

ERRATA

Alante CPA PDP RZ

Project Tracking Number (PTS) No. 648597

July 10, 2020

Subsequent to completion of the Addendum, minor revisions and additions have been made to the document to clarify the analysis as compared to what was originally analyzed in Negative Declaration No. 90-0687. Any updates made does not affect the environmental determination. Revisions are shown in ~~strikeout~~/underline.

SUBJECT: **Alante CPA PDP RZ:** A request for a COMMUNITY PLAN AMENDMENT (CPA), PLANNED DEVELOPMENT PERMIT (PDP) to amend PLANNED COMMERCIAL DEVELOPMENT (PCD) ~~87-0639~~ 90-0687, AND REZONE (RZ) from RM-1-2 to RM-4-10 to construct a 70,595 square-foot multi-family residential building with a four-story configuration over an existing two-level parking structure. The project requests a Community Plan Amendment (CPA) to change the existing land use designation from Low-Medium density to High density Residential. The project proposes 50 units, consisting of 15 affordable units and 35 market rate units. The 0.46-acre site is located at 10211 Rancho Carmel Drive in the Carmel Mountain Ranch Community Plan area. The project is subject to Airport Land Use Compatibility Overlay Zone (MCAS Miramar), Airport Influence Areas Overlay Zone (MCAS Miramar - Review Area 2), Residential Tandem Parking Overlay Zone, Parking Standards Transit Priority Areas, Transit Priority Area, and Council District 5. (LEGAL DESCRIPTION: Lot 18 of Resubdivision of Carmel Mountain Ranch units 4 and 36, according to Map No. 12516) APPLICANT: Daniel Rehm.

II. PROJECT DESCRIPTION

A request for a COMMUNITY PLAN AMENDMENT (CPA), PLANNED DEVELOPMENT PERMIT (PDP) to amend PLANNED COMMERCIAL DEVELOPMENT (PCD) ~~87-0639~~ 90-0687, AND REZONE (RZ) from RM-1-2 to RM-4-10 to construct a 70,595 square-foot multi-family residential building with a four-story configuration over an existing two-level parking structure which was built in 1991. The CPA to the Carmel Mountain Ranch Community Plan (CMRCP) would allow for the existing residential land use designation to increase from Low-Medium density (6-29 du/acre) to High density (74-109 du/acre). The Alante CPA/PDP/RZ project (Project) includes affordable units and qualifies as a density bonus project pursuant to California Government Code Section 65915 (State Density Bonus Law) and the City's Land Development Code (LDC). The Project would construct a 50-unit residential development, which would include 35 market rate and 15 affordable units. The affordable units include 10 units of "low-income households" (20 percent of total units) and five units of "moderate-income households" (10 percent of total units). Pursuant to the Land Development Code

(LDC) Section 143.0740, Table 143.07B of the LDC, a 35 percent density bonus would allow up to two incentives, and according to Table 143.07C of the LDC, a 5 percent density bonus would allow up to one incentive. The project is allowed three incentives.

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

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

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

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

A mixture of 26 one-bedroom and 24 two-bedroom units would be distributed throughout the building levels one through four. The existing parking structure to remain would be located on the basement and ground-floor level which will maintain 58 of the parking spaces from the existing Park and Ride and will support the proposed multi-family residential development. The addition of an elevator would service the parking and residential levels. The basement level would provide 14 standard and 15 compact parking spaces, an elevator generator room, electrical utility room, three motorcycle spaces, and bicycle storage. The ground floor level would include a residential lobby, leasing office, mail, delivery support, rideshare information, child transportation storage, trash, two motorcycle spaces, bicycle storage, two handicap parking spaces, 10 standard parking spaces, and 16 compact parking spaces. The first level, built above the existing parking structure, would include 13 residential units, a 381-square-foot indoor common space with a kitchenette, and 785-square-foot outdoor common space with a barbeque. The second level through the fourth level would contain residential units. All levels would contain additional storage units and private balconies. The Project is located within a Transit Priority Area, which does not require parking (SDMC Section 142.0528(a)(1)), however, 58 parking spaces, 5 motorcycle spaces, and 22 bicycle spaces would be provided.

Various site improvements would also be constructed including associated hardscape and landscape. Mature trees would remain on the north side of the property and along street frontage on Rancho Carmel Drive and Provencal Place. The project's landscape design includes softscape comprised of drought tolerant plants and an automatic drip irrigation system. Project grading is limited to excavation for new building footings and minor remedial grading to correct erosion around existing parking structure.

V. IMPACT ANALYSIS

Geology/Soils

1990 ND

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

Project

The Project proposes construction of 50 residential units above an existing Park and Ride facility. ~~No grading on the previously developed site is proposed.~~ Project grading is limited to excavation for new building footings and minor remedial grading to correct erosion around existing parking structure. The project is located in Geologic Hazard Zone 53, and the same conditions apply regarding seismic activity as it did when analyzed in 1990. The proposed development would not destabilize or result in the settlement of adjacent property or the right of way. The project would be constructed consistent with proper engineering design in accordance with the California Building Code. Utilization of appropriate engineering design measures and standard construction practices, verified at the building permit stage, would ensure that potential impacts from regional geologic hazards would be reduced to an acceptable level of risk.

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

Land Use

1990 ND

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

Project

The project is located within a site which is currently developed with a Park and Ride facility and is surrounded by commercial and residential development. The site is designated

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

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

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

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

The Project is located within the MCAS Miramar Airport Influence Area - Review Area 2, and due to the proposed CPA and rezone, the project was subject to a consistency determination with the MCAS Miramar Airport Land Use Compatibility Plan (ALUCP). After consideration by the Airport Authority, it was determined that per Section 2.6.1 of the MCAS Miramar ALUCP, the Project does not require an ALUC consistency determination. Therefore, it was determined that the Project would not conflict with any airport land use plan.

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

Recreational Resources

1990 ND

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

Project

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

Parks and Recreation staff reviewed the project and determined the increase in units are subject to population-based park in-lieu fees and the project does not generate the need for, nor include an expansion of existing or the creation of new park facilities, and therefore no direct physical impact would occur that would result in a significant effect on the environment.

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

Public Services

1990 ND

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

Project

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

from Low-Medium to High. Based on the current allowed units according to the zone (6-29 du/acre) and what is proposed with the CPA (74-109 du/acre), an additional 37 units for this site would be allowed. Fire protection and police protection services currently serve the site. The City of San Diego Fire Rescue Department Station within the vicinity includes Fire Station 42 located two miles to the north of the site at 12110 World Trade Drive. As a result from the CPA analysis conducted by the Planning Department, it was determined that the Project would not adversely affect existing levels of such services to the area and would not require the construction of new or expansion of existing governmental facilities.

Shoal Creek Elementary School is located approximately one-half mile east of the site. Los Peñasquitos Elementary School is located approximately one-half mile west of the site, and Morning Creek Elementary School is three-quarters of a mile south of the subject site. The CPA analysis concluded that the project would not adversely affect the demand on public schools over that which currently exists and is not anticipated to result in a significant increase in demand for public educational services, nor would the project significantly increase the demand on existing neighborhood or regional parks or other recreational facilities over that which presently exists.

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

Energy

1990 ND

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

Project

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

Long-term energy usage from the building would be reduced through design measures that incorporate energy conservation features in the heating, ventilation and air conditioning systems, lighting and window treatments, and insulation and weather stripping. The Project would include extensive fenestration and balconies to take advantage of sunshade patterns and winds and promote energy efficiency. The building roof includes photovoltaic panels to reduce energy costs and improve energy efficiency. The Project demonstrates that the

design will include high reflectivity and emissivity white PVC sheet membrane “cool roofing” materials and includes photovoltaic solar panels to reduce energy costs.

In addition, the Project would comply with the City’s Climate Action Plan (CAP) by implementing energy reducing design measures.

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

Paleontological Resources

1990 ND

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

Project

The project site is currently developed with a Park and Ride facility and ~~does not propose grading activities~~ proposes minor grading activities which include excavation for new building footings and minor remedial grading to correct erosion around existing parking structure. The project would not exceed any thresholds that would result in the disturbance of paleontological resources. Therefore, no impacts would result.

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

The revisions to the Addendum clarify the project analysis as it relates to the original Negative Declaration. The inclusion of new information and/or language does not result in new significant information. More specifically, a new or more severe substantial environmental impact would not result.