



THE CITY OF SAN DIEGO

ADDENDUM TO NEGATIVE DECLARATION

Project No. 648597
Addendum to ND No. 90-0687
SCH No. N/A

SUBJECT: Alante CPA PDP RZ: A request for a COMMUNITY PLAN AMENDMENT (CPA), PLANNED DEVELOPMENT PERMIT (PDP) to amend PLANNED COMMERCIAL DEVELOPMENT (PCD) 87-0639, AND REZONE (RZ) from RM-1-2 to RM-4-10 to construct a 70,595 square-foot multi-family residential building with a four-story configuration over an existing two-level parking structure. The project requests a Community Plan Amendment (CPA) to change the existing land use designation from Low-Medium density to High density Residential. The project proposes 50 units, consisting of 15 affordable units and 35 market rate units. The 0.46-acre site is located at 10211 Rancho Carmel Drive in the Carmel Mountain Ranch Community Plan area. The project is subject to Airport Land Use Compatibility Overlay Zone (MCAS Miramar), Airport Influence Areas Overlay Zone (MCAS Miramar - Review Area 2), Residential Tandem Parking Overlay Zone, Parking Standards Transit Priority Areas, Transit Priority Area, and Council District 5. (LEGAL DESCRIPTION: Lot 18 of Resubdivision of Carmel Mountain Ranch units 4 and 36, according to Map No. 12516) APPLICANT: Daniel Rehm.

I. SUMMARY OF ORIGINAL PROJECT

The original project, Rancho Carmel Plaza, proposed an Amendment to Planned Commercial Development Permit No. 87-0639 for the modification of floor area and design. The project proposed an increase in the retail floor area by approximately 6,000 square-feet and to modify the proposed Park and Ride facility into two levels located north of Provencal Place. The project also proposed a Tentative Map for the re-subdivision of existing Lots 17 and 19, Map No. 12516 into 4 parcels. The development of the project included a 31,280 square-foot neighborhood commercial center with access from Rancho Carmel Drive and a two-level parking structure for Lot 18, which would provide parking for a 75-space Park and Ride facility. The previously certified Rancho Carmel Plaza Negative Declaration No. 90-0687 determined that the development of the commercial center and two-level Park and Ride facility would not result in any significant impacts to the environment.

II. PROJECT DESCRIPTION

A request for a COMMUNITY PLAN AMENDMENT (CPA), PLANNED DEVELOPMENT PERMIT (PDP) to amend PLANNED COMMERCIAL DEVELOPMENT (PCD) 87-0639, AND REZONE (RZ) from RM-1-2 to RM-4-10 to construct a 70,595 square-foot multi-family residential building with a four-story configuration over an existing two-level parking structure which was built in 1991. The CPA to the Carmel Mountain Ranch Community Plan (CMRCP) would allow for the existing residential land use designation to increase from Low-Medium density (6-29 du/acre) to High density (74-109 du/acre). The Alante CPA/PDP/RZ project (Project) includes affordable units and qualifies as a density bonus project pursuant to California Government Code Section 65915 (State Density Bonus Law) and the City's Land Development Code (LDC). The Project would construct a 50-unit residential development, which would include 35 market rate and 15 affordable units. The affordable units include 10 units of "low-income households" (20 percent of total units) and five units of "moderate-income households" (10 percent of total units). Pursuant to the Land Development Code (LDC) Section 143.0740, Table 143.07B of the LDC, a 35 percent density bonus would allow up to two incentives, and according to Table 143.07C of the LDC, a 5 percent density bonus would allow up to one incentive. The project is allowed three incentives.

The three incentives, in the form of deviations from the development regulations, are as follows:

Incentive # 1: A deviation from SDMC 131.0443(g)(1) to reduce the northerly elevation setback from the required 15 feet to allow 0 feet on the grade level and eight feet on the second through the fourth floors.

Incentive # 2: A deviation from SDMC 131.0445(c) to increase the maximum lot coverage from 60 percent to 63 percent.

Incentive # 3: A deviation from SDMC 131.0454 to reduce personal storage space from the requirement that all dwelling units be provided with a personal storage space of at least 240 cubic feet with a minimum seven foot horizontal dimension along one plane, to 16-units provided with a private storage space of 75 cubic feet with a seven foot horizontal dimension along one plane.

A mixture of 26 one-bedroom and 24 two-bedroom units would be distributed throughout the building levels one through four. The existing parking structure to remain would be located on the basement and ground-floor level which will maintain 58 of the parking spaces from the existing Park and Ride and will support the proposed multi-family residential development. The addition of an elevator would service the parking and residential levels. The basement level would provide 14 standard and 15 compact parking spaces, an elevator generator room, electrical utility room, three motorcycle spaces, and bicycle storage. The ground floor level would include a residential lobby, leasing office, mail, delivery support, rideshare information, child transportation storage, trash, two motorcycle spaces, bicycle storage, two handicap parking spaces, 10 standard parking spaces, and 16 compact parking spaces. The first level, built above the existing parking structure, would include 13 residential units, a 381-square-foot indoor common space with a kitchenette, and 785-square-foot

outdoor common space with a barbeque. The second level through the fourth level would contain residential units. All levels would contain additional storage units and private balconies. The Project is located within a Transit Priority Area, which does not require parking (SDMC Section 142.0528(a)(1)), however, 58 parking spaces, 5 motorcycle spaces, and 22 bicycle spaces would be provided.

Various site improvements would also be constructed including associated hardscape and landscape. Mature trees would remain on the north side of the property and along street frontage on Rancho Carmel Drive and Provencal Place. The project's landscape design includes softscape comprised of drought tolerant plants and an automatic drip irrigation system.

III. ENVIRONMENTAL SETTING

The 0.46-acre site is located at 10211 Rancho Carmel Drive within the Carmel Mountain Ranch Community Plan area. The Project is located on the east portion of Rancho Carmel Drive at the intersection of Provencal Place. The site is approximately 19,906 square-feet and contains an existing two-level parking structure which was built in 1991 and has served as a Park and Ride facility. The project is subject to Airport Land Use Compatibility Overlay Zone (MCAS Miramar), Airport Influence Areas Overlay Zone (MCAS Miramar - Review Area 2), Residential Tandem Parking Overlay Zone, Parking Standards Transit Priority Areas, Transit Priority Area, and Council District 5.

IV. ENVIRONMENTAL DETERMINATION

The City previously prepared and certified the Rancho Carmel Plaza Negative Declaration (ND) No. 90-0687. Based on all available information in light of the entire record, the analysis in this Addendum, and pursuant to Section 15162 of the State CEQA Guidelines, the City has determined the following:

- There are no substantial changes proposed in the project which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental document was certified as complete or was adopted, shows any of the following:

- a. The project will have one or more significant effects not discussed in the

previous environmental document;

- b. Significant effects previously examined will be substantially more severe than shown in the previous environmental document;
- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous environmental would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based upon a review of the current project, none of the situations described in Sections 15162 of the State CEQA Guidelines apply. No changes in circumstances have occurred, and no new information of substantial importance has manifested, which would result in new significant or substantially increased adverse impacts as a result of the project. Therefore, this Addendum has been prepared in accordance with Section 15164 of the CEQA State Guidelines. Public review of this Addendum is not required per CEQA.

V. IMPACT ANALYSIS

The following includes the project-specific environmental review pursuant to CEQA. The analysis in this document evaluates the adequacy of the ND relative to the project.

Geology/Soils

1990 ND

The ND identified that the site was previously graded and that due to the location of the project in Southern California, exposure to risk for earthquakes is not ruled out. Proper engineering and design measures would be taken in accordance with the California Building code. The ND concluded there would be no impacts to geology and soils as a result of project implementation.

Project

The Project proposes construction of 50 residential units above an existing Park and Ride facility. No grading on the previously developed site is proposed. The project is located in Geologic Hazard Zone 53, and the same conditions apply regarding seismic activity as it did when analyzed in 1990. The proposed development would not destabilize or result in the settlement of adjacent property or the right of way. The project would be constructed consistent with proper engineering design in accordance with the California Building Code. Utilization of appropriate engineering design measures and standard construction practices,

verified at the building permit stage, would ensure that potential impacts from regional geologic hazards would be reduced to an acceptable level of risk.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

Air

1990 ND

The original project was a retail commercial center and a Park and Ride facility with 75 parking spaces. The ND identified that the project would not substantially deteriorate ambient air quality. The 1990 ND further identified that the project would not expose sensitive receptors to substantial pollutant concentrations as no such concentrations occurred on or near the site, nor create objectionable odors. Although dust would occur temporarily during construction, the project would not result in the creation of dust. Lastly, the project would not alter the air movement in the area of the project site, or substantially alter the moisture, temperature, or climate locally or regionally. Overall, the ND concluded that the project would not result in air quality impacts.

Project

The project site is located in the San Diego Air Basin (SDAB) and is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD) and the California Air Resources Board (CARB). Both the State of California and the Federal government have established health-based Ambient Air Quality Standards (AAQS) for the following six criteria pollutants: carbon monoxide (CO), ozone (O₃), nitrogen oxides (NO_x), sulfur oxides (SO_x), particulate matter up to 10 microns in diameter (PM₁₀), and lead (Pb). O₃ (smog) is formed by a photochemical reaction between NO_x and reactive organic compounds (ROCs). Thus, impacts from O₃ are assessed by evaluating impacts from NO_x and ROCs. A new increase in pollutant emissions determines the impact on regional air quality as a result of a project. The results also allow the local government to determine whether a project would deter the region from achieving the goal of reducing pollutants in accordance with the Air Quality Management Plan (AQMP) in order to comply with Federal and State AAQS.

The SDAPCD and San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the AAQS in the SDAB. The County Regional Air Quality Strategy (RAQS) was initially adopted in 1991 and is updated on a triennial basis (most recently updated in 2016). The RAQS outlines the SDAPCD's plans and control measures designed to attain the state air quality standards for ozone (O₃). The RAQS relies on information from the CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in San Diego County and the cities in the county, to project future emissions and then determine the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on

population, vehicle trends, and land use plans developed by San Diego County and the cities in the county as part of the development of their general plans.

The RAQS relies on SANDAG growth projections based on population, vehicle trends, and land use plans developed by the cities and by the County as part of the development of their general plans. As such, projects that propose development that is consistent with the growth anticipated by local plans would be consistent with the RAQS. However, if a project proposes development that is greater than that anticipated in the local plan and SANDAG's growth projections, the project might be in conflict with the RAQS and may contribute to a potentially significant cumulative impact on air quality.

The Housing Element of the City's General Plan serves as a policy guide to address the comprehensive housing needs of the City of San Diego. The intent of the Housing Element is to assist with the provision of adequate housing to serve San Diegans of every economic level and demographic group and includes reliance and analysis of the use of affordable housing and density bonus to achieve projected residential housing needs. Specific to affordable housing, Goal 4 of the Housing Element is to "provide affordable housing opportunities consistent with a land use pattern which promotes infill development and socioeconomic equity; and facilitate compliance with all applicable federal, state, and local laws and regulations". Policy direction specific to density bonus is to:

- Encourage and promote the use of available Housing Density Bonus Programs. Future consideration should be given to further expanding density bonus incentives and provisions.
- Enforce all federal, state, and local ordinances or regulations pertaining to land use incentives which promote affordable housing opportunities for low- and moderate-income homebuyers, such as inclusionary housing and density bonus.

As identified under the description of the Project, the Project includes a density bonus pursuant to California Government Code Section 65915 (State Density Bonus Law) as well as the City's Land Development Code (LDC) consistent with State Law. The project would provide 10 "low-income household" residential units, 20 percent of the total units, and five "moderate-income households" residential units, 10 percent of the total units, with 50 units allowed following the rezone.

The Project would replace the Park and Ride facility with a 50-unit residential project, in a location where infrastructure currently exists to support a residential use, including the adjacent commercial center and the Sabre Springs/Penasquitos Transit Station located a quarter mile away. The Transportation Impact Analysis (Linscott Law & Greenspan, April 21, 2020) showed that the Project would generate 300 Average Daily Trips (ADT) and according to the San Diego Trip Generation Manual (May 2003), the Park and Ride facility use generates 276 ADT. The Project would generate 24 ADT more than what the current Park and Ride facility would generate.

The Project would be locating growth in an area outlined in the General Plan where growth should occur and would not significantly increase the number of trips for the site. Therefore,

the Project would be consistent at a sub-regional level with the RAQS and would not obstruct implementation of the RAQS.

Short-Term (Construction) Emissions

Construction-related activities would be temporary, short-term sources of air emissions. Sources of construction-related air emissions include fugitive dust from grading activities; construction equipment exhaust; construction-related trips by workers, delivery trucks, and material-hauling trucks; and construction-related power consumption.

Construction operations would include standard measures as required by City of San Diego grading permit to limit potential air quality impacts. Therefore, impacts associated with fugitive dust would be considered less than significant and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

Odors would be generated from vehicles and/or equipment exhaust emissions during construction of the project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and architectural coatings. Such odors are temporary and generally occur at magnitudes that would not affect a substantial number of people. Therefore, impacts would be less than significant.

Long-Term (Operational) Emissions

Long-term air emission impacts are those associated with stationary sources and mobile sources related to any change caused by a project. After construction, air emissions from the project could result from heating, ventilation, and cooling (HVAC) systems typically associated with residential uses. As stated above, the project is designated residential, and according to the Transportation Impact Analysis, the project would generate 300 ADT, which is 24 ADT more than what the current Park and Ride would generate. Therefore, project emissions over the long-term would not significantly increase.

Typical long-term operational characteristics of the project are not associated with the creation of such odors nor anticipated to generate odors affecting a substantial number of people. The project would construct a 50-unit apartment building. The project would not create uses that, in the long-term operation, would be typically associated with the creation of such odors, nor are they anticipated to generate odors affecting a substantial number of people. Therefore, impacts related to odors generated from project operations would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

Hydrology/Water Quality

1990 ND

The ND identified that the project site was not in proximity to any water bodies which could change currents or the course of direction of water movements. It also identified that there would be no changes in absorption rates, drainage patterns, or the amount or rate of surface runoff. The project would not expose people or property to water related hazards such as flooding. The ND identified that the project's hydrology and water quality systems were reviewed consistent with applicable city regulations to ensure proper engineering design of the systems. Therefore, the ND concluded that there would be no impacts to hydrology or water quality.

Project

Drainage

A site-specific Drainage Study was prepared by Hunsaker & Associates (Preparation/revision March 4, 2020) that evaluated the existing and proposed drainage conditions. The site is developed with a parking structure. The runoff from the property currently drains overland and through existing storm drains northwest to an inlet adjacent to the Rancho Carmel Drive and flows into a storm drain. Based on the findings of the technical report, drainage characteristics would change slightly from pre-project conditions resulting in an increase in runoff flows due to the addition of impervious areas. The increase would be approximately 0.03 cubic feet per second in runoff flows.

The study concluded that the increase in runoff is negligible and therefore the Project does not increase runoff in the 100-year storm event. Onsite flood attenuation would not be required, and no negative impacts to downstream drainage facilities would result.

Water Quality

According to the City's Storm Water Requirements Applicability Checklist, the project is considered to be a Standard Development Project.

The Project would be required to comply with all City storm water standards during and after construction. Appropriate BMPs would be implemented to ensure that water quality is not degraded; therefore, ensuring that project runoff is directed to appropriate drainage systems. Any runoff from the site is not anticipated to exceed the capacity of existing storm water systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The Project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

Biology

1990 ND

The ND did not identify any biological resources on or adjacent to the project site and the site was previously graded. Therefore, the ND concluded that there would be no impacts to biological resources.

Project

The site is within an urban area and contains existing development, hardscape, and landscaping. Furthermore, the project site is not adjacent to any of the City's Multi Habitat Planning Areas (MHPA) and does not contain any sensitive biological resources. As such, the Project would not impact any sensitive biological resources. No impact would occur.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

Noise

1990 ND

The project proposed a retail commercial center and a Park and Ride facility. It concluded that the project was consistent with the General Plan and did not expose people to current or future transportation noise levels which would exceed standards established in the Transportation Element which was 70 dBA at the time. The ND did not identify any impacts on the environment as a result of noise.

Project

A site-specific noise study (Eilar Associates Inc, September 19, 2019) was prepared to determine if noise impacts associated with project modifications would occur. The following is a brief summary of the analysis and conclusions of the technical report.

The current and future noise environment primarily consists of traffic noise from Rancho Carmel Drive, Ted Williams Parkway, and Interstate 15 (I-15). Future noise conditions at building facades are expected to range from 56 dBA CNEL at the east-facing facade on the second floor, to approximately 71 dBA CNEL at the west-facing facade of the first floor. The General Plan's Noise Element requires that residential outdoor use areas be protected from noise levels greater than 65 dBA CNEL. As designed, future traffic noise levels are expected to be 65 dBA CNEL or less at all common outdoor use areas and private balconies where noise standards would apply, with the exception of the private balconies at the northwest corner of the building, however, project design features would be required in these locations to include solid balcony barriers with a height of 3.5 feet at the first floor and four feet at the second through fourth floors at the northwest corner of the building. Future traffic noise

levels are expected to be reduced to be 65 dBA CNEL and therefore would be in compliance with City of San Diego exterior noise standards. Project design features have been made a project condition of approval. The Project was found to be consistent with the General Plan policies regarding noise.

The report showed that future noise levels on site exceed 60 dBA CNEL at most facades, and therefore interior noise levels may exceed 45 dBA CNEL within units. Noise attenuation measures would be incorporated into the project's design, through discretionary permit conditions of approval, to ensure interior noise levels are reduced to acceptable levels that would not expose future occupants of the project to excessive noise. Additionally, the project would also be conditioned to provide an exterior-to-interior analysis when building plans become available prior to issuance of the building permit.

Construction Noise

Noise levels were calculated at the nearest receiver to the southeast, as any other off-site receivers are located at a greater distance from the project site and therefore would be exposed to lesser noise impacts. With operating hours limited to those permitted by the City of San Diego and adherence to the general good practice construction noise control techniques, temporary construction noise impacts are expected to be less than significant at surrounding properties.

Operational

Noise was also evaluated for potential impacts related to operational activities. It is anticipated that the primary sources of on-site noise would be from mechanical equipment such as HVAC and project-generated traffic noise. The Noise Study showed that ambient noise levels from HVAC equipment operation would increase by 3 dBA and traffic generated noise would not cause a significant increase (greater than 3 decibels) on any surrounding roadway. Both were found to be less than significant with respect to noise levels that comply with nighttime noise limits for rooftop mechanical equipment and minimal traffic generated by the project relative to traffic volumes without the project.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

Light, Glare and Shading

1990 ND

The ND identified the project would not result in substantial light or glare as the project was found to be in compliance with applicable development regulations and that the building materials were mostly stucco and concrete. Further, the project would not create substantial shading of other properties as the project was determined to be consistent with applicable development regulations. No impacts were identified.

Project

The project is currently developed as a two-level parking structure for a Park and Ride facility and provides a source of light in the form of exterior lighting for parking visibility. The proposed project would be a four-level residential project over a two-story parking structure. The building materials would mostly comprise of stucco and concrete with anti-glare windows standard to all development. The site is located on a corner lot and would not contribute to light, glare, and shading as the surrounding areas includes a six-lane street, a commercial center, a golf course (currently closed), and a residential development. The adjacent residential development is located east of the project site and is up-slope, separated by a service parking lot and mature trees. Such effects would not substantially interfere with useable areas since shading would be limited. Off-site shading would be comparable to what occurs as a result of surrounding development today, with no buildings tall enough to create permanent pockets of shade throughout the day. Similar to surrounding development and typical of mid-rise urban development, shading provided by the project would move throughout the day with the movement of the sun.

Additionally, the Project is located in an infill site in the City's Transit Priority Area (TPA). Visual resources, neighborhood character, shade and shadow, light and glare, and scenic vistas defined in the City of San Diego's Significance thresholds shall not be considered an impact for infill projects within TPAs pursuant to CEQA as a result of Senate Bill (SB) 743. According to Section 21099 (d)(1) of the Public Resources Code, impacts to aesthetics (visual resources, neighborhood character, shade and shadow, light and glare, and scenic vistas) would not be considered significant.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

Land Use

1990 ND

The original project at this site, Lot 18, was developed as a Park and Ride facility as part of a larger commercial project. The ND identified that the project would be consistent with the community plan and zoning designations. Further, the project was found to not be in conflict with the goals, objectives and recommendations of the community plan or the adopted environmental plans for the area, nor was it in conflict with adopted environmental plans for the area. Lastly, the project was not identified as being within an airport land use plan and would not result in an inconsistency with aircraft accident potential.

Project

The project is located within a site which is currently developed with a Park and Ride facility and is surrounded by commercial and residential development. The site is designated Residential pursuant to the CMRCP and the project proposes a CPA to change the density

from Low-Medium (6-29 du/acre) to High (74-109 du/acre) density Residential. The rezone is from RM-1-2 to RM-4-10 and would allow up to 50 units for the 0.46-acre lot, which is maxed out per the new zone. The proposed project is a 50-unit residential development, which includes 35 market rate and 15 affordable units. The project would not substantially change the nature of the surrounding area and would not introduce any barriers or project features that could physically divide the community. The increased density at this location and inclusion of affordable housing, within a TPA, supports the City of Villages strategy and Housing Element objectives of the General Plan and the Community Goal to accommodate a variety of residential options through a diversity of product types and economic appeal in the CMRCP.

The project would be subject to follow the Urban Design guidelines outlined in the General Plan, and all other policies outlined in the CMRCP. The project would incorporate several design elements and landscape components to address bulk and scale and ensure that the project would integrate into the existing neighborhood. The south elevation would be the location of the primary building entrance, accented by a downslope which creates a difference in height of street trees, and a garage entrance for vehicles. It would incorporate windows, offsetting plans, colors, and different types of panel materials to articulate the building facades. The western elevation would also include a garage entrance and offsetting plans with a mixture of building materials and mature street trees. The northern and eastern elevations would similarly incorporate offsetting planes, colors, and various materials to articulate the building facades, along with street trees of different sizes.

The rezone and CPA does not conflict with any of the policies of the CMRCP, and the land use designation would continue to serve as residential while only increasing the density. The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project, as a part of this action includes a CPA.

The project would not conflict with any applicable habitat conservation plan or natural community conservation plan as the site is not located within or adjacent to the Multi-Habitat Planning Area (MHPA). No significant impacts would occur.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

Natural Resources

1990 ND

The ND identified the project site was previously graded and would not result in the prevention of future extraction of sand and gravel resources or convert agricultural land to non-agricultural use or impair the agricultural productivity of agricultural land. Therefore, no impacts were identified.

Project

There are no known mineral resources located on the project site. The urbanized and developed nature of the project site and vicinity would preclude the extraction of any such resources. The project site has not been delineated on a local general, specific or other land use plan as a locally important mineral resource recovery site, and no such resources would be affected with project implementation. Therefore, no impacts were identified.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

Recreational Resources

1990 ND

The ND identified the project would not result in an impact upon the quality or quantity of existing recreational opportunity as the project would be a commercial retail use. Therefore, no impacts were identified.

Project

The Project proposes to construct a 50-unit residential building on a 0.46-acre site, which would include 35 market rate and 15 affordable units. The project site is designated Residential pursuant to the CMRCP and is requesting a CPA to change the density from Low-Medium to High. The Project could have the potential to increase the residential use, however, there are minimal residential units being added. The project is located in a developed and urbanized area with existing parks serving the community. Based on the 13 units allowed according to the zone (6-29 du/acre) and the 50 units proposed with the CPA (74-109 du/acre), an additional 37 units for this site would be allowed (15 affordable and 22 market rate). Therefore the 22 additional market rate residential units would be subject to population-based park in-lieu fees.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

Population

1990 ND

The ND identified the project would not alter the planned location, distribution, density or growth rate of the population area and therefore no impacts were identified.

Project

The project would require a CPA and a rezone to allow for higher density residential development within land that has been designated as Residential under the CMRCP. Therefore, the project would add residential capacity within an area not previously analyzed under the proposed density. However, the project would not induce substantial population growth beyond what was analyzed in the 1990 Negative Declaration with the addition of 37 units.

The project includes 30 percent of the total units (50 units total; 15 affordable, 35 market rate) as affordable housing units within the residential development, thereby complying with the requirements of the City's Inclusionary Affordable Housing Regulations (LDC Section 142.1300) and General Plan. Impacts would be less than significant.

In addition, the project would increase the City's and region's supply of needed housing consistent with SANDAG's regional growth forecast. In addition, the project would focus increased housing supply within compact villages conducive to supporting frequent transit service in accordance with the RCP and General Plan goals and policies.

The project site is located on a developed site and is surrounded by commercial and residential development. Although the project would provide additional housing, it is housing needed by the region, as stated above, and in an area close to services and transit which is supported by the General Plan.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

Housing

1990 ND

The ND determined that no impacts to housing would occur as the project would not affect existing housing in the community or create a demand for additional housing.

Project

The Project is located on a previously developed site and would construct a 50-unit residential building. The implementation of the project would not displace any existing housing as the site previously served as a Park and Ride facility. No impacts would occur, and no mitigation is required.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

Transportation/Circulation

1990 ND

The ND determined that traffic generation would be consistent with the CMRCP and that projected traffic would not be substantial in relation to the capacity of the street system because the project proposed a retail commercial center and a Park and Ride facility. The ND also determined that there would not be an increased demand for parking or transportation systems. Overall, there would be no impacts on transportation or circulation.

Project

A project specific Transportation Impact Analysis (Linscott Law & Greenspan, April 21, 2020) was prepared. The existing Park and Ride facility use is estimated to generate 276 ADT according to the San Diego Trip Generation Manual (May 2003), and the Project is estimated to generate 300 ADT which is 24 ADT more than the existing use. An additional 24 ADT is minimal and would not cause a significant impact in trips. Required parking for a project in a TPA is zero, however as outlined the project description, the Project will provide 58 parking spaces.

The study also analyzed Vehicle Miles Travelled (VMT) and found that due to the estimated 300 ADT and the project site being located 1,450 feet from the Sabre Springs/Penasquitos Transit Station, the Project was screened out from conducting VMT analysis and was presumed to not have a significant VMT impact. The Project would also include access to bicycle storage and ride share information. Overall, the project would not result in traffic impacts based on the significance criteria, therefore, no mitigation would be required.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

Public Services

1990 ND

Public services, such as fire protection, police protection, schools, parks and other recreational facilities, maintenance of public facilities including roads, and other governmental services were identified to be adequate for the area. The project did not have an effect upon or result in the need for new or altered governmental services; therefore, no impact was identified.

Project

The project site is developed and is currently designated Residential pursuant to the CMRCP and is located within an urbanized area. The Project proposes to construct a 50-unit residential building on a 0.46-acre site. The project is requesting a CPA to change the density

from Low-Medium to High. Based on the current allowed units according to the zone (6-29 du/acre) and what is proposed with the CPA (74-109 du/acre), an additional 37 units for this site would be allowed. Fire protection and police protection services currently serve the site. The project would not adversely affect existing levels of such services to the area and would not require the construction of new or expansion of existing governmental facilities.

Further, the project would not significantly increase the demand on public schools over that which currently exists and is not anticipated to result in a significant increase in demand for public educational services, nor would the project significantly increase the demand on existing neighborhood or regional parks or other recreational facilities over that which presently exists.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

Utilities

1990 ND

Alteration to existing utilities that included power, natural gas, communications systems, water, sewer, storm water drainage, or solid waste disposal was not required as all utilities were already available. Therefore, the project did not result in a need for new systems or require substantial alterations to existing utilities; no impact was identified.

Project

Adequate services are available to serve the site, and the project would not require the construction or expansion of existing facilities. Implementation of the project would not interrupt existing sewer service to the project site or other surrounding development. The project is not anticipated to generate significant amount of wastewater. Wastewater facilities used by the project would be operated in accordance with the applicable wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB). Existing sewer infrastructure exists within roadways surrounding the project site and adequate services are available to serve the project. The project was found to have no significant impacts to drainage. The project was reviewed by qualified City staff who determined that the existing facilities are adequately sized to accommodate the proposed development.

The project would be served by a landfill with sufficient permitted capacity to accommodate the project's disposal additional needs. Construction debris and waste would be generated from the development of the multi-family residential building. All construction waste from the project site would be transported to an appropriate facility, which would have adequate capacity to accept the limited amount of waste that would be generated by the project. Long-term operation of the proposed residential units is anticipated to generate typical amounts of solid waste associated with residential use. Furthermore, the project would be required to comply with the City's Municipal Code (including the Refuse and Recyclable

Materials Storage Regulations (Municipal Code Chapter 14, Article 2, Division 8), Recycling Ordinance (Municipal Code Chapter 6, Article 6, Division 7), and the Construction and Demolition (C&D) Debris Deposit Ordinance (Municipal Code Chapter 6, Article 6, Division 6)) for diversion of construction waste during the building phase and solid waste during the long-term, operational phase.

The project would comply with all Federal, State, and local statutes and regulations related to solid waste. The project would not result in the generation of large amounts of solid waste, nor generate or require the transport of hazardous waste materials, other than minimal amounts generated during the construction phase. Impacts would be less than significant, and no mitigation measures are required.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

Energy

1990 ND

The ND identified the project would not result in the use of excessive amounts of fuel or energy. Therefore, no impact was identified.

Project

Development of the project would not result in any new or more severe impacts related to electrical power or fuel consumption. The Project would be required to meet the mandatory energy standards of the current California energy code. Additionally, construction of the project would consume energy through the operation of heavy off-road equipment, trucks, and worker traffic, however, construction would be temporary and short-term in duration. Therefore, impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

Water Conservation

1990 ND

The ND identified the project would not result in the use of excessive amounts of water or landscaping that would be non-drought resistant vegetation. The projects landscaping was determined to be in conformance with the Landscape Technical Manual. No impact was identified.

Project

The project landscaping has been reviewed by City Landscape staff and would comply with all applicable City of San Diego Landscape ordinances and standards, including the use of drought tolerant plants, large box street trees and mature trees to remain, and an automatic drip irrigation system. The project would be required to comply with San Diego Municipal Code Section 142.0413 (Water Conservation). Additionally, the project would utilize drought tolerant plants. Therefore, no impact was identified.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

Neighborhood Character/Aesthetics

1990 ND

The ND identified the project would not obstruct any vista or scenic view from a public viewing area. The project would not create negative aesthetic, create bulk or use materials and styles which would be incompatible with surrounding development. Additionally, the project would not substantially alter the existing character of the area including the loss of any distinctive landmark tree(s) or a stand of mature trees, substantially change the topography or ground surface relief features of the site or cause the loss of unique geologic or physical features of the project site. Therefore, impacts were identified as less than significant.

Project

The Project would not obstruct any vista or scenic view from a public viewing area identified in the CMRCP. The Project would not create negative aesthetics because it would follow all design measures and policies outlined in the CMRCP and the Urban Design measures in the General Plan. The project is located adjacent to a six-lane road, a commercial center, a golf course (currently closed), and a residential development. The residential development is located up-slope and is separated by a service parking lot and mature trees. The project would not create bulk or use materials and styles which would be incompatible with surrounding development. The project is allowed three incentives in the form of deviations due to the Density Housing Bonus and one of the deviations would reduce the northerly elevation setback from the required 15 feet to allow 0 feet on the ground level and eight feet on the second through the fifth floors. However, mature trees would help offset the setback reductions.

Additionally, the Project is located in an infill site in the City's Transit Priority Area (TPA). Visual resources, neighborhood character, shade and shadow, light and glare, and scenic vistas defined in the City of San Diego's Significance thresholds shall not be considered an impact for infill projects within TPAs pursuant to CEQA as a result of Senate Bill (SB) 743. According to Section 21099 (d)(1) of the Public Resources Code, impacts to aesthetics (visual

resources, neighborhood character, shade and shadow, light and glare, and scenic vistas) would not be considered significant.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

Cultural Resources

1990 ND

The ND identified that the site was previously graded and concluded that the project would not alter or destruct any prehistoric or historic archaeological site. Additionally, the site did not contain any prehistoric or historic buildings, structures, objects, or have any religious uses. No impacts would result.

Project

The project site was previously graded and developed with a Park and Ride facility. However, qualified City staff conducted a California Historical Resources Information System (CHRIS) search to determine if there were any previously recorded resources on or within the project vicinity. The search came back negative, therefore, due to the developed nature of the site and the lack of recorded resources, impacts to Cultural Resources would not result.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

Paleontological Resources

1990 ND

The ND identified that the project site was previously graded and therefore would not result in the loss of paleontological resources.

Project

The project site is currently developed with a Park and Ride facility and does not propose grading activities. The project would not exceed any thresholds that would result in the disturbance of paleontological resources. Therefore, no impacts would result.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

Human Health/Public Safety

1990 ND

The project was determined to not result in the creation of any health hazard. The project would not expose people to potential health hazards, nor result in a future risk of an explosion or release of hazardous substances. Therefore, no impacts were identified.

Project

A search of potential hazardous materials sites compiled pursuant to Government Code Section 65962.5 was completed for the project site. Several databases and resources were consulted including the Department of Toxic Substances Control (DTSC) EnviroStor database, the California State Water Resources Control Board GeoTracker database, and other sources of potential hazardous materials sites available on the California EPA website. Based on the searches conducted, no contaminated sites are on or adjacent to the project site.

Furthermore, the project site was not identified on the DTSC Cortese List. Therefore, the project would not create a significant hazard to the public or the environment. No impacts would result.

Construction of the project may require the use of hazardous materials (fuels, lubricants, solvents, etc.), which would require proper storage, handling, use and disposal. Although minimal amounts of such substances may be present during construction of the project, they are not anticipated to create a significant public hazard. Once constructed, due to the nature of the project, the routine transport, use, or disposal of hazardous materials on or through the subject site is not anticipated. Therefore, impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Negative Declaration result.

VI. MITIGATION, MONITORING, AND REPORTING PROGRAM (MMRP) INCORPORATED INTO THE PROJECT

None required.

VII. IMPACT SIGNIFICANCE

The ND identified that the project would result in less than significant impacts. This Addendum also identifies that all project impacts would be below a level of significance, consistent with the previously certified ND.

VIII. CERTIFICATION

Copies of the addendum, the adopted ND, and associated project-specific technical appendices, if any, may be reviewed in the office of the Development Services Department, or purchased for the cost of reproduction.



Sara Osborn, Senior Planner
Development Services Department

6/16/20

Date of Final Report

Analyst: Rachael Ferrell

Attachments:

- Figure 1: Project Location Map
- Figure 2: Aerial Photograph
- Figure 3: Site Plan
- Mitigated Negative Declaration No. 90-0687

IX. REFERENCES

- Eilar Associates, Inc.
 - 2019 Noise Impact Analysis
- Hunsaker & Associates – San Diego, Inc.
 - 2020 Alante Drainage Study
- Linscott Law & Greenspan
 - 2020 Transportation Impact Analysis

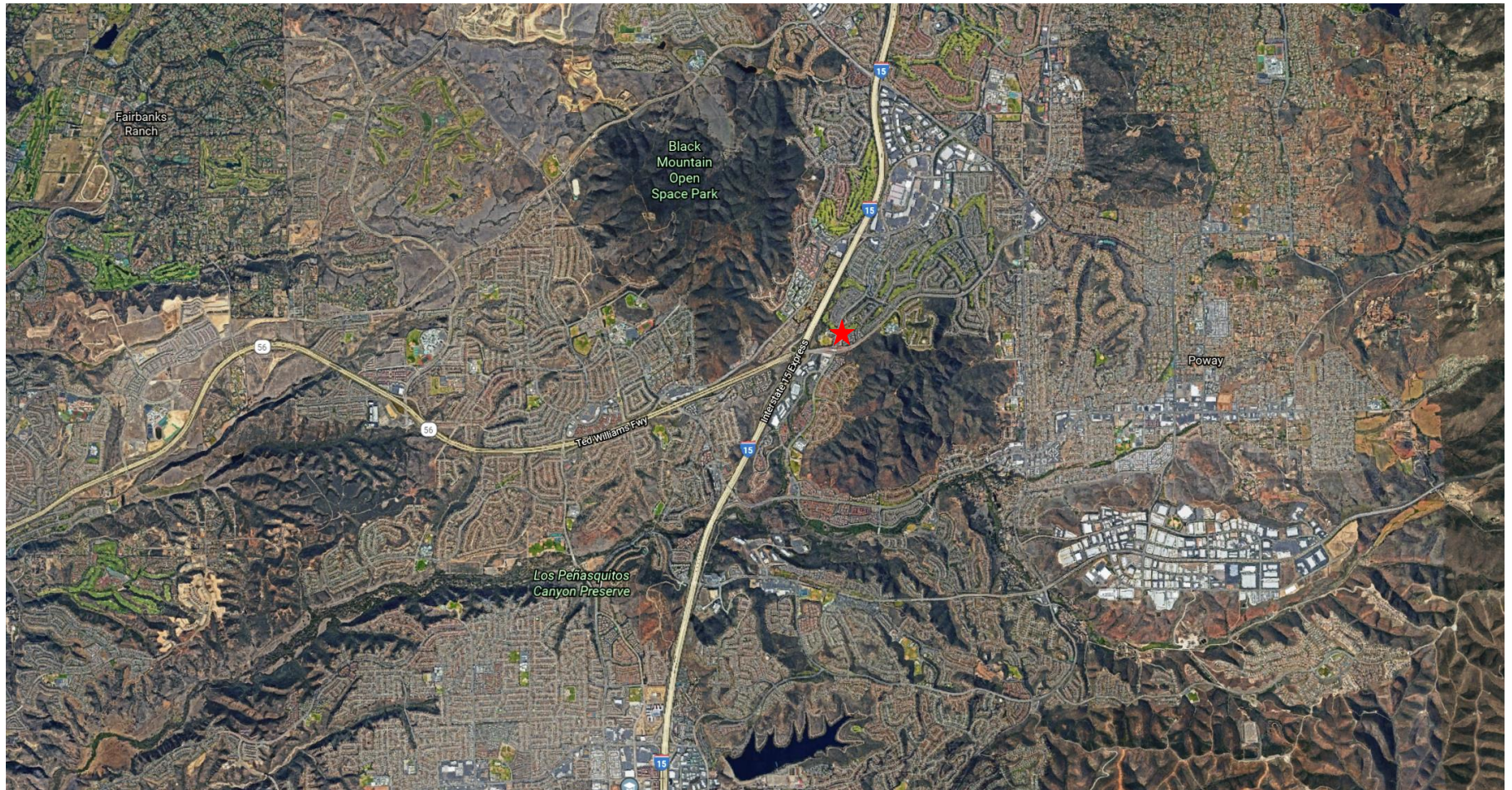


Project Location Map

Alante CPA/PDP/RZ- Project No. 648597
10211 Rancho Carmel Drive



Figure 1

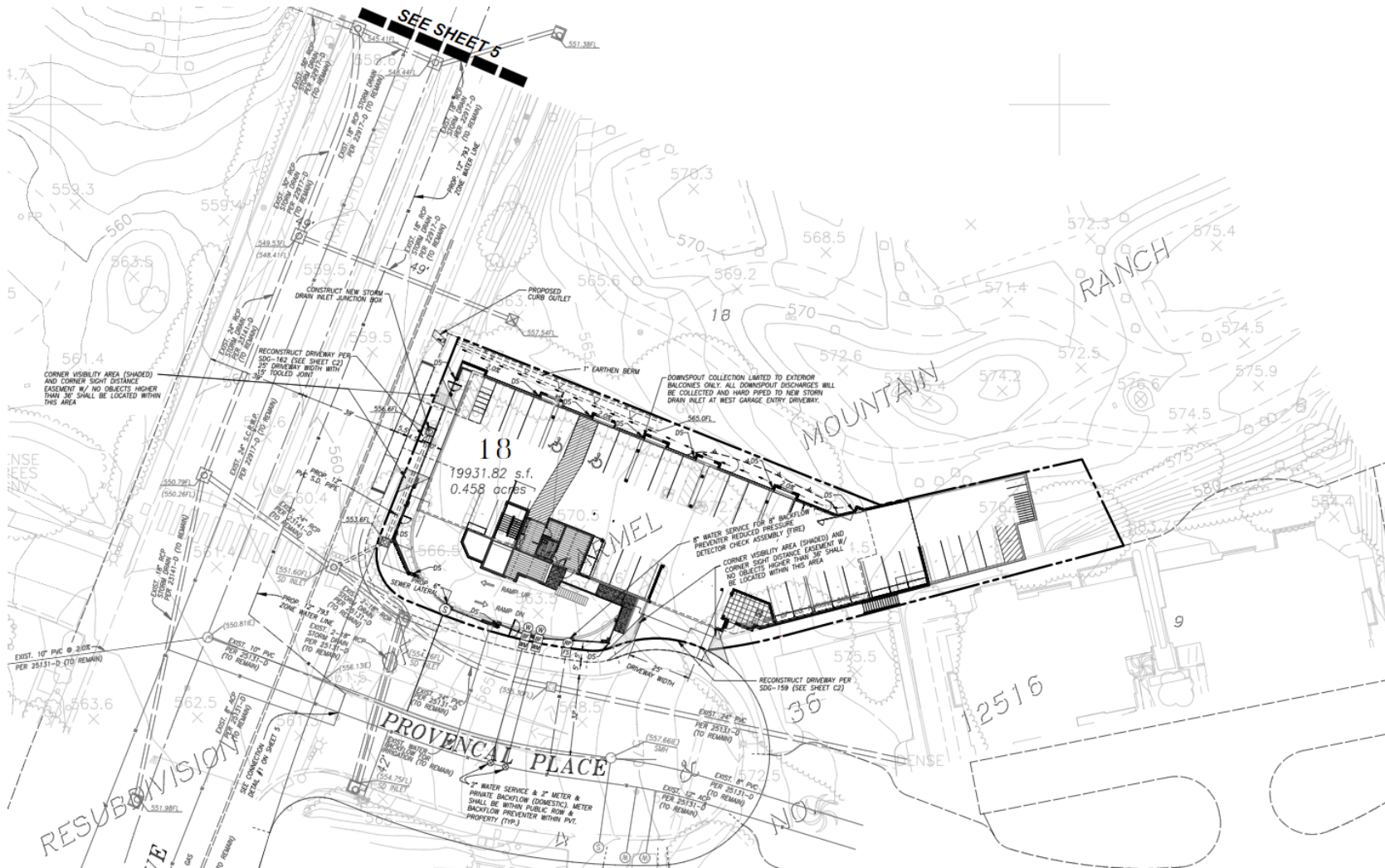


Aerial Photograph

Alante CPA/PDP/RZ- No. 648597
10211 Rancho Carmel Drive



Figure 2



Site Plan

Alante CPA/PDP/RZ- No. 648597
10211 Rancho Carmel Drive



North

Figure 3