The City of SAN DIEGO

Development Services Department
Land Development Review Division

FINAL
NEGATIVE DECLARATION

Project No. 574562
I.O. No. 24007373
SCH No.: N/A

SUBJECT: **MONTEZUMA HOTEL GPA/CPA/RZ/NDP: GENERAL PLAN AMENDMENT (GPA), COMMUNITY PLAN AMENDMENT (CPA), REZONE (RZ)** and **NEIGHBORHOOD DEVELOPMENT PERMIT (NDP)** to redevelop a previously graded and previously developed site into a 4-story, 67,990 square-foot, 58-foot high 125-room hotel located at 6650 Montezuma Road within the College Area community. The 1.86-acre site is currently zoned RM-1-1 (Residential—Multiple Unit) and designated Low/Medium Density Residential (10-15 du/ac) and General Commercial Residential (75-110 du/ac) in the College Area Community Plan. The proposed rezone would change the existing RM-1-1 (Residential Multiple-Unit) zone to the CV-1-1 (Commercial—Visitor) zone. The project requires a General Plan Amendment and Community Plan Amendment to change ~~proposes changing~~ the land use designation to Residential Medium with Commercial (15-29 du/ac). The project site is also located in the Airport Land Use Compatibility Overlay Zone for Montgomery Field Airport, Airport Influence Area (Review Area 2) for Montgomery Field Airport, and the Parking Impact Overlay Zone (Campus Impact Area). (Legal Description: Portion of Lot 1 of College Vista, in the City of San Diego, County of San Diego, State of California, according to Map No. 3226, filed in the office of the County Recorder of San Diego County on May 4, 1955. Together with a portion of Lot 33 of the La Mesa Colony, in the City of San Diego, County of San Diego, State of California, according to the map thereof No. 346, filed in the office of the Recorder of said San Diego County, March 8, 1887, APN 468-120-06.) Applicant: 52 BLUE FALCON, LLC.

FEBRUARY 1, 2019 Update: The project also requires a General Plan Amendment. Revisions have been made to the environmental document to clarify that the project requires a General Plan Amendment. A General Plan analysis has been included in the Land Use Section of the Initial Study. These revisions are indicated by a ~~strikeout~~ and underline format in the Initial Study. They do not affect the environmental analysis or conclusions of the document. In accordance with CEQA Guidelines Section 15073.5 (c)(4), the revised environmental document is not required to be recirculated.

I. PROJECT DESCRIPTION:

See attached Initial Study.

II. ENVIRONMENTAL SETTING:

See attached Initial Study.

III. DETERMINATION:

The City of San Diego has conducted an Initial Study and determined that the proposed project will not have a significant environmental effect and the preparation of an Environmental Impact Report will not be required.

IV. DOCUMENTATION:

The attached Initial Study documents the reasons to support the above Determination.

V. MITIGATION MONITORING AND REPORTING PROGRAM:

None required.

VI. PUBLIC REVIEW DISTRIBUTION:

Draft copies or notice of this Negative Declaration were distributed to:

CITY OF SAN DIEGO

Councilmember Georgette Gomez
Mayor's Office
Planning Department
Central Library
College-Rolando Branch Library
City Attorney's Office
Environment & Mobility Division, Deputy Director
Development Services, Development Project Manager
Senior Permit Planner
Senior Environmental Planner
Environmental, Associate Planner
Permit Planner, Associate Planner
Landscape Planner, Associate Planner
Transportation, Traffic Engineer
PUD-Water and Services
Fire-Plan Review
Planning Department, Long Range Planning, Senior Planner
Facilities Financing
Park and Recreation
Environmental Services Department, Principal Planner

OTHER ORGANIZATIONS AND INTERESTED PARTIES

San Diego State University (SDSU), Facilities Planning and Management Director
College Area Community Planning Board
V.P. Business Affairs, SDSU
Karen Ruggels, KLR PLANNING
Jeannette Temple, Atlantis Group
52 Blue Falcon (Applicant)

VII. RESULTS OF PUBLIC REVIEW:

( ) No comments were received during the public input period.
( ) Comments were received but did not address the draft Mitigated Negative Declaration finding or the accuracy/completeness on the Initial Study. No response is necessary. The letters are attached.
(X) Comments addressing the finding of the draft Mitigated Negative Declaration and/or accuracy or completeness of the Initial Study were received during the public input period. The letters and responses follow.

Copies of the draft Negative Declaration and any Initial Study material are available in the office of the Development Services Department for review, or for purchase at the cost of reproduction.

Anna McPherson AICP

Anna McPherson, Program Manager
Development Services Department

December 7, 2018
Date of Draft Report

February 1, 2019
Date of Final Report

Analyst: R. Benally

Attachments:
Initial Study Checklist
Figure 1 – Vicinity Map
Figure 2 – Location Map
Figure 3 – Site Plan
Figure 4 – Building Elevations – South & East
Figure 5 – Building Elevations – North & West

Appendices:

Appendix A: Air Quality Study
Appendix B: Greenhouse Gas Study
Appendix C: CAP Consistency Checklist
Appendix D: Storm Water Quality Management Plan
Appendix E: Noise Study
Appendix F: Transportation Impact Study
Appendix G: Waste Management Plan

MONTEZUMA HOTEL PROJECT COMMENT LETTER

The following comment letter was received during the public review of the draft Negative Declaration. A copy of the comment letter along with corresponding responses has been included.

Letter	Author	Address	Date	Representing	Page Number of Letter
LOCAL AGENCIES					
A	Julie M. Hamilton	JM Hamilton Law 4112 Adams Avenue San Diego, CA 92116	January 4, 2019	N/A	2

The Law Office of
Julie M. Hamilton

January 4, 2019

Rhonda Benally
City of San Diego
Development Services Center
1222 First Avenue, MS 501
San Diego, CA 92101

RE: Negative Declaration – Montezuma Hotel CPA/RZ/NDP
Project No. 574562

Dear Ms. Benally:

I have reviewed the above negative declaration and have the following comments. By and large I found the negative declaration to be a thorough and well-written document. However, the negative declaration does not comply with the requirements of the California Environmental Quality Act (CEQA) and must be revised. CEQA requires the negative declaration evaluate the ultimate consequences to the physical environment caused by the policy changes. *Aptos Council v. County of Santa Cruz* (2017) 10 Cal.App.45th 266, 290; *City of Redlands v. County of San Bernardino* (2002) 96 Cal.App.4th 398. The City must consider the ultimate build-out of the new zone and new community plan designation. Rather than just consider the impact of the proposed hotel, the City must also consider other projects that will be allowed in the zone. The rezone and community plan amendment will allow residential development on the site at nearly twice the density currently allowed. The applicant is not required to build the proposed hotel; should circumstances change and the hotel is not built; the new zone and community plan designation will allow nearly twice the residential density as it currently allowed. This potential density must be compared to the existing vacant site (with the existing access and shared parking with the adjacent library). The negative declaration must compare the ultimate build-out of the new zone and community plan amendment to existing conditions on the project site rather than the build-out under the current zone.

A-1

A-2

Air Quality

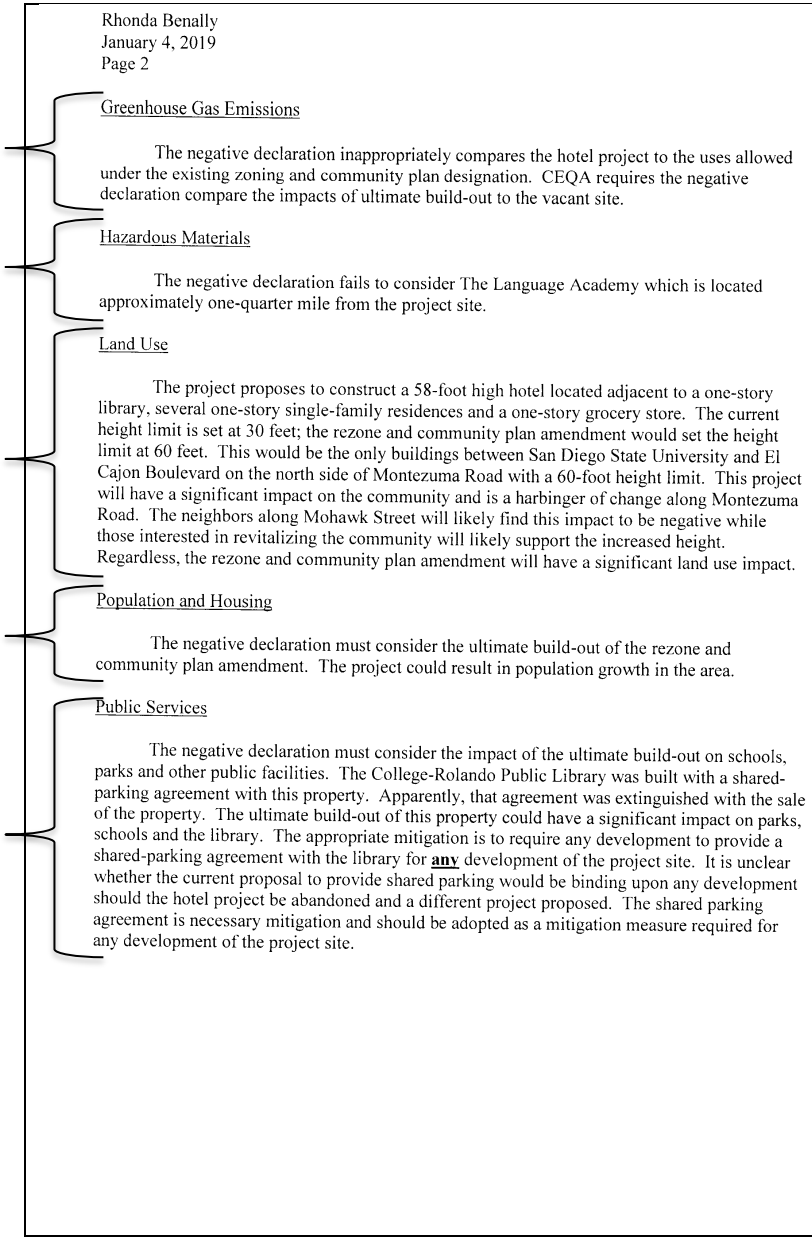
The negative declaration inaccurately states the project would not induce growth or increase housing units. The project site is currently vacant, the new zone and community plan amendment would allow the development of up to 54 new housing units (density bonuses for low- and moderate-income housing could allow up to 68 new housing units). The negative declaration must consider the impact of 54 new housing units on air quality.

4112 Adams Avenue ▪ San Diego, CA 92116 ▪ Ph: 619.278.0701 ▪ Fx: 619.278.0705
www.jmhamiltonlaw.com

A-1 Comment noted. The City has an obligation to analyze the effects of the project, which "refers to the activity which is being approved" (CEQA Section 15378(c)), which, in this case, is the proposed Montezuma Hotel project subject to Neighborhood Development Permit (NDP) No. 2230653. NDP No. 2230653 is specific to the proposed project, which proposes the construction of a four-story, 67,900-square-foot hotel with 125 rooms, landscaping, off-street parking, and hotel amenities.

The commenter states that the "negative declaration must compare the ultimate buildout of the new zone […] to existing conditions on the project site rather than the build-out under the current zone." Such an analysis would be speculative, as there are limitless eventualities that may result by projects that might occur in the future and are unrelated to the current proposal evaluated in the ND. In accordance with CEQA Guidelines Section 15145, environmental documents do not need to address impacts that are too speculative for evaluation.

A-2 The project would development a 125-room hotel. No population growth would occur, as no permanent housing would be provided. Although the proposed land use designation does allow for residential density on-site, it also allows for a wide variety of uses that may occur under the Commercial land use designation (and associated zone) (see Response No. A-1). As discussed above, an analysis of such other uses is speculative and outside the parameters of the proposed project and evaluation in the NDP No. 2230653. As such, the ND is not required to analyze an alternative project as suggested in the comment.



Rhonda Benally
January 4, 2019
Page 2

A-3 Greenhouse Gas Emissions

The negative declaration inappropriately compares the hotel project to the uses allowed under the existing zoning and community plan designation. CEQA requires the negative declaration compare the impacts of ultimate build-out to the vacant site.

A-4 Hazardous Materials

The negative declaration fails to consider The Language Academy which is located approximately one-quarter mile from the project site.

Land Use

A-5 The project proposes to construct a 58-foot high hotel located adjacent to a one-story library, several one-story single-family residences and a one-story grocery store. The current height limit is set at 30 feet; the rezone and community plan amendment would set the height limit at 60 feet. This would be the only buildings between San Diego State University and El Cajon Boulevard on the north side of Montezuma Road with a 60-foot height limit. This project will have a significant impact on the community and is a harbinger of change along Montezuma Road. The neighbors along Mohawk Street will likely find this impact to be negative while those interested in revitalizing the community will likely support the increased height. Regardless, the rezone and community plan amendment will have a significant land use impact.

A-6 Population and Housing

The negative declaration must consider the ultimate build-out of the rezone and community plan amendment. The project could result in population growth in the area.

Public Services

A-7 The negative declaration must consider the impact of the ultimate build-out on schools, parks and other public facilities. The College-Rolando Public Library was built with a shared-parking agreement with this property. Apparently, that agreement was extinguished with the sale of the property. The ultimate build-out of this property could have a significant impact on parks, schools and the library. The appropriate mitigation is to require any development to provide a shared-parking agreement with the library for **any** development of the project site. It is unclear whether the current proposal to provide shared parking would be binding upon any development should the hotel project be abandoned and a different project proposed. The shared parking agreement is necessary mitigation and should be adopted as a mitigation measure required for any development of the project site.

A-3 Comment noted. Per the City's Climate Action Plan (CAP) Consistency Checklist, where a proposed project is not consistent with the existing land use plan and land use designations, the applicant must "provide estimates of project emissions under both existing and proposed *designation(s)* for comparison" not existing and proposed *uses*.

The project-specific Greenhouse Gas Study (Birdseye Planning Group; October 2018) compared build-out under the current land use designation. As stated in the Greenhouse Gas Study, the College Area Community Plan designates the project site as Low/Medium Density Residential [10 – 15 (du/ac)] and General Commercial Residential (75 – 110 du/ac). Because a church had previously been located on the site, the build out scenario assumes build out of the site as a church as a worst-case use. The maximum building size based on the current FAR is about 60,766 square feet (1.86 x 43560 x 0.75 = 60,766), which was then used to determine trips and subsequent emissions. Annual emissions from build-out of the existing land use as a church would be approximately 1,239.2 metric tons (MT) carbon dioxide equivalent (CO_2E) per year. Annual emissions from build-out of the proposed project would be approximately 1,198.5 MT CO_2E per year, approximately 41 MT less annually with the proposed project than the build-out under existing land use designation scenario. The CAP Consistency Checklist does not require analysis of a range of future build-out scenarios under the existing land use designation.

A-4 Comment noted. As stated in the ND, the project would not emit hazardous emissions or handle hazardous materials, substances, or waste. No impacts would result.

No schools are located or proposed to be located within one-quarter mile of the project site. The ND includes area schools for reference and to demonstrate that there are no schools within the one-quarter mile radius from the site. The Language Academy, a charter school located at 4961 64th Street, is located approximately one-half mile from the project site, outside the one-quarter mile radius. The Language Academy would not be affected by the proposed project, as it is outside the one-quarter mile radius and the project would not emit hazardous emissions or handle hazardous materials, substances, or waste.

A-5 Comment noted. Although the subject property would be the only site with a 60-foot height limit located along the north side of Montezuma Road and situated between El Cajon Boulevard and San Diego State University (SDSU), there are several properties zoned RM-3-9 located along the south side of

	Montezuma Road situated between El Cajon Boulevard and SDSU which allow a maximum height of 60 feet. Further, several surrounding properties within the immediate vicinity of the project site, located both north and south of Montezuma Road, are zoned RM-3-8 and CU-2-3 and allow a maximum height of 50 feet. The height of the proposed project is consistent with the proposed land use designation and zone. No impact would result. The environmental analysis addresses the physical change in the environment that would result from a project and if it would result in a significant impact. Land use analysis under CEQA is concerned with if a project physically divides a community (which the proposed project does not, as it would be developed on a vacant parcel within the existing community fabric); if a project conflicts with any applicable land use plan, policy, or regulation (which the project does not, as it is consistent with the regulations of the land use plan amendment and rezone); or if the project conflicts with any applicable habitat conservation plan or natural community conservation plan (which the project does not, as the project is located within an urbanized community and is not within a conservation plan). The proposed project is consistent with the City of San Diego's General Plan and the College Area Community Plan (CACP). Specifically, the proposed project is consistent with the General Plan policy guidance to apply land use designations at the parcel level to guide development within a community and to include a variety of residential densities, including mixed use, to increase the amount of housing types and sizes and provide affordable housing opportunities (refer to General Plan LU-C.2). The proposed Commercial land use designation is consistent with the adjacent Commercial designated properties east of the project site, as shown in the CACP (see Figure 19 of the CACP). The proposed amendment is consistent with the Community Plan policy that recommends areas north of El Cajon Boulevard provide a buffer between uses such as commercial and residential or between residential uses of different intensities (see Housing Recommendations, page 30 of the CACP). The proposed project is also consistent with the Community Plan recommendation to buffer residential areas from commercial areas through the use of appropriate building setbacks, fences, landscaping or a combination of any of these (see Urban Design Recommendations, page 94 of the CACP). Although not proposed by the project, the proposed Community Plan land use designation allows residential development at a density of15-29 du/acre and provides a land use transition between the areas to the north

	and west, which are designated to allow a density of 15 du/acre, and the adjacent commercial center to the east, which is designated to allow a density of up to 109 du/acre. The proposed amendment implements the Community Plan's commercial goal (see Commercial Goal, page 16 of the CACP) to provide a range of retail sales and service facilities to adequately serve the community by extending a commercial designation to the entire project site, which will allow development of the proposed hotel use. The proposed land use designation and hotel commercial use are consistent with the Community Plan policies (see Commercial Recommendations, page 72 and 73 of the CACP) to permit a wide range of general commercial uses that provide full commercial service to the community, to facilitate redevelopment by permitting a multiplicity of commercial redevelopment opportunities, and to permit commercial development alone, residential development alone, or mixed or multiple use development. As demonstrated in the ND, the project would not result in any land use impacts. **A-6** The project would not result in population growth in the area, as it proposes a visitor accommodation use. **A-7** Comment noted. The ND considered the impact of the project on public services, including fire protection, police protection, schools, parks, and other public facilities. The ND concluded that the project would result in a less than significant impact to fire protection and police protection, and no impact to schools, parks, and other public facilities (as no new population would be introduced to the project site). In analyzing a project's impact on public services, in accordance with CEQA, review takes into consideration if the project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities and if there is a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, and other performance objectives. Public services are available to serve the Montezuma Hotel project, and no new facilities or improvements to existing faculties would be required. Therefore, no new or expanded public facilities would be required as a result of the project, and impacts to public services would not be significant.

	It should be noted, however, that NDP Permit Condition No. 34 requires that the "Owner/Permittee shall work with Real Estate Assets Department to provide access and up to 25 parking spaces as available to College-Rolando Library patrons at 6600 Montezuma Road during library operation hours and community events."

A-8

Recreation

The College Area is park deficient, any new residential units would have a significant impact on parks in the community. The negative declaration must consider the impact of ultimate build-out on the parks in the community.

A-9

Transportation/Traffic

Although the project is ideally located for many modes of transportation, the proposed driveway on the eastern side of the property does not meet the City's standards for separation from the western driveway for the adjacent grocery store. This creates an unsafe traffic condition and is a conflict with the City's policies, creating a significant land use impact.

A-10

Conclusion

Although many members of the community are supportive of this project, the City must assure that shared parking and access is provided to the College-Rolando Library with any development of the property, regardless of whether the applicant moves forward with the proposed hotel. The applicant is requesting a rezone and community plan amendment allowing nearly twice the currently allowed density; with no mitigation for the impacts on the community if the hotel is not built. The impacts of the rezone and community plan amendment must be mitigated regardless of how the property is developed. This mitigation must be tied to the rezone and community plan amendment to prevent development of a different project "by right" without providing parking and access for the library. The negative declaration should be a mitigated negative declaration with one mitigation measure that requires a shared access and parking agreement prior to any development of the project site.

Thank you for you time and consideration of my concerns, please feel free to contact me if you have any questions or desire more information.

Respectfully,

Julie M. Hamilton

Julie M. Hamilton
julie@jmhamiltonlaw.com

A-8 As analyzed in the ND, the project does not propose any residential units, as the project proposes a 125-room hotel. Further, the project was reviewed by City staff and the project would not require the provision of population based parks. No impact to parks would occur with ultimate build-out of the proposed project (a 125-room hotel).

A-9 The project design has been reviewed by City Engineering staff and Transportation staff. The project's driveways do meet the City's standards for separation from the adjacent property. Per SDMC 142.0521(d) the driveway curb cut shall be located a minimum of 3 feet from the side property line to accommodate a standard driveway apron. Therefore, the project does not create an unsafe traffic condition nor conflict with City policies, standards, or requirements. Additionally, the project provides visibility triangles as required by the City. A sight distance analysis was prepared for the project and accepted by City staff.

A-10 Comment noted. See response nos. A-1 and A-7. The ND concludes that the project's effect on the environment is less than significant and mitigation is not required.

INITIAL STUDY CHECKLIST

1. Project title/Project number: Montezuma Hotel GPA/CPA/RZ/NDP/574562

2. Lead agency name and address: City of San Diego, 1222 First Avenue, MS-501, San Diego, California 92101

3. Contact person and phone number: Rhonda Benally/ (619) 446-5468

4. Project location: 6650 Montezuma Road, San Diego, California 92115

5. Project Applicant/Sponsor's name and address: 52 Blue Falcon, LLC.
P.O. Box 501294
San Diego, California 92150

6. General Plan/Community Plan designation: The General Plan designates the project site as Residential. The College Area Community Plan designates this site as Low/Medium Density Residential (10-15 du/ac) and General Commercial Residential (75-110 du/ac).

7. Zoning: RM-1-1 (Residential—Multiple Unit) zone

8. Description of project (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation.):

The proposed Montezuma Hotel project involves an Amendment to the College Area Community Plan, Rezone, a General Plan Amendment, and a Neighborhood Development Permit (NDP). The proposed amendment to the College Area Community Plan would change the current land use designation from Low/Medium Density Residential [10 – 15 dwelling units per acre (du/ac)] and General Commercial Residential (75 – 110 du/ac) to Residential Medium with Commercial (15-29 du/ac) to allow redevelopment of the project site with a 4-story, 69,990-square-foot, 58-foot-high 125-room hotel (Figure 2-Location Map). The proposed rezone would change the existing RM-1-1 zone (multi-family, allowing one dwelling unit per 3,000 square feet) to CV-1-1 (Commercial—Visitor) zone. The purpose of the CV zones is to provide areas for establishments catering to the lodging, dining, and recreational needs of both tourists and the local population. The CV zones are intended for areas located near employment centers and areas with recreational resources or other visitor attractions. The CV-1-1 zone, specifically, is intended to accommodate a mix of large-scale, visitor-serving uses and residential uses and permits a maximum density of one dwelling unit for each 1,500 square feet of lot area. The CV-1-1 zone permits a maximum floor area ratio (FAR) of 2.0 and a maximum structure height of 60 feet. The project proposes a floor area ratio (FAR) of 0.84 and a maximum building height of 58 feet. A Neighborhood Development Permit (NDP) is required for development providing shared parking for uses not specified in Section 142.0545(c), Table 142-05I.

Located along Montezuma Road east of Reservoir Drive in the College Area Community in the City of San Diego, the project site is approximately 1.86 acres and is located at 6650 Montezuma Road. The project site is currently vacant, with the recent demolition of a church that was previously located on the project site. Development of the project would involve the construction of a four-story, 67,990 square foot hotel comprised of 125 rooms (Figure 3-Site Plan). In addition, hotel amenities such as a pool, breakfast area, conference room, and gym would be included on the first level. The first level would have a gross area of 16,900 square feet, and the three levels above would each have areas of 17,030 square feet. The project would provide 125 surface parking spaces around the perimeter of the project site. These parking spaces would serve the guests of the hotel and would include the required five accessible spaces, three motorcycle spaces, and 18 bicycle spaces. In addition, provisions for future installation of Electric Vehicle Charging (EVC) stations would be made for a minimum of seven spaces.

The project is also proposing a shared parking agreement to allocate 25 hotel parking spaces for use by the adjacent College-Rolando Public Library. The hotel parking demand would peak at night while the Library parking

demand peaks earlier in the evening. Therefore, shared parking is appropriate for the proposed mix of hotel and library uses.

Project landscaping includes a variety of trees, shrubs, and groundcover. The tree palette includes shade trees outside of the main entrance and lobby (such as shoestring acacia or Brisbane box), street trees along Montezuma Road (including Australian willow or African sumac), and additional shade trees along the perimeter of the project site. Shrubbery would include low- to moderate-water use shrubs (such as agave, aloe, kangaroo paw, and lily of the nile) around the exterior of the building as well, as around the site's perimeter. Biofiltration basins would occur adjacent to the northern portion of the hotel building and along Montezuma Road. These areas would be planted with shrubs, such as yarrow, creeping Oregon, and deer grass.

Pedestrian access to the site would be from a sidewalk along Montezuma Road to the main hotel entrance. Vehicular access to the hotel would be provided at two driveways off Montezuma Road (Figure 3-Site Plan).

Project grading would include the excavation of approximately 2,000 cubic yards of cut at a maximum depth of cut of 4.6 feet below the surface, approximately 1,000 cubic yards of fill at a maximum height of fill slopes of 6 feet, and export of approximately 1,000 cubic yards. Exported material would be properly disposed at a legal disposal site. Retaining walls are proposed on the north and west borders of the biofiltration basin located in the north-east corner of the project site (ranging in height from five feet to seven feet), as well as along the southern border of the biofiltration basin proposed in the southern portion of the site (ranging in height from six feet to eight feet). The project proposes a small amount (710 square feet) of off-site grading along a portion of the project site's western border. This grading is required to remove existing parking that encroaches onto the adjacent property.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

The 1.86-acre project site is located at 6650 Montezuma Road. The project site is situated north of Montezuma Road east of Reservoir Drive. The College-Rolando Public Library is located adjacent to the west of the project site with access provided to the Library off Mohawk Street. No on-street parking is allowed on Montezuma Road along the project's frontage. Single-family residential development is located to the north, and a Ralphs shopping center is next to the property to the east. A mix of residential apartments and commercial uses exist south of the project, across Montezuma Road.
The site topography is generally flat. Elevations range from approximately 453 feet above mean sea level (AMSL) in the southeast corner of the site to approximately 443 feet AMSL in the northwest corner.

Regional access to the site is provided by Interstate 8 (I-8), located approximately 2.2 miles north of the project site. Local access is provided via El Cajon Boulevard, connected to the east end of Montezuma Road and located less than 0.1 mile southeast of the project site. Direct access to the site is via Montezuma Road on the south.

The project site is also located in the Airport Land Use Compatibility Overlay Zone for Montgomery Field Airport, the Airport Influence Area (Review Area 2) for Montgomery Field Airport, and the Parking Impact Overlay Zone. The site is located in a developed area currently served by existing public services and utilities.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

NONE REQUIRED.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and

the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

In accordance with the requirements of Public Resources Code 21080.3.1, the City of San Diego engaged the Iipay Nation of Santa Ysabel and the Jamul Indian Village, both traditionally and culturally affiliated with the project area. These tribes were notified via email correspondence on May 8, 2018. Both Native American Tribes responded within the 30-day formal notification period requesting consultation. Consultation took place on May 11, 2018 with both Native American tribes and consultation remained open until additional information was provided. On June 4, 2018, additional information was submitted to the Tribal Representatives via email correspondence. Qualified City Staff (QCS) conducted a record search of the California Historic Resources Information System (CHRIS) digital database. There were no archaeological sites recorded in or adjacent to the project site. QCS determined that based on the location of the project, previous disturbed nature of the site by past construction that no further archaeological evaluation or monitoring would be required. Tribal Representatives concurred with QCS assessment, and consultation was closed for this project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Hazards & Hazardous Materials	☐	Public Services
☐	Agriculture and Forestry Resources	☐	Hydrology/Water Quality	☐	Recreation
☐	Air Quality	☐	Land Use/Planning	☐	Transportation/Traffic
☐	Biological Resources	☐	Mineral Resources	☐	Tribal Cultural Resources
☐	Cultural Resources	☐	Noise	☐	Utilities/Service System
☐	Geology/Soils	☐	Paleontological Resources	☐	Mandatory Findings Significance
☐	Greenhouse Gas Emissions	☐	Population/Housing		

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial evaluation:

☒ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ The proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required.

☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or (MITIGATED) NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or (MITIGATED) NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact answer should be explained where it is based on project specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses", as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or (mitigated) negative declaration. *Section 15063(c)(3)(D).* In this case, a brief discussion should identify the following:

    a. Earlier Analysis Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated", describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

    a. The significance criteria or threshold, if any, used to evaluate each question; and

    b. The mitigation measure identified, if any, to reduce the impact to less than significant.

	Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I)	AESTHETICS – Would the project:				
	a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒

No impact. The project site is located within the College Area Community Plan area. The Community Plan does not identify any scenic vistas. Therefore, public views, scenic corridors, and/or scenic vistas do not exist on the project site or in the immediate project area. No impacts would result.

	b) Substantially damage scenic resources, including but not	☐	☐	☐	☒

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				

No Impact. The project site has been graded and previously disturbed by prior development. Prior development included a church and associated improvements. Due to the previous development, there are no scenic resources (trees, rock outcroppings, or historic buildings) located on, near, or adjacent to the project site. The nearest State scenic highway is State Route 163, located approximately eight miles west of the project site. The project is not located within a state scenic highway. The project would not result in the physical loss, isolation, or degradation of a community identification symbol or landmark, as none are identified by the City of San Diego General Plan or College Area Community Plan as occurring in the project vicinity. In addition, there are no scenic resources adjacent to the project site. No impacts would result.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒

No Impact. The project site is compatible with the surrounding neighborhood and development. The project proposes development of a vacant site previously used as a church. The site is surrounded by a mixture of residential and commercial uses. Multi-family residential development occurs along Montezuma Road, south of the project site and farther west on Montezuma Road. Single-family homes are located adjacent to the project site on the north. A public library is immediately west of the project site, and commercial retail uses are to the east. Structures in the area are predominantly two and three stories tall. The project proposes a maximum height of four stories, which is within the allowable height and bulk regulations of the proposed CV-1-1 zone and would be compatible with the range of building heights and bulk and scale of buildings in the surrounding neighborhood.

There is no single or common architectural theme that applies to the whole of the project surroundings. Visual clutter and a wide array of architectural styles dominate the College Area due to an absence of design standards and minimal landscaping. As such, the proposed project would not have an architectural style or use building materials in stark contrast with adjacent developments of a single or common architectural theme. The landscape design for this project would enhance the proposed building by softening the connection of the building to the site and providing landscaping as a visual buffer where needed. The project would integrate an extensive landscape palette and would be constructed with high quality materials and architectural elements. These architectural features would include the use of various materials for the building, including smooth stucco finish, glass guardrails, vinyl windows, various wood and metal panels, metal and glass doors, and stone tiles.

The project would not significantly alter the natural landform. The site has been previously graded and developed. Earthwork required for the project would involve a total of 3,000 cubic yards of material (2,000 cubic yards of cut and 1,000 cubic yards of fill), resulting in approximately 1,600 cubic yards of grading per acre. Therefore, the proposed project would not result in more than 2,000 cubic yards of excavation or fill per graded acre. The project would not disturb steep hillsides, create manufactured slopes higher than ten feet, or result in a change of elevation of steep hillsides. The project would not substantially degrade the visual character and quality of the site or the surrounding area. No impacts would result.

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

No Impact. The project area is a mixed-use neighborhood that already has several lighting sources, such as streetlights and building signage. Other sources of light in the area include light from homes and lighting for the commercial elements, parking lighting, and security lighting.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Landscaping and architectural features associated with the proposed project may be illuminated. Additional lighting may be provided in pedestrian and parking areas to provide security. However, the project would not create a new source of substantial light that would adversely affect daytime or nighttime views in the area. Lighting would be regulated by compliance with Section 142.0740 of the City of San Diego Land Development Code. Glare would be avoided in accordance with Section 142.0730 of the City of San Diego Land Development Code. No more than 50 percent of any single elevation of the mixed-use building's exterior would be built with a material with a light reflectivity greater than 30 percent. Additionally, the project would not shed substantial light onto adjacent, light-sensitive property or emit a substantial amount of ambient light into the nighttime sky. With the exception of safety lighting within pedestrian circulation areas and illuminated signage, all project lighting would be internal to the building in the form of commercial use lighting and this lighting would not be shed onto surrounding developments. As described above, lighting already occurs in the project area due to streetlights, security lighting in the existing parking lot, and surrounding residential and commercial development. Adherence to the Land Development Code ensures that project impacts relative to lighting and glare would not occur. No impacts would result.

II. AGRICULTURAL AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. – Would the project:

a) Converts Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

No Impact. The project site is classified as Urban and Built Up Land on the most recent Department of Conservation Farmland Mapping and Monitoring Program (FMMP) map, does not contain any forest land as defined by Public Resources Code Section 12220(g), and does not contain any active agricultural operations. The project would not result in the conversion of prime farmland, unique farmland, or farmland of statewide importance. No impacts would result.

b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒

No Impact. Refer to II.a., above. There are no Williamson Act Contract Lands on or within the vicinity of the site. Furthermore, the project would not affect any properties zoned for agricultural use or affected by a Williamson Act Contract, as there are none within the project vicinity. Agricultural land is not present on the site or in the general vicinity of the site; therefore, no conflict with the Williamson Act Contract would result. No impacts would result.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

No Impact. The project would not conflict with existing zoning for or cause a rezoning of forest land, timberland, or timberland zoned Timberland Production. No designated forest land or timberland occur on-site. No impacts would result.

d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

No Impact. Refer to II.c., above. The project would not contribute to the conversion of any forested land to non-forest use, as surrounding land uses are built out. No impacts would result.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

No Impact. Refer to II.a. through d., above. No impacts would result.

III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations – Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

An Air Quality Study was prepared by Birdseye Planning Group, October 2018. The Air Quality Study is included in Appendix A.

Less than Significant Impact. 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 (NOx); sulfur oxides (SOx); particulate matter up to 10 microns in diameter (PM10); and lead (Pb). O_3 (smog) is formed by a photochemical reaction between NOx and reactive organic compounds (ROCs). Thus, impacts from O_3 are assessed by evaluating impacts from NOx and ROCs. A new increase in pollutant emissions determines the impact on regional air quality as a result of a proposed project. The results also allow the local government to determine whether a proposed 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 ambient air quality standards in the SDAB. The County Regional Air Quality Strategy (RAQS) was initially adopted in 1991 and is updated on a triennial basis (most recently in 2009). The RAQS outlines the SDAPCD's plans and control measures designed to attain the state air quality standards for ozone (O_3). 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.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

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 project proposes an Amendment to the College Area Community Plan, an amendment to the General Plan, and a Rezone. The proposed amendment to the College Area Community Plan would change the current land use designation from Low/Medium Density Residential (10-15 du/ac) and General Commercial Residential (75-110 du/ac) to Residential Medium with Commercial (15-29 du/ac) to allow redevelopment of the project site with a 125-room hotel. The proposed rezone would change the existing RM-1-1 zone to CV-1-1 zone. The proposed land use plan amendment and rezone are to allow development of the project site with a 125-room hotel. The project would not induce growth or increase housing units than allowed under the current zoning. The project would be consistent with the SIP, AQMP, and RAQS. Impacts would be less than significant.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐

Less Than Significant Impact.

Short-Term (Construction) Emissions

Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM_{10} and $PM_{2.5}$) from soil disturbance and exhaust emissions (NO_X and CO) from heavy construction vehicles. Construction for the proposed project would generally consist of removing asphalt and other debris, site preparation, construction of the building and related improvements, paving and painting. Site preparation and grading would involve the greatest concentration of heavy equipment use and the highest potential for fugitive dust emissions. As shown below in Table 1, *Estimated Maximum Daily Construction Emissions*, construction of the proposed project would not exceed the SDAPCD regional construction emission thresholds for daily emissions. Thus, the project construction would not conflict with the SIP, RAQS, or AQMP, violate an air quality standard or contribute to an existing or projected violation, result in a cumulatively considerable increase in ozone or particulate matter emissions or expose receptors to substantial pollutant concentrations.

Table 1
Estimated Maximum Daily Construction Emissions

Construction Phase	Maximum Emissions (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2019 Maximum lbs/day	2.5	22.7	15.6	0.03	3.2	1.9
2020 Maximum lbs/day	28.1	17.0	15.1	0.03	1.3	0.9
City of San Diego Screening Thresholds	*137*	*100*	*550*	*250*	*100*	*67*
Threshold Exceeded 2019	**No**	**No**	**No**	**No**	**No**	**No**
Threshold Exceeded 2020	**No**	**No**	**No**	**No**	**No**	**No**

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. Operational emissions include emissions from electricity consumption (energy sources), vehicle trips (mobile sources), area sources, landscape equipment and evaporative emissions as the structures are repainted over the life of the project. The majority of operational emissions are associated with vehicle trips to and

from the project site. As shown in Table 2, *Estimated Operational Emissions*, the net change in emissions would not exceed the SDAPCD thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$.

Table 2
Estimated Operational Emissions

	Estimated Emissions (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Proposed Project						
Area	1.7	0.01	0.02	0.0	0.01	0.01
Energy	0.11	1.0	0.8	0.01	0.08	0.08
Mobile	1.7	6.6	17.0	0.05	4.1	1.1
Maximum lbs/day	**3.6**	**7.7**	**17.9**	**0.05**	**4.2**	**1.2**
SDAPCD Thresholds	*137*	*100*	*550*	*250*	*100*	*67*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

The proposed project is compatible with the surrounding commercial/residential development and is permitted by the community plan and zoning designation. Based on the Transportation Impact Study prepared by LOS Engineering, Inc. (September 28, 2018), the proposed project would result in a net total of 1,125 ADT, and no significant traffic impacts would occur. Therefore, automobile emissions that result in violation of air quality standards are not anticipated. Based on the commercial land use, project emissions over the long-term are not anticipated to violate any air quality standard or contribute substantially to any existing or projected air quality violations. Impacts would be less than significant.

Local Carbon Monoxide Emissions

Carbon monoxide (CO) is a colorless, odorless, poisonous gas that may be found in high concentrations near areas of high traffic volumes. CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. The SDAB is in attainment of State and Federal CO standards. Although CO is not a regional air quality concern in SDAB, elevated CO levels can occur at or near intersections that experience severe traffic congestion. A localized air quality impact is considered significant if the additional CO emissions resulting from the project create a "hot spot" where the California 1-hour standard of 20.0 parts per million (ppm) or the 8-hour standard of nine ppm is exceeded. This can occur at severely congested intersections during cold winter temperatures.

Screening for elevated CO levels is recommended for severely congested intersections experiencing levels of service E or F with project traffic where a significant project traffic impact may occur. Project-related traffic that would worsen the LOS at intersections operating at LOS E or F would be subject to a detailed evaluation. If not, no further review is necessary. The Traffic Impact Assessment prepared for the project indicated that all intersections evaluated would operate at LOS C or better with the addition of project traffic. Receptors would not be exposed so substantial pollutant concentrations related to CO hotspots. No further evaluation with respect to CO hotspots is required.

SIP/AQMP/RAQS Consistency

The RAQS relies on information from CARB and SANDAG, including projected growth in the County, mobile, area, and all other source emissions to project future emissions and determine from that the strategies necessary for the reduction of stationary source emissions through regulatory controls. Projects that propose development that is consistent with the growth anticipated by the General Plan is consistent with the SIP, AQMP, and RAQS.

The project proposes an Amendment to the College Area Community Plan, an amendment to the General Plan, and a Rezone. The proposed amendment to the College Area Community Plan would change the current land use designation from Low/Medium Density Residential (10-15 du/ac) and General Commercial Residential (75-110 du/ac) to Residential Medium with Commercial (15-29 du/ac) to allow redevelopment of the project site with a maximum 125-room hotel or a base density of 54 multi-family residential units. The proposed rezone would change

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

the existing RM-1-1 zone to CV-1-1 zone. The project would be a new hotel. It would not induce growth or otherwise add more housing than allowed under current zoning. The project would be consistent with the SIP, AQMP, RAQS, and significance thresholds referenced above. Impacts would be less than significant.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐

Less Than Significant Impact. The SDAB is considered a non-attainment under Federal standards for O_3 (8-hour standard). As described above in response III(b), construction operations temporarily increase the emissions of dust and other pollutants. However, construction emissions would be temporary and short-term in duration. Implementation of Best Management Practices (BMPs) would reduce potential impacts related to construction activities to a less than significant level.

Construction of the hotel development in the region would not create considerable ozone or PM_{10} from construction and operation. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standards. Impacts would be less than significant.

d) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Less Than Significant Impact.

Short-Term (Construction) Emissions

Project construction could result in minor amounts of odor compounds associated with diesel-heavy equipment exhaust during construction. These compounds would be emitted in various amounts and at various locations during construction. Sensitive receptors near the construction site include the single-family residences located adjacent to and north of the site and the multifamily residences located across Montezuma Road to the south of the site. However, odors are highest near the source and would quickly dissipate away from the source. Also, construction activities would be temporary, and the main use of heavy equipment would be during the first stages of development. After construction is complete, there would be no objectionable odors associated with the project. Thus, the potential for odor impacts associated with the project is less than significant.

Long-Term (Operational) Emissions

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 proposed project would construct a 125-guest room hotel and associated amenities areas. 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 or people. Therefore, project operations would result in less than significant impacts.

IV. BIOLOGICAL RESOURCES – Would the project:

a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies,	☐	☐	☐	☒

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				

No Impact. The project site is developed within an urbanized area. No native habitat is located on-site. As such, the proposed project would not directly, or through habitat modification, affect any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife (USFW). Additionally, the project site is not located within or adjacent to the City's Multi-Habitat Preservation Area (MHPA). Therefore, the project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species. No impacts would result.

b) Have a substantial adverse effect on any riparian habitat or other community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

No Impact. Refer to IV.a., above. The project would not directly or indirectly impact any riparian habitat or other plant community. No impacts would result.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

No Impact. The project site is fully developed and does not contain any Federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, no impacts would result. Also, refer to IV.a. above.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒

No Impact. No formal and/or informal wildlife corridors are located on or near the project, as the site is located within a fully urbanized area. Therefore, the project would not interfere with the movement of any native resident, migratory fish, or wildlife species or impede the use of native wildlife nurseries sites. No impacts would result. Also, refer to IV.a., above.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

No Impact. Refer to IV.a., above. The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impacts would result.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

No Impact. Refer to IV.e., above. The project site is located within the Multiple Species Conservation Program (MSCP) San Diego Subarea. However, the project site is not within or adjacent to a Multiple Habitat Planning Area (MHPA). The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impacts would result.

V. CULTURAL RESOURCES – Would the project:

a) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	☐	☐	☐	☒

No Impact. The purpose and intent of the Historical Resources Regulations of the Land Development Code (Chapter 14, Division 2, and Article 3) is to protect, preserve and, where damaged, restore the historical resources of San Diego. These regulations apply to all proposed development within the City of San Diego when historical resources are present on the premises. Before approving discretionary projects, CEQA requires the Lead Agency to identify and examine the significant adverse environmental effects which may result from that project. A project that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (Sections 15064.5(b) and 21084.1). A substantial adverse change is defined as demolition, destruction, relocation, or alteration activities, which would impair historical significance (Sections 15064.5(b)(1)). Any historical resource listed in, or eligible to be listed in the California Register of Historical Resources, including archaeological resources, is historically or culturally significant.

Archaeological Resources

The project has been reviewed by qualified City staff, and a California Historic Resources Information System (CHRIS) database search was conducted. Qualified City staff concluded that no archaeology sites were recorded in or adjacent to the project. Overall, this site is generally not considered sensitive for archaeological resources. The site has been disturbed through past construction. Based on the location of the project and disturbed nature of the site, no further archaeological evaluation or monitoring is required. The project would not be expected to result in impacts to archaeological resources. Therefore, no impacts would occur.

Built Environment

The City of San Diego criteria for determination of historic significance, pursuant to CEQA, is evaluated based upon age (over 45 years), location, context, association with an important event, uniqueness, or structural integrity of the building. In addition, projects requiring the demolition of structures that are 45 years or older are also reviewed for historic significance in compliance with CEQA. CEQA Section 21084.1 states that "A project that may cause a substantial adverse change in the significance of a historical resource is a project that may cause a significant effect on the environment." The project site is currently vacant and was previously developed with a church that was demolished in January 2018. The project area is not located within an area identified as having historic resources on the California Historical Resources Inventory database (CHRID) and is not located within a City of San Diego historic district. Furthermore, the project site's historicity was reviewed under City's Project Tracking System (PTS)# 405217 and determined not to be historically significant. Since the site does not contain any structure 45 years old or older, it did not require review for potential historical resources. Therefore, no impacts would occur.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒

No Impact. Refer to V(a) above. Furthermore, the project site has been previously disturbed and was previously developed as a church. Thus, implementation of this project would not cause any changes to any archaeological resources. No impacts would result.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Less than Significant Impact. Fossils (paleontological resources) are the remains and/or traces of prehistoric life and represent an important and nonrenewable natural resource. Impacts to paleontological resources may occur during grading activities associated with project construction where excavation would be done in previously undisturbed geologic deposits/formations/rock units. The project site is underlain by the San Diego Formation and the Lindavista Formation. San Diego Formation is highly sensitive for paleontological resources, and Lindavista Formation is moderately sensitive. Project implementation would include the excavation of 2,000 cubic yards of cut at a maximum depth of 4.6 feet below the surface, approximately 1,000 cubic yards of fill at a maximum height of fill slopes of 6 feet, and the export of approximately 1,000 cubic yards of material. The project site is generally level. Cut slopes approximately 4.6 feet below ground would be required to construct the biofiltration basins. The City's CEQA Significance Determination Thresholds states if grading is greater than 1,000 cubic yards and 10 feet deep or greater in highly sensitive formations, then a potential impact to paleontological resources could occur. The City's CEQA Significance Determination Thresholds also states if grading is greater than 2,000 cubic yards and 10 feet deep or greater in moderately sensitive formations then a potential impact to paleontological resources could occur. Based on this information, the project would not meet the City's CEQA Thresholds regarding impacts for paleontological resources. Monitoring will not be required. Impacts would be less than significant.

d) Disturb and human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Less Than Significant Impact. Refer to V.A. above, additionally no formal cemeteries or human remains are known to exist on-site or in the vicinity. Furthermore, should human remains be discovered during ground-disturbing activities associated with redevelopment of the project site, work would be required to halt in that area and no soil would be exported off-site until a determination could be made regarding the provenance of the human remains via the County Coroner and Native American representative, as required. The project would be required to treat human remains uncovered during construction in accordance with the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5).

VI. GEOLOGY AND SOILS – Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Less than Significant Impact. According to Geology of the San Diego Metropolitan Area, California the project is assigned geologic risk category 53, which is characterized as level or sloping terrain, unfavorable geologic structure, low to moderate risk. There are no known active faults have been mapped at or near the project site. The nearest known active surface fault is the San Diego section of the Newport-Inglewood-Rose Canyon fault zone, which roughly follows I-5 freeway, approximately 10 miles west of the site. The site is not located within a State of California Earthquake Fault Zone (EFZ).

The project would be required to comply with seismic requirements of the California Building Code. Implementation of proper engineering design and utilization of standard construction practices, to be verified at the building permit stage, would ensure that the potential for impacts from regional geologic hazards would be less than significant.

ii) Strong seismic ground shaking?	☐	☐	☒	☐

Less Than Significant Impact. The site is considered to lie within a seismically active region, as can all of Southern California. Specifically, the Rose Canyon fault zone located approximately 10 miles east of the site is the 'active' fault considered having the most significant effect at the site from a design standpoint. However, the effect of seismic shaking may be diminished to below a level of significance by adhering to the California Building Code and current seismic design practice. Because the project is required to follow Building Code, impacts relative to seismic ground shaking are considered less than significant.

iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒

No Impact. No faults are mapped transecting the site. Therefore, surface rupture hazard due to faulting is considered very low. Surface ground rupture due to shaking from distant seismic events is not considered a significant hazard.

Liquefaction and dynamic settlement of soils can be caused by strong vibratory motion due to earthquakes. Both research and historical data indicate that loose, saturated, granular soils are susceptible to liquefaction and dynamic settlement. Liquefaction is typified by a loss of shear strength in the affected soil layer, thereby causing the soil to behave as a viscous liquid. This effect may be manifested by excessive settlements and sand boils at the ground surface. The project site is a generally flat site located on a mesa top and would thus not be susceptible to liquefaction. Due to the dense nature of the project site, lack of a shallow ground water table, and flat environment, there is no potential for liquefaction and seismic related settlement. No impacts would result.

iv) Landslides?	☐	☐	☐	☒

No Impact. See VI.iii., above. Due to the generally flat area, evidence of landslides were not observed on the project site, nor are there any geomorphic features indicative of landslides noted in the review of published geological maps. Further, given the topography of the site, the likelihood for seismically induced landslides is remote. No impact would result.

b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

Less Than Significant Impact. Construction of the project would temporarily disturb on-site soils during grading activities, thereby increasing the potential for soil erosion to occur. However, the use of standard erosion control measures and implementation of storm water best management practices requirements during construction would preclude impacts. Impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

Less Than Significant Impact. Please see VI.a.iii and VI.a.iv. The project site is located within Map 22 as shown on the City's Seismic Safety Study's *Geologic Hazard and Fault Maps*. The project site is located within Geologic Hazard Category 53, which states that it is characterized by level or sloping terrain with unfavorable geologic structure, low to moderate risk. 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, to be verified at the building permit stage, would ensure that potential impacts from geologic hazards, such as on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐

Less Than Significant Impact. Refer to VI.c. The project site is underlain by soils identified in the U.S. Department of Agriculture Soil Survey – San Diego Area, California (December 1973) as Redding-Urban Land, which is comprised of a cobbly hardpan with a mixture of gravelly loam and clay. There is no indication that the project site is located on expansive soils. In addition, 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, to be verified at the building permit stage, would ensure that potential impacts from geologic hazards would not create any substantial risks to life or to the property. Impacts would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

No Impact. The project site would be served by a public sewer system. The project would not involve the use of septic tanks or alternative waste water disposal systems. No impacts would occur.

VII. GREENHOUSE GAS EMISSIONS – Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

A Greenhouse Gas Study was prepared by Birdseye Planning Group, October 2018. The Greenhouse Gas Study is included in Appendix B.

Less Than Significant Impact. In December 2015, the San Diego City Council adopted a Climate Action Plan (CAP) that outlines the actions that the City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions. Analysis of GHG emissions and potential climate change impacts from new development

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

is required under CEQA. The CAP is a plan for the reduction of GHG emissions in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the CAP.

The City Council approved the CAP Consistency Checklist in July 2016, and the Checklist was subsequently updated June 2017. The purpose of the CAP Checklist is to, in conjunction with the CAP, provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to CEQA. The CAP Consistency Checklist is part of the CAP and contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emissions targets identified in the CAP are achieved. Implementation of these measures would ensure that new development is consistent with the CAP's assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets. The completed CAP Checklist for the project is located in Appendix C.

The project would conform with Item "C" under Step 1 of the CAP Checklist. The project proposes a Community Plan Amendment to adjust the land use designation, as well as a Rezone to support the proposed uses. The proposed project would result in an equivalent or less GHG-intensive project when compared to the existing land use designation and zone. A Greenhouse Gas Study was prepared for the project and concluded that emissions from the proposed project would be less than the worst-case buildout of the land use inventoried in the CAP with the provision that 35 percent of the project's energy needs be provided by solar panels. GHG emissions would be less than significant, and the project results in less GHG emissions when compared to existing land use designations. Therefore, the project is consistent with the growth projections and land use assumptions used in the CAP.

Furthermore, completion of Step 2 of the CAP Checklist demonstrates that the project would be consistent with applicable strategies and actions for reducing GHG emissions. These include project features consistent with the energy and water efficient buildings strategy, as well as bicycling, walking, transit, and land use strategy. Additionally, the project incorporates a roof-mounted photovoltaic system consisting of solar panels sufficient to generate at least 35 percent of the project's projected energy consumption. These project features would be assured as a condition of project approval. Thus, the project is consistent with the CAP.

Based on the project's use of photovoltaic system and its consistency with the City's CAP Checklist, the project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable. Therefore, the project's direct and cumulative GHG emissions would have a less than significant impact on the environment.

b)	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

No Impact. Refer to VII.a., above. No impacts would result.

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:

a)	Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

Less Than Significant Impact. The proposed project would develop a hotel with associated amenities. During project construction, small amounts of solvents and petroleum products could be utilized; although minimal amounts of such substances may be present during construction, they are not anticipated to result in a significant hazard to the public. During the operational phase of the project, the routine transport, use or disposal of hazardous materials is not anticipated. Although small amounts of hazardous materials may be used for cleaning and maintenance,

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

standard best management practices (BMPs) would be applied to ensure that all hazardous materials are handled and disposed of properly and that no hazards would result during the long-term operation of the project. Hazardous materials and waste would be managed and used in accordance with all applicable Federal, State, and local laws and regulations; the project would not be a significant hazard to the public or environment. Impacts would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒

No Impact. The proposed project would develop a hotel with associated amenities. As such, the project would not require the routine transport, use or disposal of hazardous materials. Therefore, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. No impacts would result.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

No Impact. The project site is not within one-quarter-mile (0.25 mile) of any existing or proposed school. The closest schools to the project site are Harriet Tubman Village Charter School, approximately 0.3 mile to the east; and Rolando Elementary, approximately one mile to the southeast of the project site. Additionally, the project would not emit hazardous emissions or handle hazardous materials, substances, or waste. No impacts would result.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

No Impact. The project site has not been identified as a hazardous materials site pursuant to Government Code Section 65962.5. Therefore, the proposed project would not create a significant hazard to the public or the environment relative to known hazardous materials sites. No impacts would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two mile of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐

Less Than Significant Impact. The basic function of ALUCPs (or Compatibility Plans) is to promote compatibility between airports and the land uses that surround them to the extent that these areas are not already devoted to compatible uses. With limited exception, California law requires preparation of a compatibility plan for each public-use and military airport in the state. Most counties have established an airport land use commission (ALUC), as provided for by law, to prepare compatibility plans for the airports in that county and to review land use plans and development proposals, as well as certain airport development plans, for consistency with the compatibility plans.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

In San Diego County, the ALUC function rests with the San Diego County Regional Airport Authority (SDCRAA), as provided in Section 21670.3 of the California Public Utilities Code.

The project site is located approximately eight miles southeast of Montgomery Field, and is within the Airport Influence Area (AIA) Review Area 2, as shown in the Montgomery Field ALUCP maps. Since the project is within AIA Review Area 2, the project was not required to submit the proposed project to the San Diego County Regional Airport Authority, serving as the Airport Land Use Commission (ALUC), for a consistency determination with the adopted ALUCP for Montgomery Field Airport. However, the applicant would be required to obtain an FAA Determination of No Hazard to Air Navigation as a condition of approval The proposed project would not be expected to result in a safety hazard for people residing or working in the project area.

f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

No Impact. The project site is not located within the vicinity of a private airstrip. No impact would result.

g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Less Than Significant Impact. The project proposes development within an urbanized portion of the community on a site that is already fully developed. No change to the existing circulation network would occur. The proposed project would not impair or physically interfere with the implementation of an adopted emergency response plan or emergency evacuation plan. The project would not significantly interfere with circulation or access. Impacts would be less than significant.

h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

No Impact. The project site is located within an urbanized developed area. The project is not adjacent to any wildlands and would not interfere with any wildlands. The project would not expose people or structures to a significant risk of loss, or injury, or death involving wildland fires. No impact would result.

IX. HYDROLOGY AND WATER QUALITY - Would the project:

a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

A Storm Water Quality Management Plan was prepared by Snipes-Dye Associates, June 8, 2018. The Storm Water Quality Management Plan (SWQMP) is included in Appendix D.

Less Than Significant Impact. Potential impacts to existing water quality standards associated with the proposed project would include minimal short-term construction-related erosion/sedimentation and no long-term operational storm water discharge. Conformance to BMPs outlined in the Water Pollution Control Plan (WPCP) and

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

conformance with the City's Storm Water Standards would prevent or effectively minimize short-term water quality impacts. Therefore, the proposed project would not violate any existing water quality standards or discharge requirements. Impacts would be less than significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒

No Impact. The project does not require the construction of wells or the use of groundwater. Furthermore, the project would not introduce significant new impervious surfaces that could interfere with groundwater recharge, as the site is already fully developed with impervious surfaces. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. No impact would result.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒

No Impact. There are no streams or rivers within the project boundary. Additionally, per the project SWQMP (Snipes-Dye Associates, June 8, 2018), the project would maintain the current flow patterns on-site. Therefore, the project would not substantially alter any existing drainage patterns of the site or area. No impacts would result.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	☐	☐	☐	☒

No Impact. The project would not substantially increase storm water runoff from the site, nor would it significantly alter the overall drainage scheme for the site or area in a manner that would result in a substantial increase in the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. No impacts would result.

e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐

Less Than Significant Impact. Refer to IX.a. through IX.d., above. The project would not exceed the capacity of the existing or planned storm water drainage system. All runoff from impervious surfaces would be treated by four

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

biofiltration with partial retention basins. On-site low impact design (LID) BMPs and integrated management practices (IMP) would be implemented to control peak runoff from the proposed development.

Project review by qualified City staff determined that the project would not exceed the capacity of the existing storm sewer system. Adherence with the standards would preclude a cumulatively considerable contribution to water quality. Impacts would be less than significant.

f) Otherwise substantially degrade water quality?	☐	☐	☒	☐

Less Than Significant Impact. Refer to IX.a., above. The project would implement LID and source control and treatment control BMPs as required by the City's Storm Water Standards. Source control BMPs would include on-site storm drain inlets, interior floor drains and elevator shaft sump pumps, indoor and structural pest control, outdoor pesticide use, and fire sprinkler test water. These requirements have been reviewed by qualified staff and would be re-verified during the ministerial process. Adherence to the standards would preclude a cumulatively considerable contribution to water quality. Impacts would be less than significant.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒

No Impact. The project does not propose any housing. Furthermore, according to a Federal Emergency Management Agency (FEMA) flood insurance rate map, (FEMA, 2012); the project site is not located in a 100-year flood hazard area or within a floodplain. No impacts would result.

h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?	☐	☐	☐	☒

No Impact. Refer to IX.a., above. No impacts would result.

X. LAND USE AND PLANNING – Would the project:

a) Physically divide an established community?	☐	☐	☐	☒

No Impact. The project involves redevelopment of a previously developed site located in an urban neighborhood. The project would utilize existing right-of-way and roadways. The project would not physically divide the community. No impact would result.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Less Than Significant Impact. The proposed project involves a General Plan Amendment, and a Community Plan Amendment to change the existing land use designation, as well as a Rezone, to allow the proposed use. The College Area Community Plan designates the project site as Low/Medium Density Residential (10-15 du/ac) and General Commercial Residential (75-110 du/ac) and is currently zoned RM-1-1. The proposed Amendment to the College Area Community Plan would change the land use designation to Residential Medium with Commercial (15-29 du/ac). The project site is currently zoned RM-1-1 (Residential—Multiple Unit, one dwelling unit per 3,000 square feet of lot area), and the project proposes a rezone to CV-1-1 (Commercial—Visitor) zone. The purpose of the CV zones is to provide areas for establishments catering to the lodging, dining, and recreational needs of both tourists and the local population. The CV-1-1 zone permits a maximum density of one dwelling unit for each 1,500 square feet of lot area. Hotel use is allowed within the CV-1-1 zone.

The proposed project is located along Montezuma Road, towards the eastern part of the College Area Community, and is not within any of subareas specifically identified by the Community Plan. Surrounding development includes a one-story library to the west of the project site, a Ralphs shopping center to the east, and predominantly single-story, single-family residential properties to the north. Multi-family apartment complexes ranging from two to four stories exist across Montezuma Road to the southwest.

The proposed project requires a General Plan amendment, consistent with General Plan policy guidance (see General Plan LU-D.1) which requires such amendment for proposals that involve a change in community plan adopted land use or density/intensity range. The proposed project would require an amendment to the General Plan Figure LU-2 which identifies the project site as Residential to re-designate to Commercial Employment, Retail, & Services. The Commercial Employment, Retail, & Services General Plan land use designation allows for Visitor Commercial Residential Permitted Community Plan land use designation (see Table LU-4). The proposed project is consistent with General Plan policy guidance (see General Plan LU-C.2) which directs community plans to apply land use designations at the parcel level to guide development within a community to include a variety of residential densities, including mixed use, to increase the amount of housing types and sizes and provide affordable housing opportunities, and General Plan guidance (General Plan LU-C.3) to increase the City's supply of land designated for various residential densities as community plans are prepared, updated, or amended.

The project would be consistent with the exterior noise level standards established by the Noise Element of the General Plan, which states that an interior noise standard of 45 dBA is appropriate for multiple unit and hotel/motel structures according to Title 24. In addition, the General Plan indicates that acoustical studies must be prepared for proposed multiple unit residential and hotel/motel structures within the Community Noise Equivalent (CNEL) noise contours of 60 dBA or greater and that the studies must demonstrate that the design of the building would reduce interior noise to 45 dBA CNEL or lower. A Noise Study was prepared for the project, and this study concluded that the proposed project would not exceed the City's CEQA Significance Thresholds of 65 dBA for hotels. In addition, the building would be constructed according to California Energy Code Title 24 standards, which specify construction methods and materials that result in up to a 30 dBA reduction in exterior noise levels. Assuming a 30-dBA reduction in noise levels between exterior and interior levels, the interior standard would be met.

The proposed project is located outside of 60 dBA CNEL noise contours of Montgomery Field Airport. The project site is not located in an area that is affected by significant aircraft noise. The project is compatible with the adopted ALUCP.

The project would support various goals and objectives set forth by the Community Plan. The primary goal of the Community Plan's Housing Element is the preservation of existing single-family neighborhoods. The proposed project would not displace any single-family neighborhoods, would occur in an area that does not conflict with existing single-family neighborhoods, and proposes a use aligned with the surrounding area. In addition, the Commercial Element includes an objective of economic and physical revitalization along the north side of El Cajon Boulevard through the development of a mixture of retail, office, and multi-family housing. The Commercial Element also presents an objective of improving the site and architectural design of commercial development along

this same area north of El Cajon Boulevard. The proposed project is aligned with these objectives and would provide not only economic opportunities for the area through additional employment opportunities, but also complements the physical appearance of the surrounding area with its design and architectural elements.

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 front (east) elevation would be the location of the primary building entrance, accented by metal and glass doors under a metal canopy. It would incorporate various building setbacks from the street, including 36-inch box street trees, windows, offsetting plans, colors, and different types of panel materials to articulate the building facades. The northern, southern, and western elevations would similarly incorporate offsetting planes, colors, and various materials to articulate the building facades.

The proposed project would include canopy street trees to facilitate pedestrian access along Montezuma Road. Bicycle storage would be provided along the building frontage in addition to long-term bicycle storage on the east side of the project site. The nearest bus stop is located along Montezuma Road, approximately 340 feet from the project, which would allow for transit use by visitors staying at the hotel, as well as hotel employees.

The proposed amendment would help implement the Community Plan's Commercial Goal by extending the commercial designation to provide a range of retail sales and service facilities to adequately serve the community. Additionally, the proposed amendment would be consistent with the Community Plan's policy that recommends areas north of El Cajon Boulevard provide a buffer between uses such as commercial and residential uses or between residential uses of different intensities. The proposed commercial land use designation would also implement the General Plan Economic Prosperity policies by increasing the vitality of commercial areas area along El Cajon Bouvard transit corridor, and provide visitor accommodations within walking distance to San Diego State University, residential and commercial areas. The project proposes a 125-guest room hotel that would be consistent with the surrounding commercial uses in the College Area Community and would not conflict with any other land use plans, policies, or regulations applicable to the project site. Project impacts would be less than significant.

c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Less Than Significant Impact. Refer to IV.f., above. No impacts would result.

XI. MINERAL RESOURCES – Would the project?

a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

No Impact. The project site is located in an urban neighborhood. There are no known mineral resources located on the project site. The project site is not currently being utilized for mineral extraction and does not contain any known mineral resources that would be of value to the region. No impact would result.

b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

No Impact. Refer to XI.a., above. The project area has not been delineated on a local General Plan, Community Plan, specific plan, or other land use plan as a locally important mineral resource recovery site, and no such resources would be affected with project implementation. No impact would result.

XII. NOISE – Would the project result in:

a) Generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐

A Noise Study was prepared by Birdseye Planning Group, October 2018. The Noise Study is included in Appendix E.

Less Than Significant Impact.

Operational Noise

Traffic is the primary noise source that would be generated by the proposed project. Existing measured noise levels are lower than the residential standard (65 dBA) at the multi-family residences located along Montezuma Road south of the site. Whether a traffic-related noise impact would occur is based on whether project traffic, when added to existing traffic, would cause the Leq to exceed the 65 dBA exterior standard.

Evening (PM) peak hour project trips for existing conditions were modeled to determine baseline noise conditions. Project trips were then added to the baseline trips to determine whether the Leq at neighboring receivers would exceed 65 dBA as a result of project-related traffic. The project would generate 1,125 ADT. Noise levels were calculated at the College-Rolando Library west of the site (Site 1), the Aztec Pacific Apartments south of the site (Site 2), and single-family residences north of the site (Site 3). The existing and projected noise levels with the project are shown in Table 3*, Modeled Noise Levels*, below.

Table 3*, Modeled Noise Levels*

Receptor	Existing Leq	Exceed Standard?	With Project Leq	dBA Change	Significant Impact
Site 1	62.6	No	62.9	+0.3	No
Site 2	64.1	No	64.3	+0.2	No
Site 3	56.5	No	56.8	+0.2	No

Noise levels at all receivers were found to be less than the 65 dBA standard under existing conditions. The proposed project would increase noise levels at Site 1 by 0.3 dBA and at Sites 2 and 3 by 0.2 dBA. Project operation would not cause noise levels at representative receivers along Montezuma Road to exceed 65 dBA. No significant or adverse traffic noise impacts would result.

California Energy Code Title 24 standards specify construction methods and materials that result in energy efficient structures and up to a 30-dBA reduction in exterior noise levels (assuming windows are closed). This includes operation of mechanical ventilation (e.g. heating and air conditioning), in combination with standard building construction and design features that include dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 or higher. When windows are open, the insertion loss drops to about 10 dBA. Assuming windows are closed, interior noise levels at residences along Montezuma Road would be approximately 34 dBA. The STC rating of the windows in the adjacent library are unknown; however, noise levels post-construction would not noticeably change from existing conditions. In all cases modeled, the existing interior noise levels would not noticeably change with the addition of project traffic.

Project-related traffic would have negligible effect on noise levels. The highest modeled increase would be +0.3 dBA at Receiver 1, the College-Rolando Library located adjacent to and west of the site. The proposed building would provide shielding from Montezuma Avenue for receivers located north of the site and may contribute to a reduction in traffic related noise levels relative to existing conditions. Assuming a 30-dBA reduction in noise levels between exterior and interior levels, the interior standard would be met at all residential receivers modeled with operation of the proposed project. Interior noise levels at the College-Rolando Library would not noticeably change from existing conditions. Thus, a less than significant operational noise impact would occur.

HVAC Units

Another source of exterior use noise would include the HVAC system proposed for the site. HVAC noise levels can be expected to range from 60 to 70 dBA at five feet from the rooftop equipment and ventilation openings. Assuming HVAC units are installed at the center of the rooftop, or an average of 250 feet from the closest receivers, a 70-dBA reference noise level would attenuate to 52 dBA at 40 feet from the source. HVAC noise would be less than 65 dBA at all property lines.

According to Title 24, an interior noise standard of 45 dBA is appropriate for multiple unit and hotel/motel structures. The building would be constructed according to California Energy Code Title 24 standards, which specify construction methods and materials that result in up to a 30 dBA reduction in exterior noise levels. Design features that include dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 or higher would be incorporated in addition to Title 24 standards. Assuming a 30-dBA reduction in noise levels between exterior and interior levels, the interior standard would be met. Noise from the rooftop HVAC units would be attenuated by the roof structure, insulation, and crawl space of the building; thus, it would not be audible from the interior units and would not impact residents within the hotel.

Construction Noise

Construction of the project would generate a temporary increase in noise in the project area. Short-term noise impacts would be associated with on-site demolition, excavation, grading, and construction activities of the proposed project. Average noise levels associated with the use of heavy equipment at construction sites can range from about 81 to 95 dBA at 25 feet from the source, depending on the types of equipment in operation. Noise levels would attenuate to 72 dBA or less at 100 feet or more from the active construction area at all property lines. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area (61 Leq), but would no longer occur once construction is completed. Refer also to XII (b).

Construction activity would occur during allowable times, in compliance with Section 59.5.0404 of the San Diego Municipal Code. The San Diego Municipal Code states that construction noise in residential zones should not reach an average sound level greater than 75 dBA Leq during the 12-hour period from 7:00 a.m. to 7:00 p.m. Construction of the project would comply with the City's 75 dBA Leq (12 hour) noise limit. Project construction would not result in a significant noise impact. No mitigation measures are required.

The project would not result in generation of noise levels in excess of standards established in the City's General Plan and Noise Ordinance. No operation noise impacts would occur. Noise from HVAC units would be less than 65 dBA at the property line and would not exceed City standards. Noise from the rooftop HVAC units would be attenuated by the roof structure, insulation, and crawl space of the building; thus, it would not be audible from the interior units and would not impact residents within the hotel. Construction activities would be conducted in accordance with the City's Noise Ordinance. No impacts would result.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Generation of, excessive ground borne vibration or ground borne noise levels?	☐	☐	☒	☐

Less Than Significant Impact. Activities associated with hotel use do not generate vibration. However, temporary vibration would occur during construction. Construction activities such as blasting, pile driving, excavation, or drilling have the potential to generate ground vibrations near structures. Noise from construction could reach 75 vibration decibels (Vdb) at 100 feet from the source, assuming a large bulldozer is used during grading. Thus, while construction activities would be temporary, vibration may be perceptible at adjacent receivers, depending on location and type of equipment. Construction would occur during daytime hours, which would minimize sleep disturbance. To avoid perceptible vibration occurring at neighboring receivers, small dozers and similar equipment would be used in proximity to the receivers north and west of the site during demolition and grading. The project would comply with the City's Noise Ordinance and would not result in the generation of excessive ground borne vibration or ground borne noise levels. Vibration impacts would be temporary and less than significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

Less Than Significant Impact. Existing ambient noise levels in the project vicinity were found to be 61 dBA. Substantial increases in ambient noise levels would not result because the proposed uses on-site are consistent with uses present in the surrounding area. Any ambient noise emanating from the proposed project would be typical of that associated with an urban neighborhood, such as people talking or sound escaping from outdoor areas (such as the pool area). Therefore, no substantial increase in ambient noise levels is anticipated. Impacts would be less than significant.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project?	☐	☐	☒	☐

Less Than Significant Impact. Refer to XII.a.

e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☒

No Impact. The project site is located within the Airport Influence Area Review Area 2 of the Montgomery Field Airport ALUCP. The project site is located outside the airport noise contours. The project did not require a consistency determination by the San Diego County Regional Airport Authority, serving the Airport Land Use Commission. The project would be consistent with the Airport Land Use Compatibility Plan. As such, the project site would not be exposed to excessive aircraft noise or expose people residing or working in the area to excessive noise levels. No impact would result.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

No Impact. The project site is not located within vicinity of a private airstrip. No impact would result.

XIII. POPULATION AND HOUSING – Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒

No Impact. The project proposes the development of a 125-guest room hotel and does not involve the extension of roads or services, as the project is an infill project located within an existing urban community. The project proposes a hotel that caters to temporary visitors to the area. Therefore, the project would not induce substantial population growth in the area. No impact would result.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

No Impact. There is no existing housing within the project site. No housing would be displaced by the project. No impact would result.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

No Impact. There is no existing housing within the project site. No population would be displaced by the project. No impact would result.

XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response times or other performance objectives for any of the public services:

i) Fire Protection	☐	☐	☒	☐

Less Than Significant Impact. The project site is located in an urbanized area where fire protection services are already provided. San Diego Fire-Rescue Department Station 10 is located about one mile southwest of the project site; Station 11 is located approximately two miles east of the project site; and Station 31 is located about three miles northwest of the project site. The project would not adversely affect existing levels of fire protection services to the area and would not require the construction of new or expanded governmental facilities. Impacts to fire protection would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Police Protection	☐	☐	☒	☐

Less Than Significant Impact. The project site is located in an urbanized area where police protection services are already provided. The project site would be served by the Mid-City Division of the San Diego Police Department. The project would not adversely affect existing levels of police protection services to the area and would not require the construction of new or expanded governmental facilities. Impacts to fire protection would be less than significant.

iii) Schools	☐	☐	☐	☒

No Impact. The project involves the development of a 125-unit hotel. It would not increase population not generate school-aged children and would not create a need for new or altered schools. No impact would result.

v) Parks	☐	☐	☐	☒

No Impact. The project involves the development of a 125-unit hotel. It would not increase population as guest would be temporary visitors to the area, would not result in new permanent residents, and would not create a need for new or altered parks. No impact would result.

vi) Other public facilities	☐	☐	☐	☒

No Impact. The project site is located in an urbanized area where City services are already provided. The project would not adversely affect existing levels of facilities to the area and would not require the construction of new or expanded governmental facilities. No impacts to other public facilities would occur.

XV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐

Less Than Significant Impact. The project could increase the use of existing parks or recreational facilities, as the project would generate visitors to the area. However, the increased use attributable to this project would not result in substantial physical deterioration of existing community recreational facilities. Less than significant impact would result.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

No Impact. The project involves the construction of a 125-guest room hotel. The project does not require the construction or expansion of recreational facilities. No impacts would result.

XVI. TRANSPORTATION/TRAFFIC – Would the project?

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized	☐	☐	☒	☐

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				

LOS Engineering prepared a Transportation Impact Study for the proposed project (September 28, 2018), included as Appendix F, which analyzed the project's trip generation, trip distribution/assignment, intersection level of service, and street segment level of service. The Transportation Impact Study evaluated six scenarios: Existing, Existing with Project, Near Term (Opening Day 2020) without Project, and Near Term (Opening Day 2020) with Project, Horizon Year 2050, and Horizon Year 2050 with Project.

Less Than Significant Impact. The project proposes a Community Plan Amendment to change the land use designation from Low/Medium Density Residential (10-15 du/ac) and General Commercial Residential (75-110 du/ac) to Residential Medium with Commercial (15-29 du/ac), and proposes a rezone from RM-1-1 to CV-1-1 to support this land use designation. Based on the City's Trip Generation Manual, the project is calculated to generate approximately 1,125 average daily trips (ADT) based on nine trips per room, with 90 AM peak hour trips (36 inbound/54 outbound) and 102 PM peak hour trips (41 inbound/61 outbound).

The Transportation Impact Study evaluated the potential for significant traffic impacts to occur at the following intersections and street segments:

- Montezuma Road/Reservoir Drive
- Montezuma Road/Shared Project and Library Driveway
- Montezuma Road/Project East Driveway
- Montezuma Road/El Cajon Boulevard
- El Cajon Boulevard/67th
- Montezuma Road between Reservoir Drive and the Project Site
- Montezuma Road between the Project Site and El Cajon Boulevard

Analysis determined that all of the study intersections and street segments would operate at LOS C or better under the Existing Plus Project and Near Term (Opening Day 2020) Plus Project scenarios. Under Horizon Year 2050 with project conditions, all of the study intersections and segments were calculated to operate at LOS C or better.

Relative to pedestrian and bicycle access, contiguous sidewalks (approximately five feet in width) exist on both sides of Montezuma Road, between Reservoir Drive and El Cajon Boulevard; and Class II bike lanes exist on Montezuma Road, between Reservoir Drive and the project's western driveway. The project proposes to extend the existing Class II bike lane along the project's frontage on Montezuma Road.

Transit is available to the project site. MTS Bus Route 14 provides service along Montezuma Road, with a bus stop located approximately 350 feet west of the project site.

Additionally, the project would implement a Transportation Demand Management (TDM) plan to help employees learn about and use the alternative forms of transportation other than single occupancy vehicles. The TDM includes the following:

- Provide information about the existing icommute program (www.icommutesd.com),
- Encourage carpooling through requesting employees to coordinate between colleagues and to visit the aforementioned icommute program website,

- Encourage transit usage by asking employees to use public transit,
- Display maps, routes, and schedules for public transit near the site, and
- Encourage bike usage by providing ten short-term and eight long-term bicycle parking spaces, one shower stall, and a minimum of two two-tier personal effects lockers for employees.

Based on the City of San Diego's significance criteria, no significant direct or cumulative impacts would occur, as the project contribution does not exceed the allowable threshold, and because the addition of project traffic would not degrade a facility from acceptable LOS to unacceptable LOS.

The proposed project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The project would not result in any significant impacts to intersections or street segments. Impacts would be less than significant.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐

Less Than Significant Impact. Refer to response XVI.a. The project would not adversely affect any mode of transportation in the area. Therefore, the project would not result in conflict with any applicable congestion management program, level of service standards, or travel demand measures. Impacts are considered less than significant.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐

Less Than Significant Impact. Implementation of the project would not result in a change in air traffic patterns, as the project is would not be constructed at a height that would impair air travel. The project site is outside all safety zones of nearby airports. Additionally, the applicant would be required to obtain an FAA Determination of No Hazard to Air Navigation as a condition of approval. With issuance of the FAA Determination of No Hazard to Air Navigation the project would not result in a substantial safety risk. Impacts would be less than significant.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒

No Impact. Access points to the project site have been designed consistent with the City's engineering standards, and would not create a hazard for vehicles, bicycles, or pedestrians entering or exiting the site. The building envelope has been designed to accommodate appropriate visibility triangles at project driveways and intersections and would not create a hazardous condition at these points. The project would not include any project elements that could create a hazard to the public. No significant impacts would result.

e) Result in inadequate emergency access?	☐	☐	☐	☒

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

No Impact. Project design is subject to City review and approval for consistency with all design requirements for emergency access. The project was reviewed and approved by the City's Fire Plan staff. No impacts would result.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

No Impact. The project would provide 10 short-term and eight long-term bicycle parking spaces on-site, and would extend the existing Class II bike lane along the project's frontage on Montezuma Road. The project includes accessible travel routes on-site and that connect to Montezuma Road, thereby enhancing pedestrian connectivity. As such, the project supports active transportation and the active transportation network. The project site is serviced by MTS Bus Route 14. The nearest bus stop is located along Montezuma Road approximately 350 feet west of the project. The project would not interfere with any public transit policies, plans, or programs. No impact would result.

XVII. TRIBAL CULTURAL RESOURCES- Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒

No Impact. The project would not cause a substantial adverse effect to tribal cultural resources, as there are no recorded sites listed or sites eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined by the Public Resources Code Section 5020.1(k). No impact would result.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Less Than Significant Impacts. In accordance with the requirements of Public Resources Code 21080.3.1, the City of San Diego engaged the Iipay Nation of Santa Ysabel and the Jamul Indian Village, both traditionally and culturally affiliated with the project area. These tribes were notified of the project via email correspondence on May 8, 2018. Both Native American tribes responded within the 30-day formal notification period requesting consultation. Consultation took place on May 11, 2018, with both Native American tribes and consultation remained open until additional information was provided. On June 4, 2018, additional information that included a CHRIS database search by Qualified City staff was submitted to the Tribal Representatives via email correspondence. As a result of the CHRIS search, no archaeological sites were identified to be recorded in or adjacent to the project site. QCS determined that based on the location of the project, previous disturbed nature of the site by past construction that no further archaeological evaluation or monitoring would be required. Tribal Representatives concurred with QCS

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

assessment, it was determined the project site did not contain any tribal cultural resources traditionally or culturally affiliated with either tribe, and further evaluation was not necessary; consultation under Public Resources Code 21080.3.1 was therefore concluded. No impact would result.

XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐

Less Than Significant Impact. Because the site is located in an urbanized and developed area, and is consistent with the community plan, adequate municipal sewer services are available to serve the project. Wastewater would not be treated on-site. The project would not exceed wastewater treatment requirements. Impacts would be less than significant.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

Less Than Significant Impact. Refer to XVII.a., above.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

Less Than Significant Impact. Refer to IX.e., above. The project would not exceed the capacity of the City's existing storm water drainage system and would not require the expansion of the system. Existing drainage flows in a general north direction into private storm drain systems that eventually connect to an existing off-site public storm drain system north of the site. Development of the proposed project would result in runoff directed to the proposed biofiltration with partial retention basins. Eventually all overflow from all four proposed basins will outlet into a proposed storm drain cleanout that would connect to an existing public storm drain system. Impacts would be less than significant.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐

Less Than Significant Impact. Because the project does not propose the construction of 500 or more hotel rooms, a water supply assessment was not required. Adequate services are available to serve the project because the proposed project is consistent with the Community Plan and would be served by existing water service from the City. The project would not require the expansion of water supply entitlements. Impacts would be less than significant.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate	☐	☐	☒	☐

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
capacity to serve the project's projected demand in addition to the provider's existing commitments?				

Less Than Significant Impact. The City has determined that it has adequate wastewater treatment capacity to serve the project. Refer to XVII.a., above. Impacts would be less than significant.

f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐

A Waste Management Plan was prepared by KLR Planning, March 2018, that is included in Appendix G.

Less Than Significant Impact. Under the Waste Management Plan (WMP), debris and waste generated by demolition and construction would be managed under the City's Construction and Demolition (C&D) Debris Diversion Deposit Program. Additionally, long-term operations of the commercial project would also generate waste. This ordinance requires that the applicant post a deposit, which is not returned until the applicant demonstrates that a specified amount of the material generated by the work has been diverted from disposal in landfills. The project would be required to adhere to the City's waste generation reduction requirements. All solid waste from the operating facilities would be transported to an appropriate facility, which would have adequate capacity to accept the waste generated by the project. The commercial facilities on the project would be required to comply with the requirements of the City's Recycling Ordinance (SDMC Section 66.0701 et. seq), applicable to recycling by commercial facilities. Impacts would be less than significant.

g)	Comply with federal, state, and local statutes and regulation related to solid waste?	☐	☐	☒	☐

Less Than Significant Impact. Refer to XVII.f., above. In 1989, the California Legislature passed Assembly Bill (AB) 939: Integrated Waste Management Act, which mandated that all cities reduce waste disposed in landfills from generators within their borders by 50 percent by the year 2000. AB 939 required all local governments to prepare a Source Reduction and Recycling Element, which incorporates waste management policies and programs to achieve the mandated waste reduction. Since 1990, the City has diverted more than 50 percent of its generated waste stream from disposal. This bill specified that solid waste should be considered by the equation GENERATED = DISPOSED + DIVERTED. "Diverted" materials are put into a *hierarchy* in the law, as follows:

- First *source reduction*, such as using a reusable bag, making double-sided copies, or other measure that stops waste at the source.
- Secondary measures include *recycling* and *composting*. Because these measures often have transportation and processing impacts, they are considered less preferable than source reduction.
- In the Public Resources Code, various methods of *transformation* for energy production are limited to ten percent of the total waste reduction target.

In 2008, Senate Bill (SB)1016 was chaptered. Known as the Solid Waste Disposal Measurement Act, SB 1016 maintained the 50 percent diversion requirement, but changed to a disposal-based measurement system, expressed as the 50 percent Equivalent Per Capita Disposal Target. This built upon AB 939 by implementing a simplified and timelier indicator of jurisdiction performance that focuses on reported disposal at Board-permitted disposal facilities. This established a goal not of recycling more, but disposing of less. AB 341: Jobs and Recycling, chaptered in 2011, was intended to create green jobs by expanding recycling to every multi-family dwelling and business. It charged CalRecycle with responsibility for ensuring that the State is diverting at least 75 percent of solid waste that is generated within the State by 2020. SB 1016 establishes that compliance with State law is measured

by reducing the amount of waste material requiring disposal, and AB 341 increases the diversion target to 75 percent.

Additional local regulation pertaining to solid waste management includes the City of San Diego's Municipal Code Ch.14 Art. 2 Div. 8: §142.0810, §142.0820, Ch. 6 Art. 6 Div. 7; §66.0706, §66.0709, §66.0710; and Ch. 6 Art. 6 Div. 6; §66.0711, §66.0604, §66.0606. These statues designate refuse and recycling space allocation requirements for:

- on-site refuse and recyclable material storage requirements,
- diversion of construction and demolition debris regulations, and
- diversion of recyclable materials generated from residential facilities, businesses, commercial/institutional facilities, apartments, condominiums, and special events requiring a City permit.

The City of San Diego has established a threshold stating that projects that include the construction, demolition, and/or renovation of 40,000 square feet or more of building space may generate approximately 60 tons of waste or more, and are considered to have cumulative impacts on solid waste facilities. The proposed project exceeds this threshold and prepared a WMP is to identify measures that would be implemented to reduce this potential solid waste impacts such that significant impacts are avoided.

The City Recycling Ordinance is found in Municipal Code section 66.0701 et. seq. It requires the provision of recycling service for all single-family residences; and commercial facilities and multifamily residences with service for four cubic yards or more. In addition, the ordinance also requires development of educational materials to ensure occupants are informed about the City's ordinance and recycling services including information on types of recyclable materials accepted.

Construction and Demolition (C&D) Debris Diversion Deposit Program applies to all applicants for building, demolition, and removal permits. This ordinance requires that the applicant post a deposit that is not returned until the applicant demonstrates that a minimum amount of the material generated has been diverted from disposal in landfills. Mixed construction debris recycling facilities in San Diego are evaluated quarterly to determine how much of the production material is recycled, and how much is a "residual" material requiring disposal. Facilities that accept mixed debris typically achieve a 68 percent or less diversion rate. Single materials recyclers, such as metal recyclers, often achieve a nearly 100 percent diversion rate. When comingled materials are sent to a mixed facility, the 75 percent diversion goal established by AB 341 will not be met. Depending on the project, to ensure that the overall diversion goal is attained, some materials must often be separated and trucked to facilities with higher diversion rates, such as aggregate and metal recyclers.

As concluded in the Waste Management Plan, the project proposes to divert approximately 164 tons, or 89 percent, of the construction materials generated by the project. Additionally, the project would implement a target of 20 percent recyclable material. As such, project impacts would be less than significant.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE –

a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of	☐	☐	☐	☒

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
the major periods of California history or prehistory?				

No Impact. The project proposes redevelopment of a previously developed site. The project site does not contain biological or historical resources, and development of the project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. The project would not have the potential to result in significant impacts to paleontological resources. No impacts would result.

b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable futures projects)?	☐	☐	☐	☒

Less Than Significant Impact. The project does not have the potential to result in cumulative considerable environmental effects. The project would have no impacts on biological or cultural resources. The project would be consistent with the SIP, AQMP, and RAQS, and would not contribute air emissions that have the potential to degrade local air quality. The project does not have the potential to result in noise impacts. The project would not result in significant cumulative impacts (Horizon Year 2050) associated with traffic. Therefore, the project would not have any impacts, even taking past, current, and future projects into consideration. No impact would occur.

c)	Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Less Than Significant Impact. Construction and operation of the project would not cause environmental effects that would significantly directly or indirectly impact human beings. No such impacts, therefore, would occur.

INITIAL STUDY CHECKLIST
REFERENCES

I. Aesthetics / Neighborhood Character

X City of San Diego General Plan.
X Community Plans: College Area Community Plan, 1989

II. Agricultural Resources & Forest Resources

___ City of San Diego General Plan
X U.S. Department of Agriculture, Soil Survey - San Diego Area, California, Part I and II, 1973
___ California Agricultural Land Evaluation and Site Assessment Model (1997)
___ Site Specific Report:

III. Air Quality

___ California Clean Air Act Guidelines (Indirect Source Control Programs) 1990
X Regional Air Quality Strategies (RAQS) - APCD
X Site Specific Report: Air Quality Study, prepared by Birdseye Planning Group, October 2018

IV. Biology

X City of San Diego, Multiple Species Conservation Program (MSCP), Subarea Plan, 1997
X City of San Diego, MSCP, "Vegetation Communities with Sensitive Species and Vernal Pools" Maps, 1996
X City of San Diego, MSCP, "Multiple Habitat Planning Area" maps, 1997
___ Community Plan - Resource Element
___ California Department of Fish and Game, California Natural Diversity Database, "State and Federally-listed Endangered, Threatened, and Rare Plants of California," January 2001
___ California Department of Fish & Game, California Natural Diversity Database, "State and Federally-listed Endangered and Threatened Animals of California, "January 2001
___ City of San Diego Land Development Code Biology Guidelines
___ Site Specific Report:

V. Cultural Resources (includes Historical Resources)

X City of San Diego Historical Resources Guidelines
___ City of San Diego Archaeology Library
___ Historical Resources Board List
___ Community Historical Survey:
___ Site Specific Report:

VI. Geology/Soils

X City of San Diego Seismic Safety Study
X U.S. Department of Agriculture Soil Survey - San Diego Area, California, Part I and II, December 1973 and Part III, 1975
___ Site Specific Report:

VII. Greenhouse Gas Emissions

X Site Specific Report: A Climate Action Plan Consistency Checklist, September 28, 2018
X Site Specific Report: A Greenhouse Gas Study, prepared by Birdseye Planning Group, October 2018

VIII. Hazards and Hazardous Materials

X San Diego County Hazardous Materials Environmental Assessment Listing, Geotracker
X Airport Land Use Compatibility Plan
___ Site Specific Report:

IX. Hydrology/Water Quality

____ Flood Insurance Rate Map (FIRM)

_X_ Federal Emergency Management Agency (FEMA), National Flood Insurance Program-Flood Boundary and Floodway Map

____ Clean Water Act Section 303(b) list, http://www.swrcb.ca.gov/tmdl/303d_lists.html

_X_ Site Specific Report: Preliminary Hydrology/Drainage Study for Montezuma Hotel, prepared by Snipes-Dye Associates, June 7, 2017.

_X_ Site Specific Report: Storm Water Quality Management Plan, prepared by Snipes-Dye Associates, June 8, 2017.

X. Land Use and Planning

_X_ City of San Diego General Plan

_X_ Community Plan

_X_ Airport Land Use Compatibility Plan

_X_ City of San Diego Zoning Maps

____ Other Plans:

XI. Mineral Resources

_X_ California Department of Conservation - Division of Mines and Geology, Mineral Land Classification

_X_ Division of Mines and Geology, Special Report 153 - Significant Resources Maps

____ Site Specific Report:

XII. Noise

_X_ City of San Diego General Plan

____ Community Plan

____ San Diego International Airport - Lindbergh Field CNEL Maps

____ Brown Field Airport Master Plan CNEL Maps

_X_ Montgomery Field CNEL Maps

____ San Diego Association of Governments - San Diego Regional Average Weekday Traffic Volumes

____ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG

_X_ Site Specific Report:
A Noise Study, prepared by Birdseye Planning Group, October 2018

XIII. Paleontological Resources

_X_ City of San Diego Paleontological Guidelines

____ Deméré, Thomas A., and Stephen L. Walsh, "Paleontological Resources City of San Diego," Department of Paleontology San Diego Natural History Museum, 1996

____ Kennedy, Michael P., and Gary L. Peterson, "Geology of the San Diego Metropolitan Area, California. Del Mar, La Jolla, Point Loma, La Mesa, Poway, and SW 1/4 Escondido 7 1/2 Minute Quadrangles," California Division of Mines and Geology Bulletin 200, Sacramento, 1975

____ Kennedy, Michael P., and Siang S. Tan, "Geology of National City, Imperial Beach and Otay Mesa Quadrangles, Southern San Diego Metropolitan Area, California," Map Sheet 29, 1977

____ Site Specific Report:

XIV. Population / Housing

_X_ City of San Diego General Plan

_X_ Community Plan

____ Series 11/Series 12 Population Forecasts, SANDAG

____ Other:

XV. Public Services

_X_ City of San Diego General Plan

_X_ Community Plan

XVI. Recreational Resources

X City of San Diego General Plan
X Community Plan, 1988
___ Department of Park and Recreation
___ City of San Diego - San Diego Regional Bicycling Map
___ Additional Resources:

XVII. Transportation / Circulation

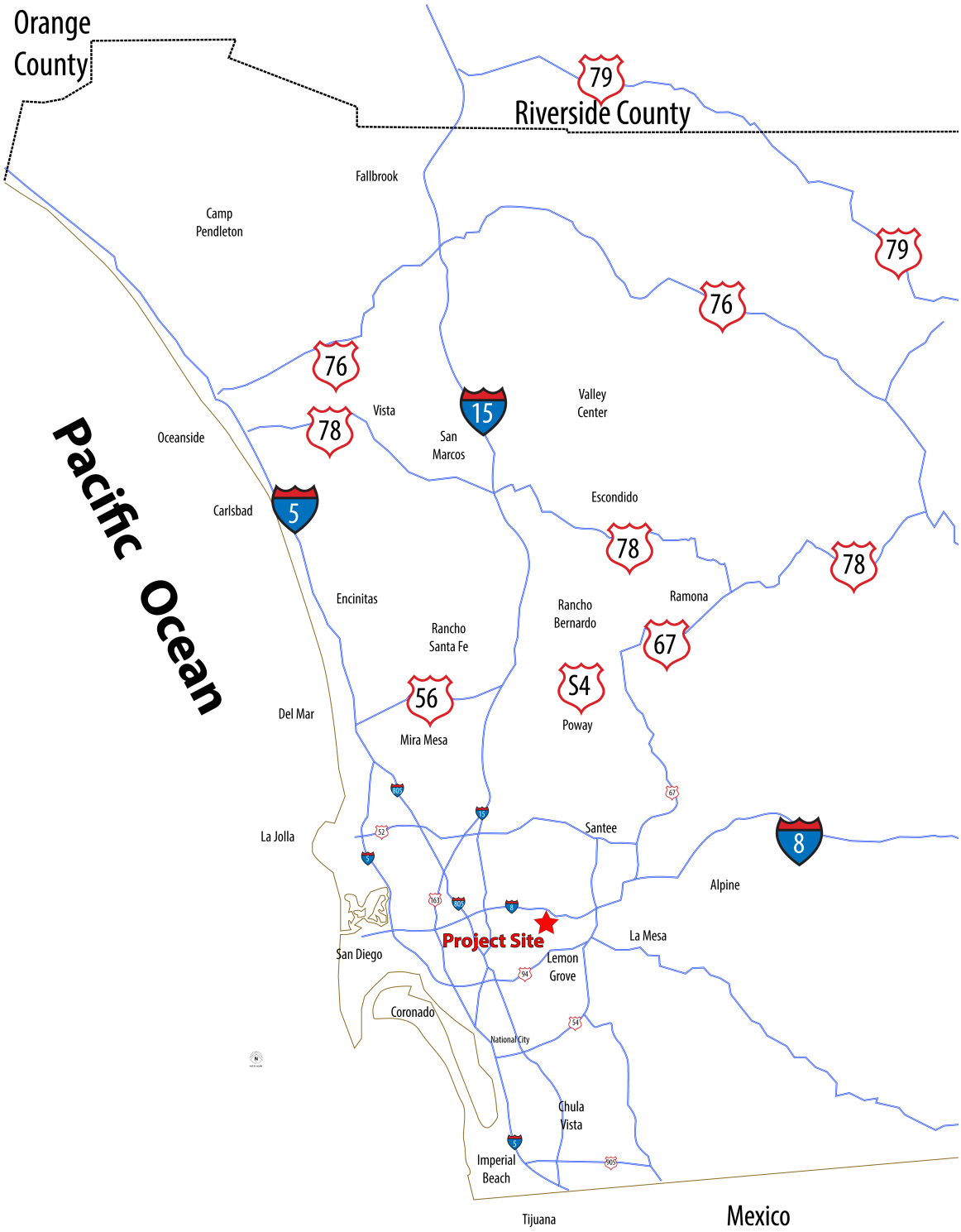
X City of San Diego General Plan
X Peninsula Community Plan, 1987
___ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG
___ San Diego Region Weekday Traffic Volumes, SANDAG
X Site Specific Report: A Transportation Impact Study, prepared by LOS Engineering, September 28, 2018

XVIII. Utilities

X Site Specific Report: A Waste Management Plan, prepared by KLR Planning, March 14, 2018

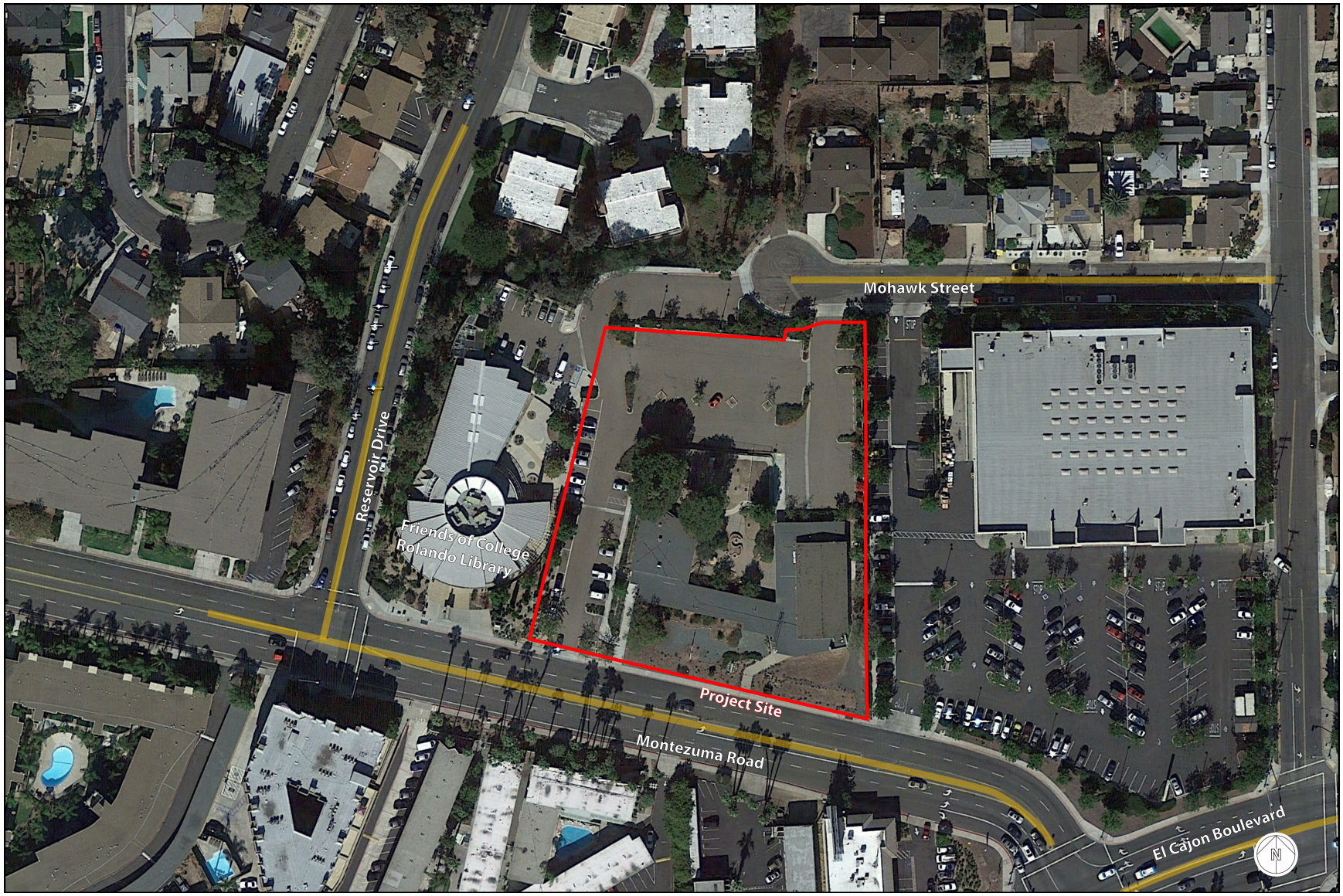
XIX. Water Conservation

___ Sunset Magazine, New Western Garden Book, Rev. ed. Menlo Park, CA: Sunset Magazine



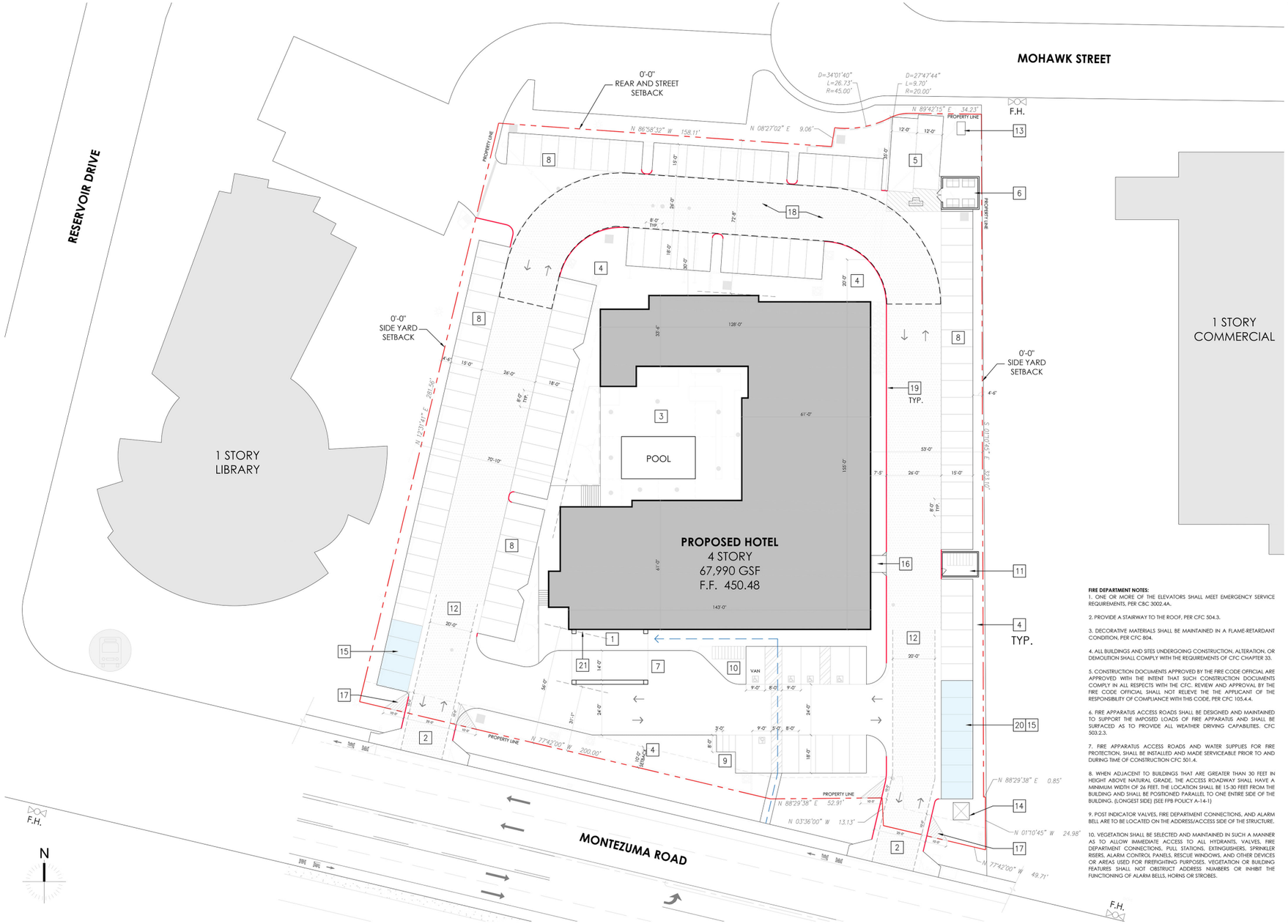
Vicinity Map
Montezuma Hotel / Project No. 574562
City of San Diego – Development Services Department

FIGURE No. 1



Project Location Map
Montezuma Hotel / Project No. 574562
City of San Diego – Development Services Department
(NOTE: Existing church has recently been demolished. Project site is currently vacant.)

FIGURE No. 2



KEY NOTES

1. HOTEL ENTRANCE
2. VEHICULAR ENTRY
3. COURTYARD
4. LANDSCAPING (SEE LANDSCAPE PLANS)
5. 12' x 35' LOADING SPACE
6. TRASH / RECYCLING ENCLOSURE (245 SF) (244 SF MIN. AS REQ. PER M.C. 142.0830, TABLE 142-08C)
7. GUEST DROP OFF AREA
8. SURFACE PARKING
9. MOTORCYCLE PARKING (3 SPACES)
10. SHORT TERM BICYCLE PARKING (10 SPACES)
11. LONG TERM BICYCLE PARKING (8 SPACES)
12. FIRE LANE - 20' WIDE MIN., 26' WIDE ADJACENT TO BLDG.
13. WATER UTILITIES
14. ELECTRICAL TRANSFORMER
15. CLEAN AIR/ VANPOOL/ EV PARKING (11 TOTAL)
16. SERVICE ENTRANCE WITH CURB RAMP
17. VISIBILITY AREA (NO STRUCTURES OR SHRUBS ABV. 24" IN HEIGHT)
18. AERIAL ACCESS TO BUILDING
19. RED CURB (NO PARKING PER CITY OF S.D. FIRE DEPT. POLICY A-14-1)
20. ELECTRIC VEHICLE CHARGING (7 TOTAL) (CHARGING STATION AT 4 SPACES PLUS INFRASTRUCTURE FOR FUTURE INSTALLATION AT 3 SPACES)
21. BUILDING ADDRESS NUMBERS (PER SDMC 95.0209)

LEGEND

- PROPERTY LINE
- NO PARKING AREA
- ACCESS AISLE AREA
- ACCESSIBLE PARKING STALL
- VEHICULAR PARKING CIRCULATION
- STREET CIRCULATION
- EXISTING FIRE HYDRANT
- FIRE LANE
- ACCESSIBLE PEDESTRIAN CONNECTION FROM PUBLIC STREET
- MTS BUS STOP (340' FROM PROPESED PROJECT FRONT DOOR)

FIRE DEPARTMENT NOTES:

1. ONE OR MORE OF THE ELEVATORS SHALL MEET EMERGENCY SERVICE REQUIREMENTS, PER CBC 3002.4A.

2. PROVIDE A STAIRWAY TO THE ROOF, PER CFC 504.3.

3. DECORATIVE MATERIALS SHALL BE MAINTAINED IN A FLAME-RETARDANT CONDITION, PER CFC 804.

4. ALL BUILDINGS AND SITES UNDERGOING CONSTRUCTION, ALTERATION, OR DEMOLITION SHALL COMPLY WITH THE REQUIREMENTS OF CFC CHAPTER 33.

5. CONSTRUCTION DOCUMENTS APPROVED BY THE FIRE CODE OFFICIAL ARE APPROVED WITH THE INTENT THAT SUCH CONSTRUCTION DOCUMENTS COMPLY IN ALL RESPECTS WITH THE CFC. REVIEW AND APPROVAL BY THE FIRE CODE OFFICIAL SHALL NOT RELIEVE THE THE APPLICANT OF THE RESPONSIBILITY OF COMPLIANCE WITH THIS CODE. PER CFC 105.4.4.

6. FIRE APPARATUS ACCESS ROADS SHALL BE DESIGNED AND MAINTAINED TO SUPPORT THE IMPOSED LOADS OF FIRE APPARATUS AND SHALL BE SURFACED AS TO PROVIDE ALL WEATHER DRIVING CAPABILITIES. CFC 503.2.3.

7. FIRE APPARATUS ACCESS ROADS AND WATER SUPPLIES FOR FIRE PROTECTION, SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING TIME OF CONSTRUCTION CFC 501.4.

8. WHEN ADJACENT TO BUILDINGS THAT ARE GREATER THAN 30 FEET IN HEIGHT ABOVE NATURAL GRADE, THE ACCESS ROADWAY SHALL HAVE A MINIMUM WIDTH OF 26 FEET, THE LOCATION SHALL BE 15-30 FEET FROM THE BUILDING AND SHALL BE POSITIONED PARALLEL TO ONE ENTIRE SIDE OF THE BUILDING. (LONGEST SIDE) (SEE FPB POLICY A-14-1)

9. POST INDICATOR VALVES, FIRE DEPARTMENT CONNECTIONS, AND ALARM BELL ARE TO BE LOCATED ON THE ADDRESS/ACCESS SIDE OF THE STRUCTURE.

10. VEGETATION SHALL BE SELECTED AND MAINTAINED IN SUCH A MANNER AS TO ALLOW IMMEDIATE ACCESS TO ALL HYDRANTS, VALVES, FIRE DEPARTMENT CONNECTIONS, PULL STATIONS, EXTINGUISHERS, SPRINKLER RISERS, ALARM CONTROL PANELS, RESCUE WINDOWS, AND OTHER DEVICES OR AREAS USED FOR FIREFIGHTING PURPOSES. VEGETATION OR BUILDING FEATURES SHALL NOT OBSTRUCT ADDRESS NUMBERS OR INHIBIT THE FUNCTIONING OF ALARM BELLS, HORNS OR STROBES.

PRELIMINARY DESIGN

Site Plan
Montezuma Hotel / Project No. 574562
City of San Diego – Development Services Department

FIGURE No. 3

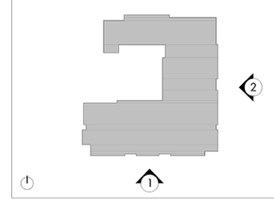
① SOUTH ELEVATION

② EAST ELEVATION

KEY NOTES

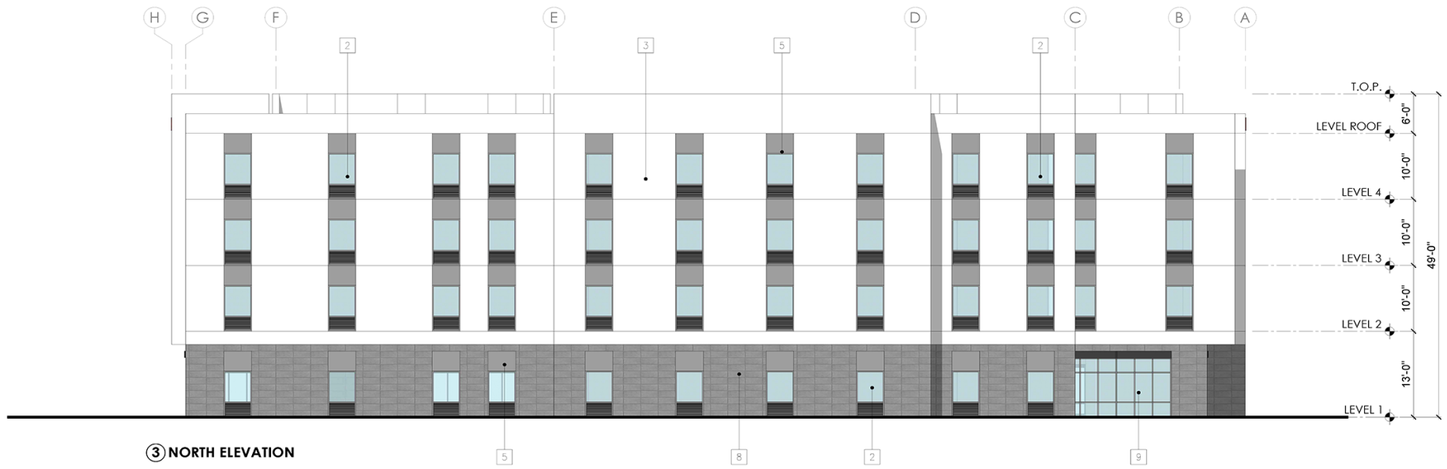
1. STOREFRONT GLAZING SYSTEM
2. WINDOW
3. SMOOTH STUCCO
4. WOOD COMPOSITE PANELS
5. METAL PANELS
6. METAL/ GLASS DOOR
7. METAL CANOPY
8. TILE VENEER
9. POOL FENCE

KEY PLAN



Building Elevations – South & East
Montezuma Hotel / Project No. 574562
City of San Diego – Development Services Department

FIGURE No. 4



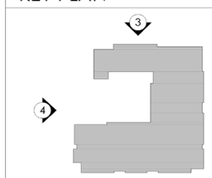
③ NORTH ELEVATION

④ WEST ELEVATION

KEY NOTES

1. STOREFRONT GLAZING SYSTEM
2. WINDOW
3. SMOOTH STUCCO
4. WOOD COMPOSITE PANELS
5. METAL PANELS
6. METAL/ GLASS DOOR
7. METAL CANOPY
8. TILE VENEER
9. POOL FENCE

KEY PLAN



Building Elevations – North & West
Montezuma Hotel / Project No. 574562
City of San Diego – Development Services Department

FIGURE No. 5