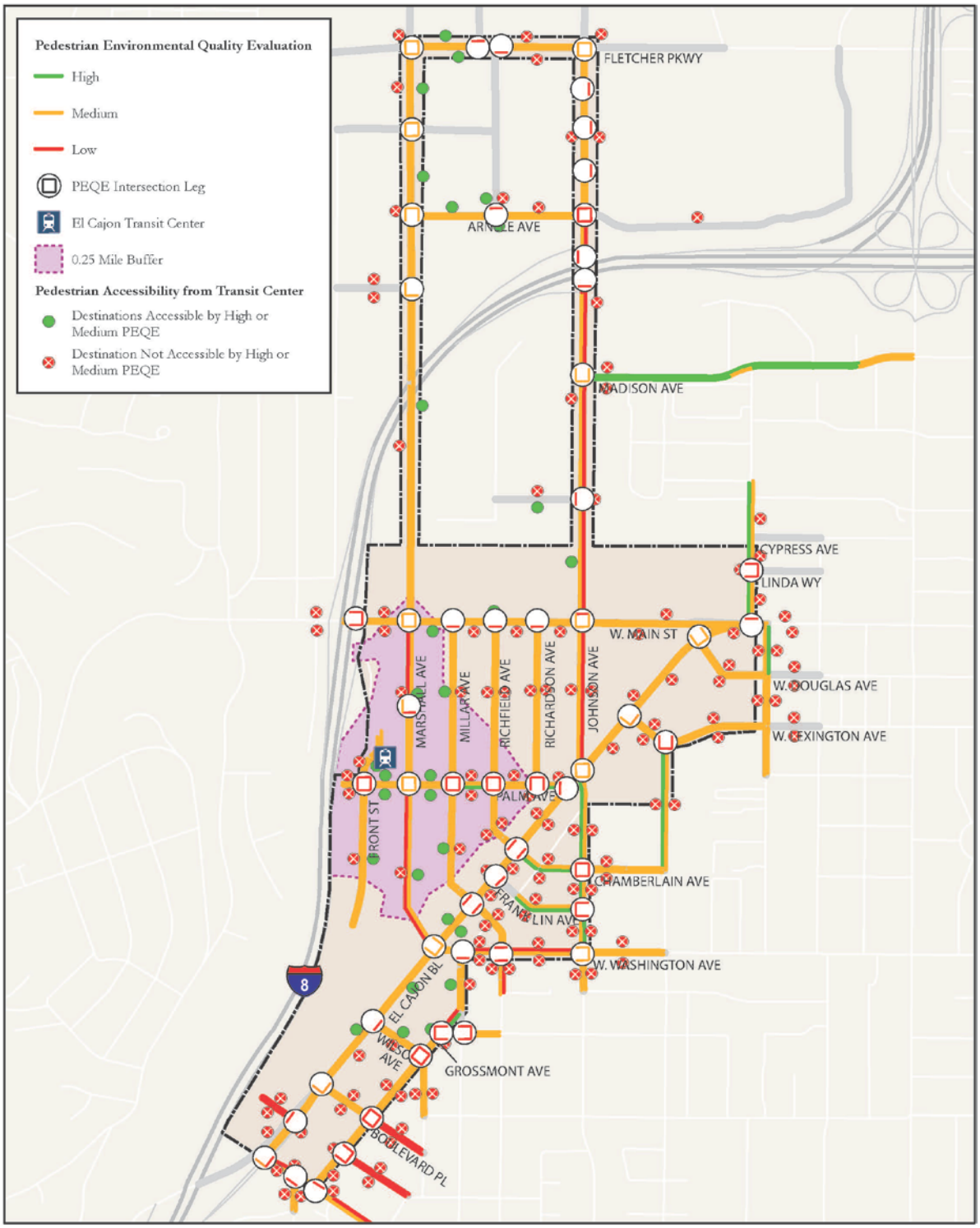
a. *Quality Walk Facilities* – Using PEQE methodology, evaluate all pedestrian facilities within the study area (grade as poor, fair and good).

b. *Quality Walking Distance* – Create a 0.25-mile pedestrian network buffer at all identified starting points using only pedestrian facilities that have a PEQE grade of fair or good.

c. *Buffer Overlay* – Overlay the quality walk buffers on a map that contains all of the pedestrian destinations.

d. *Quality Walk Connectivity* – Identify the number of block faces that are accessible within the quality walk buffer from each pedestrian origin.

Figure 1 displays the results for the quality walk analysis described above under existing conditions.



El Cajon Transit Center

Figure 1
Destinations Accessible by Walking from El Cajon Transit Center

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B. Bicycle Facility Analysis

A quality bicycle connectivity analysis was conducted within the study area to identify the deficiencies and gaps in the existing bicycle network. Quality bicycle connectivity measures the number of block faces in which a cyclist can access from the transit station using only low stress bicycle facilities. The purpose of this analysis is to both assess/identify critical gaps in the bicycle network between two key points, as well as quantify the value of a specific improvement. Using this analysis, you can quantify the number of additional block faces that become more accessible with the implementation of specific bicycle improvements. Improvements may include, but are not limited to, bike lanes, cycle tracks and multi-use paths. The following steps are used in this evaluation process:

a. *Low Stress Facility Analysis* - Using the LTS methodology, evaluate all bicycle facilities within the study area (Score LTS 1-4).

b. *Low Stress Bicycle Routes* – Create a bicycle network buffer that identifies the available paths between bicycle starting points and destinations, using only LTS 1 and 2 facilities.

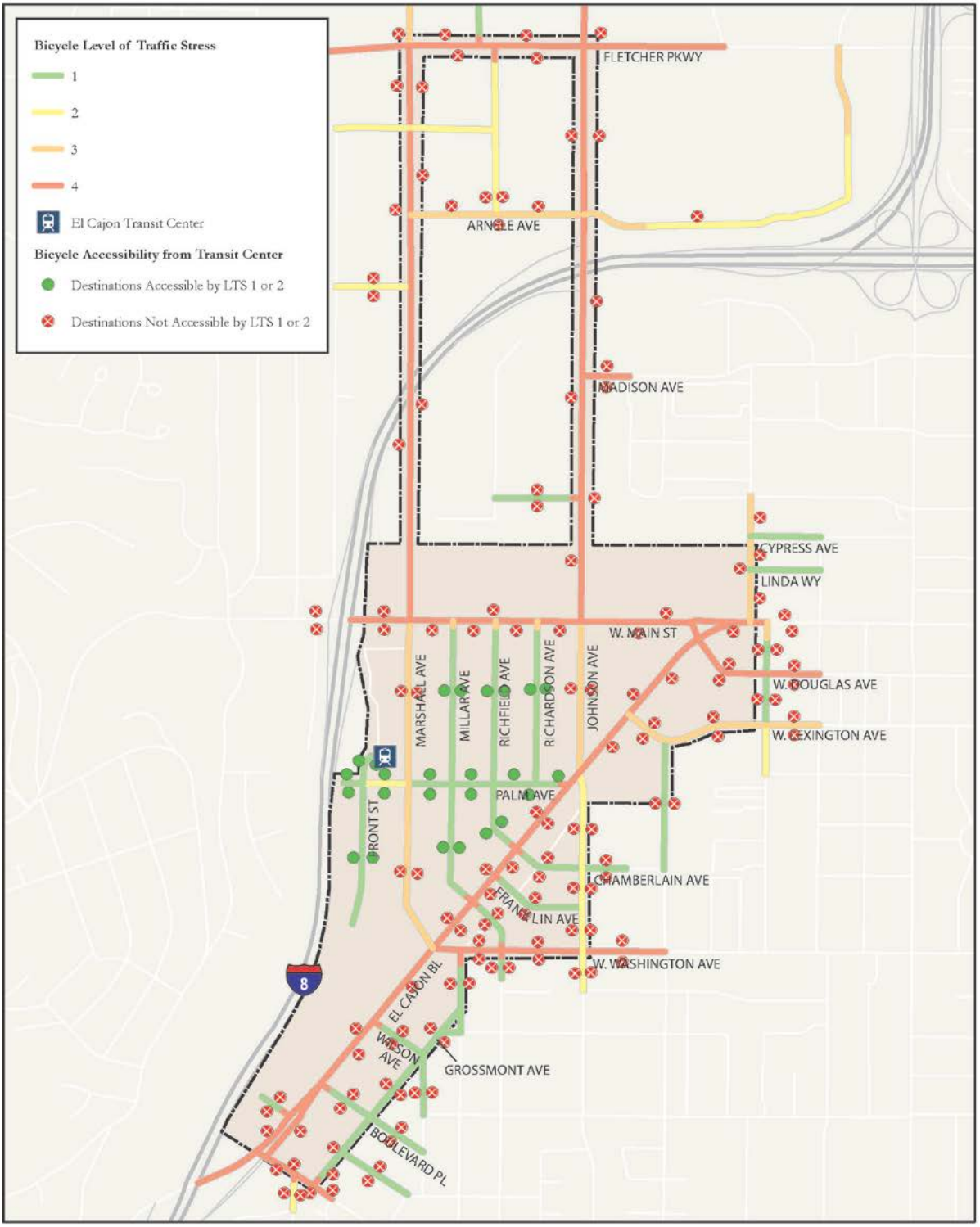
c. *Low Stress Bicycle Connectivity* – Sum the total number of bicycle destinations, within 1 mile ride of the origin that can be reached from each starting point, using only LTS 1 or 2 facilities.

d. *Low Stress Bicycle Ratio* – Compare the total number of bicycle destinations that can be reached using only low stress bicycle facilities to the total number of bicycle destinations within a mile of the origin point.

Figure 2 displays the results for the quality bicycle connectivity analysis described above, under existing conditions.

C. Vehicular Traffic Roadway and Intersection Analysis

Figure 3 displays the existing intersection and roadway operations within the project study area. These results are consistent with those identified in the *Draft City of El Cajon Housing Element Update Traffic Impact Study; June 17, 2016*. For additional information regarding the methodologies used in the analysis, the assumptions used, as well as calculation worksheets, please refer to the Chapter 3 of the *City of El Cajon Housing Element Update Traffic Impact Study.*



El Cajon Transit Center

Figure 2
Destinations Accessible by Cycling from El Cajon Transit Center

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El Cajon Transit Center

Figure3
Existing Roadway Average Daily Traffic Volumes & Level of Service and Intersection Level of Service

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IV. Existing Environmental Condition

This letter describes existing cultural resources, potential hazardous materials, and existing traffic noise contours within the El Cajon Transit District Specific Plan (project) study area. A discussion of existing conditions for each of these environmental categories is presented below. An overview of the project site is presented in **Figure 1**.

A. Cultural Resources

The Native American Heritage Commission (NAHC) was contacted to request a review of its Sacred Lands Files for the project's area of potential affect (APE), which consists of the project site and all surrounding areas within a 0.25-mile buffer. The NAHC responded on July 29, 2016, stating that the sacred lands file failed to indicate the presence of Native American cultural resources within the APE. The NAHC also provided a list of 15 Native American individuals and organizations that may have knowledge of cultural resources in the project area. It is recommended that the City, or RECON acting on behalf of the City, send letters to these 15 tribes offering them the opportunity to request consultation per the requirements of Assembly Bill 52 (AB 52).

Review of the Historic Preservation Inventory developed by the San Diego Association of Governments (SANDAG) in 1985 and maintained by the El Cajon Historical Society determined that four documented historic resources were identified within the project site. However, it was also determined that all four of these resources have been demolished since their original designation in 1985 and are no longer present on the project site.

The South Coast Information Center (SCIC) was also contacted to request a review of all relevant site records and reports within the APE. The SCIC responded on August 12, 2016, stating that four historic addresses are recorded within the project site. These are the same four residences listed in the 1985 SANDAG inventory. In addition, the SCIC listed 43 historic resources and 1 archaeological resource within a 0.25-mile radius of the project area. The historic addresses are predominately houses, but also include commercial buildings on Main Street and a church. The majority of these resources are located from Van Houten Avenue east and from Main Street south. The archaeological resource, CA-SDI-13031, is the Hotel Del Corona site at the intersection of Main Street and Magnolia Avenue.

B. Hazardous Materials Sites

An environmental database record search was completed for the project site and all surrounding areas within a 0.125-mile buffer using the EnviroStor and GeoTracker databases. The EnviroStor database is maintained by the California Department of Toxic Substances Control and provides a list of hazardous substance release sites selected for, and subject to, a response action. Review of the EnviroStor database identified seven sites, the location and status of which, are presented in **Table 1**. Two of these sites are currently in the process of remediation, while one site needs to be evaluated. The remaining four sites are currently under evaluation and have been turned over to the County of San Diego Department of Environmental Health, which will be responsible for remediation.

Table 1
EnviroStor Database Hazardous Materials within the Project Site and 0.125-mile Buffer

Address	Type	Status
581 S. Marshall Avenue	Tiered Permit	Active
390 Front Street	Tiered Permit	Active
527 West Washington Avenue	Military Evaluation	Inactive
227 Marshall Avenue	Evaluation	Refer: 1248 Local Agency (SD County)
636 Front Street	Evaluation	Refer: 1248 Local Agency (SD County)
670 El Cajon Boulevard	Evaluation	Refer: 1248 Local Agency (SD County)
919 El Cajon Boulevard	Evaluation	Refer: 1248 Local Agency (SD County)

NOTES:
Active: Remediation of the site is in process and the site is being monitored. Inactive: The site needs to be evaluated.
Refer: 1248 Local Agency: Local jurisdiction is responsible for remediation of the site.

The GeoTracker database is the State Water Resources Control Board (SWRCB; 2016) data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (leaking underground storage tanks [LUSTs], Department of Defense, Site Cleanup Program) as well as permitted facilities such as operating underground storage tanks (USTs) and land disposal sites. Review of the GeoTracker database identified five sites, the location and status of which, are presented in **Table 2**. Three of these sites are currently in the process of remediation, while the other two sites are currently being evaluated. The locations of all the sites identified in both the EnviroStor and GeoTracker database searches are shown on **Figure 2**.

Table 2
Geotracker Database Hazardous Materials within the Project Site and 0.125-mile Buffer

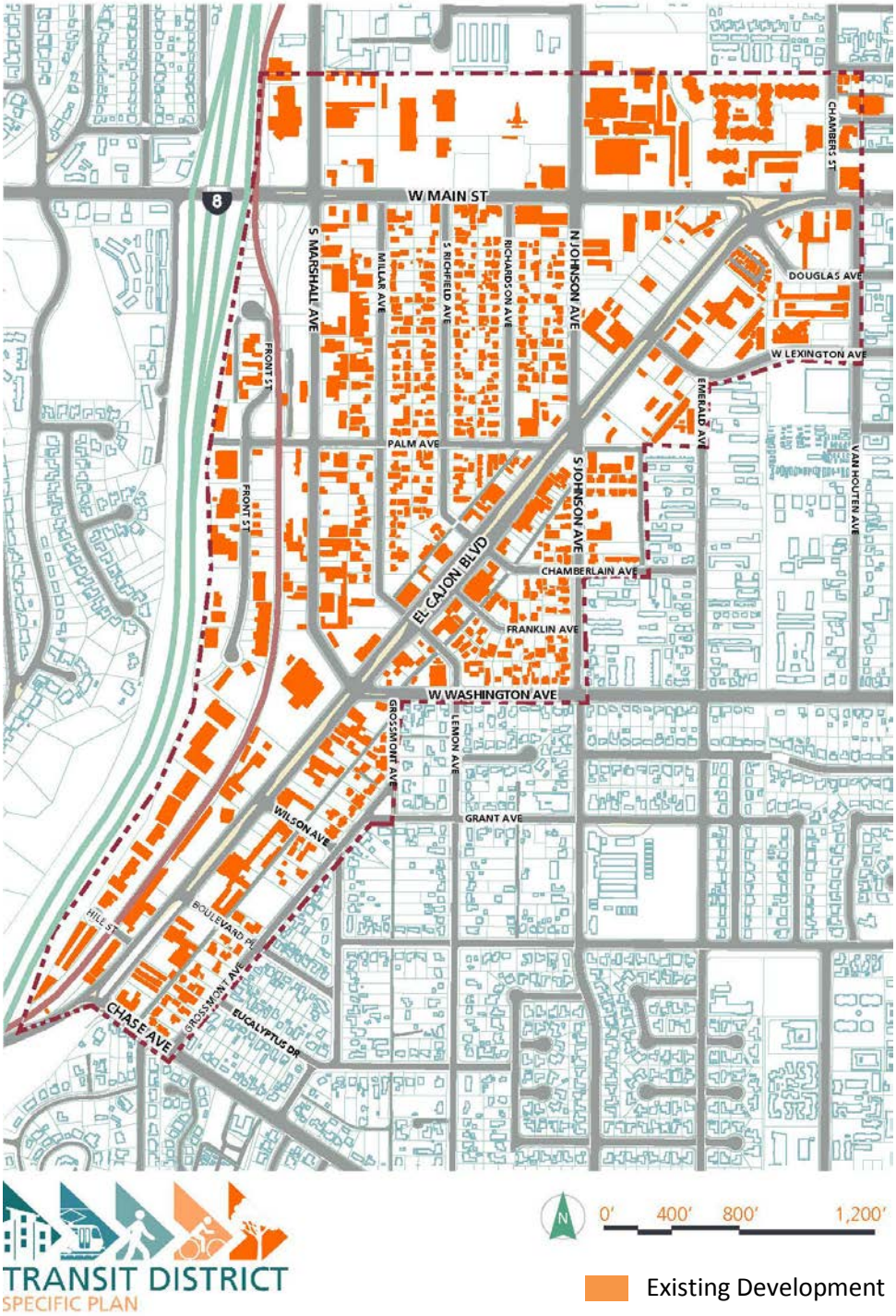
Address	Type	Status
398 El Cajon Boulevard	LUST Cleanup Site	Open - Remediation
489 West Main Street	LUST Cleanup Site	Open - Remediation
1090 West Main Street	LUST Cleanup Site	Open - Remediation
621 El Cajon Boulevard	LUST Cleanup Site	Open - Site Assessment
1071 Industrial Place	Cleanup Program Site	Open - Site Assessment

NOTES:
Open - Remediation: An approved remedy or remedies has/have been selected for the impacted media at the site and the responsible party (RP) is implementing one or more remedy under an approved cleanup plan for the site.
Open - Site Assessment: Site characterization, investigation, risk evaluation, and/or site conceptual model development are occurring at the site.

C. Existing Noise Contours

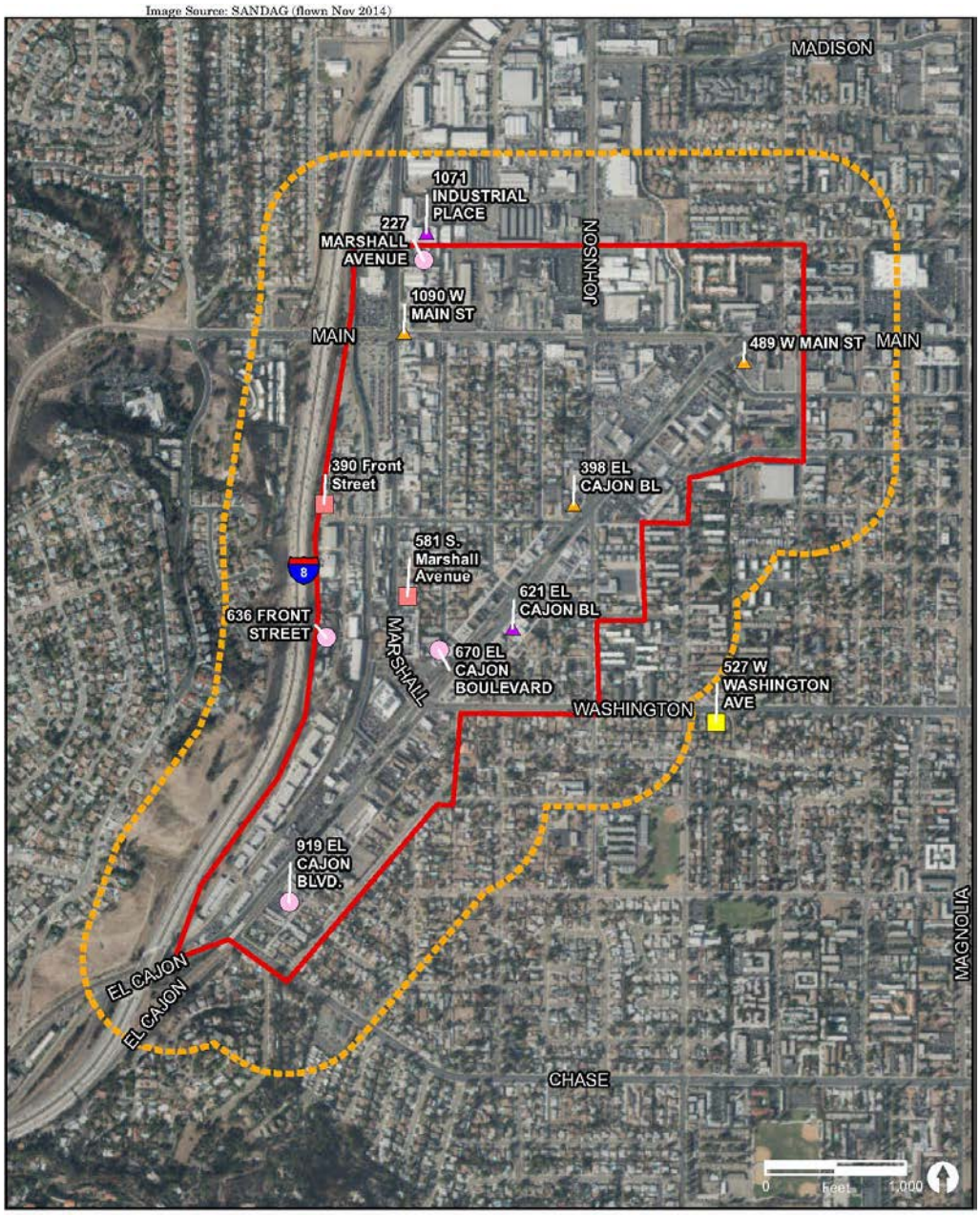
The City of El Cajon (City) General Plan policies 8-3.1 through 8-4.4 outline land use planning practices implemented by the City to reduce potential noise conflicts. Noise-sensitive receivers such a residential uses, hotels/motels, hospitals, nursing homes, educational facilities, and libraries to be compatible with transportation noise levels of 65 day-night noise level (Ldn) or less. Where noise-sensitive receivers are proposed in areas subject to noise levels that exceed 65 Ldn, the City requires noise-attenuating measures such as increased setbacks, walls, or special building insulation. Existing (2016) traffic noise levels within the project site are shown in **Figure 3**. Consistent with City policies, residential uses proposed within the 65 Ldn noise contour may require more detailed noise analysis and mitigation. Areas within the 65 Ldn noise contour shown on **Figure 3** include the westernmost portion of the project site between the northbound segment of Interstate 8 and Front Street, as well as the entire portion of the block within the project site bound by Interstate 8, Front Street, and Main Street. Land surrounding the intersection of Marshall and Main Street is also located within the 65 Ldn noise contour. Land surrounding the intersection of El Cajon Boulevard and Chase Avenue, as well as land surrounding the segment of El Cajon Boulevard extending north to the intersection with Marshall and Washington Street, are also located within the 65 Ldn noise contour. Development of parcels immediately adjacent to the trolley line may also warrant further analysis. The project site is not subject to substantial aircraft noise.

Base Map



TRANSIT DISTRICT
SPECIFIC PLAN

Figure 1
El Cajon Transit District Study Area



TRANSIT DISTRICT SPECIFIC PLAN

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FIGURE 2
El Cajon Transit Center
Existing Hazardous Materials Sites

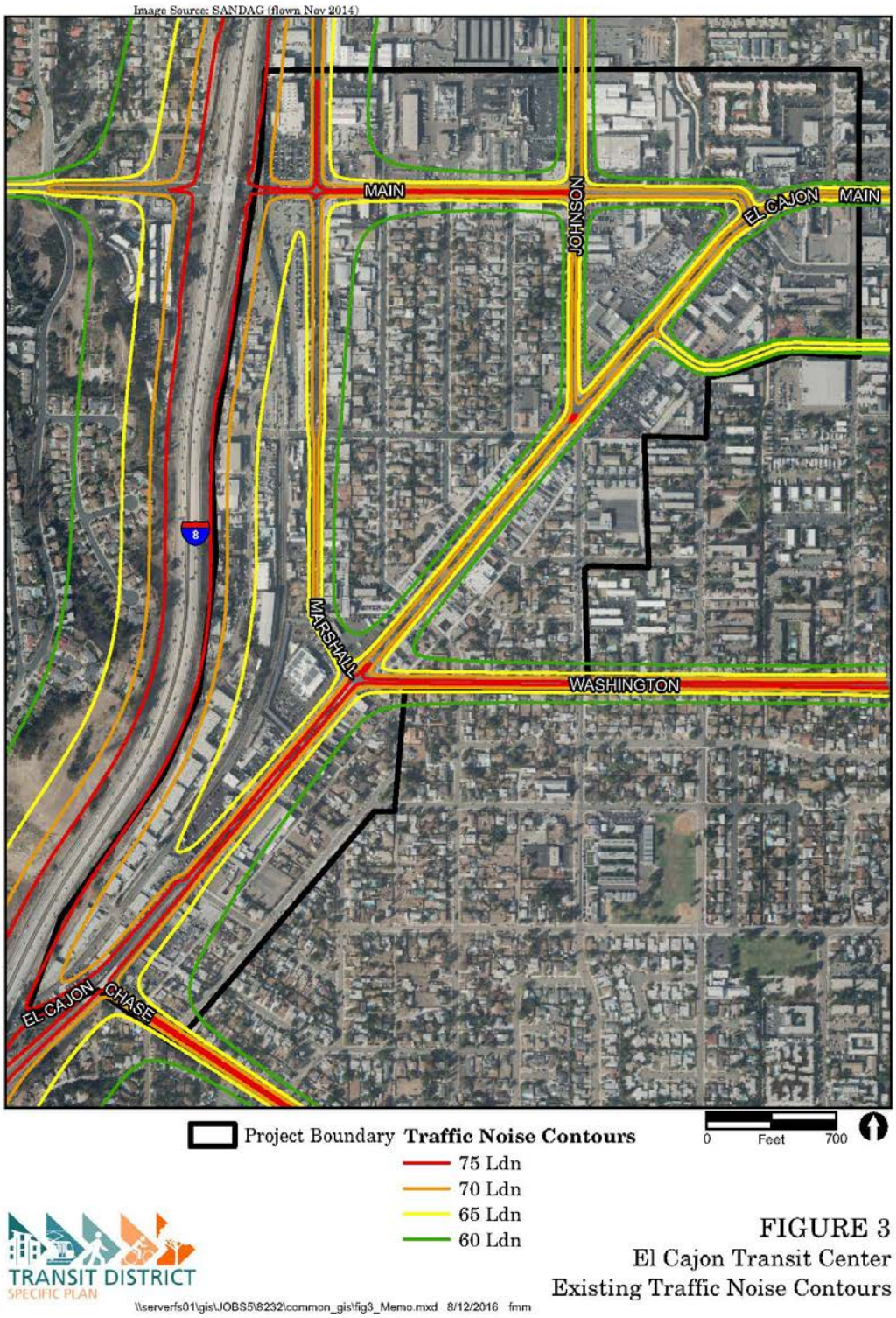

FIGURE 3
El Cajon Transit Center
Existing Traffic Noise Contours