

TRANSCRIPTION OF SANTEE CITY COUNCIL MEETING

FANITA RANCH WORKSHOP II

ITEM 8

SEPTEMBER 11, 2019

1 September 11, 2019

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3
4 MAYOR MINTO: That takes us to Item No. 8. I
5 mean -- I said that loud enough for them to come back.
6 Okay. This is the Fanita Ranch Workshop II. It's
7 regarding transportation and circulation. Tonight, prior
8 to having Melody -- Melanie start off, I'm gonna go ahead
9 and have the City Manager say a few words.

10 I do have a lot of speaker slips, though, on
11 this item. And so, what I would say is that, if you want
12 to speak on this item, get your speaker slips in, in the
13 next five minutes. I'm not gonna take any more after the
14 next five minutes. So I want to make sure everybody has
15 a chance to speak, but we don't want a lot of
16 interruptions or be here til one o'clock in the morning.
17 All right. City Manager.

18 CITY MANAGER BEST: Thank you, Mr. Mayor, members of
19 the Council. And thank you to the members of the
20 community. We have a full house tonight, and it'd be my
21 guess you all wanna know what's going on with the Fanita
22 Ranch traffic issue.

23 This is the second, in a series of workshops,
24 that the City is holding so that the City Council and the
25 community can have up-to-date, current information on

1 what is going on with the application and the submittal
2 to the City, by HomeFed, for Fanita Ranch. We're not on
3 staff level. We're not here to advocate for or against
4 the project, but to increase the transparency and to
5 allow the community to have a chance to see what's
6 actually in the application, and what's been proposed, so
7 that you can form your own opinions and so the City
8 Councilmembers can form their own opinions about the
9 project.

10 There's no action on the part of the Council
11 tonight. This is just a workshop. It's to gather
12 information and hear information from all parties
13 relative to the project. Staff is gonna give a
14 presentation about the actual facts of the -- the project
15 itself. The Applicant will have a chance to provide
16 their information, and then, Mr. Mayor, we would take
17 public comment at that point, I assume.

18 As this is a very large project here in our
19 community, it's very important for us to have good
20 transparency. The project is in an EI -- the phase of an
21 EIR. At the end of that, there will be an opportunity
22 for the community to provide comments for people to give
23 their input, and we wanna make sure that you don't have
24 to wait til the end of the EIR process. You can start
25 hearing what's going on with the project now, start

1 forming your own opinions, and have an opportunity to
2 start creating your own little checklist of items you may
3 or may not want to comment on, relative to the EIR.

4 So this is an opportunity for us to increase
5 transparency and let people know what is actually in the
6 application and what's going on with the project. At
7 this point, I'm gonna turn it over to Melanie Kush, our
8 Director of Development Services to start us off with the
9 application itself.

10 DIRECTOR KUSH: Thank you, Honorable Mayor, Vice
11 Mayor, Councilmembers. This is a -- as Marlene Best
12 said, the second of a series of workshops, and this one
13 is going to be about transportation and the circulation
14 network for the -- for the Fanita Ranch project.

15 There are two parts to this presentation.
16 First, a short project overview, and the minor changes
17 that have taken place since the first workshop was held.

18 The second part, it will be presented by
19 HomeFed, and HomeFed will provide more details on the
20 improvements to State Route 52 and the circulation system
21 designed for the Fanita Ranch Villages.

22 While not required, HomeFed has chosen to tie
23 the occupancy of the first home to the completion of
24 State Route 52 improvements, which is why we will be
25 talking about those, in conjunction with tonight's

1 workshop.

2 Just as a recap, because this is such a large
3 project, when we first brought this to you, in May, we
4 wanted to identify the key project components, and I will
5 do so in the next slide.

6 This one identifies all of the applications
7 that are involved in this complex project. The
8 environmental review of the project is required,
9 although, it's not listed there as an EIR. We had our
10 first scoping meeting in November of last year and this
11 EIR is -- is still a work in progress.

12 Fanita Ranch is shown in the yellow boundary
13 and represents 2,638 acres and would be accessed through
14 extensions of Fanita Parkway, Cuyamaca Street and
15 Magnolia Avenue. And in part, this is the subject of
16 tonight's workshop.

17 This is the proposed overall site plan. And as
18 we shared last time, development is clustered in three
19 general area. We have Fanita Commons. We have Orchard
20 Village, Vineyard Village and then a special -- special
21 use area down in the southern portion of the property.

22 Project by the numbers was presented in May,
23 but they have been revised slightly. The -- the total
24 number of dwelling units is still 2,949, but the mix
25 between medium density and low density residential has

1 changed a little bit. It -- what we thought would be
2 prudent to do tonight is acknowledged that the school
3 site is represented as an overlay. And if the school is
4 not developed for that -- if the site is not developed
5 for educational purpose, then the underlying land use is
6 medium density residential and would add another 59
7 units, bringing the total number of units that could be
8 developed to 3,008.

9 Mobility on the site itself focuses on reducing
10 the number and length of the vehicle trips, and providing
11 alternatives to fossil-fuel powered vehicle use. This
12 would be achieved through organizing the land uses to
13 locate services and goods close to each other and within
14 walking distance. It would also optimize walking --
15 well, walking, biking, right sharing and the use of
16 electric vehicles on these streets is included.

17 As the project is constructed over the
18 10-15-year period, estimated by HomeFed, these land uses
19 will generate vehicle trips. At project build-out, about
20 26,300-26,500 average daily trips will be generated.
21 Therefore, the maximum number of average daily trips is
22 taken into account when traffic impacts are analyzed.
23 Trip generation, based on land use, will influence the
24 street design, their classifications, their width, the
25 design speed, the number of lanes on the road and

1 including the bike lanes that are required under our
2 mobility element.

3 So for my part, I'm ending here by reminding
4 the community and the Council that it's important to stay
5 informed. The City's website will have notices of future
6 workshops and any information that is relevant, as we
7 move closer to the release of an EIR. Check the Fanita
8 Ranch website. Check social media. And of course, you
9 can always come to my -- to our offices. So Jeff
10 O'Connor, with HomeFed, will continue with a multi-media
11 presentation on this subject. What?

12 MR. O'CONNOR: We're just loading the presentation.

13 MAYOR MINTO: There a defective actuator in there?

14 DIRECTOR KUSH: We have technical -- stand by for
15 technical expertise in action. Here we go.

16 MR. O'CONNOR: (Unintelligible). Thank you,
17 Melanie. And Mr. Mayor, thank you for the 9/11
18 remembrance. It was excellent. Good evening, City
19 Council, Mayor, City Staff. My name is Jeff O'Connor. I
20 work for HomeFed Corporation, developers of Fanita Ranch.

21 As you know, we have been planning Fanita Ranch
22 for more than five years. During this time, we have held
23 meetings, workshops and participated in city events, such
24 as the street fair. We did this to learn what is
25 important to Santee.

1 The common topic always seems to be traffic,
2 and that is what our -- the focus of our presentation
3 will be tonight. Over the next few minutes, I will show
4 you how traffic, with Fanita Ranch, will be better and
5 less conjected -- congested than it is today.

6 We are adding more cars to Fanita Ranch,
7 absolutely. And I know some of you might be skeptical,
8 but please give me a chance to share what our plan is all
9 about.

10 My presentation will last about 15 minutes,
11 after which, I will be happy to answer any questions.
12 Thank you for this opportunity. I would also like to
13 thank Caltrans staff, our traffic engineers, LLG, who are
14 here tonight, and of course City Staff, Melanie, Marney,
15 Scott, John and Mingy.

16 Traffic is a huge challenge, but it's not just
17 a challenge for Santee, it's a challenge for San Diego
18 County. You have traffic up in North County on 78, 5,
19 down the coast, 805, coming up from Chula Vista, but we
20 have unique opportunity here. Fanita Ranch can improve
21 traffic for Santee residences, and in Santee, we'll show
22 you how that's gonna be done.

23 We're gonna focus on three areas tonight:
24 Improvements to SR-52, local street -- so they're gonna
25 be expanded and improved -- and then, we're gonna look at

1 the on-site streets within Fanita Ranch.

2 So SANDAG has basically kicked the can down the
3 road until 2050 to fund any improvements to SR-52. As a
4 matter of fact, last Friday, I believe -- I wasn't at the
5 meeting -- but I believe that they might have kicked the
6 can further down the road, past 2050. So basically,
7 we're not gonna get any money from 52. It's very
8 unlikely for improvements, from SANDAG, for improvements
9 for 52.

10 So we have spent years of studying and millions
11 of dollars on this project. We've been working with the
12 SR-52 Coalition with the City, and with Caltrans, and so
13 let's look at what the plan is gonna be.

14 So there's three main traffic challenges that
15 we're gonna identify right now. I'm gonna play a short
16 video. There's two or three short videos and then I'll
17 narrate the rest of it.

18 (Video played.)

19 Now, we're gonna look at the solutions. But I
20 would like to say that SR-52 is majorly congested right
21 now, and we are the first developer that is going -- that
22 has taken on this task to fix the traffic for all of
23 Santee.

24 (Video played.)

25 So these are some of the proposed -- proposed

1 improvements for 52. We're also doing one more that's
2 not on this presentation. And that is, I mentioned it
3 before, to some people, if you're going southbound on 15
4 in the afternoon and you wanna go eastbound on 52, you
5 have to go through this really tight clover leaf. And
6 when you get onto -- when you merge onto 52 East, it's
7 only about 100 feet that you have to merge -- have to
8 merge. That is why the traffic backs up so badly on --
9 on 15, 'cause it can't, again, get on -- onto 52.

10 So what we're doing through Caltrans is we're
11 going to add an auxiliary lane, a merge lane, from 15,
12 all the way to Santos Road. That's a span of about a
13 mile and a half. So instead of having a hundred or so
14 feet to merge onto 15 -- on -- onto 52 eastbound, you'll
15 now have a mile and a half, so that's gonna reduce the
16 congestion coming down 15.

17 Okay. Now, we're gonna look at some traffic
18 scenarios. What we've done is we've done some scenarios
19 of what happens when the improvements are put in. So
20 what we're -- what we're doing is we're going to -- what
21 we have -- I -- I want to go through this so everyone
22 understands.

23 We have cars, when they're traveling at speed
24 limit, they're gonna be colored in green. When
25 they're -- when they are traveling a little bit slower

1 than full speed, 45 to 60 miles an hour, the -- the color
2 of the cars will be yell -- yellow. As they get slower,
3 they now turn to orange, where they're going 30 to 45
4 miles an hour. And then, finally, they'll be red when
5 they're traveling below 30 -- 30 miles an hour.

6 So now, let's look at the traffic simulation
7 that we've done. And what we base these traffic
8 simulations on are -- on what's happening today, right
9 now, what's happening in the year 2035, if all the
10 surrounding communities that SANDAG has told us are going
11 to be built in the next -- in the next 15, 20 years.
12 That includes all of them in the region, but it does not
13 include Fanita Ranch and it does not include the Fanita
14 Ranch improvements.

15 And then, we have another one that shows what
16 happens when all the surrounding developments that SANDAG
17 has projected are built, plus our improvements, plus
18 Fanita Ranch is all built out in the year 2035. We
19 picked 2035, because SANDAG has all the numbers for that
20 year and it's gonna be close to when we -- we would be
21 projecting to finish our -- our project. Our project
22 will take 15, maybe 16, 17 years, depending on the
23 economy. So let's look at the simulations.

24 This is what I just explained. I wanna go
25 through it one more time. We're looking at traffic

1 today, scenario. We're looking at traffic in 2035,
2 without Fanita Ranch or our traffic improvements, but
3 surrounding other developments in the region that will be
4 built in that time frame. And then, a third one is
5 traffic in 2035, plus the surrounding developments
6 that -- that are built, plus our development and our
7 traffic improvements. So there's one more video to
8 watch.

9 (Video played.)

10 I'd just like to mention one more thing about
11 Mast Boulevard. I get a lot of questions that Mast
12 Boulevard is underdesigned and that's why the -- the
13 traffic is so backed up onto Mast Boulevard. Mast
14 Boulevard is not underdesigned. It has plenty -- plenty
15 of capacity. And the reason it backs up is because the
16 cars can't get onto the freeway fast enough and that's
17 why we're adding another lane on the on-ramp, to get the
18 cars on faster.

19 And to prove that, if you think about it, when
20 you're coming home in the evening and it's -- and you get
21 off at Mast Boulevard, and you go east on Mast Boulevard,
22 there's no congestion on Mast Boulevard, because it's
23 not -- it's not under -- underdesigned. It's only
24 underdesigned, because the cars can't get on the
25 freeway -- freeway quickly enough in the morning.

1 So this is a very good -- a very good slide.
2 This shows the capacity that we are gonna add to SR-52.
3 And this is the capacity that Fanita Ranch is going to
4 use, about a quarter of the entire capacity that we're
5 generating. So therefore, the rest of the residents, in
6 Santee, get to use that 75 percent. What's -- what --
7 what's even more compelling is we have -- we have said
8 that we're building these improvements before we have the
9 first person move in to Fanita Ranch. Which means, for
10 the first several years, all that capacity is gonna be
11 for the residents -- for the residents of Santee, because
12 there won't be hardly any -- any people living in Fanita
13 Ranch yet.

14 So this is an independent study that was done
15 by the City. It wasn't done by us. It shows that these
16 improvements will not happen, unless Fanita Ranch is
17 approved. Again, that was a city that was done -- a -- a
18 study that was done by the City, not by us.

19 So this might be the most important slide that
20 we're gonna talk about tonight, particularly, with one of
21 the previous items that was on the agenda is, what proof
22 do the residents of Santee have that we're actually gonna
23 do what we say we're gonna do? Well, we will have proof.

24 We're working with the Development Agreement,
25 with the City Manager right now. That should be done

1 around the end of this year, and it will spell out
2 exactly the improvements that we are going to do to SR-52
3 and when they're gonna be done. And it's gonna state
4 that they will be done before the first person occupies
5 the first home in Fanita Ranch. It'll be a recorded
6 document. It's a Development Agreement. And if we go
7 against the Development Agreement, if we don't do what we
8 say we're gonna do, the City will shut us down. It's
9 guaranteed to happen.

10 So Fanita Ranch has been in the General Plan
11 since 1980. We're gonna now look at some of the streets
12 that are gonna serve Fanita Ranch. Fanita --
13 particularly, Fanita Parkway and Cuyamaca, which were
14 designed to handle traffic in and out of Fanita Ranch,
15 they just haven't been expanded yet.

16 First of all, there's Fanita Parkway and
17 Cuyamaca. We're extending them north, into our project,
18 from Mast Boulevard, and we're doing improvements along
19 the way.

20 This shows them going on to our -- on to our
21 project. In addition, though, what we're doing, and we
22 didn't have to do this as part of our traffic study, but
23 we are extending Magnolia, from just north of -- of City
24 Hall here, turning west, and tying into Cuyamaca. We
25 didn't have to do that, but we wanted to do that to make

1 sure we have added safety, so we can get people out of
2 Fanita Ranch, in case there's an emergency. But also,
3 what we're doing is we are building it so -- so people
4 from Fanita Ranch wouldn't -- will not go down Cuyamaca,
5 wanting to get over to 67 or to Magnolia and cut through
6 the residential streets that have little kids and
7 driveways on them. We didn't wanna do that, so we've
8 agreed to build -- extend Mag -- Magnolia to tie into
9 Cuyamaca. And it shows the direction of the streets that
10 are gonna be improved.

11 And now let's look at what we're doing to
12 Fanita parkway. The green part shows that we are
13 increasing. We're going to four lanes on -- on Fanita
14 Parkway, from Mast Boulevard to Lake Canyon. And this is
15 generally what it's going to look like. There'll be a
16 median -- landscaped median in the middle of the street,
17 two lanes, each direction, with landscaping in the
18 parkways, and bike lanes.

19 So this is what it looks like today. Now, you
20 notice the big, green belt. On the far right is a
21 parking lot at Padre Dam. And by the way, we're working
22 with Padre Dam, to make sure that aesthetically and --
23 and we're taking care of the noise between our -- between
24 the new Fanita Parkway and Padre Dam. We're working with
25 them right now to make sure that we don't disrupt

1 their -- their customers.

2 So this is what it's gonna look like when --
3 when the road's built. You can see where -- we're
4 keeping it as far away from the existing residential
5 houses as we can.

6 Now, from Lake Canyon, north, to Ganley, there
7 will be -- there will be two lanes southbound and one
8 lane northbound. But the City has asked us, on the
9 northbound lanes, that in case there's a car that gets a
10 flat tire or breaks down, it won't be blocking the roads,
11 because there will be a median in the way. So the road's
12 wide enough to have -- to -- if a car breaks down, you'll
13 still be able to get by. And that will also aid for
14 emergency vehicles.

15 Again, this is what it looks like today. And
16 this is what it will look like when the new road's built.
17 Similarly, as we continue up Fanita Parkway, onto Fanita
18 Ranch, we again, will have -- we will have one lane in
19 each direction. But there's enough pavement to
20 accommodate emergency vehicles or if you have to get
21 out -- if you have to evacuate the community, there'll be
22 two lanes. There'll be striped for two lanes, in
23 emergency purposes, to come -- to go southbound. And
24 there will also be the ability for fire trucks to use two
25 lanes going in.

1 This is what it looks like today. There's no
2 road out there today. This is north of Ganley. That
3 trail is the -- is the trail that the bike riders are
4 using to access the trail right now. And this is what it
5 will look like when the road's built.

6 So now, let's look at Cuyamaca. I'm not gonna
7 spend quite as much time on Cuyamaca, 'cause it's very
8 similar to Fanita -- Fanita Parkway. But we are gonna --
9 going to have four lanes, two in each direction, from
10 Mast Boulevard to Woodglen Vista. And you can see,
11 there's a -- a median, with landscaping on it, and then,
12 there's also parkways and bike trails as well.

13 So this is what it looks like today. You can
14 see how wide the median is. There's two -- two lanes
15 going north today and there's one lane coming south.
16 What we're doing, again, is we're not putting any -- any
17 of this road improvements closer to the existing homes.
18 We're simply adding a lane where the median -- where the
19 median was built wider than it needed to be.

20 After we get north of Woodglen Vista, we will
21 have one lane going north and two lanes coming south,
22 just like we did on Fanita Parkway. The one lane going
23 north will be -- it will be wide enough, if a car breaks
24 down again, you'll be able to get by it.

25 So now we're gonna look at some of the internal

1 streets within Fanita Ranch. Melanie's had a few slides
2 showing us as well. Our -- our streets are going to be
3 designed to be pedestrian friendly. And also, Fanita
4 Ranch is at least a semi self-sufficient community. What
5 that means, if you wanna get a gallon of milk or you
6 wanna get your nails done or you wanna get your
7 dry-cleaning done, there's going to be that kind of
8 shopping in Fanita Ranch. Probably gonna be a small
9 grocery store, some about the same size as Trader Joe's
10 or something like that. We're gonna have a K-8 school.
11 There's gonna be a on-site fire station, plenty of parks
12 and playgrounds, and we're really pushing the trails, the
13 healthiness of our community, getting people out of their
14 cars and hiking and biking.

15 And we're doing this using complete streets.
16 What does, "complete streets" mean? What it means is
17 we're gonna have traffic calming features. What this
18 does is it slows down traffic, where pedestrians are, and
19 it -- and it's much more bike friendly. This is one of
20 the round -- one of the roundabouts that we have
21 designed.

22 We also have landscape medians, wider medians
23 in certain areas, again, to -- to slow the traffic down.
24 And we also have pedestrian, bike friendly intersections.

25 We did mention the extensive bike net --

1 network -- network. What we're trying to do is we're
2 trying to get people out of their cars. We're gonna have
3 bike trails -- bike lanes all throughout our streets, but
4 in addition to that, we're planning 35 miles of trails
5 for hiking and biking.

6 We have a traffic demand management plan that,
7 again, encourages walking, biking, electric vehicle use,
8 and we -- and we're going to have a shuttle system. The
9 shuttle system is gonna go from our town center, in the
10 morning, down to the Santee Town Center, where the
11 trolley is, to take commuters from Fanita Ranch down to
12 the trolley, to get on the trolley and -- and go downtown
13 or wherever they need to go.

14 COUNCILMEMBER HALL: Can I -- can I break in for a
15 minute? How -- how will that be paid for?

16 MR. O'CONNOR: It -- it's gonna be funded by the
17 Homeowner's Association, unless SANDAG wants to give us
18 some money.

19 COUNCILMEMBER HALL: Oh, they -- I think it was in
20 Venice and it ran -- ended up costing about \$100,000 a
21 year, and that can be -- Homeowner's Association can get
22 real tired of that real quick.

23 MR. O'CONNOR: We're -- we're looking at those
24 projections right now, but it looks like it -- it'll
25 work -- it'll work fine.

1 COUNCILMEMBER HALL: Okay.

2 MR. O'CONNOR: So again, what -- our transportation
3 demand management plan is designed to reduce car trips
4 and emissions, promote alternative transportation and get
5 people moving on their own, outside of their cars.

6 In summarizing, I'd just like to, once again,
7 reiterate that we are going to build north -- a westbound
8 lane from Mast Boulevard to 15, a eastbound lane, over
9 the San Diego River Bridge, a high capacity on-ramp, and
10 that's all gonna be done prior to the first person moving
11 in.

12 We're also gonna do improvements to Fanita
13 Parkway and Cuyamaca, and also extend Magnolia. We can
14 improve the traffic with Fanita Ranch for the citizens of
15 Santee. That concludes my presentation. I'll be glad to
16 answer questions now or any time anyone has any
17 questions. Gonna do speaker slips now?

18 UNIDENTIFIED SPEAKER: (Unintelligible).

19 MR. O'CONNOR: Okay. Thank you.

20 MAYOR MINTO: You know, before you go, I got one
21 question. Playing the devil's advocate here. Say that
22 you do all the work you've done so far, and this Council
23 does not approve your project, how much money have you
24 sunk into this?

25 MR. O'CONNOR: Not including what we paid for the

1 property, we're about \$15 million in.

2 MAYOR MINTO: And if we don't approve this, how do
3 you get your money back?

4 MR. O'CONNOR: They will probably reduce my salary
5 to minimum wage. I don't think we have any recovery of
6 that.

7 MAYOR MINTO: Okay. Thank you.

8 MR. O'CONNOR: You're welcome.

9 MAYOR MINTO: How many speaker slips do I have?

10 CITY CLERK: Twenty-two.

11 MAYOR MINTO: Twenty-two. You know what? If it --
12 I hate to throw this at you, but that's a long time.
13 Let's go with two minutes for each speaker. And also,
14 just as a reminder, as you come up and speak, please
15 stick to the questions or comments regarding the
16 workshop, because in the past we've had folks who've come
17 up and wanted to, you know, launch investigations at the
18 dais -- I mean, at the lectrum, and we don't do that
19 here. We actually refer to the City Attorney to do
20 investigations on any kind of suspected criminal
21 conduct or conflicts of interest. So I appreciate it if
22 we could just stick on topic tonight. Please call the
23 first speaker.

24 CITY CLERK: Van Collinsworth.

25 MAYOR MINTO: Oh, looky, Van. Oh, hold on a second.

1 Can you do me a favor? Call the next two speakers as we
2 do this, that way they're cued up to go.

3 CITY CLERK: Michelle Perchez and then Stacey
4 LoMedico.

5 MAYOR MINTO: Go ahead, Van.

6 MR. COLLINSWORTH: Good evening, again, Council.
7 Van Collinsworth. I noticed that the Applicant used the
8 word, "Will," a lot. I think -- I'm pretty skeptical
9 about that. I think they probably should have used the
10 word "May." A lot of it depends upon the assumptions
11 that are based into their models and so forth. I'll give
12 you an example. I think Melanie mentioned 26,000 vehicle
13 trips per day being generated by the current project
14 proposal in the Draft EIR.

15 Similar -- similar size project that the
16 Council approved, the first project that was approved,
17 3,000 units, almost, back in 1998. That was supposed to
18 generate well over 36,000 vehicle trips per day. So you
19 know, yeah, maybe it's a little bit different project,
20 but that's a big -- big difference, based upon
21 assumptions.

22 So maybe we're getting kind of a rosy picture,
23 'cause Jeff wants to keep a good salary going. So I
24 just, you know, gotta look at it from that perspective.

25 So I guess in -- in terms of the traffic, all

1 of it lands on or crosses Mast Boulevard. And of course,
2 there's residential driveways on both sides of Mast
3 Boulevard, and all of those people are gonna be
4 tremendously impacted by a project of -- of this size,
5 you know, whatever that number turns out to be.

6 So you know, I think, probably the best thing
7 to do -- and -- well, let me put it -- put it this way:
8 In any of the presentations that I've heard so far, I
9 haven't heard the cost of what this -- these improvements
10 are that they're going to try to do or where that money
11 is going to be coming from. So that would be interesting
12 to do. And I've got a lot more to say, but I've been
13 saying it for 25 years, so I'll save you.

14 MAYOR MINTO: Thanks.

15 MR. COLLINSWORTH: Sure.

16 CITY CLERK: Michelle Perchez, followed by Stacey
17 LoMedico and then Michael Ranson.

18 MS. PERCHEZ: Good evening, Council, and City Staff.
19 First of all, I want to thank you for holding these
20 individual workshops so we can dig a little bit deeper.
21 I was wondering if you could possibly list all the
22 workshops online and tell us the dates and the topics
23 ahead of time so we can sort of prepare a little bit
24 better.

25 The questions that I have about your

1 transportation plans, are they considering and
2 dovetailing with any fire evacuation plans? So I'm
3 talking mainly about the circulation on the existing
4 streets. And what are the Specific Plans in case of a
5 fire, right? What various routes are gonna be picked for
6 evacuation? What are fire and law enforcement personnel
7 gonna tell residents? Evacuation or shelter in place,
8 that's gonna impact your transportation plans. Surely, a
9 forward-thinking project would give those considerations
10 as well.

11 In the Witch Creek Fire, I have friends that it
12 took them two hours to get to the 15 Freeway. So are we
13 learning lessons from that? What are we thinking about
14 those sorts of issues?

15 And then, that was interesting about the
16 shuttle to Town Center. I was wondering if you have
17 specific timeline of when that shuttle would be
18 operating. Thank you.

19 CITY CLERK: Stacey LoMedico, followed by Michael
20 Ranson and then Mary Hyder.

21 MS. LOMEDICO: Good evening, Mayor, Vice -- Vice
22 Mayor, Members of Council. My name is Stacey LoMedico.
23 I've lived here for 31 years. I've raised two adult
24 children. And thank God we're finally gonna get a plan
25 development. And the only reason that I say that is

1 because we continue to do infill, like KB Homes, adding
2 81 homes, and the others, which is fine.

3 However, what we really need is what we saw
4 today, which is a self-contained community. It takes me
5 an hour to get downtown to my office that I had at one
6 point. I had two offices. One downtown took me 50
7 minutes. The one at Convoy, 11 miles away, took me an
8 hour. But it doesn't have to be that way. And the other
9 side of what I keep hearing is the traffic, 52, 52. I
10 don't know about you, but the traffic on Saturdays and
11 Sundays is worse. Getting anywhere from my house to
12 Downtown -- to Downtown Santee, because that's where
13 everybody goes. We're not going to anywhere else,
14 because that's the 57,000 residents go to one location,
15 and that's the traffic. If you do that on a Tuesday
16 morning or a Tuesday afternoon, at 10 o'clock, it can
17 take me three minutes, bearing lights, of course.

18 But if you do it on a Saturday, I have to plan
19 at least 15 minutes, because of the traffic. I'm not
20 saying this is the -- this is it, this is the development
21 we need. None of us can. We can't do that until we
22 really see the environmental impacts, and that's really
23 when we'll be able to see what the project is. And many
24 people say, Will or may. We have a long way to go, but I
25 really, truly appreciate the fact that you're doing these

1 workshops now, ahead of time, so that we don't spend five
2 hours having two meetings and having a community that
3 doesn't understand what's being presented. And in the
4 end, it may be that we -- we, as a community, don't want
5 Fanita Ranch. But at least it's the planned community
6 that we all said we wanted in 1980 or 1990, when the
7 General Plan was adopted. Thank you.

8 MAYOR MINTO: Thanks, Stacey.

9 CITY CLERK: Michael Ranson, followed by Mary Hyder
10 and then Courtney Mael.

11 MR. RANSON: Good evening. Mayor, I just wanna say
12 thank you for the 9/11 memorial earlier today. That was
13 great. It actually helped me put in perspective the
14 issue of traffic. I'd -- I'd say that -- the one thing I
15 wanna say is I actually went to the SANDAG meeting last
16 Friday. Decided to go down there and I left early, five
17 hours after the three-hour meeting was supposed to end.

18 So spent some time listening to the people.
19 That was the Board of Director, so it was the Mayor and
20 Councilmembers from all of our County. And I think I
21 told someone earlier in the week, coming back, the 52,
22 and -- and coming up over the summit, it was beautiful.
23 What -- it made me realize that, I don't think the people
24 that are down there at that Board of Directors meeting
25 have any idea that we're here and that they're gonna give

1 us any kind of money for any kind of improvements on the
2 52.

3 There's definitely a concern for the 5
4 corridor, from Imperial Beach to Oceanside. There's a
5 few people that are concerned as well. I think the Mayor
6 of San Marcos, I think is a good person. Some others.
7 But I don't see any money for the 52 coming from the
8 SANDAG. Not in 2035 and not 50 years from now.

9 So I think we need a solution. About five
10 years ago, I didn't even know much about Fanita Ranch.
11 This particular project, I called HomeFed and I said, "I
12 wanna find out about this." Jeff came to my home and
13 showed me some plans, and he said, "The first thing we
14 gotta do is fix traffic." So I think they've been
15 working on this. They've done a great job, I believe.

16 Someone mentioned assumptions, and I don't
17 consider them assumptions. I consider them work from
18 traffic engineers. So I think that's -- I think it's a
19 good step. One thing I'd like to say is this contract
20 with the City, to have these improvements done before
21 occupancy is the most important part of this project, I
22 believe.

23 MAYOR MINTO: Thank you.

24 CITY CLERK: Mary Hyder, Followed by Courtney Mael
25 and then Manuel Garcia.

1 MS. HYDER: Hi there. I was concerned, at first,
2 when I saw that HomeFed would be their choice to do these
3 improvements. I appreciated hearing that it would be
4 part of a Development Agreement this would happen. But,
5 like, what is the timing? Like, when will the first
6 resident move in? I mean, what is the -- the timeline
7 for getting the improvements in place for 52? What
8 order? How is that gonna work? I mean, are they gonna
9 start developing the homes? And the residents haven't
10 moved in yet, but we haven't worked on the roads.
11 Concerned about that.

12 Michelle mentioned the safety and bottlenecks.
13 I -- I'm concerned about that, too, so I'd wanna be
14 reassured that that's covered. You know, back to the
15 timeline and price tag. You know, somebody else
16 mentioned, like, what if this development doesn't happen?
17 Is -- is this something -- do we know how much this would
18 cost? Is it something the City could somehow find money
19 to make these improvements? I mean, I'm somebody who's
20 in traffic every day, so I'd really appreciate that.

21 And I thought when the Westin development went
22 in, I thought there was supposed to be some improvements
23 along Mast. Has that happened? I mean, have we noticed
24 that? I mean, they did the work, but has it improved?
25 Kind of rambling on here. But my biggest concerns is the

1 timing and -- and I'm also concerned that this plan, if
2 it were to go through, it doesn't conform to the General
3 Plan. So kinda rambled on, but that's that. Okay.

4 CITY CLERK: Courtney Mael, followed by Manuel
5 Garcia and then Sharon Love.

6 MR. MAEL: Thank you very much. I want to, first
7 off, thank you for holding the workshop. My name is
8 Courtney Mael. I'm the Engineering Manager in charge of
9 development construction for Padre Dam Municipal Water
10 District. This workshop is about traffic, and when most
11 people think about traffic they talk about the
12 congestion, but there are some other impacts.

13 Padre Dam is not the land use authority, and
14 would normally focus our comments on water, sewer, and
15 recycled water service. However, Padre Dam is the owner
16 and operator of the beautiful Santee Lakes Campground.
17 This is a premiere campground site and a community asset.
18 The park is self-sufficient and is funded exclusively by
19 user fees.

20 As the owner, Padre Dam must ensure that the
21 campground is protected. We have been working diligently
22 with HomeFed. We'll continue to do so. But we wanna
23 also make sure that -- and have -- Padre Dam would like
24 the City of Santee to adequately analyze, in the EIR, the
25 potential noise and aesthetic impact of the traffic along

1 Fanita Parkway, including the potential for a wall along
2 the western side of Fanita Parkway. Thank you for your
3 time.

4 CITY CLERK: Manuel Garcia, followed by Sharon Love
5 and then Martha Tassi.

6 MR. GARCIA: Good evening. My name's Manuel Garcia
7 and I've been in Santee 44 years. And you know, there
8 may be naysayers in -- in the bunch or in the room, but
9 you know, let's say 30 years ago, when we first moved in
10 here, we might've said, No, we don't want expansion, No,
11 we don't want new people, No, we don't want new
12 businesses. But you know, if you don't bring in new
13 business, new homes, new people, your commute will be
14 stagnant. And right now, Santee is just a great place to
15 live.

16 I have kids that have grown up, gone to the
17 schools. We have company come in and stay at our house
18 for periods of time and whenever they leave they always
19 say, "What a great community this is." They don't say
20 town, they don't say city, they say a community.

21 Because you know, with all the goings on -- for
22 instance, I have company that come by and say, "We've
23 never seen a street sweeper come by in our house." Well,
24 you know -- you know what pays for that? Taxes. You
25 know, if you have a community that is gonna be stagnant

1 and not let new businesses come in, new homes, new
2 people, new schools, it becomes stagnant. Pretty soon,
3 you don't have nothing going for you. I believe this is
4 a good step in the right direction. Thank you.

5 CITY CLERK: Sharon Love, followed by Martha Tassi
6 and then Dan Bickford.

7 MS. LOVE: Hi, and good evening. Thank you
8 for giving me a moment to speak, Mayor and
9 Councilmembers. I moved here three and a half years ago.
10 The very first thing I noticed was 52. And I'm a
11 different type of citizen. I look at, if I see a
12 problem, and I notice it, it's my responsibility to fix
13 it. Often times, I'll find people complaining about it
14 and I'm like, "Well, what did you do?"

15 I actually talked to the -- the -- the City. I
16 talked to San Diego, and they told me at the time, "We're
17 not doing anything about it." And so, then the solution
18 is, obviously everything takes money. So I'm, like,
19 Okay, God, we need to bring in someone who's gonna pay
20 the bill, because this does need to grow.

21 Most people don't realize, it takes 2.3
22 children to sustain a community, economically. And so,
23 we need a place where new people are coming in, so that
24 some of the older people can retire, eventually. So I'm
25 just excited that you have someone who is -- sounds like

1 it's gonna foot the bill. And I'm, like, Hey, what can I
2 do to help? So thank you, guys.

3 CITY CLERK: Martha Tassi, followed by Dan Bickford
4 and then Mike Aiken.

5 MS. TASSI: Hi. I'm Martha Tassi. I've lived here
6 for just over 30 years, with my husband. We raised a
7 family here. I have one observation that I -- I don't
8 see any of my friends and neighbors getting nostalgic for
9 the rickety-clabbered houses and dirt roads of
10 yesteryear. We like our pavement. We like our
11 sidewalks. We like our amenities. And we're gonna need
12 them upgraded. We're gonna need more of that, so I think
13 we're gonna have to work with HomeFed here. I would ask
14 that the City Manager, the Attorney, good people that you
15 are, and the -- the Council, that you make sure that the
16 mechanism by which we hold HomeFed accountable has some
17 teeth, and that, if they're messing with us, we just bite
18 hard, like a bad dog. And that's all I have to say,
19 'cause I'm --

20 MAYOR MINTO: Ruff.

21 MS. TASSI: -- I'm getting cranky now. It's -- I'm
22 tired.

23 CITY CLERK: Dan Bickford, followed by Mike Aiken
24 and then Lynda Marrokal.

25 MR. BICKFORD: Dan Bickford, Santee resident. You

1 know, the alarmist will like to tout the -- the trips,
2 daily trip -- car trips there, because it's a -- it's a
3 big, huge number. But if you break it down, it's really
4 not that -- that huge of a number.

5 If you take about a nuclear family, a family
6 of, you know, a man, a wife and -- and -- and two
7 children, you know, dad goes to work in the day, there's
8 one trip. Okay? Mom takes the kids to -- to school and
9 then comes back home, there's two more trips. Mom goes
10 over to the -- to the grocery store, there's two more
11 trips. Now we're up to five trips for that family, for
12 that day. Then, mom's gotta go and -- and -- and collect
13 the kids, there's two more trips. Now we're seven. Dad
14 comes home, there's eight. Okay?

15 So you know, out of the area, dad -- dad's the
16 only one that left the area. The rest -- rest is in the
17 neighborhood. Okay? So that big scary, 30,000, which
18 you know, the alarmist first quoted, now they wanna quote
19 36,000. When I -- when I looked at the SANDAG trip
20 calculators and looked at the types of -- of units that
21 we're -- we're building up there, I looked at about
22 24,000. I'm glad Fanita Ranch has got it about 26,000,
23 because I wasn't that far off.

24 So I mean, getting 52 fixed, there's no other
25 way, other than getting Fanita Ranch going in there. You

1 got a beautiful project, very well planned, fix the
2 roads, fix the -- the -- the 52 and thank you very much.

3 CITY CLERK: Mike Aiken, followed by Lynda Marrokal
4 and then Karen -- hi.

5 MR. AIKEN: Hi. Mike Aiken. I live on Ramsgate
6 Way. And I'll be brief, because a lot of the comments
7 that I intended to make were already kinda echoed by
8 the -- a lot of the speakers ahead of me.

9 You look around the room you see a lot -- a lot
10 of things have changed since a year or two back when we
11 come talked about Fanita Ranch and there'd be a lot of
12 angry no, no, no types. You got a room full of
13 supporters here tonight, and that's a big difference.

14 I wanna commend the City Staff and Fanita Ranch
15 for being so transparent and getting the information out
16 there. Getting the real facts out there, that will help
17 quell a lot of the misinformation that has circulated
18 around on social media. So I support this and thanks
19 again for your time.

20 CITY CLERK: Lynda Marrokal, Karen Villedieu and
21 then Roger Simpson.

22 MS. MARROKAL: Hello, Staff, Mayor and Council. My
23 name is Lynda Marrokal. I have lived in the City of
24 Santee for 62 years. I am just in awe that this project
25 is in front of us. We really need a nice community to

1 come in. We have people that are in their first-time
2 homes and they wanna move up, but they end up moving out
3 with their families, because there's no move up here in
4 Santee. And when they move up housing to another home,
5 it frees up for the first-time buyers, so it's a win/win.

6 And with the free situation, not going to be
7 addressed by 52, we really need this. And I hope we
8 don't lose this and then get stuck with some secondhand
9 developer that, you know, doesn't give us all these bells
10 and whistles. We're Santee, and we deserve this. We're
11 citizens. This is our community. We take pride in this
12 community. And I feel that this is finally a good
13 project that will benefit all of us.

14 And the 52 needs to be addressed for those
15 people working and going back and forth. I did it for 20
16 years. It was misery. So I understand that commute.
17 And this is the solution, instead of waiting for
18 Caltrans. You know, we got our cake and let's eat it.
19 We got cherries on top. Let's not -- let's not blow this
20 and end up with some second-rate development that won't
21 give us these bells and whistles. And that's all I have
22 to say. Thank you.

23 CITY CLERK: Karen Villedieu, followed by Roger
24 Simpson and then Darren -- Dennis Schroeder.

25 MR. SIMPSON: Mr. Mayor. Good evening, Council.

1 Live in Santee --

2 MAYOR MINTO: Your name, sir.

3 MR. SIMPSON: Roger Simpson.

4 MAYOR MINTO: Thank you.

5 MR. SIMPSON. I'd like to commend Fanita Ranch and
6 their efforts, over many, many years. And now, this
7 project that's before you is the example of what fine
8 engineering can do. I'm a retired civil engineer. I've
9 looked at their project. It's a real answer to a
10 choking -- I live right above the ramp, where it goes
11 onto Fanita and 52. You can hear the traffic every
12 morning, gets stopped, because they can't get on the
13 freeway. I recommend highly approve this project. Thank
14 you very much.

15 CITY CLERK: Karen Villedieu, followed by Dennis
16 Schroeder and then Justin Schlaefli.

17 MS. VILLEDIEU: Hello, I'm Karen Villedieu, and
18 I've -- my family, we've been here since 1986. We raised
19 four kids. We now have three grandkids and we have been
20 looking forward to Fanita Ranch for 20 some years. We
21 get excited. We think it's a place for our kids to -- to
22 stay here, where they -- they love Santee, and there's
23 really no place for them to go.

24 And then, there's 52. Since it wasn't made
25 right the first time, this is our chance. I mean, if we

1 can have any sort of improvement, it's sure not gonna
2 come from Caltrans. And there's an excitement building,
3 and a place for our children to go and our grandkids, and
4 they can still be a part of Santee, which is a wonderful
5 community, but it needs to grow and change and be infused
6 by new people, new talent and -- and have our pride grow.
7 I think this is an amazing thing and if it could just
8 come to fruition.

9 We live -- our backyard's on Cuyamaca, so it's
10 not like we're not gonna be affected. And our neighbors,
11 they're all for it, too. I think we need to be
12 represented. People here, we need to say, yes, we want
13 it, and not just lose, again, to the few people that said
14 we don't get it. So thank you.

15 CITY CLERK: Dennis Schroeder, followed by Justin
16 Schlaefli and then Evelyn Andrade-Heymsfield.

17 MR. SCHROEDER: Thank you. First of all, I want to
18 thank HomeFed for stepping up and going above and beyond
19 and giving this community what it really needs. I'm a
20 transplant, from the midwest. I moved to Santee about 20
21 years ago. And you know, coming here and looking for
22 homes and dealing with the traffic is much different here
23 than the midwest, but they're really moving forward and
24 giving us great traffic improvements. And with that, you
25 know, I'm obviously in support. Green tag.

1 MAYOR MINTO: Not -- not Cubs, right?

2 MR. SCHROEDER: No, Nebraska.

3 MAYOR MINTO: Okay.

4 CITY CLERK: Justin Schlaefli, followed by Evelyn
5 Andrade-Heymsfield and then Janet Garvin.

6 MR. SCHLAEFLI: All right. Thanks for having us all
7 tonight. You know, these -- these workshops, my hat's
8 off to Staff and City Council for -- you know, indulging
9 us, having these workshops. Obviously, it's a very
10 important project. There's a lot to digest. I'm looking
11 forward to having the environmental document, but seeing
12 some of these issues and snippets and getting some more
13 information, it's been really useful, as far as informing
14 my decision to support the project or not.

15 You know, I -- I haven't concluded whether I'm
16 gonna support the project or not. I'm leaning towards
17 it. There's a lot to love. You know, you've seen a lot
18 of these tags. For those who can't read the small print,
19 it says, "Let's fix the 52," and I think we're all in
20 favor of that. I know that Mayor and Council, you've
21 been working hard and many in the audience have been
22 working hard on the 52 Coalition.

23 I was really disappointed, hear the news out of
24 Friday's SANDAG meeting and the deprioritizing of the 52
25 and shifting of funds. You know, and we're starting to

1 get a little depressed out here. We're starting to say,
2 Where's the hope? And maybe this project is that hope
3 that does fix the 52.

4 There's very interesting points that were made.
5 I love the little slide shows, but at the end of the day,
6 I need to see it in writing. I need to see that
7 development agreement. I need to see the EIR and see the
8 numbers that back up what is being proposed. Sounds very
9 promising, but I think Martha said it best, you know, if
10 HomeFed doesn't do what they say, then we have a great
11 City Attorney, City Manager. Santee should be that bad
12 dog and we should bite hard. I absolutely agree with
13 that. That's the funniest thing I heard tonight.

14 Now, other than than, I did hear one other
15 thing. Jeff O'Connor mentioned that may be a little
16 additional sweetener. He's gonna fix the 15 connection
17 to the 52 and add an aux lane between the 15 and -- and
18 Santo Road. So all those things show that Fanita and
19 HomeFed are -- are operating on good faith. I hope they
20 continue to. I'm very excited about this project and the
21 potential. Thank you.

22 MAYOR MINTO: Thanks.

23 CITY CLERK: Evelyn Andrade-Heymsfield, followed by
24 Janet Garvin and then Janet McLees.

25 MS. ANDRADE-HEYMSFIELD: Good evening. I'm here

1 representing hundreds of Santee residents that I've
2 spoken to walking door to door in District 1, who opposed
3 Fanita Ranch for a variety of reasons. We are living
4 under different circumstances when it comes to housing
5 and the climate, both of which have solutions that are
6 tied together.

7 Any new developments should recognize the
8 challenges and realities we are facing today and adapt
9 accordingly. We know, based on studies, that building
10 urban sprawl developments will only make the climate
11 crisis worse and takes us in the wrong direction. Urban
12 sprawl has many negative consequences for the environment
13 and residents, including harmful effects on human health,
14 something that's not being discussed in these workshops.

15 While HomeFed is offering to make improvements
16 to the 52, reality has shown that expanding freeways does
17 not actually decrease traffic. All it does is encourage
18 more people to drive, which results in the same traffic
19 as before, and in some cases, more traffic.

20 One example I'll point to is the 405 Freeway in
21 Los Angeles, where they spent \$1.1 billion to expand a
22 10-mile stretch to improve traffic. A study done by USC
23 recently found that adding lanes actually had little
24 affect on easing traffic. In fact, it eased traffic,
25 initially, but after only one year, traffic was worse.

1 Simulations are great, but I'm sure that they, too, did a
2 simulation before spending \$1.1 billion.

3 I'm not anti-development. I recognize, more
4 than anyone, that we are facing a housing crisis and we
5 need affordable housing. But Fanita Ranch won't have
6 affordable housing. And when I say, "Affordable
7 housing," I don't mean Section 8 housing, as some people
8 have presumed. I'm speaking on behalf of residents that
9 told me their children, many who grew up here, were
10 raised here, cannot afford homes here. We need infill
11 development that is affordable for people in my
12 generation, housing that adapts to our current needs and
13 ensures we have a thriving, resilient community for all.

14 Lastly, at the last workshop, I asked if the
15 City is capturing the increase in land value for the
16 upzone and if the City will be benefiting, financially,
17 from that increase. I still have not received an answer
18 to that. Thank you.

19 CITY CLERK: Janet Garvin, followed by Janet McLees
20 and then John Olsen.

21 MS. GARVIN: Yes, Janet Garvin. I'm concerned
22 also -- I'm skeptical about the improvements on the 52.
23 All the research that I've done online, looking at the
24 effects of expanding freeways don't pan out to improve
25 traffic. And in the long-term, most of the studies that

1 I looked at show that the research -- the research shows
2 that traffic actually increases.

3 So it's sort of like, if you build it, they
4 will come. And I will give you an example. Locally, the
5 805 Freeway, between 52 and the 5 was expanded,
6 exponentially, in the last few years. They touted the 21
7 lanes going through that area and how much that was gonna
8 improve traffic. And I -- if you go that direction
9 anytime during commute times, the traffic is still
10 horrendous.

11 So I am skeptical that -- I -- I like the idea
12 that maybe the 52 could be improved, but I'm very
13 skeptical about whether the improvements will actually
14 accomplish what we want.

15 And the other thing was: I was just concerned
16 about the simulations a little bit, because the times
17 that they said it takes from 52 -- from Fanita Parkway to
18 the freeway, on Mast, I live there. I drive that way
19 fairly often, and I can tell you that the time is not 15
20 or 16 minutes, it's like 30 minutes from Fanita Parkway
21 to the -- to the freeway. So I -- I'm not sure about the
22 simulations either. So I'm skeptical. Thank you.

23 CITY CLERK: Janet McLees, followed by John Olsen.
24 And the last speaker will be Tommy Hough.

25 MS. McLEES: I'm Janet McLees, Council, concerned

1 citizens, Staff. I've lived here for a long time. I
2 recognize the need for growth in our valley, but that
3 doesn't include the hillside that is called Fanita Ranch.
4 I've watched too many raging fires to approve of building
5 there. I appreciate the improvements that might come to
6 52. I, too, wonder if they actually will solve the
7 problem. And by the way, women do go to work, and
8 hopefully men take their kids to school once in a while,
9 too.

10 I also just wanna mention that the re-branding
11 brought rave reviews of Mission Trails Regional Park.
12 Many named it the best part of Santee, but we know it's
13 really not part of Santee. Would be great to see a way
14 to actually have our -- a park that hooks on to that,
15 that actually is supported by Santee.

16 I also would like to say that I think there
17 were hundreds and hundreds of Santee voters that
18 signed -- signed the General Plan Initiative, because
19 they wanted a voice. And the opposition to Fanita Ranch
20 proposal was a huge part of why they signed it. I
21 listened to them, and I hope you will, too.

22 CITY CLERK: John Olsen. And the last speaker will
23 be Tommy Hough.

24 MR. OLSEN: John Olsen. Live in Lake Canyon Court
25 in Santee. As long as we're saying how long we lived

1 here, lived here for 51 years, so big welcome.

2 Okay. I'm for Fanita Ranch. For me, it can't
3 get here fast enough. The 52 -- I mean, if they say
4 they're gonna fix it and they're not gonna let anybody
5 move in until it's ready to go, you can't get much better
6 than that. I mean, the City is gonna not provide them or
7 give them occupancy for the buildings that are going to
8 be built, simultaneously, I'm assuming, while the 52 is
9 being built. And if the 52 doesn't work or they don't
10 build it, then you're not gonna let people move in and
11 they're just wasting more money. I think Jeff's
12 pretty -- pretty smart guy. He's probably gonna finish
13 the 52 so he can build some houses.

14 What happens if they don't build Fanita Ranch?
15 So they have this big asset that's sitting out there
16 they -- that they bought for pennies on the dollar and
17 then -- then what do they do? Do they sell it to the
18 government so that they could put base housing there and
19 run a little road along Miramar Way, extend that all the
20 way through and then all of those people don't -- they
21 live in Santee, they pay government taxes? I don't know
22 what it is. A government building like that pay taxes,
23 property tax. We don't get their sales tax. So there
24 are lots of other options, and going through what we've
25 put HomeFed through for the last 8 to 10 years doing all

1 of this is a big pain in the butt. They -- they -- they
2 have other options. But the people that I have met at
3 HomeFed, and the people that I've talked to, and people
4 that I've talked to around the County that have worked
5 with them before, all say that they do what they say and
6 they're stand-up, good folks.

7 How can we say no to this project? We expand
8 at 52. We get lower traffic. We get a new revenue
9 source. I mean, as expenses go up in the community -- I
10 know we're always talking up here about where are we
11 gonna find money for public safety, and this is one way
12 to find money for public safety. Thanks.

13 CITY CLERK: Tommy Hough.

14 MR. HOUGH: Hello. Good evening. My name is Tommy
15 Hough. Fanita Ranch is a proposal that I recall learning
16 about over a decade ago. And I recall going up into the
17 area where it's proposed and thinking it was the wrong
18 place and the wrong kind of development for our growing
19 region, which, indeed, does need greater amounts of
20 housing.

21 Here in Santee, there is the opportunity to do
22 housing right, but this isn't it. This is a development
23 plan that looked good and made sense in 1980. In an era
24 where we need to be growing up, vertically and not out,
25 Fanita Ranch is, essentially, an invitation for a greater

1 amount of sprawl. Something no community in San Diego
2 wants more of.

3 Urban sprawl has significant consequences,
4 including higher rates of water and air pollution,
5 increased traffic, increased car dependency, increased
6 runoff into our lakes and streams and an irreplaceable
7 loss of natural habitats, wildlife and open space, as
8 well as harmful effects on human health, including higher
9 rates of obesity, high blood pressure, hypertension and
10 chronic diseases. That's not the team I think we wanna
11 be playing for. And think of the amount of sprawl that
12 has shown up in Santee since -- just since 1980.

13 The zoning created for Fanita Ranch is
14 outdated. It doesn't recognize the challenges and
15 realities we face today in our neighborhoods and in our
16 region, in regard to climate change and with our housing
17 crisis. Previous testimonies, at previous hearings, have
18 mentioned, at length, how this proposal will increase
19 traffic and recklessly put homes in a fire prone area.
20 Wildfire loves to burn uphill.

21 We have young families here who want homes. We
22 want to accommodate them. We want them to stay and grow
23 their families and businesses. I realize that infill has
24 a cost, but infill's more affordable for the consumer.
25 It requires less resources to construct. They can often

1 be dropped in closer to schools and public transit, as
2 opposed to sprawl development, that will increase the
3 number of cars on our roads. We have an opportunity to
4 get things right in Santee. Consider infill and please
5 reconsider Fanita Ranch. Thank you so much for your
6 time.

7 MAYOR MINTO: Thank you.

8 CITY CLERK: No further speakers.

9 MAYOR MINTO: Thanks. Okay. I'm gonna say a few
10 things here first tonight. Thank you very much,
11 everyone, for the comments that you made. First thing I
12 wanted to address is what happened at the SANDAG meeting
13 last Friday, because it's been mentioned that there was a
14 decision that was made that would take the money away
15 from us ever getting matching funds out here.

16 Actually, there was no -- no -- no action
17 taken, at all, by the Board of Directors, regarding money
18 and things of that nature. There was a -- more
19 discussion. It was a lively discussion. There was also
20 a proposal that would take the money that would be
21 offered to Santee in 2020 and 2021, to be moved up all
22 the way -- give it all in 2020, instead of spread out.

23 And then -- then there was discussion about
24 other types of funding throughout the County. Some of
25 the things that came up, that would take away from being

1 able to work on traffic congestion, mitigation -- and the
2 why reason why I say that is because what we're talking
3 about tonight really isn't the expansion of a freeway.
4 What we're talking about is traffic congestion,
5 mitigation, which we're required, under the Federal
6 Highway Administration to address.

7 SANDAG is also addressing other types of
8 transportation, multi-modal type of transportation.
9 Everything from rapid basis to undergrounding of rail,
10 and it's a variety of -- of transportation needs. Many
11 of them are very, very far out into the future. Most of
12 them have absolutely zero funding capacity at this time,
13 unless there's a new tax that is levied against the
14 County. And so, what we have to do is what we can now.

15 What we've been doing, in Santee, through the
16 Highway 52 Coalition is lobbying for highway funds from
17 the federal government and from the state government. We
18 started about a year ago, because we know that when you
19 apply for these grants that, generally, they don't get
20 them in the first round and we expect that to happen to
21 us now.

22 And however, in doing so, we get an opportunity
23 to actually work with the U.S. Department of
24 Transportation and specifically craft our grants so that
25 we are competitive. We've talked to them recently and we

1 know that if we get a match from SANDAG, and I've made it
2 very clear, I need \$12 to \$15 million just to do this
3 first phase. There's been discussion that there's plenty
4 of people on that Board of Directors that are in favor of
5 helping us get that \$12 to \$15 million.

6 And one of the reasons is because we did the
7 work ourselves to get the majority of the money. We're
8 gonna get 2:1 on that funding and we're going to probably
9 rely on Fanita Ranch to help us out, if we fall a little
10 bit short. Where's Jeff? I didn't tell you that yet,
11 but -- and that's before you do any work.

12 And so -- so we are going to get that first
13 phase done, and it looks like we may, if everything goes
14 according to plan, be able to start that probably in 2022
15 or 2023. And when I say, "start," that doesn't --
16 doesn't necessarily mean the ground is being broken by
17 then, because you certainly have to get the
18 administrative stuff out of the way first. So I just
19 wanted to clear that up about SANDAG. No money has been
20 taken away. Matter of fact, money looks like it may be
21 shifted forward for us, and it's gonna be a lot earlier
22 than 2035 or 2050.

23 We -- there was a question about the timeline
24 for building, and I think the timeline for building, Jeff
25 probably could answer this better, but it really depends

1 on how we get through everything. There's everything
2 that has to be done. The EIR has to be approved. You
3 gotta get all the design stuff finished. You have -- we
4 gotta finish the 52 stuff.

5 So depending on how rapidly all that takes
6 place is how quickly we probably would get started on the
7 timeline. And then, timeline is about 12 years for a
8 build-out on this. The average daily trips -- actually,
9 I think Dan probably answered that question for me. I
10 was gonna talk about the same thing, about the fact that,
11 you know, we -- we talk about average daily trips.

12 And Van -- I think one of the reasons why you
13 might see a reduction in this study, versus what it was
14 back, I think in 1980, is because of the different forms
15 of transportation, the more multi-modal idea for
16 transportation. That's one reason why we would want them
17 to have that shuttle going to the town center. Put
18 people on our transit instead of putting them in cars, so
19 that helps to reduce the number of vehicles, because we
20 know that -- we also are compelled by the Federal Highway
21 Administration to reduce the vehicle miles traveled on
22 every road, not just mitigate the congestion.

23 Believe it or not, you know, I've been working
24 with Ronn on this. We have gone out and talked to a
25 great many groups. And as a matter of fact, we just

1 recently received another letter from, think it was Helix
2 Water District, supporting the Highway 52 Coalition and
3 the concept that we have to get this work done. But
4 we've talked to a lot of people. Marlene's been out with
5 us.

6 We talked to the -- believe it or not, of all
7 groups, the San Diego County Special District's
8 Association, which includes all the water districts,
9 school districts, fire districts, health care districts
10 and things like that. So there isn't anybody that's an
11 elected official in this County that hasn't heard what
12 we're trying to do here in order to fix that 52, before
13 we ever do any more work in the residential zones.

14 And -- and let me tell you what's happened,
15 also, is a lot of those other elected officials around
16 the County have figured out that if they don't start
17 taking care of some of their congestion on the freeways,
18 they're gonna have problems with getting residential and
19 commercial and industrial projects under way, also. So
20 what we're doing here is we're leading the way, in this
21 County, to make a difference on how we address things.

22 And as far as climate change goes, I know that
23 we hear an awful lot about it, but until we fix certain
24 things, we're not gonna have any effect on that. And
25 matter of fact, regardless of what we do today, we're not

1 gonna see a lot of the effect for many, many years. But
2 I can tell you, our -- we're -- we're committed here,
3 pretty much, to getting started so that we are, you know,
4 taking -- being good stewards of our environment.

5 So I'm not for or against this project,
6 specifically, 'cause I haven't seen enough of it. That's
7 why we're holding the workshops. But I do like hearing
8 that we're going to fix things, because I'm tired of
9 hearing about how things are broken and how we're not
10 willing to fix them.

11 Anybody travel Mast Boulevard and know that
12 there was some problems with the roadway there, and in
13 the last couple of months it's changed? It's because
14 people came here and said, "Hey, we got some problems on
15 Mast Boulevard. We need to have that thing repaved."
16 And you know what? It happened, and that's because this
17 City Council listens to what people are saying.

18 Now, we may not always agree, and we're not
19 always gonna agree. We don't even always agree up here.
20 But the idea is that we're going to do the best we can
21 and we're gonna compel Fanita Ranch to live up to any
22 promise they make. And guarantee that unless they do
23 that, I certainly won't be in favor of anything. And I
24 think they've heard that from probably most of us. I
25 don't know. But -- so anyhow, I don't really have any

1 other questions, 'cause that was pretty clear as mud to
2 me about what's going on. So Councilmembers.

3 VICE MAYOR HOULAHAN: I have some questions and some
4 concerns. So thank you, Mr. Mayor for pointing out that
5 the City -- the City has actually put in a grant
6 application to have all of the work that has been
7 mentioned to done. And in fact, it does not have to --
8 there doesn't have to be a dollar put in by Fanita Ranch.
9 I guess an additional dollar. But we do appreciate all
10 the planning and -- and the millions of dollars that have
11 went into that, of course.

12 And so there -- there is a grant application
13 that has been sent to the federal government, and it's my
14 understanding that these upgrades are potentially --
15 could cost upwards of \$30 million. So that grant,
16 potentially, could be for \$15 million. Potentially, if
17 we get that \$15 million, then maybe SANDAG would -- would
18 match that. Or maybe -- maybe Fanita Ranch will actually
19 pay the 15 or the 30. So that -- that would be
20 interesting to know.

21 Now, there's a -- the first -- I guess maybe
22 it's the third slide, talks about the morning backup onto
23 Mast. And then, there was some interesting comments
24 about, you know, who takes the kids to school. Well, I
25 do have a -- I have a nine year old and he's going to

1 Carlton Oaks School and so -- so I have the pleasure, on
2 occasion, to -- to take him to school. And so a lot of
3 the backup is because of the schools, because of West
4 Hills High School. And so, of course, now in the Fall,
5 the backup is greater.

6 We discussed that when the Westin project --
7 well, I wasn't a Councilmember at the time. But there
8 was a lot of traffic engineers that said that wouldn't be
9 a problem, and of course it is. And so, on occasion,
10 the -- the backup can go all the way back over the -- the
11 Santee Lakes Bridge.

12 So definitely, on your way home, of course,
13 typically we come home after the children have gotten out
14 of school, and so once we get onto Mast is better. So --
15 but there is a morning backup. There are problems with
16 getting the kids to school. And yes, fathers do take
17 their kids to school.

18 Now, there's some proposed improvements. One
19 of them is a new westbound lane, and also, a
20 high-capacity on-ramp. And so, I've -- I've looked at a
21 number of these presentations over the years. And so
22 it's my understanding that there won't actually be a new
23 westbound lane added, but there already is a westbound
24 lane there at this time, and it's a bike lane. And so,
25 we're not talking about putting a lot of concrete on the

1 ground and making an actual new lane. We're talking
2 about -- about removing barricades and then creating a
3 bike lane on the other side of the freeway, on the
4 eastbound.

5 So again, I -- I think that's a little -- it --
6 it's not completely -- I think it's a little disingenuous
7 to say there's gonna be -- as if there's a new westbound
8 lane. Unless -- unless my understanding is incomplete.
9 So I'm not seeing that it's a new lane at all. And so --
10 but, yes, I'm taking those barricades out and putting a
11 new bike lane on the eastbound. That -- that likely
12 would -- that would be a good thing, and -- and it could
13 be accomplished to the grant that has been applied for by
14 the City Council and the City of Santee.

15 The high-capacity on-ramp, I kinda see much the
16 same, barricades being moved, and basically, lines being
17 striped on concrete and asphalt that's already there. So
18 again, I'm not seeing -- I wanna -- I wanna see more. I
19 want more. If we're gonna be putting all this capacity
20 onto the freeway, I want, actually, a real, high-capacity
21 on-ramp. Potentially, an on-ramp for which the
22 property -- the front of the Sycamore landfill is
23 purchased by HomeFed or whoever, and that an actual,
24 proper, high-capacity on-ramp is constructed, which
25 could, potentially, be done by Republic, and is actually

1 part of a agreement that will one day happen, once
2 there's a certain capacity of trips into that landfill.
3 So again, there are other mechanisms. So yes, I want --
4 I want the 52 fixed more than anybody, 'cause I actually
5 am driving it every day.

6 So, the proposed, new eastbound lane on the
7 bridge, or maybe bridges -- so one of the bottlenecks is
8 actually at the Mast Bridge that goes over Mast
9 Boulevard, where the -- where the 52 intersects. So
10 again, we're not talking about a -- an additional -- any
11 concrete being put there. We're talking about paint
12 being striped. And again, that means every person is
13 gonna be a little closer to the walls on each side.

14 So I think that's a challenge, but not so much
15 for the Mast Bridge. But I think it's a greater
16 challenge when you get to the bridge that goes over the
17 San Diego River, because the bridge is -- is not
18 straight. So there's a bend to the bridge. And so, what
19 will happen is you're gonna stripe three lanes. It's
20 gonna take up the entire capacity of that bridge. And
21 so, there's a likelihood that there could be an
22 automobile accident. So again, I -- I'm seeing too
23 little. I want more. If this is gonna be true traffic
24 mitigation, that's gonna help me get to work every day,
25 when I go over the 52, I want something real.

1 On Monday, I had the pleasure of doing what I
2 call the 52 Challenge, for which I do twice a day, every
3 day, on a weekday, and as I'm coming back over into
4 Santee, there -- there was an accident. Kind of a -- a
5 minor fender bender. But at 3:00 p.m., as I'm trying to
6 come over to get to City Hall to prepare for this
7 meeting, I'm backed up past the 15.

8 So again, once we start restriping lanes and --
9 and putting more capacity on the exact same freeway, I
10 think it -- there's a safety concern, a definite safety
11 concern.

12 As far as the simulations, again, hard -- hard
13 to see. But, yeah, they're -- some of the -- especially
14 the a.m. peak traffic, it looked like there was a -- a
15 significant mitigation there. But again, I -- I think
16 that -- actually, I wanna see concrete laid. I wanna
17 actually see real lanes built, not moving things out of
18 the way.

19 Now, as far as the improvements in Santee
20 Proper, I'm not seeing pretty much anything that's gonna
21 help the citizens of Santee that are here, now, with
22 traffic. So yes, Fanita Parkway will be expanded. And I
23 believe a wall, likely, should be built, because it does
24 appear that the -- that Fanita Parkway's gonna be very
25 close to the recreation area at Santee Lakes. And so, if

1 a car that's gonna likely be moving at a much higher
2 speed than they do today, veers off and goes into the
3 Santee Lakes, it could be catastrophic. So I completely
4 support a wall being built there for the safety of the --
5 of the people that are going to Santee Lakes, which could
6 be any of us, at any time.

7 I was disappointed to see that Fanita Parkway
8 actually turns into a funnel as it enters into the
9 development. It's -- it's -- it's pretty wide at the
10 end, but then, of course, that's when it drops off into
11 Mast, and then it kinda appears to go almost to a funnel
12 at the end to -- to one lane each direction. Much the
13 same on -- same on Cuyamaca. And again, all of the
14 improvements end at Mast Boulevard.

15 So again, I'm not seeing any -- any
16 improvements for the people that are here now. Now,
17 maybe -- maybe there's a good evacuation plan, maybe
18 there's not. Maybe they're gonna -- maybe they're gonna
19 stay and, you know, try to get -- wait out a fire in
20 place. I'm not sure. But I believe that it's gonna be
21 unlikely that everyone's gonna get out of there, 3,000
22 homes, in a hurry, when they all have to get on to
23 basically one -- two lanes, two lanes to get out. So a
24 little concerned there. I -- I kinda -- I maybe made a
25 bad assumption that it would be a wider road in and out,

1 but maybe that's for the traffic-calming affect, but that
2 might not work out if there was a fire.

3 Now, as far as talk about, you know, approval
4 versus disapproval at this time, we're not even there.
5 We're not there. We all wanna fix the 52. Whether we're
6 for -- whether we're for development infill, whether
7 we're against it, we're all on the same side, as far as
8 we wanna get out of traffic quicker. So we can agree on
9 that. And so, the 52 Coalition has made some noise.
10 We're making noise tonight, and that's a great thing.
11 And keep making noise, because SANDAG is gonna go where
12 the noise is. But again, this plan that I see before me,
13 for traffic mitigation, is too little at this time.
14 We're looking at a \$30 million price tag, we can get that
15 from the Feds. So let's -- let's keep going. Let's keep
16 looking. Maybe -- maybe we can get that and maybe
17 HomeFed can add more.

18 The real plan that was supposed to be done for
19 2050 was a \$1 billion plan. We're talking now about a
20 \$30 million plan. That is a huge difference from what
21 was -- what was originally proposed in the SANDAG
22 proposal. Then, there was a watered down plan that was,
23 like, \$500 million. Again, we're not even close to that.

24 So I know we all wanna get excited about the
25 traffic mitigation, and so do I. I'm in it. However,

1 I'm not really seeing what I wanna see. I wanna -- I
2 wanna see, like, some real construction on the 52, not
3 just moving barricades, not just putting paint on the
4 road. I wanna see something real. But there -- there
5 are plans and -- and the City -- City Council has made
6 that application. So if we're thinking there is no
7 possibility without Fanita Ranch, that is untrue, maybe
8 that is the direction we go, maybe it isn't, but we do
9 have options. Thank you.

10 MAYOR MINTO: Laura.

11 COUNCILMEMBER KOVAL: Hear me? Hello? Okay. There
12 we go. I'll go next, because I see Rob taking many, many
13 pages of notes and I'm going to be much more brief. I
14 did have a question for Fanita Ranch or Jeff. It was on
15 the slide that said, "Illustrated traffic simulation,"
16 with the -- the number of housing units SANDAG -- SANDAG
17 said would be built out in the surrounding areas in 2035.
18 How many housing units is that?

19 MR. O'CONNOR: I don't know the exact housing units.
20 We do have our traffic engineer here. He might know.
21 But what it is doing is it looks at the region, as a
22 whole, and looks at, for instance, west of all those
23 houses will be built before 2035. Any other projects
24 that are in the pipeline to be approved, between now and
25 2035, it will include those houses as well. I don't know

1 the exact number, though. And that's all in the region,
2 not just Santee. It'll include El Cajon and Lakeside.

3 COUNCILMEMBER KOVAL: Yeah, I -- I understand that.
4 I'm just interested in what that number is, and you can
5 get it to me some other time, if you don't have it
6 tonight.

7 MR. O'CONNOR: I will. Thank you.

8 COUNCILMEMBER KOVAL: Okay. I do appreciate the
9 comments about having a timeline. I -- I'm a big fan of
10 timelines. And even though -- I would just be curious to
11 see what building is going on while improvements to the
12 Highway 52 are going on, how that works out. I didn't
13 know about, you know, improvements on the 15, and I -- I
14 think that's definitely needed. That's a -- a nightmare
15 of a ramp to get on to come back to Santee.

16 And then, I did write my own notes, so I'll
17 be -- I'll be quick. And thank you, everybody, for
18 staying and -- and giving your comments and your feedback
19 on this important topic for the City of Santee and,
20 really, all of San Diego. I can see that a lot of
21 thoughts were, you know, given to this -- a lot of
22 research was done by everybody, and so we -- we all got
23 to hear a lot of different perspectives tonight.

24 And I -- I'm new on City Council, if you don't
25 know that, so this is my first season, if you wanna call

1 it that. And when I was campaigning and knocking on
2 doors, you know, some -- some other people had campaign
3 slogans, like, "Got traffic?" and they correlated that
4 with Fanita Ranch and -- and, you know, I thought that
5 was interesting, because Fanita Ranch only exists on
6 paper. So really, I didn't see the correlation at all.

7 But the issues on the 52 today are real, and
8 that's what we're talking about tonight. We all know we
9 have bottlenecks on the 52 Freeway and those impact
10 Santee. We also know that over 70 percent of those
11 commuters come from places other than Santee, places
12 where they continue to build housing units, and that's
13 why I wanted to know how many housing units are being
14 built out to 2035.

15 So I can't find a logical correlation between
16 our traffic issues, as they exist today, and a
17 development that may or may not happen. There are,
18 however, different outlooks on Fanita Ranch, and I do
19 appreciate those. They range from build nothing to stick
20 to the General Plan, and the housing that's in the
21 General Plan right now, and to work with Fanita Ranch and
22 have road and highway improvements, especially the, you
23 know, the 52 Freeway. That's -- it seems to be what
24 the -- the push is about tonight, fixing the 52.

25 So our job, as elected officials, is to listen

1 to everybody in the community, consider all the options
2 and problem solve solutions to help the -- the
3 problems -- to help fix the problems that are in the City
4 today. And -- and one of those problems is traffic. So
5 I personally prefer to look at these things
6 pragmatically.

7 I have a lot to take in from this workshop and
8 I wanna review all the slides. I really appreciate that
9 we are having workshops outside of the normal building
10 process. This is such a huge project for the City of
11 Santee. And I look forward to more of these workshops to
12 answer some more of the questions that came up today. So
13 just again, I want to thank you all for coming and
14 sharing your opinions with the City Council. We really
15 appreciate it. Thank you.

16 COUNCILMEMBER MCNELIS: What makes you think that?
17 Actually, I sincerely wanna say thank you so much to the
18 Staff for -- once again, for putting these workshops on.
19 It's -- you guys are doing an outstanding job at making
20 sure that this whole process is -- stays transparent,
21 stays in front of the community so that everybody can
22 address their concerns.

23 I think this is something that was not -- that
24 hasn't been done in the past, to this extent, by any
25 means. And I've been around for the last two projects

1 that tried to get built there and I've never seen this
2 much transparency done at these types of meetings before.
3 So thank you so much for doing that and thank you for
4 your continued -- continued commitment to keep that
5 going.

6 That being said, one of the things that Staff
7 brought up was the school. Who would decide whether or
8 not the school would be built or not built and houses be
9 built? Was that the school district that would decide?
10 So the school district would say, We don't want this
11 school, and that's the only way it wouldn't get built?

12 DIRECTOR KUSH: That is my understanding.

13 COUNCILMEMBER McNELIS: Jeff. Jeff, can you address
14 that? Is it the school district? So the plans that
15 they -- as they -- yeah, you might as well stand up here.
16 You're gonna be here a minute. The plans, as they stand
17 right now, a school is to be built, and my understanding
18 is, unless the school district states that they are
19 not -- they do not desire another school to be built, is
20 that correct?

21 MR. O'CONNER: That -- that's generally correct.
22 We -- we are building a school. We want a -- we want a
23 school in Fanita Ranch. It's an amenity. But if, for
24 some reason, whatever reason that might be that the
25 school is not built, we have to have an underlying land

1 use.

2 COUNCILMEMBER McNELIS: What other reason would that
3 be, other than the school -- like, could you just decide,
4 never mind, we don't wanna build a school now that we got
5 this approved?

6 MR. O'CONNOR: No.

7 COUNCILMEMBER McNELIS: Okay.

8 MR. O'CONNOR: We're -- we're going to build a
9 school, unless the school district doesn't want it or
10 unless there's some other circumstance, that I can't even
11 think of now, but we want -- we want to build a school.
12 And we're -- and we're working on a school mitigation
13 plan with the school district right now.

14 COUNCILMEMBER McNELIS: All right. So that would be
15 something I'd wanna make sure that would be in there
16 that -- other than the school district saying, We -- we
17 can't -- we actually -- there wouldn't be enough kids
18 to -- to handle a school up there or we couldn't provide
19 the staff for it. Or the City Staff finds some reason
20 that it's -- it would not be safe, for some reason, to
21 have a school in this area, other than that, that we have
22 some sort of teeth in there so that the Applicant does
23 keep a school in there. Thank you. But stay there.

24 I agree -- somebody else had mentioned 26,000
25 average daily trips. That's -- that is a number that

1 gets thrown out all the time that gets -- it gets
2 misconstrued as 26,000 new cars on our road every single
3 day. It's not 26,000 new cars on the road every day, as
4 it was described earlier. It's a trip. So a trip is
5 leaving the house and coming back to the house. If you
6 have a family of four, that could easily be done. I
7 could see that. Going to school, going to sports, going
8 to the store, going to work and often times, at least in
9 my family, both parents, we both work and we have kids
10 that both drive, and so I get that.

11 But it's not all in the -- all in the --
12 they're not all -- we're not all in the same -- in the
13 same -- on the same roads, at the same time. It's spread
14 out throughout the day and it's spread out the entire
15 community. It's not 26,000 new cars at the entrance of
16 Mast and 52 at the same time you're gonna be there. It's
17 throughout the entire community, throughout the entire
18 day, night, 24-hour period.

19 Somebody mentioned that they didn't like the
20 "Will" versus "May," it should be "May." I couldn't
21 disagree more. As a workshop, I actually appreciate the
22 terminology of "Will," because to me, that shows
23 ownership in what you will have to do if you decide -- if
24 we ever approve this project. You will have to make sure
25 the 52 improvements are done. You will have to make sure

1 the traffic mitigation issues are done prior to the very
2 first home ever being built or -- or provided a
3 certificate of occupancy.

4 MR. O'CONNOR: Correct.

5 COUNCILMEMBER McNELIS: And I appreciate the will,
6 not, We may put these improvements in, or We may do this
7 before we build any houses. I prefer the will. Someone
8 else -- same -- well, same -- they're talking about
9 residential driveways, both eastbound and westbound.
10 There are no residential driveways on the eastbound side
11 of Mast Boulevard anywhere. But that being said -- gotta
12 go back to -- all right, I'll get to it in a second.

13 Fire. Fire mitigation. So in previous
14 projects, our Fire Chief actually reviews, as part of the
15 process, reviews these projects. Will that be the case
16 in this one as well?

17 UNIDENTIFIED SPEAKER: Yes.

18 COUNCILMEMBER McNELIS: So would you be looking at
19 that and making sure there are proper and sufficient
20 safety measures taken for ingress and egress in -- in the
21 project for project and safety?

22 FIRE CHIEF: Yes, sir

23 COUNCILMEMBER McNELIS: Thank you. Are you -- are
24 you qualified, as a Chief, to do that?

25 FIRE CHIEF: I believe so, yes.

1 COUNCILMEMBER McNELIS: Thank you. Okay.

2 MAYOR MINTO: Can I follow up on that question?

3 COUNCILMEMBER McNELIS: Please.

4 MAYOR MINTO: You know, Chief, that almost sounds
5 rhetorical, but -- but don't you actually take classes to
6 get other certifications, other than just being a Chief,
7 that allow you to draw conclusions and model how things
8 might be in situations like that?

9 FIRE CHIEF: Yes, sir. And on top of that, we have
10 a wonderful Fire Marshal that is very well versed in all
11 aspects of codes and code enforcement.

12 MAYOR MINTO: I just wanted to point that --

13 COUNCILMEMBER McNELIS: No, I -- I appreciate that.
14 It was -- like I said, it was a little tongue and cheek,
15 but that's -- yeah.

16 MR. O'CONNOR: There will be a future workshop, just
17 on fire protection as well.

18 COUNCILMEMBER McNELIS: See, now we got -- know
19 another one now.

20 UNIDENTIFIED SPEAKER: All right. (Unintelligible).

21 COUNCILMEMBER McNELIS: I've said, quite often --
22 it's -- it's just one of my standard can lines, it's you
23 know, Santee has a blessing and a curse. The blessing is
24 people move to Santee and they stay in Santee. The curse
25 is people move to Santee and they stay in the same house,

1 in Santee, and often times it's because there is --
2 there's -- we just don't have the proper levels of
3 transitional housing up and down, to keep the natural
4 cycle of housing going that most -- that a lot of
5 communities have.

6 Making sure we have developments like this,
7 combined with ADU's and -- and the infill housing will
8 ensure that we are building the proper types of -- of
9 housing to allow our kids, my kids, to be able to afford
10 a home in Santee, while at the same time affording me, as
11 an empty nester when my kids are gone -- gone soon -- to
12 move into something a little smaller and one story, so we
13 don't have to go upstairs anymore, and all that kind of
14 stuff, when the time comes. So that's the natural
15 progression and we need more developments in order to
16 allow that to happen in -- in the City of Santee.

17 MAYOR MINTO: Excuse -- excuse me, Rob.

18 COUNCILMEMBER McNELIS: Yes, sir.

19 MAYOR MINTO: Can I interject one thing more?

20 COUNCILMEMBER McNELIS: You're the Mayor, you kinda
21 can.

22 MAYOR MINTO: Just in case you wanted to make a
23 comment about it, Laura asked about -- asked Jeff about
24 how many homes are projected in that SANDAG report.

25 COUNCILMEMBER McNELIS: Oh, you found it?

1 MAYOR MINTO: Actually, what I did is I went in here
2 and did the numbers based on what was approved last
3 Friday. And taking into consideration El Cajon, La Mesa,
4 Lemon Grove and Santee, and a portion of the
5 unincorporated area of San Diego County, in the next --
6 not by 2035, but in the next eight years, they have
7 allocated approximately 16,357 homes to be built in East
8 County.

9 COUNCILMEMBER McNELIS: With or without this?

10 MAYOR MINTO: Yeah, regardless.

11 COUNCILMEMBER McNELIS: Yeah. Okay. And nice segue
12 for bringing up your SANDAG numbers, because I wanted --
13 I actually did wanna mention that, sincerely, no one,
14 thus far, in my opinion, has worked harder than our Mayor
15 on fixing the 52 and finding ways to make that happen.

16 So that being said, after hearing what's going
17 on with the meetings and -- and all that, it -- it is
18 quite apparent. We -- we, as a City, need to continue to
19 look for outside sources, other than SANDAG, for those
20 funding resources and this could be -- this could be a
21 really big away -- or really big step towards that.

22 Somebody had mentioned the 405 Freeway. Yeah,
23 I -- kinda born and raised up there, so I know this area
24 quite well. The biggest issue with the 405 is that it
25 still leads into a bottleneck. As was mentioned by the

1 Applicant, the bottlenecks are what -- doesn't matter how
2 much you have, how wide a funnel is, if the tip of the
3 funnel is still constricted, eventually, everybody's
4 gotta go into that.

5 And the 405, for a number of exits is okay, but
6 it backs up so much, because of the bottlenecking into
7 several other freeways that it -- it backs up the entire
8 thing. That is the problem that we're having, currently,
9 with the 52, and you're actually providing solutions to
10 open up the end of that funnel, not the backside of the
11 funnel and allow more to back up. It's the opposite
12 effect than using the example of the 405. So I just
13 found that to be an inaccurate analogy.

14 Afford -- affordable is set -- affordable is
15 set by supply and demand, not putting obstacles in front
16 of homes. So if you have less supply and still have an
17 increasing demand, the cost of those homes will continue
18 to go up and affordable becomes less affordable.

19 The more homes that you have available, the
20 more affordable everything else then becomes, because
21 there are more homes for that supply. Supply and demand.
22 It's -- it doesn't matter if we're talking shoelaces or
23 houses. If there's -- if there's no supply, the
24 demand -- and the demand continues, that's -- the cost of
25 that doodad becomes more expensive. We need more supply.

1 Prior to -- it's funny how -- how short our
2 memories are. Prior to the 52, connecting to the 67 --
3 heck, prior to it connecting to the 125, but really, to
4 the 67, there was 27 percent more traffic on Mast
5 Boulevard than there is today. That was -- it used to
6 back up all the way to Halberns on a daily basis.
7 Sometimes all the way to Cuyamaca, on a daily basis.

8 The people that actually do have driveways on
9 Mast Boulevard, I can't tell you how many times I heard
10 them praise the Council for -- and Jack Dale, in
11 particular, for pushing the 52 through the 67, because it
12 opened up Mast Boulevard so that they can actually get
13 out of their driveways, finally, and get onto the roads
14 in at least a more safe manner.

15 So the reason I bring that up is because when
16 we're talking about, once again, opening capacity, that's
17 what this will do. When we open the capacity, it does
18 actually help our -- our arterial roads inside the City
19 of Santee.

20 Somebody mentioned something -- just talking
21 about the initiative, the General Plan Initiative, and
22 how hundreds, if not thousands had -- had signed on that.
23 Just before that was finalized there were -- I recall
24 there were hundreds of cards that were turned in that
25 wanted to pull their signature from the General Plan

1 Initiative, because they were misinformed about Fanita
2 Ranch -- about it representing Fanita Ranch and other
3 projects. They were not -- they did not fully -- many
4 people did not fully understand exactly what they were
5 signing. So not to say that all didn't, but to say that
6 all did, and every single person was at -- was opposed to
7 this project is also disingenuous, given the several
8 hundred cards that were turned in saying, "Please remove
9 my signature from that initiative."

10 Somebody had talked about sprawl and how
11 horrible it is. There's more desire for detached housing
12 in San Diego County than high-density housing. Always
13 has been, always will be. That's just the way it is.
14 The American dream on -- good, better and different is to
15 own your own piece of land. That's the way it's been.
16 Everybody wants to have a home to raise their kids and a
17 yard for the kids to play in, the dog to run around in,
18 that's -- or cat, whatever your -- or llama or peacock,
19 whatever your choice of animal is these days -- that
20 was -- that's what it always has been, that's what it
21 always will be. And the more that we try and force
22 people into high-rise, high-density, the more it's
23 going -- we're -- we're -- I think the more we're --
24 we're gonna have the -- the haves and have nots. We
25 need -- we need more housing that has yards, so that --

1 that it is more affordable and it doesn't become just,
2 Oh, well, you live in the houses, we live in the
3 high-density. That's -- the only way you can do it is
4 to -- is to provide more of it. Almost done, I promise.

5 Someone had mentioned that -- that there were
6 engineers in Santee that said that -- that west -- or
7 that Westin would not cause any more -- cause any traffic
8 at all. There was not one Santee engineer, that I can
9 recall, you guys can recall, I think, that said, "This
10 project would not cause any traffic and that it
11 wouldn't -- and that it wouldn't interfere with the
12 schools." That never happened.

13 MAYOR MINTO: Like San Diego.

14 COUNCILMEMBER McNELIS: That was San Diego, maybe,
15 that said that about Santee, but not one of our Santee
16 engineers ever said, This would never cause any traffic.
17 We all knew that -- where it's at, where it's located,
18 coming out just on the opposite side of the school's
19 entrance and -- and exit. It's obviously gonna cause a
20 bottleneck. That's -- that is what it is. But we never
21 voted to approve that project. That was approved by the
22 City of San Diego.

23 A new lane on the freeway is a new lane.
24 That's -- a new lane's a new lane. Whether it was a bike
25 lane and is now a car lane, that means it's a car lane

1 for more cars and/or trucks to travel on to get up to
2 Summit. I really would like to actually see that made
3 into a -- and I -- I know you guys have talked about it
4 previously, making that some -- a trucks only lane or
5 mass transit trucks only. Is that still or is it just --
6 you looking at this as just an open lane or is that
7 something that you're gonna work with SANDAG on?

8 MR. O'CONNOR: We're -- no, we're working with
9 Caltrans on that. And right now, it's gonna be a car
10 lane --

11 COUNCILMEMBER McNELIS: I meant Caltrans, yeah.

12 MR. O'CONNOR: -- multi-purpose lane for anyone.

13 COUNCILMEMBER McNELIS: Okay. But that provides a
14 new lane. And for those -- all those tens of thousands
15 of people that ride their bicycle to work, using the 52
16 right now, they will still have a bicycle lane, it's just
17 gonna be on the opposite side of the freeway. So it's
18 not -- no one's losing everything. Everybody's gaining
19 something. And if there is an accident on the bridge,
20 and it blocks a lane, guess what? It just puts it back
21 to the best day of today, because there's still two lanes
22 open. But all the other hours, of all the other days
23 that it's -- that there isn't an accident there, there's
24 now more capacity put in by restriping. And don't fool
25 yourselves. The cost of restriping is absolutely absurd

1 and ridiculous. It's just paint, but --

2 MAYOR MINTO: Special paint.

3 COUNCILMEMBER McNELIS: -- it's very special -- a
4 very special paint, apparently. But it's millions of
5 dollars to do it, even though it's paint, and somebody's
6 still gotta pay that. And so, whether it be a Fanita, it
7 be the 52 Coalition, it's -- somebody's gotta pay that
8 and the City of Santee does not have the funds to do
9 that. So if somebody is willing to do that, and allow
10 more capacity, God bless them and get out of the way.

11 And last, just as a point of reference,
12 Magnolia going through, that puts cars now -- that -- so
13 Magnolia dead-ends right at the end here, which just so
14 happens to be my backyard. So Magnolia dead-ends in my
15 backyard. When this opens up, it's gonna be putting a
16 ton of cars right down my backyard. Guess what? I knew
17 that when I bought the house 20 years ago that, that was
18 a possibility. Because I paid attention and knew that
19 some day this project, that I didn't even know of,
20 really, Fanita Ranch, could go in and if it did go in
21 that Magnolia would be an entrance. And that there could
22 some day be cars going down my backyard. I can't, 20
23 years later, sit here and say, Well, I've had it for 20
24 years, so you can't do it now. No, it's -- it's always
25 been part of our General Plan. Fanita Ranch has been in

1 our General Plan, to one capacity or another, and
2 Magnolia was a -- was a thoroughfare.

3 So it's -- just because it's -- it's not there
4 now and it hasn't been there for 20 years in your
5 backyard doesn't mean that I can say, No, you can't do it
6 now, because I enjoy not having cars in my backyard.
7 That's not fair. That's not real. Unless I wanna spend
8 the money and buy up the land for Fanita Ranch and then I
9 don't have to worry about any cars in my backyard. But I
10 don't have that kind of money, so there may be cars in my
11 backyard.

12 And oh, last thing, I think I already kinda
13 mentioned it. It was mentioned that there's, you know,
14 the lanes coming in and out of the project, bottlenecking
15 and causing serious harm and potential serious harm. It
16 was mentioned by the Applicant. Didn't you say that
17 there was -- there were two lanes coming in and out for
18 safety issues, for emergency vehicles and -- and exit
19 strategies already?

20 MR. O'CONNOR: There -- there's two lanes going out
21 that will be striped as an emergency lane --

22 COUNCILMEMBER MCNELIS: Yes.

23 MR. O'CONNOR: -- and a -- and a car -- and a car
24 lane. And then, going in, there will be one. But
25 they're wide enough --

1 COUNCILMEMBER McNELIS: Two, yeah.

2 MR. O'CONNOR: -- if there's an accident -- if
3 there's an accident or something, cars will still be able
4 to get by.

5 COUNCILMEMBER McNELIS: But even though there's one
6 going out, at the very top, it still will be for
7 emergency purposes, striped for two lanes?

8 MR. O'CONNOR: Correct.

9 COUNCILMEMBER McNELIS: So it's not just one lane.
10 It's not just a total bottleneck and it's not -- we're
11 not gonna stop the flow of traffic getting out of there
12 and cause people to get stuck there and die in a fiery
13 death?

14 MR. O'CONNOR: That's correct.

15 COUNCILMEMBER McNELIS: Okay. I think that's --
16 that's about it. I think I've addressed it all. Thank
17 you.

18 MR. O'CONNOR: May I add one -- may -- may I add one
19 more comment, please?

20 COUNCILMEMBER McNELIS: Please, sir.

21 MR. O'CONNOR: Okay. Someone also talked about
22 we're not doing anything else to the traffic, other than
23 Cuyamaca, Fanita and -- and Mast Boulevard. We also pay
24 a fee for every home that's built. It's a traffic
25 signalization fee. We're building all the traffic

1 signals that we need. But that fee can go to the City to
2 synchronize and make all the other traffic -- existing
3 traffic signals in Santee much more efficient. And I've
4 been told, by traffic engineers, that, that will increase
5 the efficiency of the surface streets by 20 percent.

6 COUNCILMEMBER McNELIS: Over and above?

7 MR. O'CONNOR: Correct.

8 COUNCILMEMBER McNELIS: Thank you.

9 MR. O'CONNOR: Thank you.

10 COUNCILMEMBER HALL: Well --

11 MAYOR MINTO: We should do that first.

12 COUNCILMEMBER HALL: Okay. Yeah. Can you note that
13 for us? So I -- I know the -- the -- the figures. I
14 think Lemon Grove's gotta build 1300 new homes. And I
15 have a -- I had printed it out there and put it on my
16 phone, anyway. La Mesa has 30 -- almost 3800 new homes
17 and El Cajon has about 3300 new homes that are gonna be
18 coming up the -- coming up the 125 to the 52. So -- so
19 we have to keep that in mind.

20 And as far as the lanes go -- and -- and again,
21 Jeff, I was -- I heard one lane, too, so that's something
22 that I'd like to look into is coming back with two lanes
23 for fire mitigation, 'cause I'm -- I know you said two
24 lanes coming out -- coming out, but I thought it actually
25 went down to one lane at one point and I'd like the

1 whole -- whole thing to be two lanes. I know he did, but
2 I just could've sworn as soon as you got to the
3 development itself -- was it two lanes all the way --

4 MR. O'CONNOR: There -- there's two --

5 COUNCILMEMBER HALL: -- into the development?

6 MR. O'CONNOR: There's two lanes from our town
7 center, in our development, and also, up in the Orchard
8 Village -- or Vineyard Village, sorry. All the way
9 out --

10 COUNCILMEMBER HALL: Okay.

11 MR. O'CONNOR: -- to -- in both Fanita Parkway and
12 Cuyamaca.

13 COUNCILMEMBER HALL: Okay. And how's -- how about
14 Magnolia, in case --

15 MR. O'CONNOR: Magnolia's currently one lane in each
16 direction.

17 COUNCILMEMBER HALL: Okay. We might wanna make sure
18 those are wide lanes or something, 'cause the fire
19 mitigation's one that we're gonna look into -- that's
20 when you're gonna be hearing me talk a lot more, so --

21 MR. O'CONNOR: Okay.

22 COUNCILMEMBER HALL: -- on that one. The -- the
23 shuttle I'm a little hesitant on. I know that if we can
24 do that, that would be great. And -- and -- but I know
25 the reality, but MTS might be able to work with that, run

1 a bus service or something there, if we can do that. I
2 know that MTS is interested, and I don't know if Jeff
3 knows that or not. Jeff, do you mind coming back up? I
4 let you sit down, first.

5 So I know MTS was interested in helping out on
6 the 52. So I -- so you might wanna get a hold of Paul
7 and talk to him, too, 'cause theirs -- theirs is tied to
8 their -- their rating, you know, their tax increase, of
9 course. But they actually came to the City Manager and
10 myself and said, "Hey, we want to help out," and my
11 answer's, "Write a check if you want to help out."
12 But -- but maybe they can jump in there and they wanna
13 put a bus lane in and they have HOV lane.

14 The HOV lane was scheduled for 2035, which, you
15 know, again, that's not gonna happen, from what I
16 understand, ever. And that's something, again, that
17 everybody's been saying is we -- you know, we can't
18 depend on anybody else. We're at the point now, we've
19 gotta depend on ourselves and we -- we have to figure out
20 ways of doing this and making sure that we can get this
21 thing fixed and making sure that we can get some smart
22 signals in here, eventually. I know Rob's -- Rob and I
23 are in total agreement of that.

24 We have a -- a workshop at the Rancho Bernardo
25 Library last night, Ms. City Manager, that we might wanna

1 get a hold of that company and have them do a workshop
2 here, and I'd be real interested in looking into that.

3 As far as everything goes, I think it's been
4 said. Everybody's tired and let's go home.

5 MAYOR MINTO: Well, good thing I'm calling the
6 meeting. We've talked a lot about SANDAG, talked about
7 numbers, talked about this housing thing and I -- I just
8 wanna put it in a little bit more perspective for
9 everybody that's listening, except for Michael, because
10 he had the courage to sit and listen to us at SANDAG on
11 Friday. And like -- like me, probably wanted to go out
12 and jump off the nearest curb.

13 But the numbers are so unreasonable throughout
14 this entire County. The worst one, in my opinion is, for
15 instance, the City of Coronado. Anybody been to
16 Coronado? Where do you build there, right? They're
17 going to be required to, in the next eight years, to
18 build 1,001 houses. 1,001. Exactly. Where?

19 So -- so you see what we have to deal with when
20 we're talking about these state -- state mandated. And
21 that's the reason why SANDAG's coming up with this,
22 'cause this is state mandated. I think the biggest flaw
23 was is six months ago, we decided how many, you know,
24 homes we'd like to see in our region and we had a total
25 number. Two numbers that were thrown out there were

1 about 171,000 and the other number was 116,000. Well, at
2 Board of Directors, they played with the weighted votes,
3 and whatnot, and got 171,000.

4 COUNCILMEMBER HALL: You might -- you might explain
5 the weighted votes.

6 MAYOR MINTO: Well, the weighted vote is that even
7 though you might have 15 or 17, 18 cities, out of the 19
8 in the County that decide that they wanna vote one way,
9 well, San Diego and Chula Vista can call for what they
10 call a weighted vote. And even though the vote comes out
11 that 17 cities say no, while those three cities or two or
12 three cities say yes, it overrules everybody else. So --

13 CITY MANAGER BEST: Mayor.

14 MAYOR MINTO: What?

15 CITY MANAGER BEST: I heard at the SANDAG meeting
16 that was five hours long there was basically five hours
17 of testimony and in 20 seconds, a weighted vote was
18 called and five hours of testimony went out the window.

19 MAYOR MINTO: That's actually what happened. And
20 that's why we're stuck with numbers like this. But my
21 question is, and I asked that and I -- and I think that
22 if anybody here has any common sense at all, you would
23 ask the question: Why didn't you look at each city,
24 individually, determine the number of homes that were
25 reasonable and possible and then add them all up to come

1 up with a total number of homes that you could reasonably
2 put into your community or your -- your County? Well, we
3 always put -- seem to put the cart before the horse
4 there.

5 So these are the things that we have to deal
6 with. We're strapped with, you know, mandates that are
7 unreasonable. Many cases, are unnecessary. And so let
8 me also talk for a second about affordable housing,
9 because affordable housing can be accomplished in every
10 area that we're building. What can happen is that the
11 Governor's freed up money to go towards subsidizing
12 housing.

13 And the reason why we say it that way is that,
14 if you're a home builder and you're building -- want to
15 build affordable housing and you go to the bank and they
16 say, Well, how much are you gonna collect in rent? We'll
17 say. And those rents are less than what your mortgage is
18 gonna be. Well, they're not gonna give you the money.
19 Everybody's experienced it that's bought a house, for
20 instance. You wanna buy a house? You don't have enough
21 income, you don't get the mortgage.

22 Well, in these cases where we create the
23 affordable housing, money is given by the government, and
24 usually it's a 55-year lease on the property, and people
25 have to qualify to get in there. And these -- these

1 homes are wonderful homes. Matter of fact, we have them
2 in Santee. Most people don't even know it. If you
3 walked in, you'd think you're going into maybe a -- you
4 know, a -- I don't know, country club or something, we'll
5 say. Not nearly as nice as the country club we have over
6 there on N Wood.

7 However -- however, those are the things that
8 we've built in Santee and are going to look forward to at
9 some other time building. But there's no reason why
10 things like that can't be built in Fanita, also. You
11 just have to have that discussion. So -- so I beat that
12 up, I think, enough. But I think it helps put things a
13 little bit in perspective when we talk about SANDAG, talk
14 about being forced to do things that we not -- might not
15 necessarily want to. And then, when we say no, we're
16 told yes anyways. So your vote -- our vote doesn't
17 always count. So anyhow, with that, I think we have
18 probably beat that up enough and we're gonna go back on
19 the agenda.

20 -oOo-


C E R T I F I C A T E

I, Krisha Alatorre, a transcriber and court reporter for Barrett Reporting, do hereby certify:

That said tape recordings were listened to by me and were transcribed into typewriting under my direction and supervision; and I hereby certify that the foregoing transcript of the tape recordings is a full, true, and correct transcript, to the best of my ability.

I further certify that I am neither counsel for nor related to any party to said action, not in any way interested in the outcome thereof.

In witness whereof, I have hereunto subscribed my name this 28th day of August, 2020.



Krisha Alatorre

CSR No. 13255