



THE CITY OF SAN DIEGO

Report to the Planning Commission

DATE ISSUED: September 1, 2021 REPORT NO. PC-21-036

HEARING DATE: September 9, 2021

SUBJECT: Montezuma Road- PDP/RZ/Community Plan Amendment, Process Five Decision

PROJECT NUMBER: [623199](#)

REFERENCE: [Planning Commission Report PC-19-029, College Area Community Plan Amendment Initiation for Montezuma Road and 63rd Street, Project No. 625647.](#)

OWNER/APPLICANT: Pacific Residential LLC, a California Limited Liability Company

SUMMARY

Issue: Should the Planning Commission recommend approval to the City Council of an application to demolish three detached single-family residences and construct a five-story building with 38 residential apartment units located at 6253, 6263, and 6273 Montezuma Road within the College Area Community Plan area?

Staff Recommendations:

1. Recommend the City Council ADOPT Negative Declaration No. 623199.
2. Recommend the City Council APPROVE Rezone No. 2290830, Planned Development Permit No. 2487055, and Community Plan Amendment No. 2487075.

Community Planning Group Recommendation: On June 17, 2020, the College Area Community Council (CACC) voted 15-0-0 to approve the project with no conditions Attachment (Attachment 7).

Other Recommendations: Planning Commission voted 5-0-1 to support the Community Plan Amendment initiation on April 11, 2019.

Environmental Review: Negative Declaration No. 623199 has been prepared for the Project in accordance with State of California Environmental Quality Act (CEQA) guidelines. No environmental impacts were identified (Attachment 6).

Fiscal Impact Statement: No fiscal impacts. All costs associated with the processing of the application is recovered through a deposit account funded by the applicant.

Housing Impact Statement: The project would add 38 dwelling units to the College Area Community Plan area and the City's housing stock on site that currently could have six dwelling units. The proposed project includes 38 units on-site and two affordable off-site units, that are currently under construction, with rents of no more than 30 percent of 50 percent of the Area Median Income (AMI) for a period of 55 years. According to the San Diego Housing Commission Resource Guide, there are 311 existing affordable for-sale or affordable rental housing units available in the College Area Community Plan area.

DISCUSSION

BACKGROUND

The 0.43-acre site is located at 6253, 6263, and 6273 Montezuma Road in the RM-1-1 Zone, the Parking Standards Transit Priority Area, the Transit Priority Area, the Parking Impact Overlay Zone (Campus Impact), the Very High Fire Hazard Severity Zone, the Airport Land Use Compatibility Overlay Zone -- Airport Influence Area (Review Area 2), within in the College Area Community Plan area (Attachments 1 - 3).

The project site is currently developed with three, single-story family dwelling units, which will be demolished. Access to the site is provided from Montezuma Road, which fronts the project site on the north, and 63rd Street, which is immediately east of the project site. Development within the vicinity of the project site includes single-story single-family residential units immediately to the northeast, east, and south; and a five-story multi-family residential development borders the project site to the west. San Diego State University (SDSU) is located to the west and the College Rolando Branch library to the east. The site topography is generally flat with elevations ranging from approximately 465 feet above mean sea level (AMSL) in the southeast corner of the site to approximately 460 feet AMSL in the northwest corner.

Project Description:

The Montezuma Road project (Project) would involve demolition of approximately 18,751 square feet of existing buildings and related facilities and the construction of a five-story, 52,350-square-foot residential building with 38 units. In addition, the Project will also provide two affordable housing units. The two affordable housing units would be built off-site, approximately 1,400 feet south of the project site, under a separate permit ([Project No. 642574, Building Permit No. 2318052](#)), which is currently under review, and are located at 6204 Hobart Street and 6206 Hobart Street within the College Community Plan area.

The Project requires a Community Plan Amendment to amend the College Area Community Plan (CACP) which designates the site as Low/Medium Density Residential (10-15 du/ac) to Residential High (45-73 du/ac). In accordance with San Diego Municipal Code (SDMC) section [123.0102](#), a rezone

is also required. The Project site is currently zoned RM-1-1 (multi-family, allowing one dwelling unit per 3,000 square feet) and would be rezoned to RM-3-9, multi-family residential, allowing one dwelling unit per 600 square feet, or 73 dwelling units per acre. In addition, pursuant to SDMC section [143.0402](#), the Project requires the approval of a Planned Development Permit (PDP), to allow for the requested deviations to the required development regulations related to private storage, private open space, minimum driveway width, floor area ratio, and the structure height.

The first level of the five-story building would have a gross area of 11,405 square feet, the second level would have a gross area of 11,465, levels three and four would have gross areas of 10,210 square feet, and the fifth level would have an area of 9,060 square feet. By providing five percent of the base units as affordable housing to very-low income households, the project is eligible for one incentive pursuant to [SDMC Section 142.1309 \(A\)](#).

The Project's landscaping includes a variety of drought-tolerant trees, shrubs, and groundcover. The tree palette includes shade trees and shrubs outside of the main entrance (such as sweetshade and bulbine lily), street trees along Montezuma Road (including gold medallion), and additional shade trees along the perimeter of the project site. Shrubbery would include drought-tolerant shrubs (such as cape rush, red star dracaena, silver dollar plant, and dwarf myrtle) around the exterior of the building, as well as around the site's perimeter. The project also includes two courtyards along Montezuma Road: an interior student courtyard of 790 square feet and a public courtyard of 1,100 square feet. These courtyards provide breaks to the building elevation along Montezuma Road and provide enhanced landscaping and open-air opportunities along this arterial roadway that is the community interface for the project.

Earthwork for the Project would be minimal, including approximately 50 cubic yards of cut and 50 cubic yards of fill. The maximum depth of cut/fill would be five feet.

Affordable Housing

The Project is subject to the Inclusionary Housing requirements of SDMC Chapter 14, Article 2, Division 13. The Project is proposing to develop 38 multi-family units. The Project proposes 5% of the units ($32 \times 5\% = 1.60$ rounded to 2 units) will be affordable to very-low income households with rents at 30% of 50% of AMI for a period of 55 years which allows for a 20% density bonus ($32 \times 20\% = 6.40$ rounded to 7 units) for a total of 38 units and one incentive. The Project has been conditioned to require an agreement with the San Diego Housing Commission secured by a deed of trust. The affordable housing units will be constructed off-site under a separate permit ([Project No. 642574, Building Permit No. 2318052](#)), which is currently under review, located at 6204 Hobart Street and 6206 Hobart Street within the CACP area. Per SDMC Section 143.0745(f), a deed restriction shall be recorded to secure the offsite affordable units prior to the first building permit being pulled at the market-rate site. The offsite affordable units are required to receive a certificate of occupancy within 36 months of the issuance of the first building permit at the Montezuma Road property.

Deviations

The Project requires a PDP to allow deviations from certain regulations of the RM-3-9 Zone. The Project would comply with all zoning and development regulations of the RM-3-9 Zone, with the exception of the required private storage, the private open space, minimum driveway widths, maximum floor area ratio, and the maximum structure height. The Project is utilizing an affordable housing incentive to deviate from the maximum building height. The requested deviations are identified below along with the justification to support:

- *Private Storage*

SDMC Section [131.0454](#), states that each residential unit is to have a fully enclosed personal storage area. The Project proposes that 39 percent of the units would have storage located in storage rooms on levels two through five. A deviation to provide less than the required private storage is necessary to allow for the provision of unit composition at a density to serve the needs of students near SDSU. As the Project is designed to mainly serve students and the resident population for the project would, for the most part, not be long-term, and therefore the reduction in personal storage space is appropriate. Additionally, this deviation allows for what would be underutilized storage space to be used as residential space, patio/courtyard elements, and amenities.

- *Useable Private Exterior Open Space*

SDMC Section [131.0445\(c\)](#) requires that 75 percent of the dwelling units be provided with at least 60 square feet of usable, private, exterior open space. The Project does not include private exterior open space. Instead, the Project provides for increased common exterior open space in lieu of private exterior open space (8,220 square feet provided where 950 square feet is required). This deviation allows for improved site amenities for residents, as well as for the provision of two courtyards that create interest along the Montezuma Road elevation of the building, providing an attractive interface for the community.

- *Minimum Driveway Width*

The Project is located in a Parking Standards Transit Priority Area. Pursuant to SDMC [Table 142-05C](#), the Project is not required to provide vehicle parking spaces. Motorcycle and bicycle parking will be provided on the Project site at the street level, with driveway access from 63rd Street. Pedestrian access to the site would be from existing sidewalks along Montezuma Road and 63rd Street.

SDMC Section table [142-05M](#) requires a minimum driveway width of 20 feet; the Project's driveway width is designed at 10 feet. The project's driveway is to access motorcycle parking spaces only. The reduced width of the driveway is commensurate with the size of the vehicles utilizing this driveway (motorcycles), minimize the curb cut for pedestrians and therefore is appropriate.

- *Floor-Area Ratio*

Per Table [131-04\(G\)](#) of the SDMC, the maximum floor-area ratio (FAR) in the RM-3-9 Zone is 2.7. The Project proposes an FAR of 2.79. The increased FAR allows for increased project footprint and associated square footage and amenities, which result in a superior project that maximizes site efficiency and responds to the community housing needs than would be possible in strict

conformance with regulations in the RM-3-9 Zone.

Approval of the requested deviations will allow for the maximal use and greatest efficiency of the site's small footprint, while providing much needed housing for the community. The Project's deviations allow for the creation of a project that maximizes site efficiency and responds to the community than what would be possible in strict conformance with regulations in the RM-3-9 Zone.

General Plan/Community Plan Analysis

1. Land Use:

The General Plan designates the site for residential uses, and the Community Plan designates the site for Low-Medium Residential (10-15 du/ac). Based on the Community Plan land use designation and RM-1-1 zone, up to 6 dwelling units could be developed on site. On April 11, 2019, the Planning Commission approved Resolution No. 5004-PC (Attachment 14), which authorized initiating an amendment to the Community Plan to re-designate the site from Low-Medium Residential (10-15 du/ac) to High Density Residential (45-73 DU/acre). The responses and analysis to the land use issues identified at the Planning Commission hearing can be found in Attachment 15 of this staff report.

2. Mobility:

a) General Plan: The Project is located within a Transit Priority Area and less than a half mile from the San Diego State University (SDSU) Transit Center, which is served by the Green Line Trolley. The site is currently served by Metropolitan Transit Service (MTS) bus route 14. A bus stop is available on the project site, at the southwest corner of Montezuma Road and 63rd Street. The Mobility Element of the General Plan includes a policy to plan for transit supportive villages, transit corridors, and higher-intensity uses in areas that are served by existing or planned higher-quality transit services (ME-B.9, b). The Project consisting of a high-density residential development is consistent with this policy.

The Project is consistent with the General Plan policy to promote the most efficient use of the City's existing transportation network (ME-E.4) through development of a high density residential development that could result in an increase in users of the transit and bicycle network. The Mobility Element contains goals for encouraging bicycling as a viable travel choice, particularly for trips of less than five miles, and to facilitate bicycling to nearby employment, retail uses, multi-family housing, schools, and transit facility uses (ME-F.4). The Project would meet these goals by providing 24 bicycle parking spaces to complement the existing Class II bike lanes on Montezuma Road.

b) Community Plan: The Transportation Element recommends Class II bicycle lanes on Montezuma Road and encourages bicycling for its environmental and recreational benefits. The Project would provide 24 bicycle parking spaces that would complement and potentially increase the use of existing Class II bicycle lanes along Montezuma Road, including linking students to the San Diego State University campus.

3. Urban Design:

a) General Plan: The Urban Design Element includes policies for new development to contribute to a positive neighborhood character and relate to neighborhood and community context (UD-A. 5), including the use of materials and finishes that reinforce a sense of quality and permanence and provide architectural interest to discourage appearance of blank walls for development (UD-A. 5, d, e). The Project scale would be consistent with the existing multifamily development adjacent to the west of the project site. The Project would provide a contemporary building with extensive articulation, including reveals, flat roofs, fenestration, vertical and horizontal offsets, a rooftop balcony, railings, and varied facade materials. The exterior materials would include white, grey, and blue painted stucco, white fiber cement siding, wood composite paneling, board formed concrete, metal panel trim, and storefront/window/balcony glazing that contributes to a sense of quality and permanence, consistent with a positive neighborhood character.

The Urban Design Element recommends maximizing planting of new trees, street trees and other plants for shading, air quality, and livability benefits (UD-A.8, a). The Urban Design Element also includes policies for water conservation through the use of drought-tolerant landscape, porous materials, and reclaimed water, including landscaping to support storm water management goals for filtration, percolation and erosion control (UD-A.8, b, c). The Project would provide new Gold Medallion street trees on Montezuma Road and a variety of trees, shrubs, vines and ground covers and low water usage and drought tolerant landscape species. The proposed landscaping and street trees would implement policies for maintaining landscaped residential streets in the community. (UD-A.8, g).

b) Community Plan: The Urban Design Element of the Community Plan specifies that multifamily development along Montezuma Road should front the public street and provide identifiable pedestrian access from the street into the project. The Community Plan also specifies that Montezuma Road, between Fairmount Avenue and 63rd Street should be improved with a strong sense of edge to by spatially defining the street with street trees. The Project would front Montezuma Road with direct pedestrian access and provide Gold Medallion street trees along Montezuma Road.

Environmental Analysis:

Staff reviewed the project for the following environmental impacts; Aesthetics, Hazards & Hazardous Materials, Public Services Agriculture and Forestry Resources, Hydrology/Water Quality, Recreation, Air Quality, Land Use/Planning, Transportation/Traffic, Biological Resources, Tribal Cultural Resources, Noise, Paleontological Resources, Geology/Soils and Greenhouse Gas Emissions and determined that the proposed Project will not have any significant environmental effects and a Negative Declaration was prepared.

Conclusion:

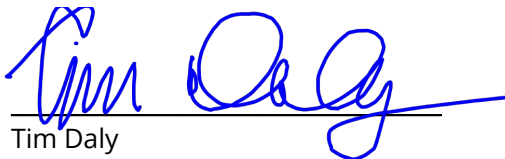
With the approval of the requested deviations, the proposed Project meets all applicable regulations and policy documents, and City staff finds the Project consistent with the recommended land use,

design guidelines, and development standards in effect for this site per the adopted CACP, SDMC, and the General Plan. In addition, the Project would further the City's affordable housing goals by developing two off-site affordable housing units. Therefore, City staff recommends that the Planning Commission recommend City Council approve the Project.

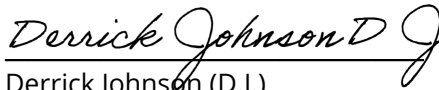
ALTERNATIVES

1. Recommend the City Council ADOPT Negative Declaration No. 623199; APPROVE Rezone No. 2290830, Planned Development Permit No. 2487055, and Community Plan Amendment No. 2487075, with modifications.
2. Recommend the City Council NOT ADPOT Negative Declaration No. 623199; DENY Rezone No. 2290830, Planned Development Permit No. 2487055, and Community Plan Amendment No. 2487075, if the findings required to approve the project cannot be affirmed and if the Housing Criss Act of 2019 or Senate Bill 330 written finding to deny can be made.

Respectfully submitted,



Tim Daly
Assistant Deputy Director
Development Services Department



Derrick Johnson (D.J.)
Development Project Manager
Development Services Department

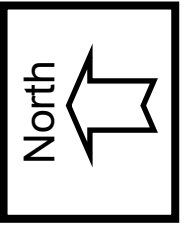
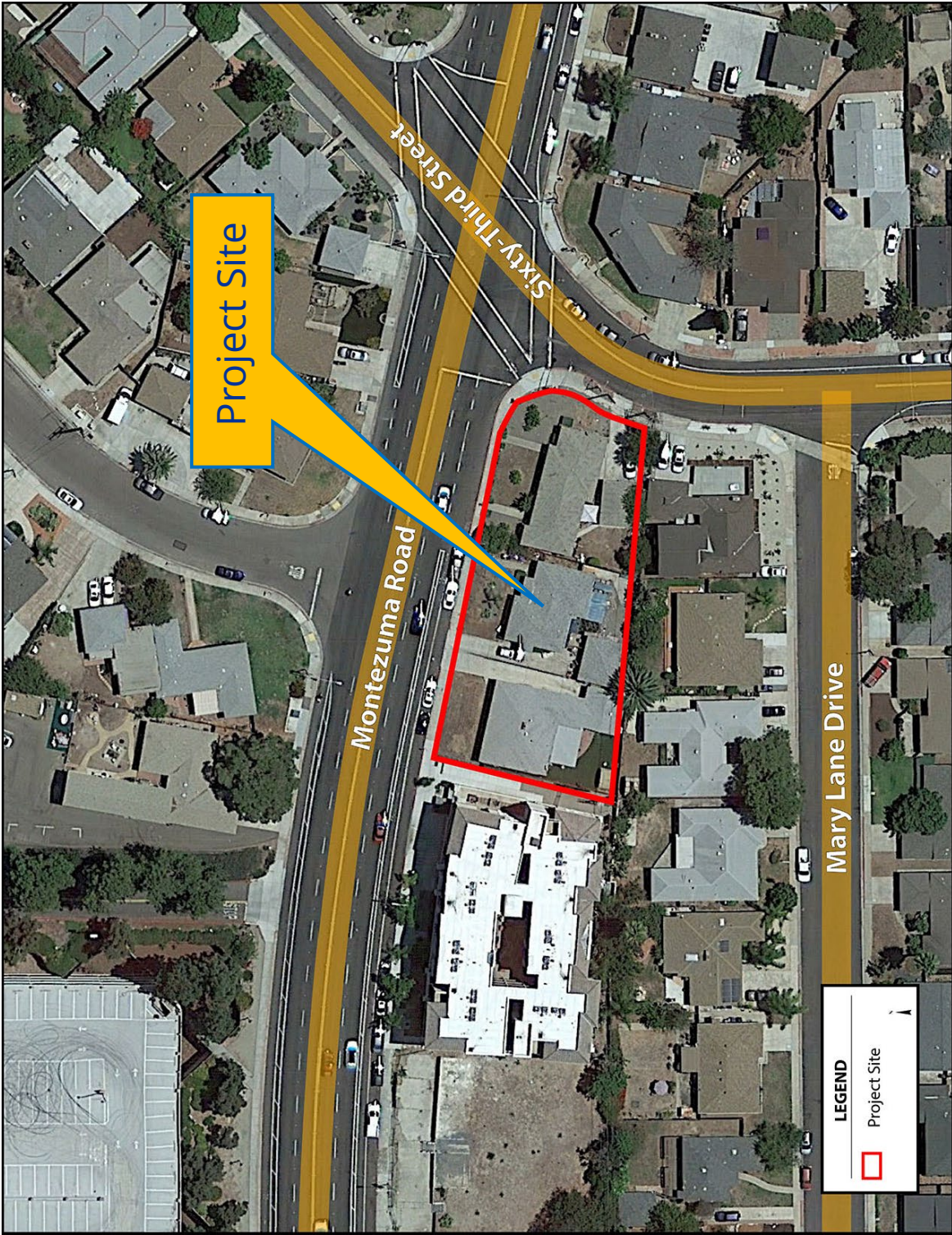


Tait Galloway
Program Manager
Planning Department

Attachments:

1. Aerial Photographs
2. Community Plan Land Use Map
3. Project Location Map
4. Draft Permit Resolution with Findings
5. Draft Permit with Conditions
6. Draft Environmental Resolution
7. Community Planning Group Recommendation
8. Draft Community Plan Amendment Resolution
9. Draft Community Plan Amendment Revised Graphics
10. Negative Declaration No. 623199

11. Draft Rezone Ordinance
12. Rezone Exhibits A and B
13. Project Site Plans
14. Ownership Disclosure Statement
15. Draft Planning Commission Resolution
16. Response to Planning Commission Concerns

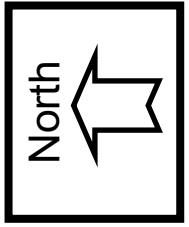


Aerial Photo
Montezuma Road PDP/RZ/Amend / 6253, 6263, 6273 Montezuma Road
 PROJECT NO. 623199



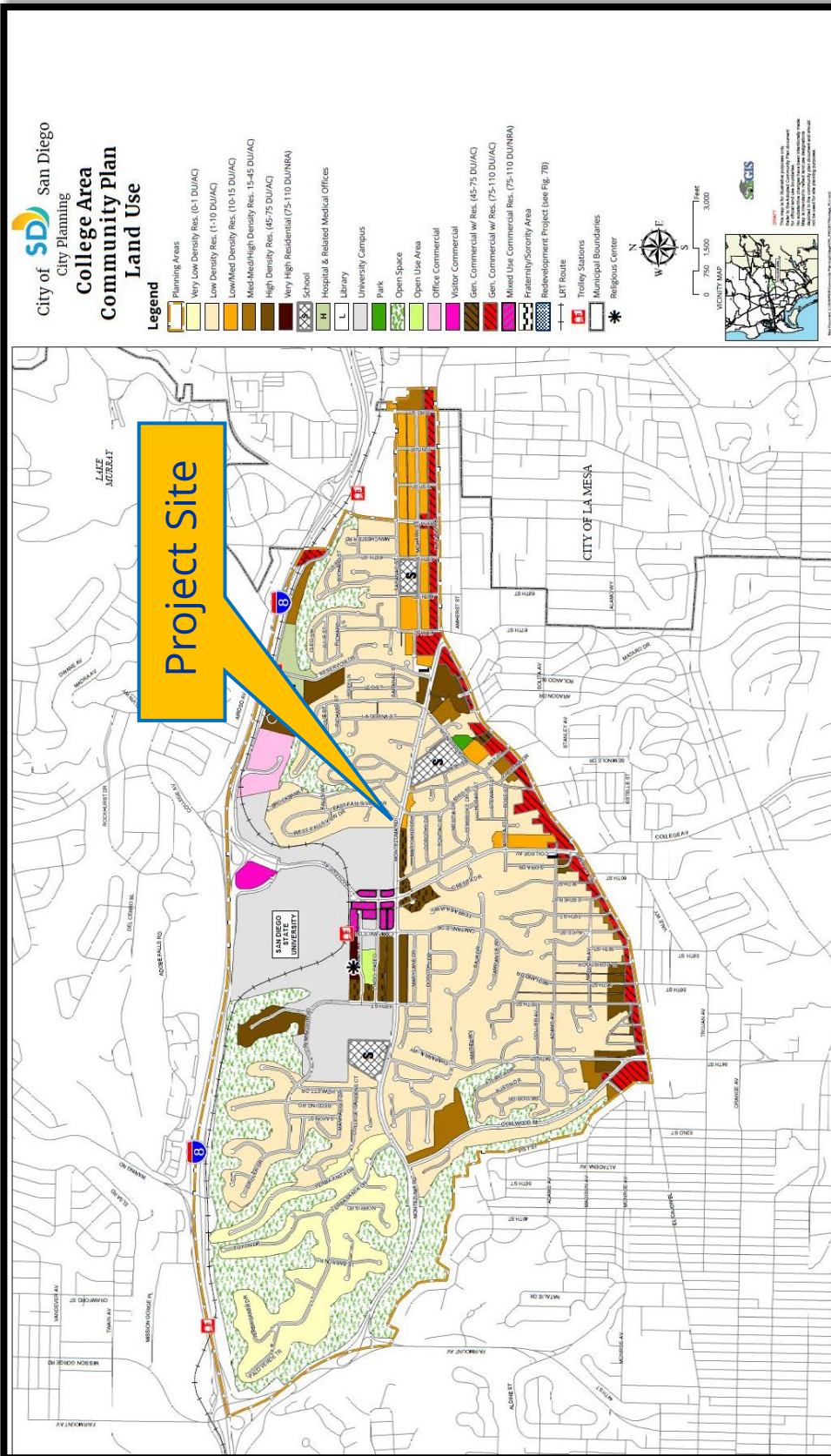
LEGEND

Project Site



Land Use Map

Montezuma Road PDP/RZ/Amend/ 6253, 6263, 6273 Montezuma Road
PROJECT NO. 623199





Montezuma Road PDP/RZ/Amend / 6253, 6263, 6273 Montezuma Road
PROJECT NO. 623199

CITY COUNCIL RESOLUTION NO.
PLANNED DEVELOPMENT PERMIT NO. 2487055
MONTEZUMA ST - PDP/RZ/AMEND - PROJECT NO. 623199

WHEREAS, Pacific Residential LLC, a California Limited Liability Company Owner/Permittee, filed an application with the City of San Diego for a Planned Development Permit to demolish three detached residential single dwelling units and the construction of a five-story building with 38 units. The project is located at 6253, 6263, and 6273 Montezuma Road, the College Community Redevelopment Project, the Parking Standards Transit Priority Area, the Transit Priority Area, the Parking Impact Overlay Zone (Campus Impact), the Very High Fire Hazard Severity Zone, the Airport Land Use Compatibility Overlay Zone for Montgomery Field Airport (MFA), and the Airport Influence Area (MFA-Review Area 2), within the College Area Community Plan area,

The project is legally described as Portions of Lots 192,193 & 194 of Collwood Park Unit 2, City of San Diego, County of San Diego, Map No 2495, Recorded, August 12, 1948; in the College Area Community Plan area, in the RM 1-1 Zone which is proposed to be rezoned to the RM 3-9 Zone;and

WHEREAS, on September 9, 2021, the Planning Commission of the City of San Diego considered Planned Development Permit (PDP) No. 2487055, and pursuant to Resolution No.XXXXX PC voted to recommend approval/denial of the Permits; and

WHEREAS, under Charter section 280(a)(2) this resolution is not subject to veto by the Mayor because this matter requires the City Council to act as a quasi-judicial body and where a public hearing was required by law implicating due process rights of individuals affected by the decision and where the Council was required by law to consider evidence at the hearing and to make legal findings based on the evidence presented; and

WHEREAS, the matter was set for public hearing on _____, testimony having been heard, evidence having been submitted, and the City Council having fully considered the matter and being fully advised concerning the same; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that it adopts the following findings with respect to Planned Development Permit No. 2487055:

A. PLANNED DEVELOPMENT PERMIT SAN DIEGO MUNICIPAL CODE (SDMC) Section 126.0605

1. The proposed development will not adversely affect the applicable land use plan.

The project site is located at 6253, 6262, and 6273 Montezuma Road within the College Community Redevelopment Project area, Parking Standards Transit Priority Area, Transit Priority Area, Parking Impact Overlay Zone (Campus Impact), Very High Fire Hazard Severity Zone, Airport Land Use Compatibility Overlay Zone for Montgomery Field Airport (MFA), and the Airport Influence Area (MFA-Review Area 2), and the College Area Community Plan area. The project proposes to demolish three single family residences and construct a five-story, 52,350 square-foot, 38-unit multi-family residential building with roof deck, on a 0.43-acre site. The project requires a Community Plan Amendment (CPA) and a re-zone. The proposed amendment would re-designate the subject site from Low-Medium (10-15 dwelling units per acre (du/acre)) to Residential High (45-73 du/acre) and would require a re-zone from RM-1-1 Zone to RM-3-9 Zone.

The General Plan focuses on creating walkable and transit friendly communities. The site is located a quarter mile from San Diego State and a transit stop hub. The proposed development incorporates shade producing street trees a variety of drought-tolerant trees, shrubs, and groundcover. The tree palette includes shade trees and shrubs outside of the main entrance (such as sweetshade and bulbine lily), street trees along Montezuma Road (including gold medallion), and additional shade trees along the perimeter of the project site. Shrubbery would include drought-tolerant shrubs (such as cape rush, red star dracaena, silver dollar plant, and dwarf myrtle) around the exterior of the building, as well as around the site's perimeter for the project to promote walkability. In addition the project will provide two affordable units. The project has been conditioned to require an agreement with the San Diego Housing Commission secured by a deed of trust. The affordable housing units would be built off-site under a separate permit (Project No. 642574, Building Permit No. 2318052), which is currently under review, located at 6204 Hobart Street and 6206 Hobart Street, also within the College Community Plan area. Therefore, the proposed use and project design meet the purpose and intent of the College Redevelopment Project; Core Sub-Area Design Manual and will not adversely affect the College Area Community Plan or the General Plan of the City of San Diego.

2. The proposed development will not be detrimental to the public health safety and welfare.

The proposed development with deviations is consistent with the relevant San Diego Municipal Code (SDMC), policies, and regulations whose primary focus is the protection of the public's health, safety, and welfare. The permit for the project includes various conditions and referenced exhibits of approval relevant to achieving project compliance with the applicable regulations of SDMC in effect for this project. For instance: prior to the issuance of any construction permit, the Owner/Permittee shall assure by permit and bond the reconstruction of the existing curb with City Standard curb and gutter, adjacent to the site on Montezuma Road and 63rd Street, the Owner/Permittee shall assure by permit and bond the replacement of the existing sidewalk with current City Standard non-contiguous sidewalk, maintaining the existing sidewalk scoring pattern and preserving the contractor's stamp, adjacent to the site on Montezuma Road and 63rd Street, and the Owner/Permittee shall obtain an Encroachment Maintenance Removal Agreement for the sidewalk underdrain/curb outlet and landscape in the Montezuma Road and 63rd Street Right-of-Way, satisfactory to the City Engineer. Such conditions within the permit have been determined necessary to avoid adverse impact upon the public health, safety, and general welfare of persons residing or working in the surrounding area. The project shall comply with the development conditions in effect for the subject property and other regulations and guidelines pertaining to the subject property per the SDMC. Although the site is located within the Very High Fire Zone (VHFZ) brush management is not required due to the following site conditions: site is surrounded by existing development, there is no connectivity or adjacency to a canyon system, there are no steep hillsides, and the site is located more than 100 feet from native/naturalized vegetation.

Prior to issuance of any construction permit for the proposed development, the plans require review for compliance with all building, electrical, mechanical, plumbing and fire Code requirements, including the requirement to obtain grading and public improvement permits. Compliance with these regulations during and after construction will be enforced through building inspections completed by the City's building inspectors.

Furthermore, the project has been reviewed pursuant to the California Environmental Quality Act, and a Negative Declaration was prepared for this project and the environmental analysis did not find any significant impacts to the public health and safety. Therefore, the proposed development will not be detrimental to the public health, safety, and welfare.

3. The proposed development will comply with the regulations of the Land Development Code including any proposed deviations pursuant to section 126.0602(b)(1) that are appropriate for this location and will result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the applicable zone, and any allowable deviations that are otherwise authorized pursuant to the Land Development Code.

The project proposes to demolish three detached residential single dwelling units and construct a five-story building with thirty-eight residential apartment units. The square footage of the lot is 18,751. The maximum number of units allowed per the zone is 31.25 units, the maximum square footage allowed is 50,628, the maximum height allowed is 60 feet, and the maximum allowable commercial square footage is 12,657 though no commercial uses are proposed.

The project involves 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). The proposed Amendment to the College Area Community Plan would change the land use designation to Residential High (45-73 du/ac). The project site is currently zoned RM-1-1 (Residential—Multiple Unit); the project proposes a rezone to RM-3-9 (Residential—Multiple Unit) zone. The purpose of the RM zones is to provide for multiple dwelling unit development at varying densities. The RM-3-9 zone, specifically, is intended to accommodate medium density multiple dwelling units with limited commercial uses and permits a maximum density of one dwelling unit for each 600 square feet of lot area, which would allow 73 dwelling units per acre to be constructed on the project site. The proposed 38 multifamily dwelling unit development is consistent with the Community Plan and the General Plan residential land use designations.

The project requires a PDP to allow deviations from certain regulations of the RM-3-9 Zone, as discussed below. The project would comply with all zoning and development regulations of the RM-3-9 Zone, with the exception of the required private storage, the private open space, minimum driveway widths, and the maximum floor area ratio.

Private Storage

SDMC Section [131.0454](#), states that each residential unit is to have a fully enclosed personal storage area. The project proposes that 39 percent of the units would have storage located in storage rooms on levels two through five. A deviation to provide less than the required private storage is necessary to allow for the provision of unit composition at a density to serve the needs of students near San Diego State University. As the project is designed to mainly serve students and the resident population for the project would—for the most part—not be long-term, reduction in personal storage space is appropriate. Additionally, this deviation allows for what would be underutilized storage space to be used as residential space, patio/courtyard elements, and amenities.

Useable Private Exterior Open Space.

SDMC Section [131.0445\(c\)](#) requires that 75 percent of the dwelling units be provided with at least 60 square feet of usable, private, exterior open space. The project does not include private exterior open space. Instead, the project provides for increased common exterior open space in lieu of private exterior open space (8,220 square feet provided where 950 square feet is required). This deviation allows for improved site amenities for residents, as well as for the provision of two courtyards that create interest along the Montezuma Road elevation of the building, providing an attractive interface for the community.

Minimum Driveway Width

The project is located in a Parking Standards Transit Priority Area. Pursuant to SDMC [Table 142-05C](#), the project is not required to provide vehicle parking spaces. Motorcycle and bicycle parking will be provided on the project site at the street level, with driveway access from 63rd Street. Pedestrian access to the site would be from existing sidewalks along Montezuma Road and 63rd Street.

SDMC Section table [142-05M](#) requires a minimum driveway width of 20 feet; the project's driveway width is designed at 10 feet. The project's driveway is to access motorcycle parking spaces only. The reduced width of the driveway is commensurate with the size of the vehicles utilizing this driveway (motorcycles), minimize the curb cut for pedestrians and therefore is appropriate.

Floor-Area Ratio

Per Table [131-04\(G\)](#) of the SDMC, the maximum floor-area ratio in the RM-3-9 zone is 2.7. The project proposes an FAR of 2.79. The increased FAR allows for increased project footprint and associated square footage and amenities, which result in a superior project.

Approval of the deviations will allow for the maximal use and greatest efficiency of the site's small footprint, while providing much needed housing for the community. The project's deviations allow for the creation of a superior project that maximizes site efficiency and responds to the community than what would be possible in strict conformance with regulations in the RM-3-9 zone. The proposed deviations are appropriate for this location and will result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the applicable zone, and any allowable deviations that are otherwise authorized pursuant to the Land Development Code.

The above findings are supported by the minutes, maps and exhibits, all of which are incorporated herein by this reference.

Be it further resolved that Planned Development Permit No. 2487055 to Pacific Residential LLC, a California Limited Liability Company, Owner/Permittee, under the terms and conditions set forth in the attached permit which is made a part of this resolution.

RECORDING REQUESTED BY
CITY OF SAN DIEGO
DEVELOPMENT SERVICES
PERMIT INTAKE, MAIL STATION
501

WHEN RECORDED MAIL TO
PROJECT MANAGEMENT
PERMIT CLERK
MAIL STATION 501

INTERNAL ORDER NUMBER: 24008104

SPACE ABOVE THIS LINE FOR RECORDER'S USE

PLANNED DEVELOPMENT PERMIT NO. 2487055

MONTEZUMA ST - PDP/RZ/COMMUNITY PLAN AMENDMENT - PROJECT NO. 623199
CITY COUNCIL

This Planned Development Permit No. 2487055 is granted by the City Council of the City of San Diego to Pacific Residential LLC, a California Limited Liability Company, Owner/Permittee, pursuant to San Diego Municipal Code [SDMC] sections 143.0401, and 123.0105. The 0.43-acre site is located at 6253, 6263, and 6273 Montezuma Road, in the RM-1-3 Zone, the College Community Redevelopment Project, the Parking Standards Transit Priority Area, the Transit Priority Area, the Parking Impact Overlay Zone (Campus Impact), the Very High Fire Hazard Severity Zone, the Airport Land Use Compatibility Overlay Zone, and the Airport Influence Area (Review Area 2), within in the College Area Community Plan area. The project site is legally described as: Portions of Lots 192,193 & 194 of Collwood Park Unit 2, City of San Diego, County of San Diego, Map No 2495, Recorded, August 12, 1948;

Subject to the terms and conditions set forth in this Permit, permission is granted to Owner/Permittee to demolish three detached residential single family residences and construct a five-story building with 38 residential apartment units, The affordable housing units would be built off-site under a separate permit (Project No. 642574, Building Permit No. 2318052), which is currently under review, located at 6204 Hobart Street and 6206 Hobart Street, San Diego, CA. 92115, within the College Community Plan area, described and identified by size, dimension, quantity, type, and location on the approved exhibits [Exhibit "A"] dated XXXXX, 2021, on file in the Development Services Department.

The project shall include:

- a. Demolition of approximately 18,751 square feet of existing buildings and related facilities and the construction of a five-story, 52,350-square-foot residential building with 38 units. The project will also provide two affordable housing units. The affordable housing units will be built off-site under a separate permit (Project No. 642574, Building Permit No. 2318052), which is currently under review, located at 6204 Hobart Street and 6206 Hobart Street, San Diego, CA. 92115, within the College Community Plan area. The first level of the five-story residential building would have a gross area of 11,405 square feet, the second level would have a gross area of 11,465 square feet, levels three and four would have

gross areas of 10,210 square feet, and the fifth level would have an area of 9,060 square feet. Elements of the proposed structure would be 57 feet, six inches in height; and

- b. Landscaping (planting, irrigation, and landscape related improvements); and
- c. Off-street motorcycle parking; and
- d. Public and private accessory improvements determined by the Development Services Department to be consistent with the land use and development standards for this site in accordance with the adopted community plan, the California Environmental Quality Act [CEQA] and the CEQA Guidelines, the City Engineer's requirements, zoning regulations, conditions of this Permit, and any other applicable regulations of the SDMC.

STANDARD REQUIREMENTS:

1. This permit must be utilized within thirty-six (36) months after the date on which all rights of appeal have expired. If this permit is not utilized in accordance with Chapter 12, Article 6, Division 1 of the SDMC within the 36-month period, this permit shall be void unless an Extension of Time has been granted. Any such Extension of Time must meet all SDMC requirements and applicable guidelines in effect at the time the extension is considered by the appropriate decision maker. This permit must be utilized by XXXXX.
2. While this Permit is in effect, the subject property shall be used only for the purposes and under the terms and conditions set forth in this Permit unless otherwise authorized by the appropriate City decision maker.
3. This Permit is a covenant running with the subject property and all of the requirements and conditions of this Permit and related documents shall be binding upon the Owner/Permittee and any successor(s) in interest.
4. The continued use of this Permit shall be subject to the regulations of this and any other applicable governmental agency.
5. Issuance of this Permit by the City of San Diego does not authorize the Owner/Permittee for this Permit to violate any Federal, State or City laws, ordinances, regulations or policies including, but not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.).
6. The Owner/Permittee shall secure all necessary building permits. The Owner/Permittee is informed that to secure these permits, substantial building modifications and site improvements may be required to comply with applicable building, fire, mechanical, and plumbing codes, and State and Federal disability access laws.
7. Construction plans shall be in substantial conformity to Exhibit "A." Changes, modifications, or alterations to the construction plans are prohibited unless appropriate application(s) or amendment(s) to this Permit have been granted.

8. All of the conditions contained in this Permit have been considered and were determined necessary to make the findings required for approval of this Permit. The Permit holder is required to comply with each and every condition in order to maintain the entitlements that are granted by this Permit.

If any condition of this Permit, on a legal challenge by the Owner/Permittee of this Permit, is found or held by a court of competent jurisdiction to be invalid, unenforceable, or unreasonable, this Permit shall be void. However, in such an event, the Owner/Permittee shall have the right, by paying applicable processing fees, to bring a request for a new permit without the "invalid" condition(s) back to the discretionary body which approved the Permit for a determination by that body as to whether all of the findings necessary for the issuance of the proposed permit can still be made in the absence of the "invalid" condition(s). Such hearing shall be a hearing de novo, and the discretionary body shall have the absolute right to approve, disapprove, or modify the proposed permit and the condition(s) contained therein.

9. The Owner/Permittee shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any and all claims, actions, proceedings, damages, judgments, or costs, including attorney's fees, against the City or its agents, officers, or employees, relating to the issuance of this permit including, but not limited to, any action to attack, set aside, void, challenge, or annul this development approval and any environmental document or decision. The City will promptly notify Owner/Permittee of any claim, action, or proceeding and, if the City should fail to cooperate fully in the defense, the Owner/Permittee shall not thereafter be responsible to defend, indemnify, and hold harmless the City or its agents, officers, and employees. The City may elect to conduct its own defense, participate in its own defense, or obtain independent legal counsel in defense of any claim related to this indemnification. In the event of such election, Owner/Permittee shall pay all of the costs related thereto, including without limitation reasonable attorney's fees and costs. In the event of a disagreement between the City and Owner/Permittee regarding litigation issues, the City shall have the authority to control the litigation and make litigation related decisions, including, but not limited to, settlement or other disposition of the matter. However, the Owner/Permittee shall not be required to pay or perform any settlement unless such settlement is approved by Owner/Permittee.

CLIMATE ACTION PLAN REQUIREMENTS:

10. Owner/Permittee shall comply with the Climate Action Plan (CAP) Consistency Checklist stamped as Exhibit "A." Prior to issuance of any construction permit, all CAP strategies shall be noted within the first three (3) sheets of the construction plans under the heading "Climate Action Plan Requirements" and shall be enforced and implemented to the satisfaction of the Development Services Department.

AFFORDABLE HOUSING REQUIREMENTS:

11. Prior to issuance of any Occupancy Permits associated with this Project the Owner/Permittee shall demonstrate compliance with the provisions of the Inclusionary Housing requirements of San Diego Municipal Code Chapter 14, Article 2, Division 13. The project is proposing to develop 38 multi-family units. The applicant proposes 5% of the (32 x 5% = 1.60 rounded to 2 units) will be

affordable to very-low income households with rents at 30% of 50% of Area Median Income for a period of 55 years which allows for a 20% density bonus ($32 \times 20\% = 6.40$ rounded to 7 units) for a total of 38 units and 1 incentive. The project has been conditioned to require an agreement with the San Diego Housing Commission secured by a deed of trust. The affordable housing units will be constructed off-site under a separate permit (Project No. 642574, Building Permit No. 2318052), which is currently under review, located at 6204 Hobart Street and 6206 Hobart Street within the College Community Plan area. Per SDMC Section 143.0745(f), a deed restriction shall be recorded to secure the offsite affordable units prior to the first building permit being pulled at the market-rate site. The offsite affordable units are required to receive a certificate of occupancy within 36 months of the issuance of the first building permit at the Montezuma Road property.

ENGINEERING REQUIREMENTS:

12. Prior to the issuance of any construction permit, the Owner/Permittee shall assure by permit and bond to reconstruct the existing curb with City Standard curb and gutter, adjacent to the site on Montezuma Road and 63rd Street, satisfactory to City Engineer.
13. Prior to the issuance of any construction permits, the Owner/Permittee shall assure by permit and bond the replacement of the existing sidewalk with current City Standard non-contiguous sidewalk, maintaining the existing sidewalk scoring pattern and preserving the contractor's stamp, adjacent to the site on Montezuma Road and 63rd Street, satisfactory to the City Engineer.
14. Prior to the issuance of any construction permits, the Owner/Permittee shall obtain an Encroachment Maintenance Removal Agreement for the sidewalk underdrain/curb outlet and landscape in the Montezuma Road and 63rd Street Right-of-Way, satisfactory to the City Engineer.
15. The drainage system proposed for this development, as shown on the site plan, is subject to approval by the City Engineer.
16. Prior to the issuance of any construction permits, the Owner/Permittee shall obtain a bonded grading permit for the grading proposed for this project. All grading shall conform to the requirements of the City of San Diego Municipal Code in a manner satisfactory to the City Engineer.
17. Prior to the issuance of any construction permit, the Owner/Permittee shall incorporate any construction Best Management Practices necessary to comply with Chapter 14, Article 2, Division 1 (Grading Regulations) of the SDMC, into the construction plans or specifications.
18. Prior to the issuance of any construction permit, the applicant shall submit a Technical Report that will be subject to final review and approval by the City Engineer, based on the Storm Water Standards in effect at the time of the construction permit issuance.
19. Prior to the issuance of any construction permit, the Owner/Permittee shall enter into a Maintenance Agreement for the ongoing permanent BMP maintenance, satisfactory to the City Engineer.

20. Prior to the issuance of any construction permit the Owner/Permittee shall submit a Water Pollution Control Plan (WPCP). The WPCP shall be prepared in accordance with the guidelines in Part 2 Construction BMP Standards Chapter 4 of the City's Storm Water Standards.

LANDSCAPE REQUIREMENTS:

21. Prior to issuance of any construction permit (including shell), the Owner/Permittee shall submit complete landscape and irrigation construction documents, which are consistent with the Landscape Standards, to the Development Services Department for approval. The construction documents shall be in substantial conformance with Exhibit "A," Landscape Development Plan, on file in the Development Services Department. Construction plans shall provide a 40-square-foot area around each tree that is unencumbered by hardscape and utilities unless otherwise approved per §142.0403(b)5.

22. Prior to issuance of any grading permit, the Owner/Permittee shall submit complete construction documents for the revegetation and hydro-seeding of all disturbed land in accordance with the City of San Diego Landscape Standards, Storm Water Design Manual, and to the satisfaction of the Development Services Department. All plans shall be in substantial conformance to this permit (including Environmental conditions) and Exhibit "A," on file in the Development Services Department.

23. If any required landscape (including existing or new plantings, hardscape, landscape features, etc.) indicated on the approved construction documents is damaged or removed, the Owner/Permittee shall repair and/or replace in kind and equivalent size per the approved documents to the satisfaction of the Development Services Department within 30 days of damage or Certificate of Occupancy.

24. In the event that a foundation only permit is requested by the Owner/Permittee, a site plan or staking layout plan, shall be submitted to the Development Services Department identifying all landscape areas consistent with Exhibit "A," Landscape Development Plan, on file in the Development Services Department. These landscape areas shall be clearly identified with a distinct symbol, noted with dimensions, and labeled as 'landscaping area'.

25. The Owner/Permittee shall be responsible for the maintenance of all landscape improvements shown on the approved plans, including in the right-of-way, unless long-term maintenance of said landscaping will be the responsibility of another entity approved by the Development Services Department. All required landscape shall be maintained consistent with the Landscape Standards in a disease, weed, and litter free condition at all times. Severe pruning or "topping" of trees is not permitted.

PLANNING/DESIGN REQUIREMENTS:

26. The motorcycle and bicycle parking spaces must be constructed in accordance with the requirements of the SDMC. All on-site parking stalls and aisle widths shall be in compliance with requirements of the City's Land Development Code and shall not be converted and/or utilized for

any other purpose, unless otherwise authorized in writing authorized by the appropriate City decision maker in accordance with the SDMC.

27. A topographical survey conforming to the provisions of the SDMC may be required if it is determined, during construction, that there may be a conflict between the building(s) under construction and a condition of this Permit or a regulation of the underlying zone. The cost of any such survey shall be borne by the Owner/Permittee.

28. All private outdoor lighting shall be shaded and adjusted to fall on the same premises where such lights are located and in accordance with the applicable regulations in the SDMC.

29. The affordable housing units will be constructed off-site under a separate permit (Project No. 642574, Building Permit No. 2318052), located at 6204 Hobart Street and 6206 Hobart Street, San Diego, CA. 92115, within the College Community Plan area

TRANSPORTATION REQUIREMENTS

30. The motorcycle and bicycle parking spaces must be constructed in accordance with the requirements of the SDMC. All on-site parking stalls and aisle widths shall be in compliance with requirements of the City's Land Development Code and shall not be converted and/or utilized for any other purpose, unless otherwise authorized in writing authorized by the appropriate City decision maker in accordance with the SDMC.

31. Prior to the issuance of any construction permit, the Owner/Permittee shall dedicate along project frontage on Montezuma Road for public right-of-way purposes (per Exhibit A) and assure by permit and bond the construction of six foot wide non-contiguous sidewalk, curb and gutter (per Exhibit A), satisfactory to the City Engineer.

32. Prior to the issuance of any construction permit, the Owner/Permittee shall assure by permit and bond the construction of a 10-foot wide driveway along 63rd Street to serve the motorcycle parking, satisfactory to the City Engineer.

33. Prior to the issuance of any construction permit, the Owner/Permittee shall assure by permit and bond the construction of a bus stop slab along Montezuma Road along the project frontage (per Exhibit A), satisfactory to the City Engineer.

34. Prior to the issuance of any construction permit, the Owner/Permittee shall assure by permit and bond the construction of a bus shelter along Montezuma Road along the project frontage (per Exhibit A), satisfactory to the City Engineer and MTS.

35. Prior to the issuance of any construction permit, the Owner/Permittee shall assure by permit and bond the closure of the non-utilized driveway, adjacent to site on Montezuma Road with current City Standard curb and gutter, satisfactory to the City Engineer.

36. Prior to any work starting in the City of San Diego street right-of-way, the Owner/Permittee shall obtain a public right-of-way permit for traffic control, satisfactory to the City Engineer.

PUBLIC UTILITIES DEPARTMENT REQUIREMENTS:

37. Prior to the issuance of any construction permits, the Owner/Permittee shall assure, by permit and bond, the design and construction of new water and sewer service(s) outside of any driveway or drive aisle and the abandonment of any existing unused water and sewer services within the right-of-way adjacent to the project site, in a manner satisfactory to the Public Utilities Director and the City Engineer.

38. Owner/Permittee shall apply for a plumbing permit for the installation of appropriate private back flow prevention device(s), on each water service (domestic, fire and irrigation), in a manner satisfactory to the Public Utilities Director and the City Engineer. BFPDs shall be located above ground on private property, in line with the service and immediately adjacent to the right-of-way.

39. All proposed private water and sewer facilities are to be designed to meet the requirements of the California Uniform Plumbing Code and will be reviewed as part of the building permit plan check.

40. No trees or shrubs exceeding three feet in height at maturity shall be installed within ten feet of any sewer facilities and five feet of any water facilities.

INFORMATION ONLY:

- The issuance of this discretionary permit alone does not allow the immediate commencement or continued operation of the proposed use on site. Any operation allowed by this discretionary permit may only begin or recommence after all conditions listed on this permit are fully completed and all required ministerial permits have been issued and received final inspection.
- Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of this Permit, may protest the imposition within ninety days of the approval of this development permit by filing a written protest with the City Clerk pursuant to California Government Code-section 66020.
- This development may be subject to impact fees at the time of construction permit issuance.

APPROVED by the City Council of the City of San Diego on XXXXX and Resolution No. XXXX.

Planned Development Permit No.: 2487055
Date of Approval:XXXXX

AUTHENTICATED BY THE CITY OF SAN DIEGO DEVELOPMENT SERVICES DEPARTMENT

Derrick Johnson (D.J.)
Development Project Manager

**NOTE: Notary acknowledgment
must be attached per Civil Code
section 1189 et seq.**

The undersigned Owner/Permittee, by execution hereof, agrees to each and every condition of this Permit and promises to perform each and every obligation of Owner/Permittee hereunder.

Pacific Residential LLC
Owner/Permittee

By _____
Joel Berman
Managing Member

**NOTE: Notary acknowledgments
must be attached per Civil Code
section 1189 et seq.**

RESOLUTION NUMBER R- _____

ADOPTED ON _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO
ADOPTING NEGATIVE DECLARATION NO. 24008104
FOR THE MONTEZUMA PDP/RZ/CPA PROJECT NO. 623199

WHEREAS, on June 4, 2019, Pacific Residential LLC, a California Limited Liability Company submitted an application to Development Services Department for a Rezone, Planned Development Permit, Community Plan Amendment for the 63rd and Montezuma PDP/RZ/CPA (Project); and

WHEREAS, the matter was set for a public hearing to be conducted by the City Council of the City of San Diego; and

WHEREAS, the issue was heard by the City Council on xxxx; and

WHEREAS, the City Council considered the issues discussed in Negative Declaration No. 623199 (Declaration) prepared for this Project; NOW THEREFORE,

BE IT RESOLVED, by the City Council that it is certified that the Declaration has been completed in compliance with the California Environmental Quality Act of 1970 (CEQA) (Public Resources Code Section 21000 et seq.), as amended, and the State CEQA Guidelines thereto (California Code of Regulations, Title 14, Chapter 3, Section 15000 et seq.), that the Declaration reflects the independent judgment of the City of San Diego as Lead Agency and that the information contained in said Declaration, together with any comments received during the public review process, has been reviewed and considered by the City Council in connection with the approval of the Project.

BE IT FURTHER RESOLVED, that the City Council finds on the basis of the entire record, including the Initial Study and any comments received, that there is no substantial evidence that the Project will have a significant effect on the environment, and therefore, that said Declaration is hereby adopted.

BE IT FURTHER RESOLVED, that the Declaration and other documents constituting the record of proceedings upon which the approval is based are available to the public at the office of the DEVELOPMENT SERVICES DEPARTMENT, 1222 FIRST AVENUE, SAN DIEGO, CA 92101.

BE IT FURTHER RESOLVED, that DEVELOPMENT SERVICES STAFF or THE CITY CLERK is directed to file a Notice of Determination with the Clerk of the Board of Supervisors for the County of San Diego regarding the Project.

APPROVED: Mara W. Elliott, CITY ATTORNEY

By: _____
Derrick Johnson (D.J.), Development Project Manager

College Area Community Council (CACC)
Minutes from the Regular Meetings: June 17, 2020, 7:00 pm
Held via Zoom Conference Call

P	Jose Reynoso	President	P	Andrew Gade
P	Jim Jennings	Vice President	P	Robert Higdon
A	Ann Cottrell	Secretary	P	Tom Hilanto
P	John Putman	Treasurer	L	Chris Luna
P	Rachel Gregg	SDSU Appointee	P	Robert Montana
L	Armando Sepulveda	SDSU AS Appointee	A	Ja'Mar Montgomery
P	Jim Schneider	BID Representative	A	Troy Murphree
P	Saul Amerling		A	B.J. Nystrom
P	Ellen Bevier		P	Jerry Pollock
A	David Cook		P	Tom Silva

TOTAL BOARD MEMBERS: 20

P= present L= Late A – Absent (1),(2),(3) = 1st, 2nd 3rd absence

CP600-24, Art. IV, Sec 1: “A vacancy exists upon the 3rd consecutive absence or 4th absence in 12 months.” (April May)

M/S/C = Moved/Seconded/Carried

The College Area Community Council (CACC) and the College Area Community Planning Board (CACPB) are two separate entities with a common board and officers and joint meetings. The items highlighted below with asterisks are CACPB business items, subject to City Council Policy 600-24 governing community planning groups. Items are reported in agenda outline order, although some items may have been considered in a different sequence.

COLLEGE AREA COMMUNITY COUNCIL

I. Call to Order: 7:00 p.m.

II. Agenda Approval:

Move to approve amended agenda adding Item 7B, CACPB meeting June 17: Reynoso S: Putman

Reynoso proposed to have a discussion to pay Faith Presbyterian \$900 coming out of this year's budget as it was dedicated but not paid out of last year's budget.

Y: 13 N: 0 A: 0

***Carried**

III. Approval of Minutes of May 13, 2020

Move to approve minutes: Putman, S: Silva

Y: 13 N: 0 A: 0 *Carried

IV. Public Comments: none

V. New Business

a) * Project # 623199. Review and discussion of a proposed five story building with thirty eight (38) residential apartment units and a one level underground parking garage. The 0.43-acre site is located at 6253, 6263, and 6273 Montezuma Road, in the RM-1-1 Zone. (Action item—20 min.)

- **Mr. Henderson provided a visual presentation of his proposed project Monte**

Public Comments

- Mike Question - what are the size of the plants on 63rd street 36 & 48 inch boxes and city standards? Will there be onsite management?
- Henderson Reponse - all buildings of 16 units or more must have onsite management. The goal is to be master leased with SDSU. Rooftop terrace will be closed at 10 pm.
- Mike Question - Can there be screens for the garbage, so they are not exposed to the public?
- Henderson Response - Yes, the garbage area is fully enclosed.
- Julie Hamilton Question - Is there anyway to move the loading zone off of Montezuma and on to 63rd Street?
- Henderson Response - All of the loading for the project is on 63rd street (mail service, trash, loading, etc.)

Board Comments

- Montana Question - Was the suggestion to design roundabout considered.
- Henderson Response - Keith - An email was sent to city traffic engineer but have not yet received a response - Roundabout can cost anywhere from 1 million to 4 million depending on the infrastructure.
- Montana Comments - I have two recommendations - 1) propose that B parking will be removed from the front of building 2) create a bicycle lane from the western end from current red zone to western point to the property.
- Henderson Response - I propose requesting a white curb because that's a 3 min. zone 24/7. I will write a letter with a CC to the specified board member.
- Pollock Question - Does the trees that will be brought in suit the box they are placed in?
- Henderson Response - There are over 500 trees and plants that will be brought in, and only 18 do not currently have the gallons specified. I will be hands on to make sure trees are appropriate for the boxes.

General Discussion - No questions

Putman, S: Schneider

Y: 15 N: 0 A: 0 *Carried

- b) *Review and discussion of letter of support for community proposal to rename the Tubman Joint-Use Field as the Troy Murphree Joint-Use Field at Tubman Charter School. (Action item—10 min.)**

Emails from Mesa Colony considering renaming the Joint-Use Field for Troy Murphree. It was approved as a project in the late 1970s early 80s. In early 2000, Steve Barlow and Troy Murphree started pushing and worked very hard to continue with these efforts. They submitted letters of support to the district and then they submitted that to the Board of Education Trustees - 1) letter from

Mesa Colony 2) Letter of support from the school and 3) letter from the Planning Board. Troy was uncomfortable about the naming.

Schneider , S: Reynoso

Y: 6 N: 7 A: 2 *Failed

Further Discussion:

Putman suggested not eliminating the name Harriet Tubman considering the socio-political climate.

Gregg and Hilanto agree with Putman.

Jennings suggested a naming of the Tubman / Troy Murphree Park

Julie suggested naming a dedicated section of the park to Troy Murphree as an alternative

Amerling proposed the name to be The Troy Murphree Joint use park at Harriet Tubman Charter School

Amerling , S: Jennings

Y: 6 N: 8 A: 1 *Failed

Montana proposed moving an area of a park with trees and bench to be named the Troy Murphree Grove or Glade or Plaza -with the exact name to be determined later.

Montana , S: Schneider

No vote due to motion to table

Motion to Table until after further discussion with Troy Murphree to get a better idea of what her wishes are

Jennings S: Putman

Y: 15 N: 0 A: 0 *Carried

c) *Presentation and Q and A on the proposed Complete Communities Initiative. (Information item-20 min.)

The Complete Communities is an initiative to set us on a path to achieve our goals and shape a future that works for all of us with a focus on four key areas: housing, mobility, parks and infrastructure. Provide San Diegans with more mobility options for commuting and recreating.

Public Comments - Julie Hamilton

I don't like either proposal because it's too loose. The plan was not well thought out. One opinion is that we will end up gentrifying the area. For the parks, we are trading space for stuff. The points are for place making, comfort stations, fitness circuits, but you are trading spaces for each of these amenities. We are a society that likes to go out and play and the space is being taken away.

Reynoso would like to put this as an action item for the future, and is seeking feedback from the Board whether we would want to take a position on this. The general consensus of the Board and public comments was that this is dangerous because it puts the decisions of where money is spent in the hands of politicians. Reynoso will put this on the agenda to make recommendations to the city on how best to approach the Complete Communities Initiative..

d) Contribution to Faith Presbyterian Church - Last fiscal year there was \$1200 budgeted for meeting spaces but not all utilized. The proposal was to contribute \$900 to Faith Presbyterian Church for use of their meeting spaces.

Reynoso S: Hilanto

Board Comments: Discussion centered around the two boards - CACC & CACPB - and the legal requirements of separation of accounts. Questions arose about whether services rendered to one board could be paid by the other board and how shared services (e.g. meeting spaces) would be paid out and from which account.

Montana moves to table the discussion of contributions to Faith Presbyterian Church until the board gets some legal council on how payments should be made.

Montana S: Jennings

Y: 14 N: 0 A: 1

(R -Tom - unclear about the direction of council being sought) *Carried

VI. Committee Reports (Info. items - 3 min)

A. Project Review Committee - Montana provided updates: The committee met on the 4th Friday of last month and reviewed documents of guiding principles. The committee will meet again on the 24 of June to discuss goals and policies to implement future goals. The agenda is posted and the text stating the goals are on the CACC website. <https://www.sandiego.gov/planning/community/profiles/collegearea/agendas>

B. Community Plan Update Committee - Was provided by Reynoso

VII. Delegate Reports None

A. Community Planners Committee

XI. Adjournment: 8:53 p.m.

Minutes by: Tom Hilanto filling in for Ann Cottrell, Secretary

(R-2021-)

RESOLUTION NUMBER R-_____

ADOPTED ON _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO
ADOPTING AN AMENDMENT TO THE GENERAL PLAN AND AN
AMENDMENT TO THE COLLEGE AREA COMMUNITY
PLAN TO REZONE A 0.43 -ACRE SITE FROM RM-1-1 ZONE
TO RM-3-9 ZONE LOCATED AT 6253, 6263, AND 6273 MONTEZUMA ROAD IN
THE COLLEGE AREA COMMUNITY PLAN

WHEREAS, Pacific Residential LLC, a California Limited Liability Company
Owner/Permittee, filed an applied to rezone a 0.43-acre site located at 6253, 6263, and 6273
Montezuma Road, as legally described below, within the College Area Community Plan area to
demolish three detached residential single dwelling units and construct a five-story building with 38
dwelling units; and

WHEREAS Pacific Residential LLC, requested an amendment to the General Plan and the
College Area Community Plan to Rezone a 0.43-acre site from RM-1-1 Zone to RM-3-9 Zone to allow
for an increase to density, the site is legally described as Portions of Lots 192,193 & 194 of Collwood
Park Unit 2, City of San Diego, County of San Diego, Map No 2495, Recorded, August 12, 1948, City of
San Diego, County of San Diego, State of California; and

WHEREAS, the Planning Commission of the City of San Diego found the proposed amendment
consistent with the General Plan; and

WHEREAS, under Charter section 280(a)(2) this resolution is not subject to veto by the Mayor
because this matter requires the City Council to act as a quasi-judicial body and where a public hearing
was required by law implicating due process rights of individuals affected by the decision and where
the Council was required by law to consider evidence at the hearing and to make legal findings based
on the evidence presented; and

WHEREAS, on XXXXXXXX the City Council of the City of San Diego held a public hearing for the purpose of considering an amendment to the General Plan and the College Area Community Plan; and

WHEREAS, the Council of the City of San Diego has considered all maps, exhibits, and written documents contained in the file for this project on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW, THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego, that it adopts the amendments to the College Area Community Plan, a copy of which is on file in the office of the City Clerk as Document No. RR- -XXXXXX.

BE IT FURTHER RESOLVED, that the Council adopts and amendment to the General Plan for the City of San Diego to incorporate the above amended plan.

APPROVED: Mara Elliott, City Attorney

By _____

Deputy City Attorney

Initials

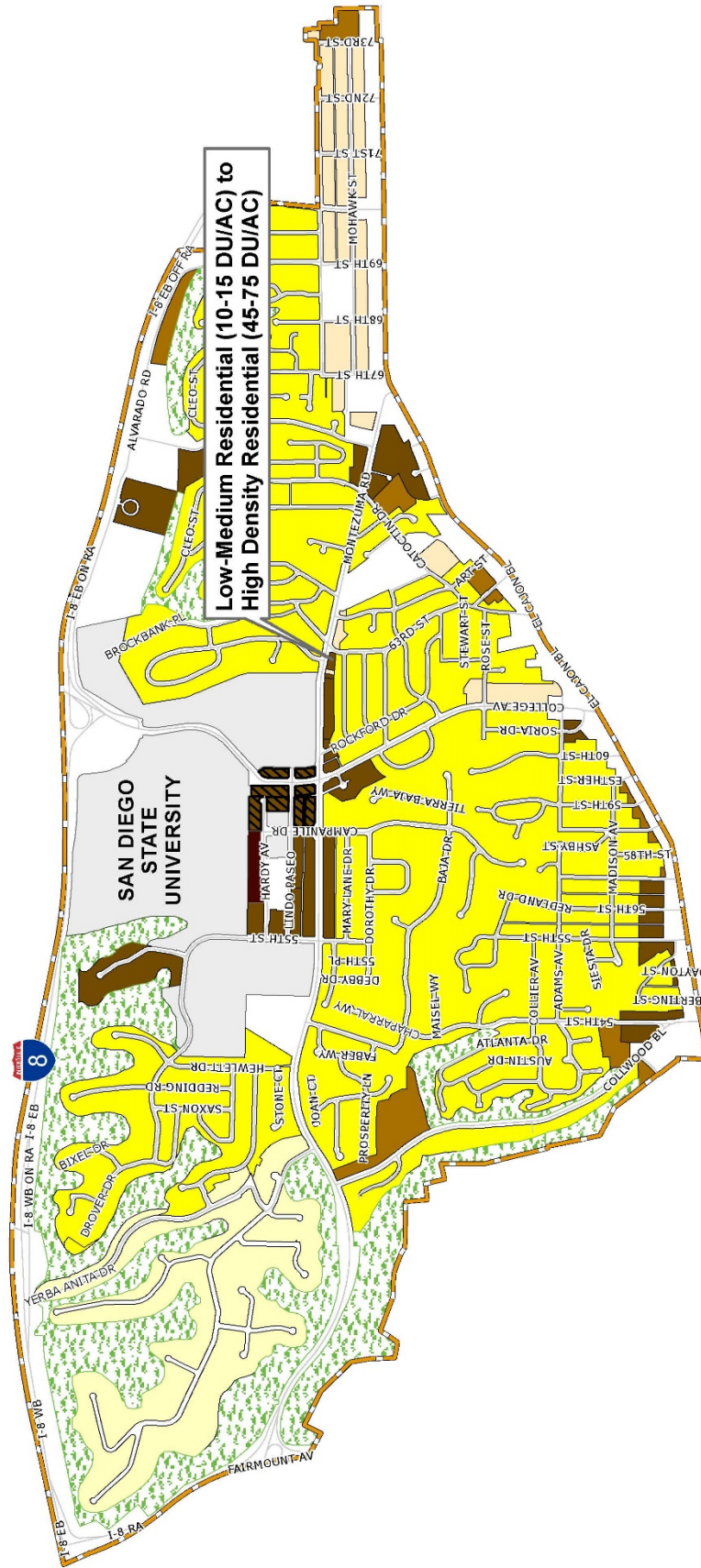
Date

Or.Dept:DSD

R-2016- XXX



College Area Community Plan



Recommended Residential Densities

FIGURE 6

College Area Community Plan



THE CITY OF SAN DIEGO

DRAFT NEGATIVE DECLARATION

Project No. 623199

SCH No.: N/A

I.O. No. 24008104

SUBJECT: 63RD AND MONTEZUMA PDP/RZ/CPA: The project proposes a COMMUNITY PLAN AMENDMENT (CPA), REZONE (RZ), and PLANNED DEVELOPMENT PERMIT (PDP) to

demolish three buildings and to allow the construction of a five-story, 52,350 square-foot, 38-unit multi-family residential building with roof deck, on a 0.43-acre site. The project site is in the RM-1-1 (Residential—Multiple Unit) Zone of the College Area Community Plan. The proposed rezone would change the existing zone from RM-1-1 (Residential-Multiple Unit) to RM-3-9 (Residential-Multiple Unit). The Community Plan Amendment proposes changing the land use designation from Low-Medium Residential (10-15 dwelling units per acre (du/ac) to Residential High (45-73 du/ac)). The project requires a PDP to allow deviations from certain regulations of the RM-3-9 zone and requests deviations for private storage, private open space, minimum driveway dimensions, and the maximum Floor-Area Ratio (FAR). The project site is located at 6253, 6262, and 6273 Montezuma Road and is within the College Area Community Plan, College Community Redevelopment Project, Parking Standards Transit Priority Area, Transit Priority Area, Parking Impact Overlay Zone (Campus Impact), Very High Fire Hazard Severity Zone, Airport Land Use Compatibility Overlay Zone for Montgomery Field Airport (MFA), and the Airport Influence Area (MFA-Review Area 2). (Legal Description: Portions of Lots 192, 193, & 194 of Collwood Park Unit No. 2, in the City of San Diego, State of California, according to Map thereof No. 2495, filed in the office of the County Recorder of San Diego County. APN 467-171-33, 467-171-34, and 467-171-35.) Applicant: Joel Berman.

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 Sean Elo-Rivera
Mayor's Office
Central Library
College-Rolando Branch Library
City Attorney's Office

Development Services

Development Project Manager
Environmental, Senior Planner
Permit Planner, Senior
Environmental, Associate Planner
Permit Planner, Associate Planner
Landscape Planner, Associate Planner
Transportation, Traffic Engineer
Plan-Historic, Senior Planner
Geology, Associate Engineering-Geologist
PUD-Water and Services
Fire-Plan Review

Planning Department

Long Range Planning
Facilities Financing
Park and Recreation
Environmental Services Department, Senior 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
Sophia Del Mar English, JWDA
Joel Berman (Applicant)
Susan Schaffer
Richard Drury
Komalpreet Toor
Stacey Osborne

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.
- () 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.



 Jamie Kennedy, Senior Planner
 Development Services Department

 May 19, 2021

 Date of Draft Report

 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 – Fire Access Plan
 Figure 5 – Proposed Roof Plan
 Figure 6 – Building Elevations, North and East
 Figure 7 – Building Elevations, South and West

Appendices: Appendix A: Historical Resource Research Report
 Appendix B: Preliminary Geotechnical Report
 Appendix B1: Preliminary Geotechnical Evaluation Memorandum
 Appendix C: CAP Consistency Checklist
 Appendix D: Drainage Study
 Appendix E: Storm Water Quality Management Plan
 Appendix F: Noise Study
 Appendix F1: Noise Memorandum
 Appendix G: Waste Management Plan
 Appendix H: Air Quality Memorandum

INITIAL STUDY CHECKLIST

1. Project title/Project number: 63rd and Montezuma PDP/RZ/CPA / 623199
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: 6253, 6263, and 6273 Montezuma Road, San Diego, California 92115
5. Project Applicant/Sponsor's name and address: Joel Berman, 1455 Frazee Road, San Diego, California, 92108
6. General Plan/Community Plan designation: The land use designation of the General Plan is Residential. The land use designation of the College Area Community Plan is Low/Medium Density Residential (10-15 dwelling units per acre).
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 project proposes a COMMUNITY PLAN AMENDMENT (CPA), REZONE (RZ), and PLANNED DEVELOPMENT PERMIT (PDP) to demolish three buildings totaling approximately 18,751 square feet and to allow the construction of a five-story, 52,350 square-foot, 38-unit multi-family residential building located at 6253, 6263, and 6273 Montezuma Road (See Figure 1, *Vicinity Map*, and Figure 2, *Location Map*). The multi-family residential building would be five stories in height and would provide 38 units, with four three-bedroom units and 34 four-bedroom units, two of which (or five percent of the total residential units) would be affordable housing units located off site (see Figure 3, *Site Plan*). The first level of the residential building would be 11,405 square-feet, the second level would be 11,465 square-feet, levels three and four would be 10,210 square-feet, and the fifth level would be 9,060 square-feet for a total of 52,350 square-feet. The project would also include a 2,070-square-foot amenity and leasing area at the northeast portion of the first floor. The amenity space would offer office space, a conference room, a mail room, computers, and vending machines for residents and guests. Additionally, a 1,155 square-foot roof deck would provide a game room and lounge, with an open-space balcony for residents and guests to use. The building architecture would feature a variety of building materials, including smooth stucco, fiber cement, wood composite, concrete, and various applications of glass, metal, and aluminum.

By providing five percent of the base units as affordable housing to very-low-income households, the project is eligible for one incentive. This incentive would be utilized to exceed the allowed height limit of 56'-0", where the proposed structure would be 57'-6" in height.

The project proposes residential use in a Transit Priority Area, and as such, is not required to provide vehicle parking spaces pursuant to SDMC Table 142-05C, as long as it provides the required Transportation Amenities. In this case, according to SDMC Section 142.0528, the project has a

Transportation Amenity Score of six points. As such, the project is required to provide transportation amenities worth at least four points, as quantified by Land Development Manual Appendix Q, *Determining Transportation Amenities Required by the Parking Standards Transit Priority Area Regulations*. The project is providing the installation of a bus shelter, which is valued at five points, as well as the posting of transit and rideshare information, which is valued at one point. Transportation amenities proposed by the project total the equivalent of six points, which is in excess of the required four points. Therefore, the project is in compliance with SDMC Section 142.0528. Five motorcycle parking spaces and 24 bicycle parking spaces would be provided on the project site at the street level, with driveway access from 63rd Street. Pedestrian access to the site would be from existing sidewalks along Montezuma Road and 63rd Street.

Project landscaping includes a variety of drought-tolerant trees, shrubs, and groundcover. The tree palette includes shade trees and shrubs outside of the main entrance (such as sweetshade and bulbine lily), street trees along Montezuma Road (including gold medallion), and additional shade trees (gold medallion, crape myrtle coral pink, and pink dawn chitalpa) along the perimeter of the project site. Shrubbery would include drought-tolerant shrubs (such as cape rush, red star dracaena, silver dollar plant, and dwarf myrtle) around the exterior of the building, as well as around the site's perimeter.

The project also includes two courtyards along Montezuma Road—a courtyard of 790 square- feet and a courtyard of 1,100 square- feet. These courtyards would provide breaks to the building elevation along Montezuma Road and provide enhanced landscaping and an open space area along this roadway. The project would also have a patio in the northeast corner of the site.

Project implementation would involve 50 cubic yards (CY) of cut at a maximum depth of cut of 5' feet and 50 CY of fill at maximum height of 5 feet. No import or export would be required.

Discretionary actions required for the project include an Amendment to the College Area Community Plan to change the current land use designation from Low/Medium Density Residential (10-15 dwelling units per acre (du/ac)) to Residential High (45-73 du/ac) and a rezone to change from RM-1-1 zone (Residential-Multiple Unit), allowing one dwelling unit per 3,000 square feet to RM-3-9 zone (Residential-Multiple Unit), allowing one dwelling unit per 600 square feet). The project also requires a Planned Development Permit (PDP) to allow deviations from certain regulations of the RM-3-9 zone, as discussed below.

The project would comply with all zoning and development regulations of the RM-3-9 zone, with the exception of private storage, private open space, minimum driveway width, maximum floor area ratio, and the maximum structure height. The project would utilize an affordable housing incentive to deviate from the maximum building height. The project also requests the following deviations for private storage, private open space, minimum driveway width, and the maximum Floor Area Ratio (FAR).

Private Storage Private storage is regulated by SDMC Section 131.0454, which states that each residential unit is to have a fully enclosed personal storage area. The project proposes that 39 percent of the units would have storage located in storage rooms on levels two through five. A deviation to provide less than the required private storage is proposed.

Useable Private Exterior Open Space SDMC Section 131.0445(c) requires that 75 percent of the dwelling units be provided with at least 60 square-feet of usable, private, exterior open space. The project does not include private exterior open space. Instead, the project would provide for increased common exterior open space in lieu of private exterior open space (8,220 square feet provided where 950 square feet is required).

Minimum Driveway Width Table 142-05M of the SDMC requires a minimum driveway width of 20 feet; the project's driveway width would be 10 feet. The project's driveway is to access motorcycle parking spaces only, and thus the proposed 10-foot width is appropriate for two-way circulation.

Floor-Area Ratio Per Table 131-04G of the SDMC, the maximum allowed FAR in the RM-3-9 zone is 2.70, where the proposed FAR is 2.79.

The project proposes to rezone the project site from RM-1-1 (Residential-Multiple Unit) to RM-3-9. The purpose of the RM zones is to provide for multiple dwelling unit development at varying densities. The RM-3-9 zone, specifically, is intended to accommodate medium density multiple dwelling units with limited commercial uses and permits a maximum density of one dwelling unit for each 600 square-feet of lot area (or 73 dwelling units per acre). In order to evaluate the most intense use that could occur under the RM-3-9 zone should the proposed multi-family project not proceed after project approvals, a most-intense project use scenario is evaluated in this Negative Declaration (ND). The most intense development would be what could be developed ministerially under the proposed zone once adopted, if the proposed development, hereby referred to as "63rd and Montezuma," should not proceed.

Because the RM zones allow limited commercial uses in addition to multi-family residential uses and due to the site's location and size, for purposes of evaluating environmental impacts, the most intense development of the project site is assumed to be a mixed-use development with 32 multi-family residential units (the maximum allowed for the project site with the proposed RM-3-9 zone), and 12,657 square-feet of local-serving commercial uses. The local-serving uses could include food, beverage, and groceries; convenience stores; and personal services. Eating and drinking establishments are not permitted in the RM-3-9 zone. The most intense development of the project site is required to provide parking for the services provided. Parking for the 12,657 square-feet of local-serving commercial uses would be provided at a range of a minimum of 2.1 spaces per 1,000 square feet to a maximum of 6.5 spaces per 1,000 square feet, resulting in the need for 27 to 83 parking spaces.

The development regulations of the SDMC and the Community Plan provide the parameters for development on the site that could occur through ministerial approval. Based on the regulations of the RM-3-9 zone and the College Area Community Plan, ministerial development on the site would be required to adhere to various development regulations, including:

- Maximum structure height of 56'-0" feet.
- 10-foot minimum front setback, 20-foot standard front setback – Up to 50 percent of the width of the building envelope may observe the minimum 10-foot front setback, provided the remaining percentage of the building envelope width observes the standard 20-foot setback.

- Five-foot minimum side setback.
- 10-foot minimum street side setback – The minimum street side setback is 10 feet or 10 percent of the premises' width, whichever is greater; up to 50 percent of the building façade may encroach up to five feet into the required street side yard.
- Five-foot minimum rear setback.
- Maximum FAR of 2.70.
- Accessory use of no more than 25 percent of the gross floor area.
- Adherence to resident storage requirements – Each dwelling unit shall have a fully enclosed, personal storage area outside the unit that is at least 240 cubic feet with a minimum seven-foot horizontal dimension along one place.
- Adherence to private exterior open space requirements – At least 75 percent of the dwelling units shall be provided with at least 60 square feet of usable, private, exterior open space abutting the unit with a minimum dimension of six feet.
- Adherence to common exterior open space requirements pursuant to SDMC §131.0456.
- Adherence to ground-floor height requirements – Commercial uses on the ground floor shall be a minimum height of 13 feet, measured from floor to floor.
- Adherence to supplemental requirement, as applicable, that when the ground floor of a building is used for parking and the parking is adjacent to a required yard, the parking area must be screened by a minimum six-foot-high fence or six-foot-high landscaping. A pedestrian entry to the building from each street must be provided.
- Refuse and recyclable storage requirements pursuant to SDMC §142.0805.

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

The 0.43-acre project site is located at 6253, 6263, and 6273 Montezuma Road, San Diego, California. The project site is situated south of Montezuma Road and west of 63rd Street. The site currently has three single-family residential dwelling units that would be demolished. Single-story single-family residential developments occur immediately to the northeast, east, and south; a five-story multi-family residential development borders the project site to the west; and institutional uses (SDSU) are located to the north and northwest. Regional access to the site is provided by Interstate (I-8) Freeway, located approximately one mile north of the project site, and I-15 Freeway, located approximately 3.5 miles to the west. Local access is provided via Montezuma Road immediately north of the project site and 63rd Street immediately east of the project site. The nearest bus stop is located immediately adjacent to the northwest of the project site, on the corner of Montezuma Road and 63rd Street. The nearest trolley station is the SDSU Transit Center, located approximately 0.4-mile to the northwest of the project site.

The site's topography is generally flat. Elevations range from approximately 465 feet above mean sea level (AMSL) in the southeast corner of the site to approximately 460 feet AMSL in the northwest corner.

The project site is located in the College Area Community Plan, College Community Redevelopment Project, Parking Standards Transit Priority Area, Transit Priority Area, Parking Impact Overlay Zone (Campus Impact), Very High Fire Hazard Severity Zone, Airport Land Use Compatibility Overlay Zone for Montgomery Field Airport (MFA), and Airport Influence Area (MFA-Review Area 2). 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 Assembly Bill (AB) 52, the City of San Diego initiated AB 52 Notification on May 7, 2020 to Lipay Nation of Santa Ysabel and Jamul Indian Village, and on January 5, 2021 to San Pasqual Band of Mission Indians. EAS received email correspondence by Tribal Representatives that they had no further concerns for potential impacts to Tribal Cultural Resources, and consultation was closed on 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.

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

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
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I) AESTHETICS – Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

No public views, scenic vistas and/or scenic corridors are designated per the College Area Community Plan exist on the site or in the vicinity. Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would result in a substantially adverse impact on a scenic vista. No impacts would result.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site has been graded and previously disturbed by prior development. Due to the previous existing development, there are no scenic resources (trees, rock outcroppings, or historic buildings) located on, near, or adjacent to the project site, and is not located within a State scenic highway. The nearest State scenic highway is State Route 163, located approximately eight miles west of the project site. 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. Neither the proposed 63rd and Montezuma project nor development of the site with the most intense use that could occur under the proposed RM-3-9 zone would result in substantial damage to scenic resources. No impacts would result.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The multi-family residential development is compatible with the surrounding existing development and urban neighborhood. The project proposes demolition of three existing buildings, and the construction of a five-story, 52,350-square-foot, multi-family residential development. Mostly one-story residential developments surround the project site, with a five-story multi-family residential development bordering the project site to the west, and institutional uses (San Diego State University (SDSU)) located nearby to the north and northwest. The project site is currently zoned RM-1-1, a low-density residential zone. The majority of surrounding development is zoned RS-1-7 (Residential Single-Unit), which allows single-unit residential units. Developments to the west include zones such as CN-1-2 (Commercial Neighborhood), RM-3-9 (Residential Multi-family), and RM-4-10, which show a transition to increased density (up to one dwelling unit per 400 square feet).

Project architecture would not result in degrading the existing visual character or quality of the site or the surrounding neighborhood. The building architecture would feature a variety of building materials, including smooth stucco, fiber cement, wood composite, concrete, and various applications of glass, metal, and aluminum (see Figure 6, *Building Elevations, North and East*, and Figure 7, *Building Elevations, South and West*). Bulk and scale would be compatible with the surrounding community, which features a variety of single-story single-family residential developments, as well as a five-story multi-family residential

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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development bordering the project site to the west and institutional uses (SDSU) located to the north and northwest.

In addition, the project would include two courtyards along Montezuma Road – a courtyard of 790 square feet and a courtyard of 1,100 square feet. These courtyards provide interruption to the building elevation along Montezuma Road and provide enhanced landscaping and an open area along this arterial roadway that is the community interface for the project. Along the majority of the Montezuma Road frontage, a non-contiguous sidewalk with a double row of trees would enhance the pedestrian environment. The landscaped parkway includes golden medallion canopy trees and bulbine lily with bark mulch. Between the sidewalk and building face, slender sledge groundcover, as well as silver dollar plant, cassa blue flax lily, and bulbine lily, would be planted. Sweetshade trees and red star dracaena would provide accent to the entry to the public courtyard. At the corner of 63rd Street and Montezuma Road, an expanded patio space, with articulated paving, red crape myrtle, gold medallion tree, and lilies, cape rush, and bark mulch would be provided in proximity to the existing bus stop. Pink crape myrtles would provide seasonal interest along the western elevation; a pink dawn chitalpa would provide accent to the southern entry lobby. Landscaping along the western and southern elevations would also include variegated dwarf myrtle and bark mulch for visual continuity with landscaping at other elevations of the project. Architectural treatments along Montezuma Road would include large storefront glazing windows and varied materials to create visual interest, such as smooth stucco and fiber cement siding in a light neutral tone, wood composite panels, board-formed concrete, metal trim and gates/doors, glass balcony guardrails, and accent painting. These architectural treatments and materials would be utilized on the remaining elevations. A glass window wall system would allow for views through the building from the north to south elevations, further breaking up the building's bulk.

A rooftop lounge would be provided on the building corner at the northeast area of the site, accented with outdoor seating and a metal-trimmed overhang. This fifth-floor amenity space has an interior portion and exterior portion. The interior portion is meant to be used as a lounge and co-working space for residents. The exterior patio area gives residents an opportunity to study and socialize outside in a less formal setting. The exterior patio is covered by an extended roof element with planters along the wall to add lightness with the added vegetation. The canopy creates protection from the sun and breaks up the massing when looking east. The amenity spaces placed on the east elevation create visual interest. The various amenity spaces provided gives tenants options for both active and more quiet/private spaces, creating a comfortable living environment for the residents.

There is no single or common architectural theme that applies to the whole of the project surroundings. A wide array of architectural styles dominates the College Area due to an absence of design standards and minimal landscaping. As such, the 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 the 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, as described above. The project would not degrade the existing character or quality of the site or its surroundings.

The project proposes a rezone from the RM-1-1 to the RM-3-9 zone. The most intense development of the project site is assumed to be a mixed-use development consisting of 32-multi-family residential units, and 12,657 square-feet of local-serving commercial uses. The local-serving uses could include food, beverage, and groceries; convenience sales; and personal services. Based on the regulations of the RM-3-9 zone and

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the College Area Community Plan, development ministerially on the site would be required to adhere to various development regulations (such as maximum structure height, guidance on frontage and setbacks, lot coverage, and floor-area-ratio) to ensure development is visually compatible with the surrounding neighborhood and would not result in a significant adverse impact to the existing visual character of the surrounding neighborhood.

Neither the 63rd and Montezuma project nor development under the most intense use allowed in the proposed RM-3-9 zone would significantly alter the natural landform. The site has been previously graded and developed. The site and surrounding areas are relatively flat and void of landform variations. Development of the project site would not disturb steep hillsides, create manufactured slopes higher than ten feet, or result in a change in the elevation of steep hillsides. Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would result in a substantially adverse impact on the visual character and quality of the site or the surrounding area. Impacts would be less than significant.

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project area is in a neighborhood that has a mix of uses that already include several lighting sources, such as streetlights and building signage. Other sources of light in the vicinity include: homes, commercial uses, parking, and security lighting.

Landscaping and architectural features associated with the proposed project may be illuminated. Additional lighting may be provided in pedestrian areas to provide security. Similarly, development under the most intense use that could occur in the proposed RM-3-9 zone may add lighting. However, new lighting would not create 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 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 and this lighting would not be shed onto surrounding developments. Adherence to the Land Development Code ensures that project impacts relative to lighting and glare would not occur.

Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would result in new sources of light or glare that would adversely affect day or nighttime views in the area. Impacts would be less than significant.

- 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:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Refer to II. A), above. 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. 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Refer to II. C), above. Surrounding land uses are built out and no forest land is present. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Refer to II. a) -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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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An Air Quality Memorandum was prepared by Birdseye Planning Group, December 2020 that is included in Appendix H. The project site is located in the San Diego Air Basin (SDAB) and is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD) and the California Air Resources Board (CARB). Both the State of California and the Federal government have established health-based Ambient Air Quality Standards (AAQS) for the following six criteria pollutants: carbon monoxide (CO); ozone (O₃); nitrogen oxides (NO_x); sulfur oxides (SO_x); particulate matter up to 10 microns in diameter (PM₁₀); and lead (Pb). Ozone is formed by a photochemical reaction between NO_x and volatile organic compounds (VOCs). Thus, impacts from O₃ are assessed by evaluating impacts from NO_x and VOCs. 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 O₃. The RAQS relies on information from the CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in San Diego County and the cities in the county, to project future emissions and then determine the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by San Diego County and the cities in the county as part of the development of their general plans.

The RAQS relies on 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 redevelopment of the project site with 38 multi-family units. Additionally, the project proposes a rezone of the site from the current RM-1-1 zone to RM-3-9, which could allow a more intense development of the project site. The most intense development of the site is assumed to be a mixed-use development with 32 multi-family residential units and 12,657 square feet of local-serving commercial uses.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project, as well as development of the site with the most intense use under the proposed RM-3-9 zone, would not induce growth, as it would not open up a new area for development, but rather would provide infill redevelopment in an established community. The increased density proposed by the project and what could occur under the most intense use with the proposed RM-3-9 zone would be consistent with multi-family projects in the area and provide housing in proximity to SDSU. The additional housing would reduce vehicle miles travelled to commute from locations farther than the project site is to SDSU. Further, any commercial uses that could occur under the RM-3-9 zone would be intended to serve building residents and people living and working in the area.

Overall, the proposed 63rd and Montezuma project or development of the site under the most intense use that could occur with the proposed RM-3-9 zone would reduce vehicle trips and assist in addressing demand for housing in proximity to the SDSU campus. The project or development of the project site under the most intense use that could occur with the RM-3-9 zone would be consistent with the SIP, AQMP and RAQS. The 63rd and Montezuma project and development of the site under the most intense use that could occur with the proposed RM-3-9 zone would be consistent at a sub-regional level with the underlying growth forecasts in the RAQS and would not obstruct implementation of the RAQS. Impacts would be less than significant.

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

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The San Diego Air Basin (SDAB) is considered a non-attainment under Federal standards for O₃ (8-hour standard). The SDAB is in attainment for the State and Federal standards for nitrogen dioxide, carbon monoxide, sulfur dioxide, and lead.

The San Diego Air Pollution Control District (SDAPCD) has established thresholds in Rule 20.2 for new or modified stationary sources. With the exception of Volatile Organic Compounds (VOCs) and PM_{2.5} thresholds, the City of San Diego screening quantities shown in the CEQA Significance Determination Thresholds, Table A-2, incorporate screening level thresholds from Rule 20.2 for use in air quality reports and for determining CEQA air quality impacts. The City does not show a standard for PM_{2.5} but does include a threshold for Reactive Organic Gas/Volatile Organic Compounds (ROG/VOC) emissions. Collectively, the standards shown in Table A-2 of the City's 2016 CEQA Determination Thresholds and the PM_{2.5} threshold shown in Table 20.2-1 of SDAPCD Rule 20.2, are used herein to determine whether project emissions would cause a significant air quality impact. The construction and operational emission thresholds for pollutants evaluated are as follows:

- Carbon Monoxide (CO) - 550 pounds/day;
- Nitrogen Oxides (NO_x) - 100 pounds/day;
- Particulate Matter (PM₁₀) - 100 pounds/day;
- Particulate Matter (PM_{2.5}) - 67 pounds/day;
- Sulfur Oxides (SO_x) - 250 pounds/day; and
- Volatile Organic Compounds (VOCs)/Reactive Organic Gases (ROGs) - 137 pounds/day.

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

Project construction would generate temporary air emissions. These impacts are associated with fugitive dust (PM₁₀ and PM_{2.5}) from soil disturbance and exhaust emissions (NO_x and CO) from heavy construction vehicles. Site preparation and grading would involve the greatest concentration of heavy equipment use and the highest potential for fugitive dust emissions. The project would be required to comply with SDAPCD Rules 52 and 54 which identify measures to reduce fugitive dust and is required to be implemented at all construction sites located within the SDAB. In addition, LDC §142.0710, Air Contaminant Regulations, states that air contaminants that endanger human health, cause damage to vegetation or property, or cause soiling, shall not be permitted to emanate beyond the boundaries of the premises upon which the use emitting the contaminants is located.

Therefore, the following conditions, which are required to reduce fugitive dust in compliance with SDAPCD Rules 52 and 54, would apply to the project, as well as development that could occur under the most intense use with the proposed RM-3-9 zone, during site preparation and grading phases of construction. These conditions would also ensure compliance with LDC §142.0710.

1. Minimization of Disturbance. Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
2. Soil Treatment. Construction contractors should treat all graded and excavated material, exposed soil areas and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day. Note – it was assumed watering would occur twice daily for modeling purposes.
3. Soil Stabilization. Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.
4. No Grading During High Winds. Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
5. Street Sweeping. Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Construction is assumed to begin in mid-2021 and be completed in late 2022 for the proposed 63rd and Montezuma project. A similar 14- to 18-month construction schedule is also assumed for development of the site under the most intense use that could occur with the proposed RM-3-9 zone. Table 1a, *Estimated Maximum Daily Construction Emissions – Proposed Project*, summarizes the estimated maximum daily

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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emissions of pollutants occurring during the construction period for the proposed project. Table 1b, *Estimated Maximum Daily Construction Emissions – Most Intense Use Under Proposed RM-3-9 Zone*, shows the construction emissions for the most intensive development scenario.

As shown in Tables 1a and 1b, construction of the proposed 63rd and Montezuma project or development of the site under the most intense use that could occur with the proposed RM-3-9 zone would not exceed the SDAPCD regional construction emission thresholds for daily emissions. Thus, project construction or development of the site under the most intense use that could occur with the proposed RM-3-9 zone would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Table 1a
Estimated Maximum Daily Construction Emissions – Proposed Project

Construction Phase	Maximum Emissions (lbs/day)					
	ROG	NOx	CO	SOx	PM10	PM2.5
2021 Maximum lbs/day	18.3	39.7	15.6	0.08	4.7	2.3
City of San Diego Screening Thresholds	137	100	550	250	100	67
Threshold Exceeded 2021	No	No	No	No	No	No
Threshold Exceeded 2022	No	No	No	No	No	No

Table 1b
Estimated Maximum Daily Construction Emissions – Most Intense Use Under Proposed RM-3-9 Zone

Construction Phase	Maximum Emissions (lbs/day)					
	ROG	NOx	CO	SOx	PM10	PM2.5
2021 Maximum lbs/day	2.0	28.5	14.8	0.05	4.2	2.2
2022 Maximum lbs/day	17.2	14.4	15.4	0.02	0.9	0.7
City of San Diego Screening Thresholds	137	100	550	250	100	67
Threshold Exceeded 2021	No	No	No	No	No	No
Threshold Exceeded 2022	No	No	No	No	No	No

Operational Emissions

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Operational emissions include emissions from electricity consumption (energy sources), vehicle trips (mobile sources), area sources, landscape equipment and evaporative emissions as the structure is repainted over the life of the project. The majority of operational emissions are associated with vehicle trips to and from the project site. Table 2a, *Estimated Operational Emissions – Proposed Project*, summarizes emissions associated with operation of the proposed 63rd and Montezuma project. Table 2b, *Estimated Operational Emissions – Most Intense Use Under Proposed RM-3-9 Zone*, summarizes emissions associated with operation of the most intense use that could occur with the proposed RM-3-9 zone.

Table 2a
Estimated Operational Emissions – Proposed Project

Operational Phase	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	1.1	0.1	3.1	0.01	0.02	0.02
Energy	0.01	0.07	0.3	0.01	0.01	0.01
Mobile	0.4	1.7	3.9	0.01	1.5	0.4
Maximum lbs/day	1.5	1.8	4.9	0.03	1.6	0.4
SDAPCD Thresholds	137	100	550	250	100	67
Threshold Exceeded?	No	No	No	No	No	No

Table 2b
Estimated Operational Emissions – Most Intense Use under Proposed RM-3-9 Zone

	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	1.2	0.06	2.6	0.01	0.01	0.01
Energy	0.1	0.06	0.03	0.01	0.01	0.01
Mobile	1.0	3.9	10.3	0.03	2.9	0.8
Maximum lbs/day	2.2	4.1	13.0	0.03	2.9	0.8
SDAPCD Thresholds	137	100	550	250	100	67
Threshold Exceeded?	No	No	No	No	No	No

As shown in Tables 2a and 2b, operational emissions would not exceed the SDAPCD thresholds for ROG, NO_x, CO, SO_x, PM₁₀ or PM_{2.5}. Therefore, neither the 63rd and Montezuma project operations nor

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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operations of development of the site under the most intense use that could occur with the proposed RM-3-9 zone would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Impacts would be less than significant.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Refer to III. a). The SDAB is considered a non-attainment under Federal standards for O₃ (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. As shown in Tables 1a and 1b, construction of the proposed 63rd and Montezuma project or the most intensive use project would not exceed the SDAPCD regional construction emission thresholds for daily emissions. Similarly, as shown in Tables 2a and 2b, operational emissions would not exceed SDAPCD thresholds for ROG, NOX, CO, SOX, PM₁₀, or PM_{2.5}. Thus, neither the 63rd and Montezuma project construction nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would result in a cumulatively considerable increase in ozone or particulate matter emissions. Impacts would be less than significant.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Development of the proposed 63rd and Montezuma project or development of the site under the most intense use that could occur with the proposed RM-3-9 zone would involve the use of diesel-powered construction equipment. Diesel exhaust may be noticeable temporarily at adjacent properties; however, construction activities would be temporary. Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would include industrial or agricultural uses that are typically associated with objectionable odors. Therefore, impacts associated with objectionable odors would be less than significant.

IV. BIOLOGICAL RESOURCES – Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is developed within an urbanized area. No native habitat is located on-site. As such, redevelopment of the project site would not directly, or through habitat modification, affect any species

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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, neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur under the proposed RM-3-9 zone would 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?

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Refer to IV. a) above. The site does not contain any riparian habitat. 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?

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The project site is fully developed and does not contain any Federally protected wetlands as defined by Section 404 of the Clean Water Act. 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?

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See IV. a) above. The site does not contain any sensitive habitat, migratory fish or wildlife species. No formal and/or informal wildlife corridors are located on or near the project, as the site is located within an urbanized neighborhood. No impacts would result.

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

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Refer to IV. a) above. Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Refer to IV. e) above. The project site is located within the Multiple Species Conservation Program (MSCP) San Diego Subarea Plan. However, the project site is not within or adjacent to a Multiple Habitat Planning Area (MHPA). 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Archaeological Resources

Many areas of San Diego County, including mesas and the coast, are known for intense and diverse prehistoric occupation and important archaeological and historical resources. The region has been inhabited by various cultural groups spanning 10,000 years or more.

According to the archaeology maps in the Environmental Analysis Section library, the site is not located in a high sensitivity area for archaeological resources. The Environmental Analysis Section (EAS) consulted with qualified City staff (QCS) for a California Historic Resources Information System (CHRIS) database search. On May 7, 2020, QCS conducted a CHRIS search and there were no archaeological sites recorded at this location and the site and the surrounding areas have been previously developed. PHS further stated that based on CHRIS search, and background research that no discoveries are anticipated during the construction of the project. QCS determined that no further archaeological evaluation would be required on this project. Impacts to archaeological resources would be less than significant, mitigation would not be required.

Built Environment

A site-specific Historical Resource Research Report (HRRR) were prepared by Brian F. Smith and Associates, Inc., November 13, 2018, and is included as Appendix A. The project proposes the demolition of existing buildings constructed in 1951. SDMC Section 143.0212 requires that all properties 45 years old or older be reviewed for potential historical significance. The City's Plan-Historic staff (PHS), reviewed the site-specific report and determined that the buildings are not eligible for designation under any Historic Resource Board Criteria. Since impacts to significant historic resources were not identified, mitigation would not be required.

The buildings on the project site were not found to be eligible for listing on the California Register of Historical Resources (CRHR) and are not considered historic resources for the purposes of CEQA compliance. Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would cause a substantial adverse change in the significance of any 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Refer to V. a) above.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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 Lindavista Formation, which is moderately sensitive for paleontological resources. The City's CEQA Significance Determination Thresholds state if grading is greater than 2,000 cubic yards (CY) and 10 feet deep or greater in moderately sensitive formations then a potential impact to paleontological resources could occur. Project Implementation would consist of 50 CY of cut at a maximum depth of cut of 5 feet and 50 (CY) of fill at maximum height of 5 feet. Based on this information the project would not meet the City's CEQA Significance Thresholds for impacts to paleontological resources, monitoring will not be required.

Development that could occur under the most intense use with the proposed RM-3-9 zone is subject to the General Grading Guidelines for Paleontological Resources in the Land Development Manual. Should the most intense use require grading that exceeds the City's thresholds of 2,000 CY and 10 feet deep or greater, compliance with SDMC section 142.0151, Paleontological Resources Requirements for Grading Activities, would require paleontological monitoring, and would ensure potential impacts are less than significant.

d) Disturb and human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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. Both the 63rd and Montezuma project as well as development of the site under the most intense use that could occur with the proposed RM-3-9 zone 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). No impact would occur.

VI. ENERGY – Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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During project construction, the California Air Resources Board (CARB) regulates idling for commercial motor vehicles to reduce unnecessary consumption of energy under 13 CCR § 2485, *Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling*. Through implementation of this measure, energy consumption during construction would be less than significant.

The proposed residential development would not result in wasteful, inefficient, or unnecessary consumption of energy resources during operation. Energy usage may incrementally increase once residences are built and occupied; however, energy use would be commensurate with multi-family residential consumption and would not be excessive. The proposed project would be required to meet energy standards of the current California Energy Code (Title 24). In addition, the proposed project would be conditioned to meet building design measures per SDMC that incorporate energy conservation features (window treatments, efficient HVAC systems, etc.). The project would also be required to implement energy-reducing Climate Action Plan (CAP) strategies, such as the use of cool/green roofing materials. Development under the most intense use that could occur with the proposed RM-3-9 zone would require adherence to City regulations and policies directed at reducing GHG emissions. That, together with meeting the CAP's land use strategy of supporting transit by increasing density in a TPA, would ensure that future development would result in less than significant GHG impacts. See also Section VIII, Greenhouse Gas Emissions. Energy impacts would be minimal and less than significant. No mitigation would be required.

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| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

See Section VIII, Greenhouse Gas Emissions. The City of San Diego's General Plan identifies the site as Residential. The General Plan's residential category allows for various densities of residential development. The project site is currently zoned RM-1-1 (multi-family, allowing one dwelling unit per 3,000 square feet). The proposed rezone would change the existing RM-1-1 zone to RM-3-9 (multi-family, allowing one dwelling unit per 600 square feet) zone. In addition, the project's rooftop deck would support the General Plan Recreation Element's policies encouraging rooftop recreation facilities. The project involves a Community Plan Amendment (CPA) to change the existing land use designation to allow the proposed use. The project site's existing land use designation, as outlined by the College Area Community Plan, is Low/Medium Density Residential (10-15 du/ac) and would change to Residential High (45-73 du/ac) with implementation of the proposed Amendment to the College Area Community Plan. The project site is currently zoned RM-1-1, and the rezone would change the zone to RM-3-9. The project would be consistent with the General Plan and Community Plan with the approval of the rezone and CPA.

The project, as well as development under the most intense use that could occur with the proposed RM-3-9 zone, would require adherence to and appropriately implement the CAP Consistency Checklist. Because neither the project nor development under the most intense use conflict with or obstruct the CAP, no impact would occur.

VII. GEOLOGY AND SOILS – Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

A site-specific Preliminary Geotechnical Evaluation was prepared by Accutech Engineering, August 30, 2017, as well as an updated memorandum, January 8, 2020, which is attached as Appendix B and Appendix B1. 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 mapped at or near the project site. The La Nacion fault zone, approximately 1.1 miles to the west of the site, is the closest significant fault and is structurally related to the active Rose Canyon fault zone and is approximately seven miles to the west of the site. The site is not located within a State of California Earthquake Fault Zone (EFZ).

Redevelopment of the project site 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. Pursuant to project conditions of approval, the owner/permittee would be required to submit an updated geological investigation report or update letter to City staff for review and approval prior to project construction. Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would result in a rupture of any known earthquake fault. Impacts would be less than significant.

ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The site would be affected by seismic shaking as a result of earthquakes on major active faults located throughout the Southern California area. The nearest of active fault system, is the Rose Canyon fault, lies approximately seven miles to the west. 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. Pursuant to project conditions of approval, the owner/permittee would be required to submit an updated geological investigation report or update letter to City staff for review and approval prior to project construction. The multi-family residential development nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would result in strong seismic ground shaking. Impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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According to the Preliminary Geotechnical Evaluation, no geologic hazards, such as active or potentially active faults, suspected landslides, or areas of potential soil liquefaction, exist at or within the immediate vicinity (within 250 feet of the project site). A potentially active fault (the Mission Bay Segment of the Rose Canyon Fault) exists approximately seven miles to the west of the site.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would result in seismic-related ground failure. No impacts would result.

iv) Landslides?

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See VII. a) and VII. iii) above. According to the site-specific geotechnical report, no geologic hazards, such as active or potentially active faults, suspected landslides, or areas of potential soil liquefaction, exist at or within the immediate vicinity, and none were observed during the field evaluation. A review of topographical maps and geologic literature indicates there is no geomorphic or geologic evidence to suggest the presence of ancient deep-seated landsliding on or adjacent to the site. The Landslide Hazards Map for the La Mesa Quadrangle where the project site is located indicates the project site lies within Subarea 3-1, which is defined as containing slopes that are at or near their stability limits due to a combination of weak materials and steep slopes. Such areas typically do not currently contain landslide deposits but can be expected to fail locally when adversely modified. 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. Pursuant to project conditions of approval, the owner/permittee would be required to submit an updated geological investigation report or update letter to City staff for review and approval prior to project construction. Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would result in landslides. No impact would result.

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

☐
☐
☒
☐

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 (BMPs) requirements during construction would preclude impacts. Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would result in substantial soil erosion or the loss of topsoil. Impacts would be less than significant.

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?

☐
☐
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Please see VII. a.) Both the proposed 63rd and Montezuma project and development of the site under the most intense use that could occur with the proposed RM-3-9 zone 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.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Refer to VII. c). There is no indication that the project site is located on expansive soils. In addition, the proposed 63rd and Montezuma project or the development of the site under the most intense use that could occur with the proposed RM-3-9 zone 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site would be served by an existing public sewer system. Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would involve the use of septic tanks or alternative wastewater disposal systems. No impacts would occur.

VIII. GREENHOUSE GAS EMISSIONS – Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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 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 Consistency 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 Consistency Checklist for the project is located in Appendix C.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As presented in the project's CAP Consistency Checklist, the project is consistent with Item "B" under Step 1, which applies to projects that are not consistent with the existing land use plan and zoning designations and include a land use plan and/or zoning designation amendment and increases density within a Transit Priority Area (TPA). For consistency with Step 1, Item B, CAP Strategy 3 actions applicable to the project must also be met. The project's CAP Consistency Checklist documents how the project would implement CAP Strategy 3 actions. In summary, the project would result in an increase in the capacity for transit-supportive residential density; contribute to transit priority through decreased parking; provide amenities that support pedestrian activity and access to transit; provide bicycling opportunities consistent with the Bicycle Master Plan; and promotes the use of transit in accordance with the City's regulation regarding Zero Minimum Parking for multi-family residential development within TPAs.

Furthermore, completion of Step 2 of the CAP Consistency Checklist demonstrates 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. These project features would be assured as a condition of project approval. Step 2, Strategy 3: Bicycling, Walking, Transit, and Land Use strategies are not applicable to this project since it is a residential project.

As described in Step 3 of the CAP Consistency Checklist, the project would implement the following:

- General Plan's City of Villages strategy by locating a multi-family residential development within a TPA;
- the General Plan's Mobility Element in a TPA by reducing parking and contributing towards transit priority;
- the City of San Diego's Bicycle Master Plan by providing bicycle support facilities and locating a multi-family development adjacent to a Class II Bike Lane; and
- the Urban Forest Management Plan by providing various tree species on site, contributing to the City's 20 percent urban canopy tree coverage goal.

Because the project is located within a TPA, City Ordinance 21057 regarding zero minimum parking regulations for multi-family developments would apply. In addition, according to SDMC Table 142-05C, no parking is required. Therefore, no electric vehicle parking supply equipment is required. Similarly, Section 142.0530(e)(2)(A) states that long-term bicycle parking spaces are intended for use by employees and shall be required for non-residential development at a rate of five percent of the required automobile parking. Although no automobile parking is required, the project would provide 24 total bicycle parking spaces, in accordance with SDMC Table 142-05C and requirements for bicycle spaces for multiple dwelling unit developments in a TPA.

Unlike the proposed 63rd and Montezuma project, a ministerial project that could occur under the proposed RM-3-9 zone, should the proposed project not proceed, would not be required to complete a CAP Consistency Checklist. However, current City regulations would apply to ministerial projects that would result in reducing GHG emissions. For example, the California Green Building Standards (CALGreen) Code, also referred to as the California Building Standards Code, includes regulations that are enforced by the City of San Diego for projects whose construction permit applications are deemed complete on or after January 1, 2014. The City's Green Building Regulations are included in the Land Development Code (LDC), and address sections related to light pollution reduction for residential and non-residential buildings, water reuse systems for residential buildings, and bicycle and designated parking spaces for non-

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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residential buildings. The City also adopted the 2013 Building Energy Efficiency Standards for Residential and Nonresidential Buildings. The SDMC requires compliance with the mandatory measures under CalGreen for residential and non-residential projects. Development of the project site under the most intense use that could occur with the proposed RM-3-9 zone would comply with all mandatory measures under CalGreen, as well as all City regulations outlined in the LDC.

Based on the project's consistency with the City's CAP Consistency Checklist, the project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable. Development under the most intense use that could occur with the proposed RM-3-9 zone would require adherence to City regulations and policies directed at reducing GHG emissions. That, together with meeting the CAP's land use strategy of supporting transit by increasing density in a TPA, would ensure that future development would result in less than significant GHG impacts. Therefore, the 63rd and Montezuma project's direct and cumulative GHG emissions, either as proposed or under the most intense development scenario, would have a less than significant impact on the environment.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to VIII. a), above. No impacts would result.

IX. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The 63rd and Montezuma project would redevelop the project site as a multi-family residential building with associated amenities. The most intense development that could occur on the project site is assumed to be a mixed-use development consisting of multi-family residential units and commercial uses. 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, 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. Therefore, neither the 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
hazardous materials into the environment?				
<p>Refer to IX. a). The proposed project would redevelop the project site as a multi-family residential building with associated amenities. The most intense development that could occur on the project site is assumed to be a mixed-use development consisting of multi-family residential units and commercial uses. 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. As such, neither the project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would require the routine transport, use, or disposal of hazardous materials. Therefore, neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone has the potential to release hazardous materials into the environment. No impacts would result.</p>				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The closest primary and/or secondary schools to the project site are Harriet Tubman Village Charter School, approximately one mile to the east; and Rolando Elementary, approximately 1.5 miles to the southeast of the project site. San Diego State University (SDSU) classrooms are located approximately 0.5 mile from the project site. Thus, the project site is not within a quarter mile (0.25 mile) of an existing or proposed school. No impact would occur.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The project site has not been identified as a hazardous materials site pursuant to Government Code Section 65962.5. Therefore, neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would create a significant hazard to the public or the environment. No impacts would occur.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The basic function of ALUCPs (or Airport Land Use Compatibility Plans) is to promote compatibility between airports and the land uses.

The project site is located approximately eight miles southeast of Montgomery-Gibbs Executive Airport and is within the Airport Influence Area (AIA) Review Area 2, as shown in the Montgomery Field ALUCP maps. Since the project site is within AIA Review Area 2, the 63rd and Montezuma project was not required to submit to the San Diego County Regional Airport Authority, serving as the Airport Land Use Commission (ALUC) for a consistency determination. EAS received four FAA Determination of No Hazard letters that the project is not a hazard to air navigation. Development of the project site under the most intense use that could occur with the proposed RM-3-9 zone would also be required to obtain FAA Determination of No Hazard letter or provide a No FAA Notification Self-Certification Agreement. Therefore, neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would be expected to result in a safety hazard for people residing or working in the project area. Therefore, no significant impact would result.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project site is not located within the vicinity of a private airstrip. No impact would result.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project, as well as any development that could occur on the project site consistent with the proposed RM-3-9 zone, would occur within an urbanized portion of the community on a site that is already fully developed. No change to the existing circulation network would occur.

In addition, a *Fire Access Plan*, included as Figure 4, was prepared for the project to ensure adequate access points for emergency services. This plan shows the location of all fire hydrants in the immediate area of the project site, aerial ladder access at various points on the building, measurements for minimum hose pull length required to access certain areas on the project site, and the width of the nearest access roads and turn lanes. Like the project, development of the site under the most intense use would require preparation of a Fire Access Plan and review by the City's Fire-Rescue Department and would follow similar guidelines to ensure safe and adequate fire access.

Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would impair or physically interfere with the implementation of an adopted emergency response plan or emergency evacuation plan. No impact would result.

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| 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
where residences are intermixed with wildlands?				
<p>The project site is located within an urbanized developed area. The project site is not adjacent to any wildlands and would not interfere with any wildlands. Neither the proposed multi-family residential development nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would expose people or structures to a significant risk of loss, or injury, or death involving wildland fires. No impact would result.</p>				
X. HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>A site-specific Storm Water Quality Management Plan and Drainage Plan were prepared by Lundstrom Engineering and Surveying, Inc., August 16, 2018. The Drainage Plan and Storm Water Quality Management Plan (SWQMP) are included as Appendix D and Appendix E. The project is required to comply with all storm water quality standards during and after construction, and Best Management Practices (BMPs) (Site Design, Source Control, and Structural BMPs). Potential impacts to existing water quality standards associated with the multi-family residential development would include minimal short-term construction-related erosion/ sedimentation and no long-term operational storm water discharge. Conformance to BMPs outlined in the SWQMP and conformance with the City's Storm Water Standards would prevent or effectively minimize short-term water quality impacts. The most intense development that could occur under the proposed RM-3-9 zone would also be required to comply with the City's Storm Water Standards. Therefore, neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would violate any existing water quality standards or discharge requirements. Impacts would be less than significant.</p>				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would require the construction of wells or the use of groundwater. Furthermore, neither scenario would introduce significant new impervious surfaces that could interfere with groundwater recharge, as the site is already fully developed with predominantly impervious surfaces. Therefore, the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. No impact would result.</p>				
c) Substantially alter the existing drainage pattern of the site or area, including through the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?				

See X. a). There are no streams or rivers within the project boundary. Additionally, per the project SWQMP, the project would maintain the current flow patterns on-site. The most intense development that could occur with the proposed RM-3-9 zone would be required to adhere to City requirements regarding drainage and storm water control. Therefore, neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would substantially alter any existing drainage patterns of the site or area or result in substantial erosion on- or off-site. Impacts would be less than significant.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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As presented in the Drainage Study, there would be no increase in peak flows as a result of the project. Therefore, neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would significantly alter drainage patterns on the site. Similarly, neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would substantially increase storm water runoff from the site, nor would either scenario 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. Impacts would be less than significant.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Refer to X. a). through X. d) above. The project was reviewed by City staff that determined the project would not exceed the capacity of the existing storm sewer system. On-site low impact design (LID) BMPs and integrated management practices (IMP) would be implemented to control peak runoff from the proposed development. Similar BMPs and IMPs would be implemented for development of the site under the most intense use. Development under the most intense used allowed with the proposed RM-3-9 zone would also be required to comply with City regulations relative to stormwater runoff and control. Adherence with the standards would preclude a cumulatively considerable contribution to water quality. Neither the proposed multi-family residential development nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would exceed the capacity of the existing or planned storm water drainage system. Impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Refer to X. a) above. Both the project as proposed as well as development of the site under the most intense use that could occur with the proposed RM-3-9 zone 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. Adherence to the standards would preclude a cumulatively considerable contribution to water quality and would not substantially degrade 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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. No impacts would result.

h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Refer to X. a) above. No impacts would result.

XI. LAND USE AND PLANNING – Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project involves redevelopment of a previously developed site located in an urban neighborhood. The project would utilize existing right-of-way and roadways. Neither the 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project involves a Community Plan Amendment to change the existing land use designation, as well as a Rezone, to allow the proposed use. The project site's existing land use designation, as outlined by the College Area Community Plan, is Low/Medium Density Residential (10-15 du/ac) and would change to Residential High (45-73 du/ac) with implementation of the proposed Amendment to the College Area

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Community Plan. The project site is currently zoned RM-1-1, and the rezone would change the zone to RM-3-9. The purpose of the RM zones is to provide for multiple dwelling unit development at varying densities. The RM-3-9 zone specifically is intended to accommodate medium density multiple dwelling units with limited commercial uses and permits a maximum density of one dwelling unit for each 600 square feet of lot area.</p>				
<p>The project is located along Montezuma Road and is not within any of subareas specifically identified by the Community Plan. Mostly single-family residential developments occur immediately to the northeast, east, and south; a multi-family residential development bordering the project site to the west, and institutional uses (SDSU) located nearby to the north and northwest.</p>				
<p>A Noise Study (Birdseye Planning Group, April 2020) and Noise Study Memorandum (Birdseye Planning Group, December 2020) have been prepared for the project and for the most intense use that could occur on the site with the proposed RM-3-9 zone. The report and memorandum found that the project would be consistent with the exterior noise level standards established by the General Plan Noise Element Table NE-3: Land Use – Noise Compatibility Guidelines, which states that an interior noise standard of 45 decibels, A-weighted (dBA) and an exterior noise level of 60 dBA are compatible for multiple unit residential structures according to the Noise Compatibility Guidelines of the General Plan.</p>				
<p>The project-specific Noise Study and Memorandum concluded that neither the proposed project nor the most intense use development would exceed the City's CEQA Significance Thresholds for noise impacts. 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 and would further minimize interior noise levels. Assuming a 30-dBA reduction in noise levels between exterior and interior levels, the 45-dBA interior standard would be met. In addition to the use of construction methods and materials as an attenuation method, noise levels may also be reduced by intervening structures. Generally, a single row of buildings between the receptor and the noise source reduces the noise level by about five dBA, while a solid wall or berm reduces noise levels by five to 10 dBA.</p>				
<p>The project site is located outside of 60 dBA CNEL noise contours of Montgomery-Gibbs Executive Airport. The project site is not located in an area that is affected by significant aircraft noise. Redevelopment of the project site would be compatible with the adopted ALUCP for the Montgomery-Gibbs Executive Airport.</p>				
<p>The City of San Diego's General Plan identifies the site as Residential. The General Plan's residential category allows for various densities of residential development. The project site is currently zoned RM-1-1 (multi-family, allowing one dwelling unit per 3,000 square feet). The proposed rezone would change the existing RM-1-1 zone to RM-3-9 (multi-family, allowing one dwelling unit per 600 square feet) zone. In addition, the project's rooftop deck would support the General Plan Recreation's Element's policies encouraging rooftop recreation facilities. The project would be consistent with the General Plan with the approval of the rezone.</p>				
<p>The project, as well as development of the site as the most intense use that could occur with the proposed RM-3-9 zone, 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. Neither the project nor development of the site as the most intense use that could occur with the proposed RM-3-9 zone would displace single-family neighborhoods and would occur in an area that does not conflict with existing single-family neighborhoods. Redevelopment of the project site would align with the surrounding area. Both the project and development of the site as the most intense use that could</p>				

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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occur with the proposed RM-3-9 zone would also support the housing needs of students of SDSU. The allowed density at SDSU to the west of the site ranges from one dwelling unit per 1,500 square feet (CN-1-2 zone) to one dwelling unit per 400 square feet (RM-4-10 zone). This range of densities is also reflective of the gradual increase in allowed density of land uses west of the project site.

The project proposes a 38-unit multi-family residential building. The most intense development of the project site is assumed to be a mixed-use development consisting of 32 multi-family residential units and 12,657 square feet of commercial uses. Both scenarios would be consistent with the surrounding uses in the College Area Community and would not conflict with any other land use plans, policies, or regulations applicable to the project site. Impacts would be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to IV. f) above. No impacts would result.

XII. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is located in an urban neighborhood surrounded by existing development. There are no known mineral resources located on the project site. The site is not large enough to allow economically feasible mining operations. Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would preclude a mining operation adjacent to or surrounding the site. The site and surrounding properties do 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to XII. 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. Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would result in the loss of availability of a local important mineral resource recovery site. No impact would result.

XIII. NOISE – Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generation of, noise levels in excess of standards established | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
in the local general plan or noise ordinance, or applicable standards of other agencies?				

A Noise Study (April 2020), and Noise Memorandum (December 2020), were prepared by Birdseye Planning Group for the project. The Noise Study and Memorandum are included in Appendix F and Appendix F1.

Construction Noise

Construction of the 63rd and Montezuma project or development of the site as the most intense use that could occur with the proposed RM-3-9 zone would generate a temporary increase in noise in the project area. The main sources of noise during construction activities would include heavy machinery (such as air compressors, backhoes, tractors, concrete mixers, bulldozers, jack hammers, pavement rollers, street sweepers, man lifts, or dump trucks) used during clearing of the site as well as equipment used for demolition and construction. 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 83 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 the existing measured ambient noise levels of 65.6 dBA in the project area but would no longer occur once construction is completed. Refer also to XIII (b).

Construction activity would occur during allowable times, in compliance with Section 59.5.0404 of the SDMC. The City of San Diego limits the average sound level from construction noise to 75 decibels at any property zoned residential during the 12-hour period from 7:00 a.m. to 7:00 p.m. Noise-sensitive uses near the project site are single- and multi-family residences located to the east, west, and south of the site and along the north side of Montezuma Road. Construction of the project would comply with the City's 75 dBA Leq (12 hour) noise limit. Development of the site as the most intense use that could occur with the proposed RM-3-9 zone would also be required to comply with this noise limit. Project construction would not result in a significant noise impact. No mitigation measures are required.

Noise levels would attenuate to 85 dBA or less at 50 feet or more from the active construction area. However, the location and intensity of construction activities could vary throughout the day and would typically be limited to an eight-hour workday. Further, the size of the project site limits the number and type of equipment that can work simultaneously in proximity to the adjacent residences. Thus, over the course of a 12-hour day, it is unlikely that the 75-dBA noise standard would be exceeded. Construction activities would be conducted in accordance with the City's Noise Ordinance. Short-term noise impacts associated with construction would not change with either the proposed 63rd and Montezuma project or development of the site under the most intense use that could occur with the proposed RM-3-9 zone. No impacts would result.

Long Term Operational Noise Exposure

Exterior Traffic Noise

Traffic is the primary noise source that would be generated by the project. Existing measured noise levels are equal to or greater than the residential standard (65 dBA) at the multi-family residences located along Montezuma Road during the peak traffic hour. 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.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Traffic volumes for peak hour existing and (long-term) project operation were obtained based on trip generation rates for multi-family residences (City of San Diego Trip Generation Manual, May 2003). Morning (AM) 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 increase by three or more 65 dBA as a result of project-related traffic. The proposed 63rd and Montezuma project is estimated to generate 239 ADT; development under the most intense use that could occur with the proposed RM-3-9 zone would generate a total of 192 ADT for the residential component and 520 ADT for the commercial component. Noise levels were calculated at the project site (Site 1), Zuma Student Housing west of the site (Site 2), and residences at the southeast corner of Montezuma Road and 63rd Street (Site 3). The existing and projected noise levels with the project and the development of the site as the most intense use that could occur with the proposed RM-3-9 zone are shown in Table 3a, *Modeled Noise Levels with Proposed Project*, and Table 3b, *Modeled Noise Levels with Most Intense Use*, respectively.

Table 3a, Modeled Noise Levels with Proposed Project

Receptor	Existing Leq	Exceed Standard?	With Project Leq	dBA Change	Significant Impact
Site 1	64.9	No	65.0	+0.1	No
Site 2	65.0	No	65.1	+0.1	No
Site 3	64.9	No	65.0	+0.1	No

Table 3b, Modeled Noise Levels with Most Intense Use

Receptor	Existing Leq	Exceed Standard?	With Most Intense Use Leq	dBA Change	Significant Impact
Site 1	64.9	No	65.4	+0.5	No
Site 2	65.0	No	65.4	+0.4	No
Site 3	64.9	No	65.3	+0.4	No

Noise levels at all receivers were found to be equal to the 65 dBA standard under existing conditions. The proposed project would increase noise levels by 0.1 dBA at the three sites. The development of the site as the most intense use that could occur with the proposed RM-3-9 zone would increase noise levels by no more than 0.5 dBA. Neither operation of the project nor development of the site as the most intense use that could occur with the proposed RM-3-9 zone would cause noise levels at representative receivers along Montezuma Road to increase by three dBA or more. Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would result in significant adverse traffic noise impacts.

In all cases modeled, the existing interior levels would not noticeably change with the addition of project traffic. Project-related traffic would increase noise levels along Montezuma Road with 0.1 dBA, which is a negligible effect of noise levels.

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 as discussed below), 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

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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insertion loss drops to about 10 dBA. Assuming windows are closed, interior noise levels at residences along Montezuma Road would be approximately 35 dBA. This would be conditionally compatible with the City of San Diego General Plan Noise Element criteria for single- and multi-family uses, which states that building structures must attenuate exterior noise in occupied areas to 45 dBA CNEL or below. Similarly, the increase in noise levels resulting from development of the site under the most intense use that could occur with the proposed RM-3-9 zone would not exceed 0.5 dBA. Thus, operational noise impacts would be less than significant.

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. HVAC units would be attenuated by the roof structure, insulation, and crawl space and, thus, would not be audible at even the top floor units of the residential development. Therefore, residences in the proposed building would not be subject to significant HVAC noise. Assuming HVAC units are installed at the center of the rooftop as shown in Figure 5, *Proposed Roof Plan*, or an average of 80 feet from the closest multi-family residential receivers to the south, 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 the any point on the project's property line, based on the distance from the HVAC installation locations to the property lines along the perimeter of the project site. Development of the project site under the most intense use that could occur with the proposed RM-3-9 zone assumes that HVAC units would be placed in a similar manner as the proposed residential project, (i.e., at the center of each building rooftop). Thus, noise would be attenuated to 52 dBA at 40 feet from the source under the most intense use, resulting in HVAC noise of less than 65 dBA at the property line.

The City's Noise Ordinance and Land Development Code (LDC) regulate noise levels. The proposed project and development that could occur under the RM-3-9 zone would be required to adhere to the City's Noise Regulations.

The project would not result in significant noise levels on adjacent sensitive receptors. Anticipated noise sources associated with operation of the project site include music and residents utilizing the outdoor open space areas (such as the courtyards and roof deck). Nearby sensitive receptors are single- and multifamily residences located to the east, northeast, west and south of the site. As shown on the project plans, effective measures to minimize noise from the project have been incorporated into the project design such as building positioning and direction. For instance, courtyards are located along Montezuma Road and surrounded on three sides by the building. Any noise generated from resident use of courtyards would be facing away from the nearest sensitive receptors. In addition, the rooftop deck would be surrounded by a block wall and glass enclosure, further attenuating noise generated by residents enjoying the rooftop amenity.

The project would not generate noise levels in excess of standards established in the General Plan or the City's Noise Ordinance. Impacts would be less than significant, and mitigation would not be required.

- b) Generation of, excessive ground borne vibration or ground borne noise levels?

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Activities associated with residential use do not generate vibration. However, temporary vibration would occur during construction. While not currently planned for the project, construction activities such as pile

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>driving and blasting have the potential to generate ground vibrations near structures. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctively perceptible levels. 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.</p> <p>Ground borne vibration levels in excess of 100 VdB could damage fragile buildings and levels in excess of 95 VdB could damage extremely fragile historical buildings. No historic buildings are located within the project area.</p> <p>Construction activities that would generate significant vibration levels at or exceeding 95 VdB are not required for the project. For both the proposed 63rd and Montezuma project or development of the site under the most intense use that could occur with the proposed RM-3-9 zone, construction would occur during daytime hours, which would minimize sleep disturbance. To avoid perceptible vibration occurring at neighboring receivers, small dozers and other construction equipment would be used in proximity to the sensitive 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. Development of the site as the most intense use that could occur with the proposed RM-3-9 zone would also be required to comply with the City's Noise Ordinance. Short-term noise vibration impacts associated with construction would not be significant with either the proposed 63rd and Montezuma project or development of the site under the most intense use that could occur with the proposed RM-3-9 zone. Furthermore, development of the site under the most intense use would not generate vibration during operational use of the site. Vibration impacts would be less than significant.</p>				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Existing ambient noise levels in the project vicinity were found to be 65.6 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 63rd and Montezuma project or from development of the project site with the most intense use that could occur with the proposed RM-3-9 zone would be typical of that associated with an urban neighborhood, such as people talking or sound traveling from outdoor areas. Therefore, no substantial increase in ambient noise levels is anticipated. Impacts would be less than significant.</p>				
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Refer to XIII. a).				
e) For a project located within an airport land use plan, or, where	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Montgomery Field Airport/Gillespie Field is the nearest airport to the project site, located approximately 6.5 miles northeast of the project site. Based on the noise contour maps provided in the Montgomery Field Airport ALUCP, the project site is located outside the 60 dBA noise contours (CNEL) and is not affected by airport noise. As such, the project site is not subject to noise policies of any adopted ALUCP and would not be exposed to excessive aircraft noise or expose people residing or working in the area to excessive noise levels. Impacts would be less than significant.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is not located within vicinity of a private airstrip. No impact would result.

XIV. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project proposes the development of a 38-unit multi-family residential building. The most intense development of the project site is assumed to be a mixed-use development consisting 32 multi-family residential units and 12,657 square feet of commercial uses. Neither scenario involves the extension of roads or services, as the project is an in-fill project located within an existing urban community. The project, as well as development of the site with the most intense use under the proposed RM-3-9 zone, would not induce growth, as neither would open up a new area for development, however the project would provide infill development in an established community. The increased density proposed by the project and what could occur under the most intense use with the proposed RM-3-9 zone would be consistent with multi-family projects in the area and provide housing in proximity to SDSU. The additional housing would reduce vehicle miles travelled to commute from locations farther than the project site to SDSU. Further, any commercial uses that could occur under the RM-3-9 zone would be intended to serve building residents and people living and working in the area.

Therefore, the proposed multi-family development nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would induce substantial population growth in the area. No impact would result.

b) Displace substantial numbers of existing housing, necessitating	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the construction of replacement housing elsewhere?

There are three single-family residences that currently exist on the project site. The project proposes to redevelop the site with a 38-unit multi-family residential building. The most intense development of the project site is assumed to be a mixed-use development consisting of 32 multi-family residential units and 12,657 square feet of commercial uses. Substantial numbers of existing housing would not be displaced by either the multi-family development or development of the site under the most intense use that could occur with the proposed RM-3-9 zone, and neither would require the construction of replacement housing elsewhere. Impacts would be less than significant.

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

☐☐☒☐

There are three currently occupied single-family residences that exist on the project site. The project proposes to redevelop the site with a 38-unit multi-family residential building. The most intense development of the project site is assumed to be a mixed-use development consisting of 32 multi-family residential units and 12,657 square feet of commercial uses. Substantial numbers of people would not be displaced by either the project or development of the site under the most intense use that could occur with the proposed RM-3-9 zone, and neither would require the construction of replacement housing elsewhere. Impacts would be less than significant.

XV. 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 ratios, response times or other performance objectives for any of the public services:

- i) Fire Protection

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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; La Mesa Fire Department Station 11 is located approximately three miles east of the project site; and Station 31 is located about two miles north of the project site. Neither the proposed multi-family development nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would 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.

- ii) Police Protection

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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. Neither the proposed multi-family development nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would 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 police protection would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project involves the development of a 38-unit multi-family residential building. The most intense development of the project site is assumed to be a mixed-use development consisting of 32 multi-family residential units and 12,657 square feet of commercial uses. Residents could have school-aged children that could attend San Diego Unified School District (SDUSD) schools. For both the 63rd and Montezuma project and development of the site under the most intense use that could occur with the proposed RM-3-9 zone, the increase in enrollment would not be substantial, and SDUSD has capacity to serve the project. Schools that serve the project site include Clay Elementary School, Hardy Elementary School, Mann Middle School, and Crawford High School.

As such, redevelopment of the project site under the proposed 63rd and Montezuma project and development of the site under the most intense use that could occur with the proposed RM-3-9 zone, as there are existing educational facilities in the community for school aged children, would not generate or require the construction of new or altered educational facilities. Impacts would be less than significant.

v) Parks	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project involves the development of a 38-unit multi-family residential building. The most intense development of the project site is assumed to be a mixed-use development consisting of 32 multi-family residential units and 12,657 square feet of commercial uses. As presented in the College Area Community Plan, there is a single, one-acre park, Montezuma Park, located within the boundaries of the community. Montezuma Park is located approximately 0.5-mile southeast of the project site.

Both the project as well as development of the site under the most intense use that could occur with the proposed RM-3-9 zone would increase the use of existing parks, as the project would generate new population. Pursuant to project conditions of approval, prior to the issuance of the first residential building permit, the Owner/Permittee shall pay a park in-lieu fee, of \$147,961.00 to be deposited into the Developer Contributions – CIP Fund, Fund No. 200636, for park and recreation facilities in the College Area community. The park portion of the current per-unit DIF to be paid at the time of building permit issuance, provides for public facilities required to support the proposed population. Impacts would be less than significant.

vi) Other public facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is located in an urbanized area where City services are already provided. The proposed multi-family development nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone 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.

XVI. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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deterioration of the facility
would occur or be accelerated?

Both the multi-family development as well as development of the site under the most intense use that could occur with the proposed RM-3-9 zone could increase the use of existing parks or recreational facilities, as the project would generate new population. However, the increase in use would not result in substantial physical deterioration of existing community recreational facilities or the need for construction of new facilities. In addition, pursuant to project conditions of approval, prior to the issuance of the first residential building permit, the Owner/Permittee shall pay a park in-lieu fee, of \$147,961 to be deposited into the Developer Contributions – CIP Fund, Fund No. 200636, for park and recreation facilities in the College Area community. The park portion of the current per-unit DIF to be paid at the time of building permit issuance, provides for public facilities required to support the proposed population. Impacts would be less than significant.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project involves the development of a 38-unit multi-family residential building. On-site recreational amenities include courtyards and a rooftop deck and a patio. The impacts of constructing those facilities are included with the overall construction of the project. The most intense development of the project site is assumed to be a mixed-use development consisting of 32 multi-family residential units and 12,657 square feet of commercial uses. On-site recreational facilities could occur as part of the most intense use and would be in accordance with requirements of the RM-3-9 zone. Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would require the construction or expansion of recreational facilities. No impacts would result.

XVII. 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 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Neither the project nor development of the site that could occur under the most intense use with the proposed RM-3-9 zone would result in conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The City's CEQA Significance Determination Thresholds establish vehicle miles traveled (VMT) as the metric to measure transportation environmental impacts in conformance with Senate Bill 743 (SB 743). The City's Transportation Study

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Manual (TSM) provides the following screening criteria to determine if a project requires preparation of a detailed transportation VMT analysis. A project that meets at least one of the following screening criteria is presumed to have a less than significant VMT impacts due to the project's characteristics and/or location:

1. **Residential or Commercial Project Located in a VMT Efficient Area** (defined as 15% or more below the base year average household VMT/capita or VMT/employee based on the applicable location-based screening map produced by SANDAG).
2. **Industrial Project Located in a VMT Efficient Area.**
3. **Small Project** (defined as generating less than 300 daily unadjusted driveway trips using the City of San Diego trip generation rates/procedures).
4. **Locally Serving Retail/Recreational Project** (defined as having 100,000 square feet gross floor area or less and demonstrates through a market area study that the market capture area for the project is approximately three miles or less and serves a population of roughly 25,000 people or less).
5. **Locally Serving Public Facility** (defined as a public facility that serves the surrounding community or a public facility that is a passive use).
6. **Affordable Housing** (defined as having access to transit and wholly or has a portion that meets one of the following criteria: is affordable to persons with a household income equal to or less than 50% of the area median income (as defined by California Health and Safety Code Section 50093), housing for senior citizens as defined in Section 143.0720(e), housing for transitional foster youth, disabled veterans, or homeless persons as defined in 143.0720(f)).
7. **Mixed Use Project Screening Considerations:** The project's individual land uses should be compared to the screening criteria above. For purposes of applying the small project screening criteria, the applicant would only include the trip generation for portions of the project that are not screened out based on other screening criteria.
8. **Redevelopment Project Screening Considerations:** The project is a redevelopment project that demonstrates that the proposed project's total project VMT is less than the existing land use's total VMT.

The 63rd and Montezuma project would meet at least two of the screening criteria. The project is located in a **VMT efficient area**. According the SANDAG San Diego Region SB 743 VMT Maps (Series 14, 2016), the project site is located in an area that is 80.9 percent of the regional VMT/capita the regional mean. The project would be expected to generate approximately 228 daily trips and, therefore, meets the criterion for a **small project**. Because the project would meet at least one of the screening criteria, the project is presumed to result in a less than significant VMT impact.

If the project site were to redevelop based on the most intensive use allowed in the proposed RM-3-9 zone, the retail portion of that development would meet one of the screening criteria by providing **locally serving retail** uses. The local-serving uses could include food beverage, and groceries, convenience sales, and personal services that would serve the SDSU student population and near-by single family neighborhoods; eating and drinking establishments are not permitted in the RM-3-9 zone. The residential portion of the most intensive use development scenario would result in fewer residential units than the proposed 63rd and Montezuma project. Thus, the most intense use project would also result in a less than significant VMT impact. Because both the project and the most intense development would result in less than significant VMT impacts, neither the project nor development of the site that could occur under the most intense use with the proposed RM-3-9 zone would result in significant impacts with regards to intersections, streets, highways, and freeways.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Regarding pedestrian and bicycle access, contiguous sidewalks and Class II bike lanes currently exist on both sides of Montezuma Road in the project area. The project would construct a non-contiguous sidewalk along the majority of the Montezuma Road frontage. MTS Bus Route 14 provides service along Montezuma Road at a weekday frequency of one stop per hour. A bus stop is located at the project site, just west of 63rd Street; the bus stop would be retained with project development and upgraded with a bus shelter, landscaping, and additional signage identifying transit routes and general transit information.</p> <p>Neither the project nor development of the site as the most intense use that could occur with the proposed RM-3-9 zone would conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Impacts would be less than significant.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Refer to response XVII. a). Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would adversely affect any mode of transportation in the area. Therefore, neither the project nor development of the site under the most intense use would conflict with any applicable congestion management program, level of service standards, or travel demand measures. Impacts are considered less than significant.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Implementation of either the proposed 63rd and Montezuma project or development of the site under the most intense use that could occur with the proposed RM-3-9 zone would not result in a change in air traffic patterns, as the project would not be constructed at a height that would impair air travel. The project site is outside all safety zones of nearby airports. The FAA reviewed the project and determined the project would not be a hazard to Air Navigation. Therefore, no significant impact would result. Development of the project site that could occur with the proposed RM-3-9 zone would be required to obtain a FAA Determination of No Hazard letter or provide a No FAA Notification Self-Certification Agreement. Neither the 63rd and Montezuma project nor development of the site as the most intense use that could occur with the proposed RM-3-9 zone would result in a substantial safety risk. Impacts would be less than significant.</p>				
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Access points, such as driveways and building entryways, to the project site have been designed consistent with the City's engineering standards, and would not create a hazard for motorcycles, bicycles, or pedestrians entering or exiting the site. Visibility triangles are portions of both public and private property at any corner bounded by the curb line or edge of a roadway of the intersecting streets, and a line joining points on a curb or edge of the roadway 15 feet from the point of intersection of the extended curb lines or roadway edges. The building envelope has been designed to accommodate appropriate visibility triangles at the northwest and southwest corners of the project site and would not create a hazardous condition at these points. Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would include any design features or incompatible uses that could create a hazard to the public. No significant impacts would result.

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| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Project design is subject to City review and approval for consistency with all design requirements for emergency access. A Fire Access Plan was prepared for the project to ensure adequate access points for emergency services. This plan shows the location of all fire hydrants in the immediate area of the project site, aerial ladder access at various points on the building, measurements for minimum hose pull length required to access certain areas on the project site, and the width of the nearest access roads and turn lanes. Similar to the multi-family residential project, development of the site under the most intense use would require review by the City's Fire-Rescue Department and would follow similar guidelines to ensure safe and adequate fire access. Both the proposed 63rd and Montezuma project and development of the site under the most intense use that could occur with the proposed RM-3-9 zone were reviewed and approved by the City's Fire Plan staff. No impacts would result.

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| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Regarding public transit, MTS Bus Route 14 provides service along Montezuma Road, with a bus stop located at the project site, just west of 63rd Street; the bus stop would be retained with project development as the project would add a bus shelter, landscaping, and additional signage identifying transit routes and general transit information to the existing bus stop. The nearest trolley station is the SDSU Transit Center, located approximately 0.4-mile to the northwest of the project site.

Regarding bicycle facilities, Class II bike lanes currently exist on both sides of Montezuma Road in the project area. In accordance with City regulations, the project would provide 24 bicycle parking spaces on-site to facilitate and encourage bicycle use as a mode of transportation. Development of the site as the most intense use that could occur with the proposed RM-3-9 zone would also be required to provide bicycle facilities in accordance with City regulations.

Regarding pedestrian access, contiguous sidewalks currently exist on both sides of Montezuma Road in the project area. The project would construct a non-contiguous sidewalk along the majority of the Montezuma Road frontage. Additionally, the project includes accessible travel routes on-site and that connect to Montezuma Road, thereby enhancing pedestrian connectivity. Development of the site under the most intense use that could occur with the proposed RM-3-9 zone would be required to adhere to City

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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regulations regarding pedestrian accessibility and frontage improvements to enhance the pedestrian experience.

As such, the 63rd and Montezuma project, as well as development of the site as the most intense use that could occur with the proposed RM-3-9 zone, would support active transportation and the active transportation network and would not conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. No impact would result.

XVIII. 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:

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| 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to V(a). Neither the multi-family residential development nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would 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.

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| 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. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Assembly Bill 52 (AB 52) requires as part of CEQA, evaluation of tribal cultural resources, notification of tribes, and opportunity for tribes to request a consultation regarding impacts to tribal cultural resources when a project is determined to require a Negative Declaration, Mitigated Negative Declaration or Environmental Impact Report under CEQA. In compliance with AB-52, the City notified all tribes that have previously requested such notification for projects within the City of San Diego.

In accordance with the requirements of Assembly Bill (AB) 52, the City of San Diego initiated AB 52 Notification on May 7, 2020, to Lipay Nation of Santa Ysabel, and Jamul Indian Village, and on January 5, 2021, AB 52 Notification was sent to San Pasqual Band of Mission Indians via email correspondence. EAS received email correspondence by Tribal Representatives that they had no further concerns for potential

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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impacts to Tribal Cultural Resources, and consultation was closed on this project. No impacts would occur to Tribal Cultural Resources.

XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Adequate municipal sewer services are available to serve the project. Wastewater would not be treated on-site. Neither the proposed multi-family development nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would exceed wastewater treatment requirements. Impacts would be less than significant.

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| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Refer to XIX.a., above.

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| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Refer to X. e) above. According to the site-specific Drainage Study, neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would exceed the capacity of the City's existing storm water drainage system and would not require the expansion of the system. The existing public storm drain outfalls to Alvarado Creek, which then joins with the San Diego River and Pacific Ocean. Development of the project would result in runoff outfalls to Montezuma Road, and would travel 500 feet west along street gutter into an existing public curb inlet and storm drain. No adverse impacts would occur downstream to public drainage facilities, and there would be no increase in runoff from the proposed grading plan for the project. Impacts would be less than significant.

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| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

According to the CEQA Significance Determination Thresholds, a Water Supply Assessment (WSA) was not required for the 63rd and Montezuma project. Development of the project site with the most intense use that could occur with the proposed RM-3-9 zone would not result in the construction of 500 or more residential units or development in excess of 500,000 square feet of commercial retail space and,

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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therefore, would also not require preparation of a WSA. Adequate water entitlements and resources are available to serve the residential project, as well as development of the site as the most intense use that could occur with the proposed RM-3-9 zone. Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would 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 capacity to serve the project's projected demand in addition to the provider's existing commitments?

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Refer to XIX. a) above. The project, as well as development of the project site with the most intense use that could occur with the proposed RM-3-9 zone, were reviewed by Public Utilities staff, who determined that adequate services are available to serve the site. 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?

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The City of San Diego has established a threshold stating that projects that include the construction, demolition, and/or renovation of 40,000 square-foot 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 multi-family development exceeds this threshold and prepared a Waste Management Plan (WMP) to identify measures that would be implemented to reduce potential solid waste impacts such that significant impacts are avoided. A Waste Management Plan was prepared by KLR Planning (July 2020), and is included in Appendix G. The WMP identified measures (such as including landscaping to reduce yard waste, utilizing sustainable design features and complying with the voluntary measures in the California Green Building Standards Code relative to cool/green roofs, or targeting 20 percent of solid waste to be recycled) that would be implemented to reduce potential solid waste impacts such that significant impacts are avoided.

Debris and waste generated by demolition and construction for the proposed 63rd and Montezuma project, as well as with the development of the site as the most intense use that could occur with the proposed RM-3-9 zone, would be managed under the City's Construction and Demolition (C&D) Debris Diversion Deposit Program. 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. Both the proposed 63rd and Montezuma project and development of the site under the most intense use that could occur with the proposed RM-3-9 zone would be required to adhere to the City's waste generation reduction requirements. All solid waste from the project site would be transported through contract with a private hauler 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.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulation related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Refer to XIX. 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 $\text{GENERATED} = \text{DISPOSED} + \text{DIVERTED}$. “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 statutes 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 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 multi-family 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.

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

Demolition, grading, and construction for the project would occur over a period of 14 months. The demolition phase would generate approximately 2,757.18 tons of waste. Approximately 2,644.19 tons, or approximately 96 percent, of waste generated by demolition would be recycled. Implementation of the multi-family development, the project proposes 50 cy of cut and 50 cy of fill. As concluded in the Waste Management Plan, the project proposes to divert approximately 156 tons, or 88 percent, of the construction waste generated by the project. Additionally, the project would implement a target of 20 percent recyclable material.

During occupancy, the expected generated waste per year from the project when fully occupied would be approximately 45.6 tons. On-site recycling services shall be provided to all tenants and residents within the project. Landscape maintenance would include the collection of green waste and recycling of green waste at recycling centers that accept green waste. This would help further reduce the waste generated by developments within the project during occupancy.

Unlike the proposed 63rd and Montezuma project, a ministerial project would not be required to complete a WMP. However, development of the project site under the most intense use that could occur under the proposed RM-3-9 zone would also be required to adhere to City regulations and programs relative to construction and demolition, diversion, recycling, and reuse. These ordinances and programs are directed at minimizing solid waste from individual projects such that significant impacts would not occur. As such, both the proposed 63rd and Montezuma project and development of the site under the most intense use allowed under the proposed RM-3-9 zone would comply with Federal, State, and local statutes relative to solid waste. Impacts would be less than significant.

XX. WILDFIRE – Would the project:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan? ☐ ☐ ☒ ☐

The 2017 San Diego County Multi-Jurisdictional Hazard Mitigation Plan (SDHMP) is the San Diego region's plan toward greater disaster resilience in accordance with section 322 of the Disaster Mitigation Act of 2000. The project would not conflict with the goals, objectives, and actions of the SDHMP. The project site is in a previously developed area, with existing public service infrastructure serving the site. In addition, the project was reviewed by the City Fire Department, and the project meets fire access requirements. No negative impact to ingress and egress on adjacent streets would result. Therefore, neither the proposed 63rd and Montezuma project nor development of the site under the most intense use allowed under the

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
proposed RM-3-9 zone would substantially impair an adopted emergency response or evacuation plan. Impacts would be less than significant.				
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project is located in a Very High Fire Severity Zone. However, the project site is in a developed urban neighborhood surrounded by existing development and would not be subject to brush management regulations. In addition, the multi-family development project and its Fire Access Plan have been reviewed and accepted by the City staff. Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use allowed under the proposed RM-3-9 zone would expose project occupants, to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. Therefore, impacts would be less than significant.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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See XX a) and b). The site is in an urban residential neighborhood with existing infrastructure that would serve the project after construction. No new construction of roads, fuel breaks, emergency water sources, power lines, or other utilities would be required that would exacerbate fire risk. Therefore, impacts would be less than significant.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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See XX a). The project site is relatively flat and slopes to the north at a three percent grade. Most of the project area is within developed land with limited amount of vegetated land cover. Landscaped areas are non-native and consist of permanently irrigated vegetation. The proposed facilities intended to manage runoff from the site include appropriate grading of pads to direct runoff away from structures on the site, as well as a private storm drain system. The project would not expose people or structures to significant risk from flooding or landslide as a result of runoff, post-fire instability, or drainage changes. Impacts would be less than significant.

XXI. 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				

Both the 63rd and Montezuma project and development of the site as the most intense use that could occur with the proposed RM-3-9 zone would redevelop a previously developed site. The project site does not contain biological or historical resources, and redevelopment 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. Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would have the potential to result in significant impacts to paleontological or historical resources. Impacts would be less than significant.

- 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 future projects)?

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Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone has the potential to result in cumulatively considerable environmental effects. Neither the proposed 63rd and Montezuma project nor development of the site as the most intense use that could occur with the proposed RM-3-9 zone would have any impacts on biological or cultural resources. The project, as well as the most intense use, would be consistent with the SIP, AQMP, and RAQS, and would not contribute air emissions that have the potential to degrade local air quality. Neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would have the potential to result in noise impacts. Therefore, neither the proposed 63rd and Montezuma project nor development of the site under the most intense use that could occur with the proposed RM-3-9 zone would have any impacts, even taking past, current, and future projects into consideration. Impacts would be less than significant.

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

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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Construction and operation of the either the project as proposed or development of the site under the most intense use that could occur with the proposed RM-3-9 zone would not cause environmental effects that would significantly directly or indirectly impact human beings. Impacts would be less than significant.				

INITIAL STUDY CHECKLIST REFERENCES

I. Aesthetics / Neighborhood Character

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

II. Agricultural Resources & Forest Resources

- ☐ City of San Diego General Plan
- ☒ 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
- ☒ Regional Air Quality Strategies (RAQS) - APCD
- ☒ Site Specific Report: Air Emission Memorandum for the 63rd and Montezuma Student Housing Project, prepared by: Birdseye Planning Group, January 5, 2021.

IV. Biology

- ☒ City of San Diego, Multiple Species Conservation Program (MSCP), Subarea Plan, 1997
- ☒ City of San Diego, MSCP, "Vegetation Communities with Sensitive Species and Vernal Pools" Maps, 1996
- ☒ 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)

- ☒ City of San Diego Historical Resources Guidelines
- ☐ City of San Diego Archaeology Library
- ☐ Historical Resources Board List
- ☐ Community Historical Survey:
- ☒ Site Specific Report: Historical Resource Research Report for the 6253-6275 Montezuma Road Buildings, prepared by: Brian F. Smith and Associates, Inc., November 13, 2018.

VI. Energy

- ☒ City of San Diego Climate Action Plan (CAP), (City of San Diego 2020)
- ☒ City of San Diego Climate Action Plan Consistency Checklist, September 9, 2020

VI. Geology/Soils

- ☒ City of San Diego Seismic Safety Study

- ☒ U.S. Department of Agriculture Soil Survey - San Diego Area, California, Part I and II, December 1973 and Part III, 1975
- ☒ Site Specific Report: Preliminary Geotechnical Evaluation for a Proposed Multi-Unit Apartment Building to Replace the Existing Structures Located at 6253-6265-6275 Montezuma Road, prepared by: Accutech Engineering, August 30, 2017.
- ☒ Site Specific Memorandum: Reply to Plan Check Cycle 6, LDR Geology dated 7/29/2019 Re: Preliminary Geotechnical Evaluation for a Proposed Multi-Unit Apartment Building to Replace the Existing Structures Located at 6253-6265-6275 Montezuma Road, prepared by: Accutech Engineering, January 8, 2020.
- ☒ Geology of the San Diego 30 X 60 minute Quadrangle, San Diego, California., California Geologic Survey Regional Geologic Map Series, 1:100,000 Scale; Map, No. 3, Sheet 1. Kennedy, M. P., and Tan, S.S., 2008,

VII. Greenhouse Gas Emissions

- ☒ Site Specific Report: Climate Action Plan Consistency Checklist, September 9, 2020

VIII. Hazards and Hazardous Materials

- ☒ San Diego County Hazardous Materials Environmental Assessment Listing, Geotracker
- ☒ Airport Land Use Compatibility Plan
- ☐ Site Specific Report:

IX. Hydrology/Water Quality

- ☐ Flood Insurance Rate Map (FIRM)
- ☒ 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
- ☒ Site Specific Report: Drainage Study for 63rd & Montezuma, prepared by Lundstrom Engineering and Surveying, Inc., October 16, 2018.
- ☒ Site Specific Report: Storm Water Quality Management Plan (SWQMP) 63rd & Montezuma, prepared by Lundstrom Engineering and Surveying, Inc., July 27, 2020.

X. Land Use and Planning

- ☒ City of San Diego General Plan
- ☒ Community Plan
- ☒ Gillespie Field Airport Land Use Compatibility Plan
- ☒ Montgomery Field Airport Land Use Compatibility Plan
- ☒ City of San Diego Zoning Maps
- ☐ Other Plans:

XI. Mineral Resources

- ☒ California Department of Conservation - Division of Mines and Geology, Mineral Land Classification
- ☒ Division of Mines and Geology, Special Report 153 - Significant Resources Maps
- ☐ Site Specific Report:

XII. Noise

- ☒ 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:
63rd and Montezuma Student Housing Project Noise Study, prepared by Birdseye Planning Group, April 2020
- X Site Specific Report:
Noise Memorandum for the 63rd and Montezuma Student Housing Project, San Diego, California, prepared by Birdseye Planning Group, December 31, 2020

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 City of San Diego Transportation Study Manual, September 29, 2020.
- X College Area Community Plan, 1989.

- ___ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG
- ___ San Diego Region Weekday Traffic Volumes, SANDAG

XVIII. Utilities

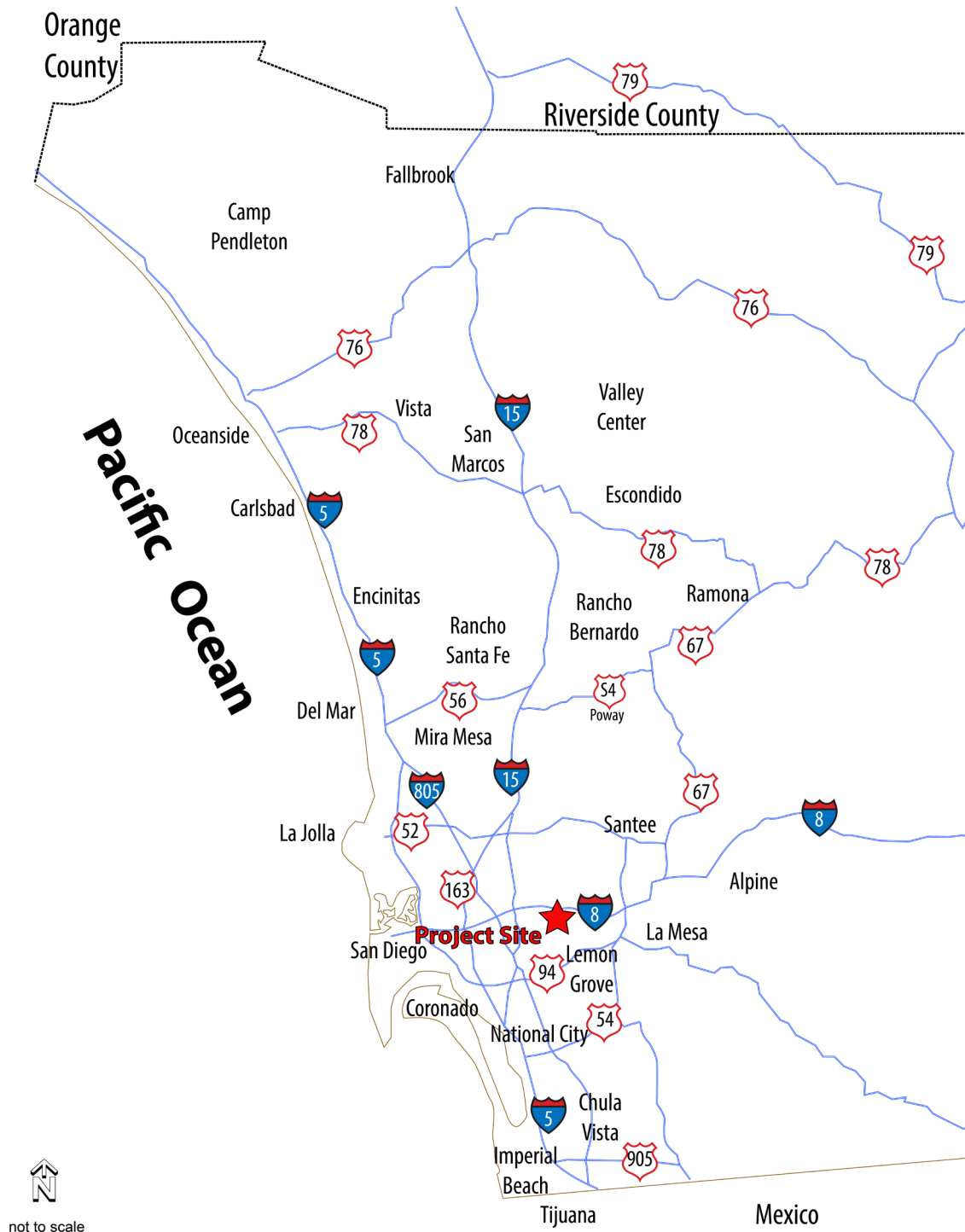
- X Site Specific Report: Waste Management Plan for 63rd and Montezuma Project, prepared by KLR Planning, July 2020.

XIX. Water Conservation

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

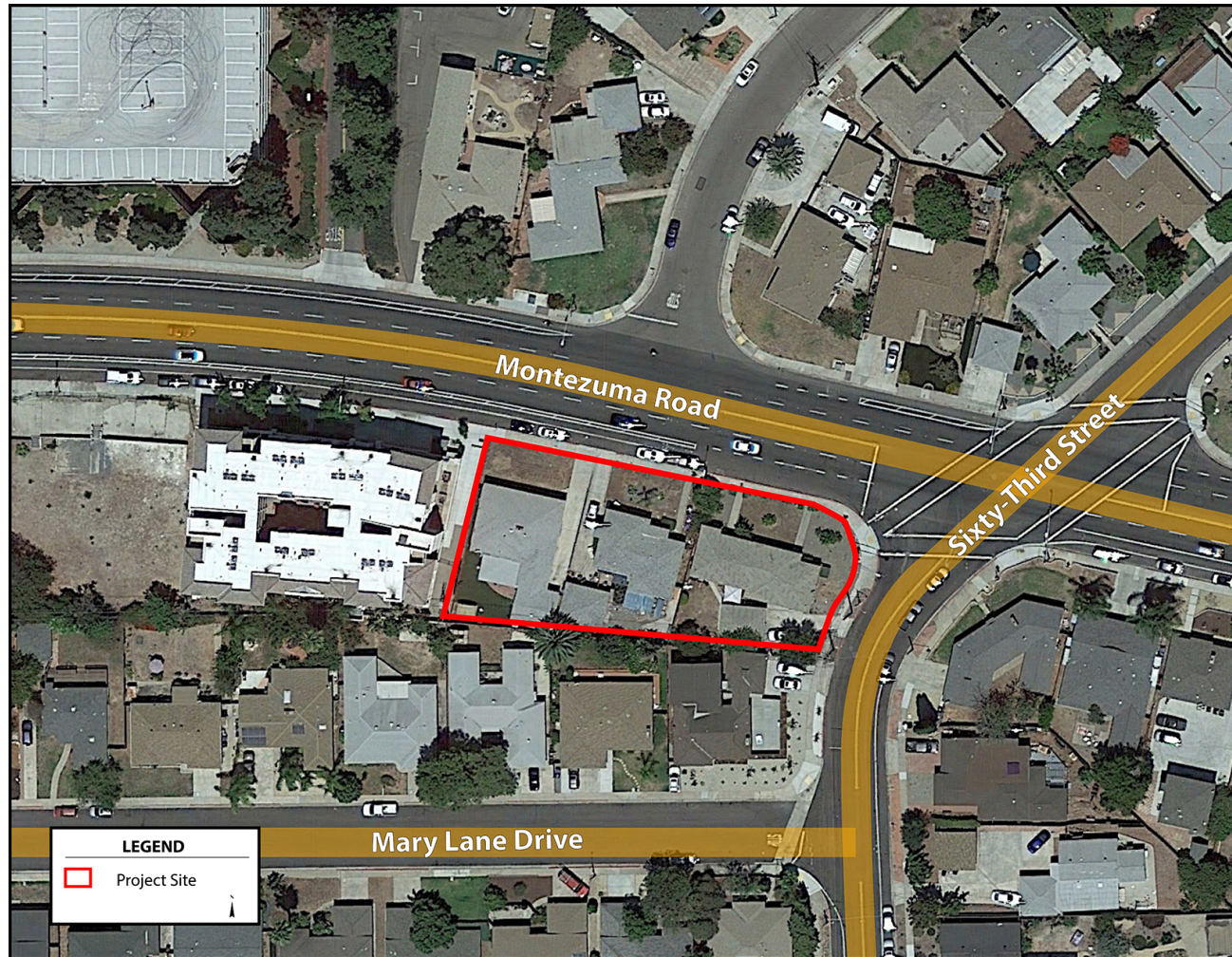
XXII. Wildfire

- X City of San Diego General Plan
- X Community Plan: College Area
- X Very High Fire Severity Zone Map, City of San Diego
- X City of San Diego Brush Management Regulations, Landscape Regulations (SDMC 142.0412)



Vicinity Map
63rd and Montezuma PDP/RZ/CPA/ Project No.
623199
City of San Diego – Development Services
Department

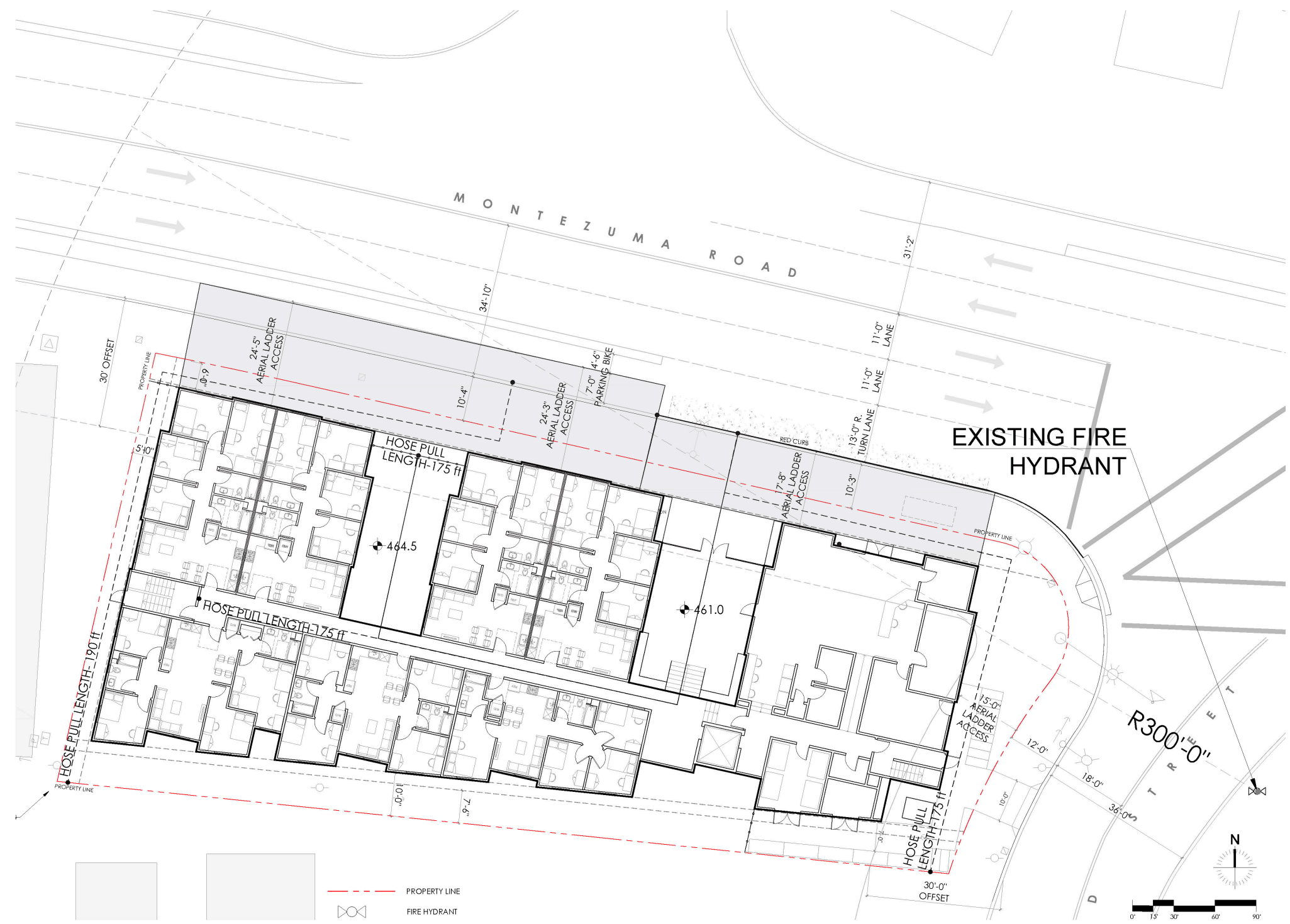
FIGURE
No. 1



Project Location Map
63rd and Montezuma PDP/RZ/CPA/ Project No.
623199
City of San Diego – Development Services
Department

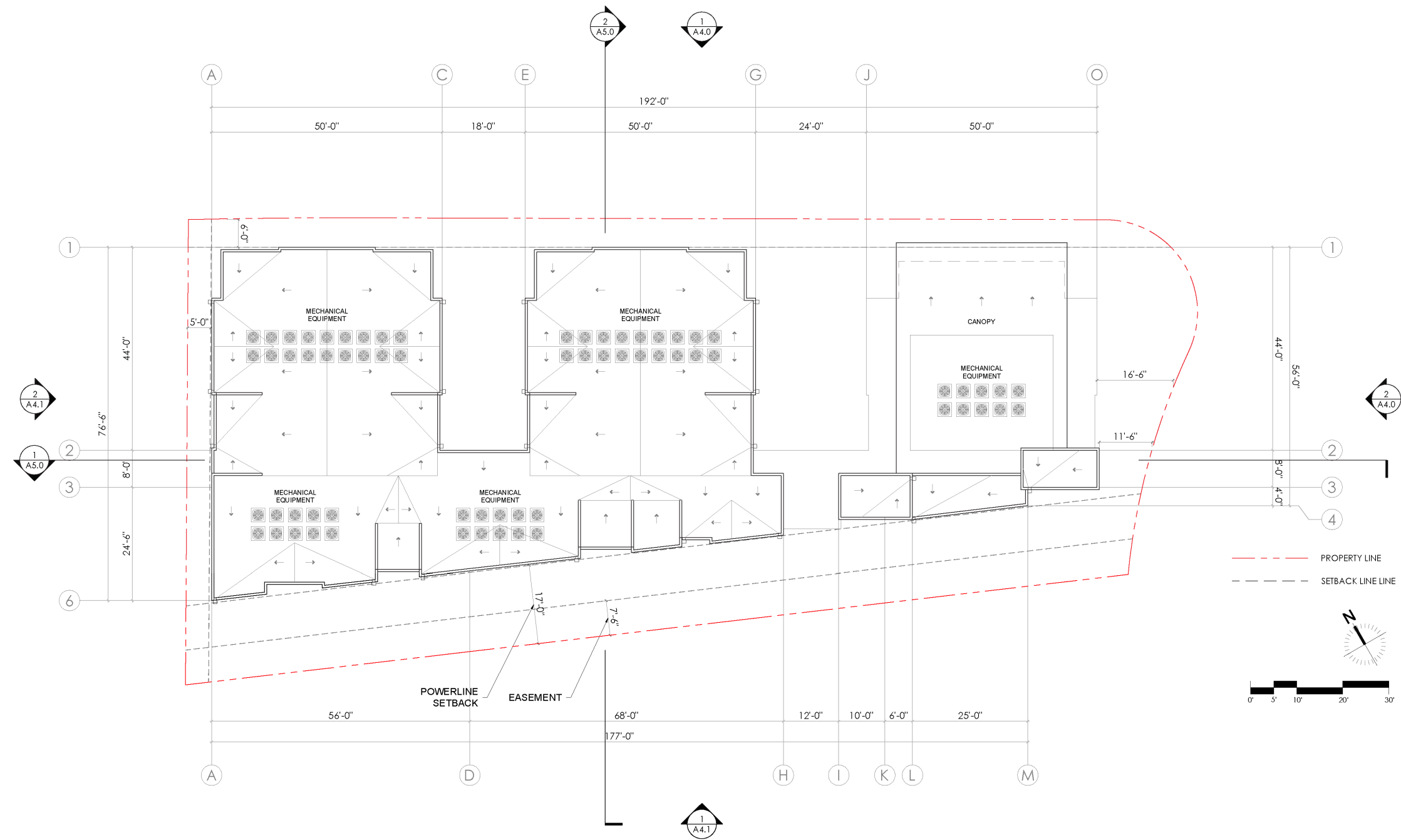
FIGURE
No. 2





Fire Access Plan
63rd and Montezuma / Project No. 623199
City of San Diego – Development Services Department

FIGURE
No. 4



Proposed Roof Plan
63rd and Montezuma / Project No. 623199
City of San Diego – Development Services Department

FIGURE
No. 5



① NORTH ELEVATION



② EAST ELEVATION



Building Elevations - North and East
63rd and Montezuma / Project No. 623199
City of San Diego - Development Services Department

FIGURE
No. 6



① SOUTH ELEVATION



② WEST ELEVATION



Building Elevations – South and West
63rd and Montezuma / Project No. 623199
City of San Diego – Development Services Department

FIGURE
No. 7

Rezone Ordinance

(O-INSERT~)

ORDINANCE NUMBER O-_____ (NEW SERIES)

ADOPTED ON XXXXXXXX

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SAN DIEGO
CHANGING 0.43- ACRES LOCATED at 6253, 6263, and 6273
MONTEZUMA ROAD, WITHIN THE COLLEGE COMMUNITY PLAN AREA,
IN THE CITY OF SAN DIEGO, CALIFORNIA, FROM THE RM 1-1 ZONE
INTO THE RM 1-3 ZONE, AS DEFINED BY SAN DIEGO MUNICIPAL
CODE SECTION 131.0406; AND REPEALING ORDINANCE NO. O-18451
N.S.; ADOPTED 1-1-2000, OF THE ORDINANCES OF THE CITY OF SAN
DIEGO INsofar AS THE SAME CONFLICT HERewith.

WHEREAS, Pacific Residential LLC, a California Limited Liability Company Owner/Permittee, filed an applied to rezone a 0.43-acre site located at 6253, 6263, and 6273 Montezuma Road, as legally described below, within the College Area Community Plan area. The project site is currently zoned RM-1-1 (multi-family, allowing one dwelling unit per 3,000 square feet) and would be rezoned to RM-3-9 (multi-family, allowing one dwelling unit per 600 square feet) zone (or 73 dwelling units per acre) to allow the project to demolish three detached residential single dwelling units and construct a five-story building with 38 dwelling units; and

WHEREAS, the project is legally described as Portions of Lots 192,193 & 194 of Collwood Park Unit 2, City of San Diego, County of San Diego, Map No 2495, Recorded, August 12, 1948; in the College Area Community Plan area, in the RM 1-1 Zone which is proposed to be rezoned to the RM 3-9 Zone; and

WHEREAS, the matter was set for public hearing on _____, testimony having been heard, evidence having been submitted, and the City Council having fully considered the matter and being fully advised concerning the same; NOW, THEREFORE,

WHEREAS, under Charter section 280(a)(2) this ordinance is not subject to veto by the Mayor because this matter requires the City Council to act as a quasi-judicial body and where a public hearing was required by law implicating due process rights of individuals affected by the decision and where the Council was required by law to consider evidence at the hearing and to make legal findings based on evidence presented; NOW, THEREFORE,

BE IT ORDAINED, by the Council of the City of San Diego, as follows:

Section 1. That 0.43- acres located at 6253, 6263, and 6273 Montezuma Road and legally described as Portions of Lots 192,193 & 194 of Collwood Park Unit 2, City of San Diego, County of San Diego, Map No 2495, Recorded, August 12, 1948; in the College Area Community Plan area, in the RM 1-1 Zone which proposed to be rezoned to the RM 1-3 Zone (previously referred to as the RM 1-1 Zone) in the College Area Community Plan area, in the City of San Diego, California, as shown on Zone Map Drawing No. XXXX filed in the office of the City Clerk as Document No. OO- _____, are rezoned from the RM 1-1 Zone into RM 1-3 Zone, as the described and defined by San Diego Municipal Code Chapter 13 Article 1 Division 131.0406. This action amends the Official Zoning Map adopted by Resolution R-301263 on February 28, 2006.

Section 2. That Ordinance No. O-18451 N.S.; Adopted 1-1-2000 of the ordinances of the City of San Diego is repealed insofar as the same conflict with the rezoned uses of the land.

Section 3. That a full reading of this ordinance is dispensed with prior to its final passage, a written or printed copy having been available to the City Council and the public a day prior to its final passage.

Section 4. That prior to becoming effective, this Ordinance shall be submitted to the San Diego County Regional Airport Authority (SDCRAA) for a consistency determination.

Section 5. That if the SDCRAA finds this Ordinance consistent with the Airport Land Use Compatibility Plan (ALUCP) for Montgomery Field Airport (MFA), this Ordinance shall take effect and be in force on the thirtieth day from and after the finding of consistency, or on the thirtieth day from and after its final passage, or the date that R-xxx, adopting amendments to the General Plan and the College Area Community Plan becomes effective, whichever is later.

Section 6. That if the SDCRAA determines that this Ordinance is inconsistent or conditionally consistent, subject to proposed modifications, with the ALUCP for MFA, the Ordinance shall be submitted to the City Council for reconsideration.

Section 7. That if the SDCRAA determines that this Ordinance is conditionally consistent with the ALUCP for MFA, but that consistency is subject to proposed modifications, the City Council may amend this Ordinance to accept the proposed modifications, and this Ordinance as amended shall take effect and be in force on the thirtieth day from and after its final passage, or the date that Rxxx, adopting amendments to the General Plan and the College Area Community Plan becomes effective, whichever is later.

Section 8. That a proposed decision by the City Council to overrule a determination of inconsistency or to reject the proposed modifications for a finding of conditional consistency shall include the findings required pursuant to California Public Utilities Code section 21670 and require a two-thirds vote. The proposed decision and findings shall be forwarded to the SDCRAA, the California Department of Transportation, Division of Aeronautics, and the airport operators for the Airport. The City Council shall hold a second hearing not less than 45 days from the date the proposed decision and findings were provided, at which hearing any comments

submitted by the public agencies shall be considered and a final decision to overrule a determination of inconsistency shall require a two-thirds vote.

Section 9. That if the City Council makes a final decision to overrule a determination of inconsistency, this Ordinance shall take effect and be in force on the thirtieth day from and after that final decision, or the date that R-2021-491, adopting amendments to the Rancho Peñasquitos Community Plan becomes effective, whichever is later.

Section 10. No building permits for development inconsistent with the provisions of this Ordinance shall be issued unless complete applications for such permits are submitted to the City prior to the date on which the applicable provisions of this Ordinance become effective, which date is determined in accordance with Sections 4-9, above.

APPROVED: MARA ELLIOTT, CITY ATTORNEY

By _____

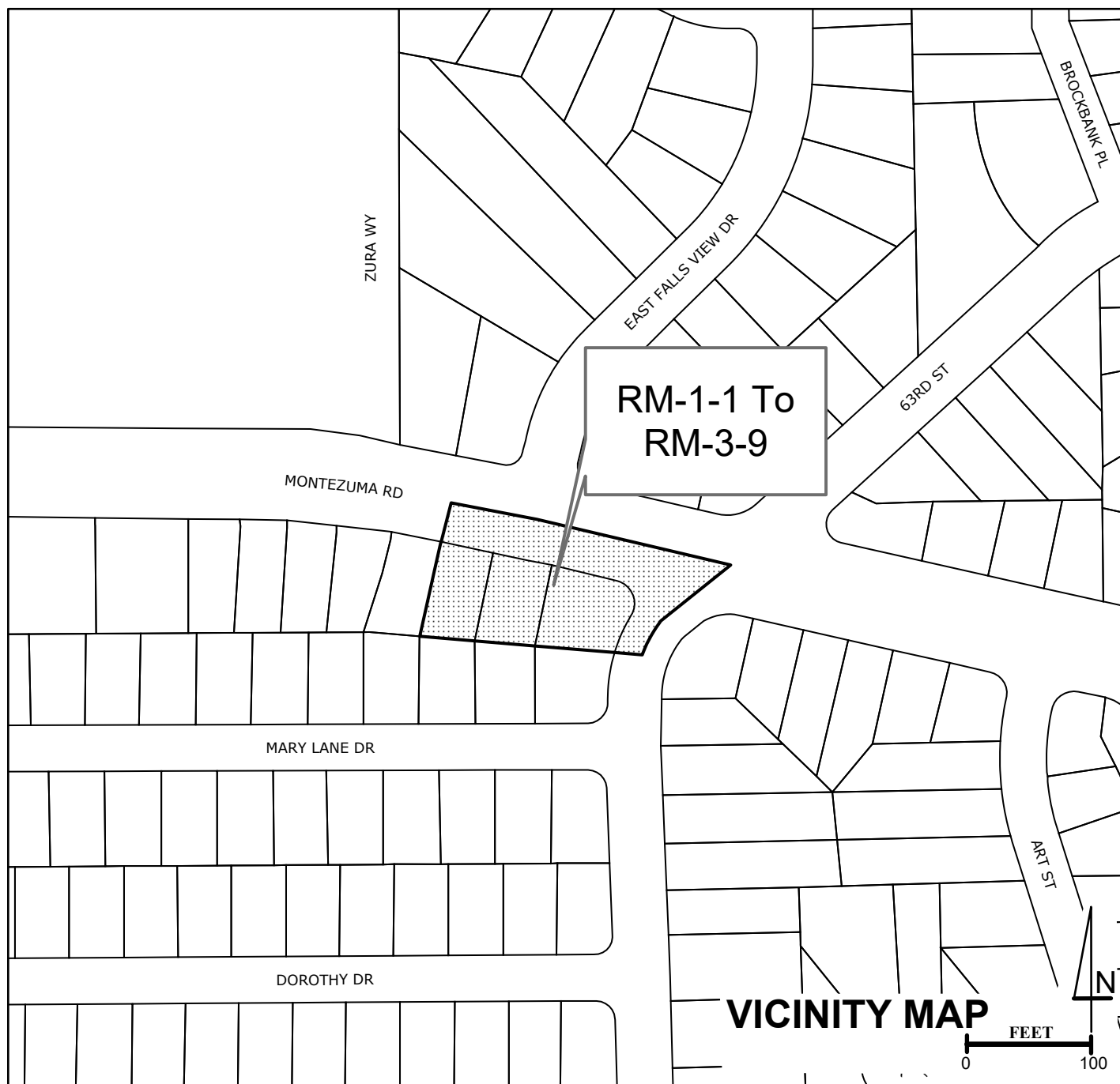
Deputy City Attorney

Initials~
XXXXX

Or.Dept: Development Services Department
Case No.623199
O-INSERT~
Form=inloto.frm(61203wct)



PROPOSED REZONING



VICINITY MAP

FEET

N

0

100

LOT 192, 193, 194, 195

ORDINANCE NO. _____

EFF. DATE ORD. _____

ZONING SUBJ. TO _____

BEFORE DATE _____

EFF. DATE ZONING _____

MAP NAME AND NO. _____

REQUEST **RM-3-9**PLANNING COMM.
RECOMMENDATIONCITY COUNCIL
ACTION

CASE NO.

DEVELOPMENT SERVICES MANAGER

B-4359APN: **46717133, 34, 35**

(220-1749)

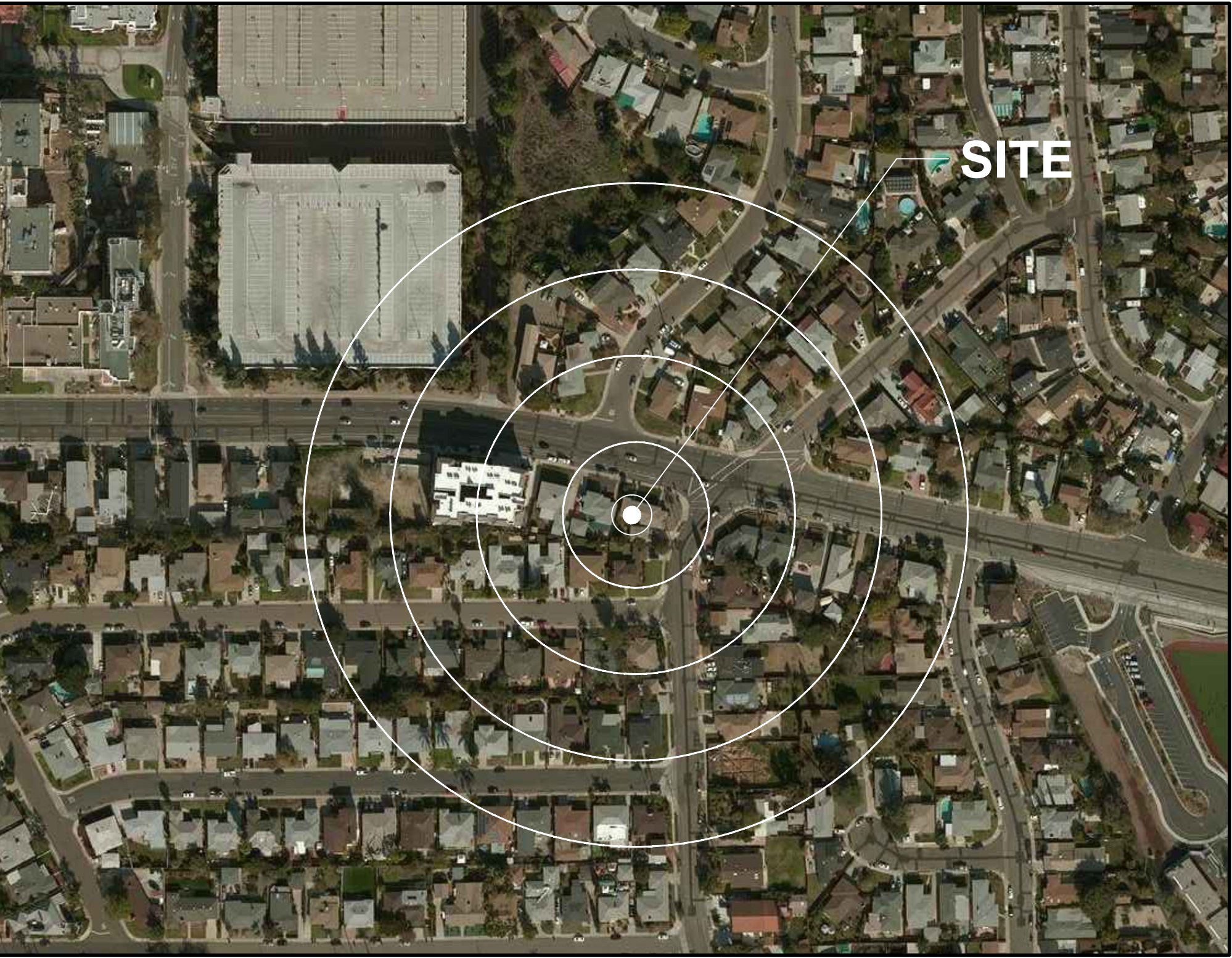


63RD AND MONTEZUMA ENTITLEMENT PACKET

6253, 6263 & 6273 MONTEZUMA RD. SAN DIEGO, CA

PROJECT LOCATION

6253,6263 & 6273 MONTEZUMA ROAD, SAN DIEGO, CA



PROJECT DESCRIPTION

Project is located in the College Area of the City of San Diego. The site currently has 3, one-story single family homes that are being proposed to be demolished. The proposed project will be a five story, 38 unit multi-family building. The rear ground level will include bicycle parking, motorcycle parking, utility rooms, and trash room. The project will be utilizing the affordable density bonus and the affordable units will be built off-site w/in the community plan area.

PROJECT DATA

SITE ADDRESS:	6253, 6263, & 6273 MONTEZUMA RD, SD, CA 92115	MAX FAR:	<u>SDMC TABLE 131-04G; RM3-9</u> ALLOWED: (2.7) x 18,751 = 50,628 SF *PROPOSED: 52,350 SF (2.79 FAR) (*) DEVIATION BEING REQUESTED
APN:	467-171-33 & 467-171-34 & 467-171-35	GROSS FLOOR AREA:	LEVEL 1: 11,405 SF LEVEL 2: 11,465 SF LEVEL 3-4: 10,210 X 2 = 20,420 SF LEVEL 5: 9,060 SF TOTAL 52,350 SF
LEGAL DESCRIPTION:	PORTIONS OF LOTS 192, 193, & 194 OF COLLWOOD PARK UNIT NO.2, IN THE CITY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 2495 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY.	DENSITY:	<u>SDMC TABLE 131-04G; RM ZONES</u> ALLOWED: 600 SF/ DU 18,751/ 600 = 31.25 --> 32 (RND UP, AFFORDABLE) PROPOSED: <u>SDMC TABLE 143-07A;</u> <u>AFFORDABLE HOUSING DENSITY BONUS;</u> 20% DENSITY BONUS/ 5% OF BASE UNITS TO BE VERY-LOW INCOME 32 X 1.2 = 38.4 --> 38 UNITS TO BE RENTALS UNITS TO BE VERY-LOW INCOME: 32 X 0.05 = 1.6 --> 2; UNITS TO BE OFF-SITE IN COLLEGE AREA
SITE AREA:	18,751 SF (0.43 ACRE)	VEHICULAR PARKING:	<u>SDMC Table 142-05C (Multi-Dwelling).</u> (TPA) REQUIRED: 0 PROPOSED: 0 <u>ELECTRICAL VEHICLE CHARGING STATIONS (CGBC Section 4.106.4.2)</u> REQUIRED: N/A
SDMC ZONE:	CURRENT: RM-1-1 PROPOSED: RM-3-9	MOTORCYCLE PARKING:	<u>SDMC Table 142-05C (Multi-Dwelling).</u> REQUIRED: 0.1/ du 0.1 X 38 = 3.8 --> 4 PROPOSED: 5 SPACES
OVERLAY ZONE:	TRANSIT PRIORITY AREA (TPA) PARKING IMPACT OVERLAY ZONE (PIOZ) COLLEGE COMMUNITY PLAN	BICYCLE PARKING:	<u>SDMC Table 142-05C (Multi-Dwelling).</u> REQUIRED: 0.6/ du 0.6 x 38 = 22.8 --> 23 PROPOSED: 24 SPACES
YEAR BUILT:	1951	TPA - AMENITY SCORE:	TOTAL: 3 POINTS --> 6 POINTS IN TRANSPORTATION AMENITIES SEE T0.2 FOR CALCULATION
HISTORICAL INFO:	TBD	TRANSPORTATION AMENITY:	UPGRADED MTS BUS SHELTER (5 POINTS) TRANSIT & RIDESHARE INFO (1 POINT) TOTAL: 6
BUILDING HEIGHT:	SDMC TABLE 131-04G ; ZONE RM-3-9 ALLOWED: 60' PROPOSED: 54'-0"	SETBACKS:	<u>SDMC Table 131-04G</u> REQ. FRONT: MIN. 50% 10, 50% 20' FOR LENGTH OF FACADE PROP.: VARIES: 11'-6" TO 21'-10" REQ. SIDE: MIN. 5' PROP.: 5' <u>College Community Redevelopment Project- Design Manual</u> REQ. ST. SIDE: MIN. 5' PROP.: 6' REQ. SIDE: MIN. 5' PROP.: 10' (L1-L2); 17' (L3-5)
BUILDING STORIES:	College Community Redevelopment Project - Design Manual ALLOWED: 4 (PER COMMUNITY PLAN) PROPOSED: 5		
CONSTRUCTION TYPE:	TYPE V-A; FULLY SPRINKLERED		
BUILDING CODE:	2016 CBC		
OCCUPANCY:	R-2		
EXISTING USE:	SINGLE-FAMILY RESIDENTIAL		
PROPOSED USE:	MULTI-FAMILY RESIDENTIAL		
PERMITS BEING REQUESTED:	PDP RE-ZONE & COMMUNITY PLAN AMENDMENT INITIATION WAS APPROVED AT PLANNING COMMISSION APRIL 11, 2019, PTS # 625647		
INCENTIVES:	(1) ALLOTTED PER TABLE 143-07A; AFF. HSING BONUS 1.0 COMMUNITY PLAN HEIGHT LIMIT; ALLOWED: 56'-0"; PROPOSED: 53'-6"/ 54'-0" ; BUILDING STRUCTURE 57'-6" EAST ELEVATION; PORTIONS OF PARAPET, STAIRWELL, AND ELEVATOR OVER-RUN		
DEVIATIONS:	1.0 REDUDCED PRIVATE STORAGE; SDMC 131.0454 REQUIRED: EACH UNIT TO HAVE FULLY ENCLOSED PERSONAL STORAGE AREA PROPOSED: 15 OUT OF 38 UNITS ~39% OF UNITS TO LOCATED IN STORAGE ROOMS ON L2-L5		
HAVE STORAGE:	2.0 PRIVATE OPEN SPACE; SDMC 131.0455(c) REQUIRED: 75% OF DU'S SHOULD BE PROVIDED WITH AT LEAST 60 SF OF USABLE, PRIVATE, EXTERIOR OPEN SPACE PROPOSED: NO UNIT TO HAVE PRIVATE OPEN SPACE; INCREASE COMMON OPEN SPACE IN LIEU OF PRIVATE OPEN SPACE 3.0 MINIMUM DRIVEWAY DIMENSION SDMC TABLE 142-05M REQUIRED: 20'-0" PROPOSED: 10'-0" 4.0 ALLOWED F.A.R. SDMC 131-04(G) ALLOWED: 2.7; 50,678 SF PROPOSED: 2.79; 52,350 SF		

PROJECT TEAM

APPLICANT:	JOEL BERMAN 1455 FRAZEE RD, #500 SAN DIEGO, CA 92108 TEL: 619.757.6975 EMAIL: joelberman32@gmail.com
OWNER:	THOMAS MORTON 4072 BOONE ST SAN DIEGO, CA 92117 TEL: 619.757-6975 EMAIL: tmorton619@gmail.com
ARCHITECT:	JOSEPH WONG DESIGN ASSOCIATES, INC. 3259 FOURTH AVE SAN DIEGO, CA 92101-1606 T.619.233.6777 F.619.237.0541 CONTACT: JOSEPH WONG EMAIL: jwong@jwdainc.com
CIVIL ENGINEER:	LUNGSTROM ENGINEERING AND SURVEYING 5333 MISSION CENTER ROAD, SUITE 115 SAN DIEGO, CA 92108 T.619.814.1220 CONTACT: JIM BELT EMAIL: jbelt@lundstrom.cc
LANDSCAPE ARCHITECT:	AHLES LANDSCAPE ARCHITECTURE PO BOX 150 RANCHO SANTA FE, CA 92067 T.858.756.8963 CONTACT: STEVEN AHLES EMAIL: steve@ahlesland.com
DRY UTILITIES:	ENGINEERING PARTNERS INC 9565 WAPLES ST, SUITE 100 SAN DIEGO, CA 92191 T.619.921.7634 CONTACT: TOM PEREZ EMAIL: tperez@engineeringpartners.com

SHEET INDEX

GENERAL	
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T0.2	AREA CALCULATIONS
T0.3	VICINITY MAP
T0.4	PHOTOGRAPHIC SURVEY
T0.5	FIRE ACCESS PLAN
T0.6	FIRE ACCESS PLAN
T0.7	NOISE CONTOURS
CIVIL	
C1.0	TOPO/ SITE PLAN
C2.0	SITE PLAN
ARCHITECTURAL	
A1.0	SITE PLAN
A2.0	LEVEL 1 FLOOR PLAN
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A4.0	BUILDING ELEVATIONS
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A8.0	PERSPECTIVE VIEWS
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A8.4	PERSPECTIVE VIEWS
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L-2	LANDSCAPE CONEPT GROUND LEVEL
L-3	LANDSCAPE PLANT SCHEDULE
L-4	LANDSCAPE HYDROZONE MAP

PROJECT CALCULATIONS

AREA CALCULATIONS

LEVEL	USE	GROSS	FAR AREA
L1	RESIDENTIAL	9,335	11,405
	AMENITY/ LEASING	2,070	
	COURTYARDS	1,165	
L2	RESIDENTIAL	11,465	11,465
L3	RESIDENTIAL	10,210	10,210
L4	RESIDENTIAL	10,210	10,210
L5	RESIDENTIAL	8,285	9,060
	AMENITY	775	
	ROOF DECK	1,155	
TOTAL		54,670	52,350

LAND AREA (SF)	18,751
LAND AREA (ACRAGE)	0.43
MAX FAR PER ZONE RM 3-9	2.70
FAR AREA ALLOWED	50,627.7
FAR PROPOSED	2.79
*FAR AREA PROPOSED	52,350
Delta	(1,722.3)

(*) Deviation being requested

UNIT MIX

LEVEL	3 BEDROOM	4 BEDROOM	TOTAL
L1	0	7	7
L2	0	9	9
L3	2	6	8
L4	2	6	8
L5	0	6	6
TOTAL	4	34	38
PERCENTAGE	11%	89%	100%

PARKING

LEVEL	MOTORCYCLE	BICYCLE
L1	5	24
TOTAL	5	24

Transportation
Amenity
Requirement

Project Applicant:	Project Address:
Joe Eschman	6263, 6263, 6273 Montezuma Rd, CA 92115
Project No:	Phone:
632192	
The purpose of this form is to determine the transportation amenity requirement per San Diego Municipal Code (SDMC) Section 142.0528. This applies to multifamily residential developments within Parking Standards Transit Priority Areas. This form must be completed by the project applicant and submitted to Development Services at time of project submittal.	
Step 1: Enter APN: (Please type in and do not copy and paste)	4671713300
Step 2: Find out if your parcel is located within a Parking Standards TPA?	Within a Parking Standards TPA; proceed to Steps 3 & 4 for Transportation Amenity Requirement
Please note: - If parcel is located within a Parking Standards TPA, zero minimum parking standards apply. - If parcel is located within Downtown, maximum parking requirements also apply. - If parcel is located within Coastal Overlay Zone, zero minimum parking standards are not in effect. - If parcel is NOT located within a Parking Standards TPA, zero minimum parking standards do not apply.	
Step 3: Enter Total Number of Units:	38
Step 4: Enter Total Number of Bedrooms:	148
Bedroom Ratio:	3.89
Jobs Within a Mile (Walking):	13,942
CalEnviro Screen:	20.28
Employment within a 30-Minute Transit Trip:	454
Bedroom Ratio Score:	0
Jobs-Housing Score:	1
Enviromental Priority Index Score:	1
Transit Commute Score:	1
Transportation Amenity Score:	3
Transportation Amenity Requirement:	6 Points

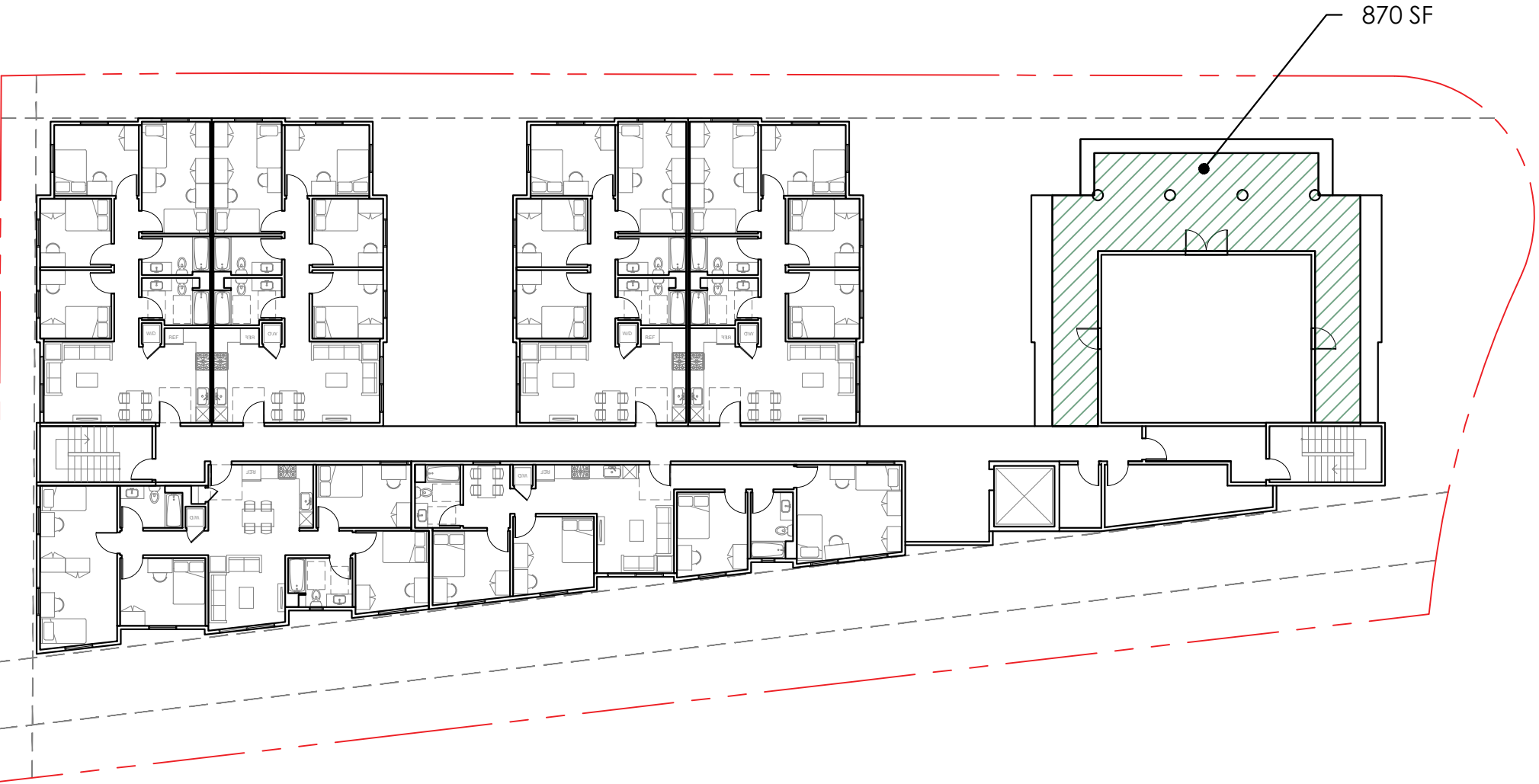
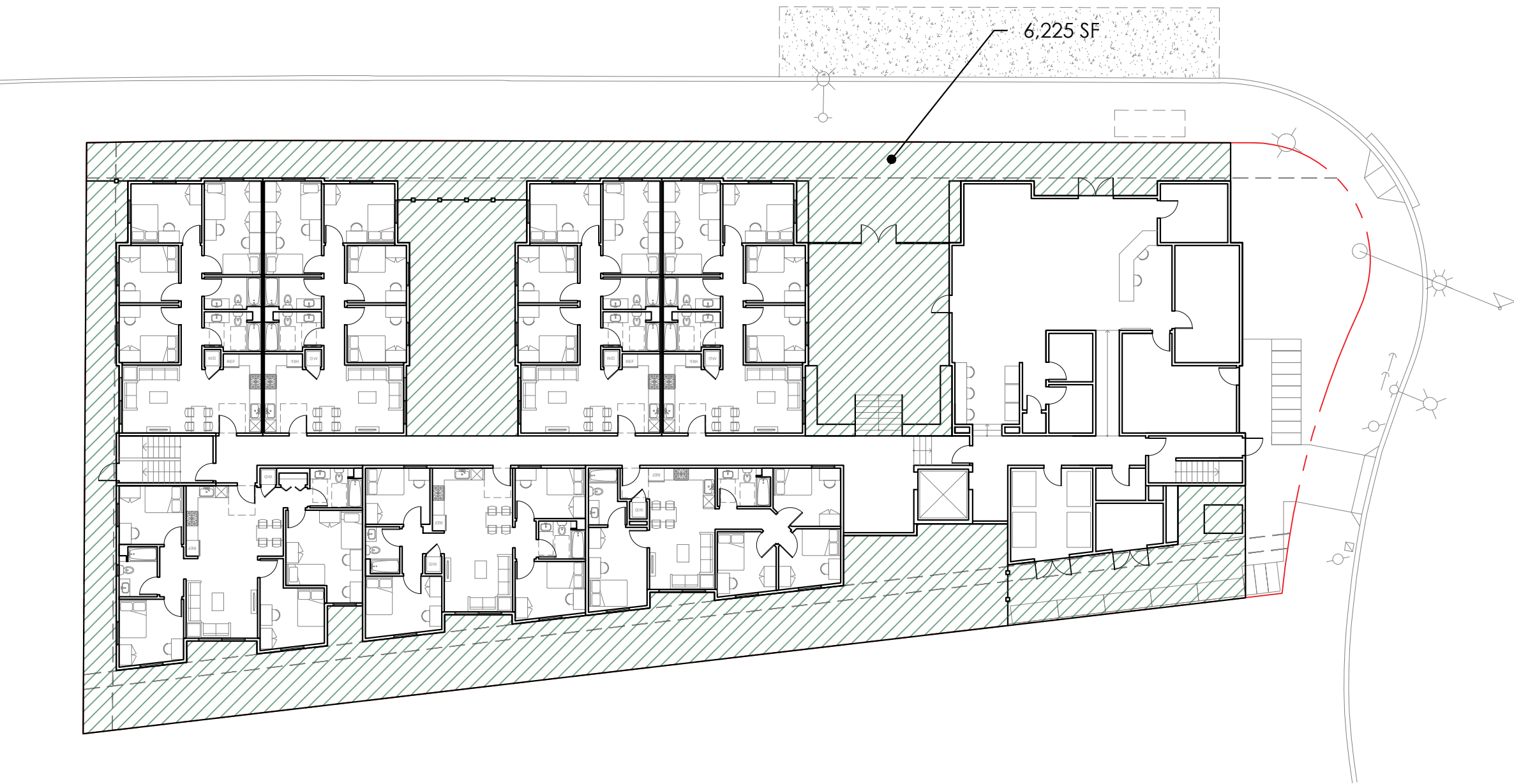
OPEN SPACE CALCULATIONS

OPEN SPACE CALCULATION

REQ'D:
25*38 = 950 SF

PROPOSED
LEVEL 1: 7,350
LEVEL 5: 870
TOTAL: 8,220 SF

8,220 > 950 --> OPEN SPACE COMPLIES



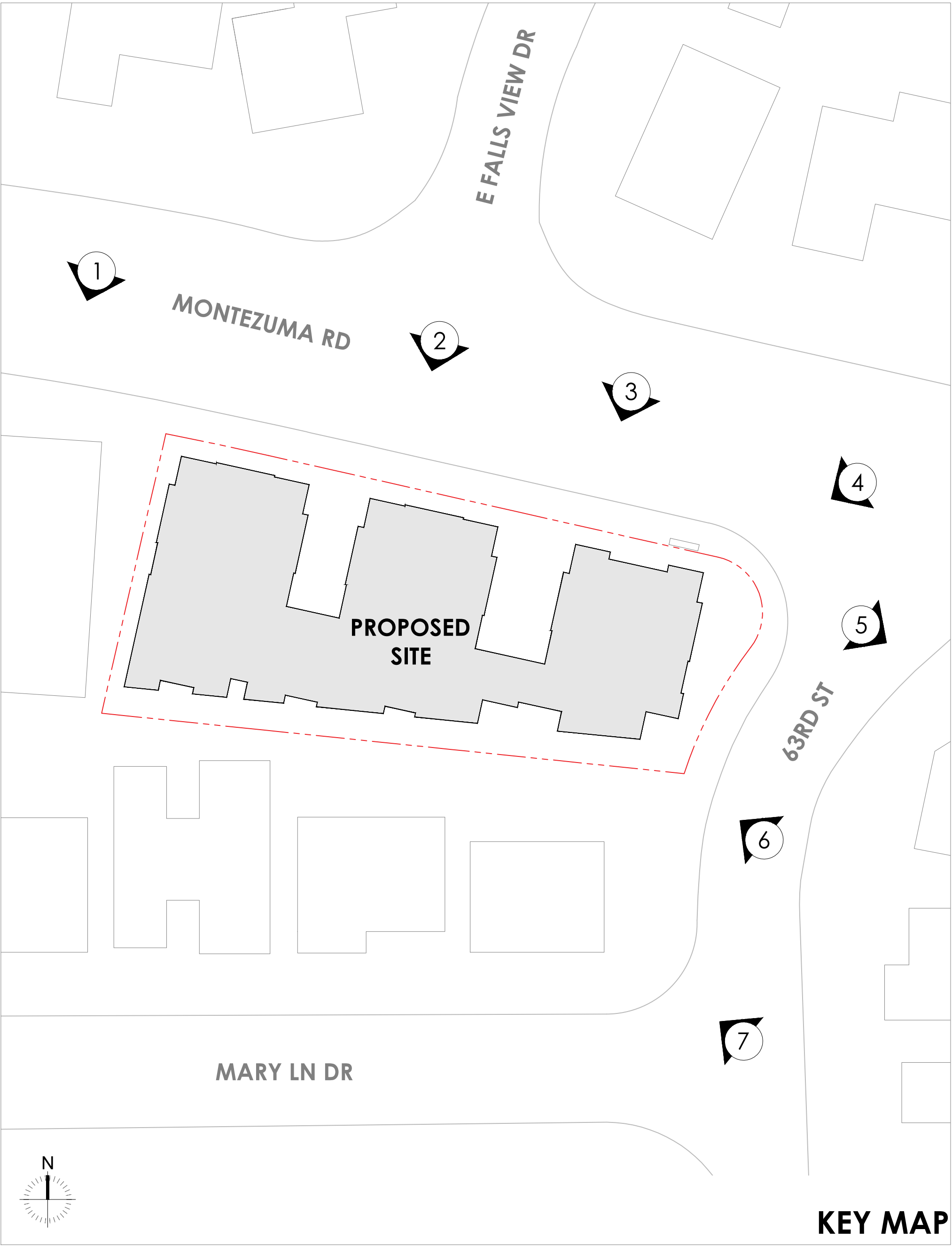


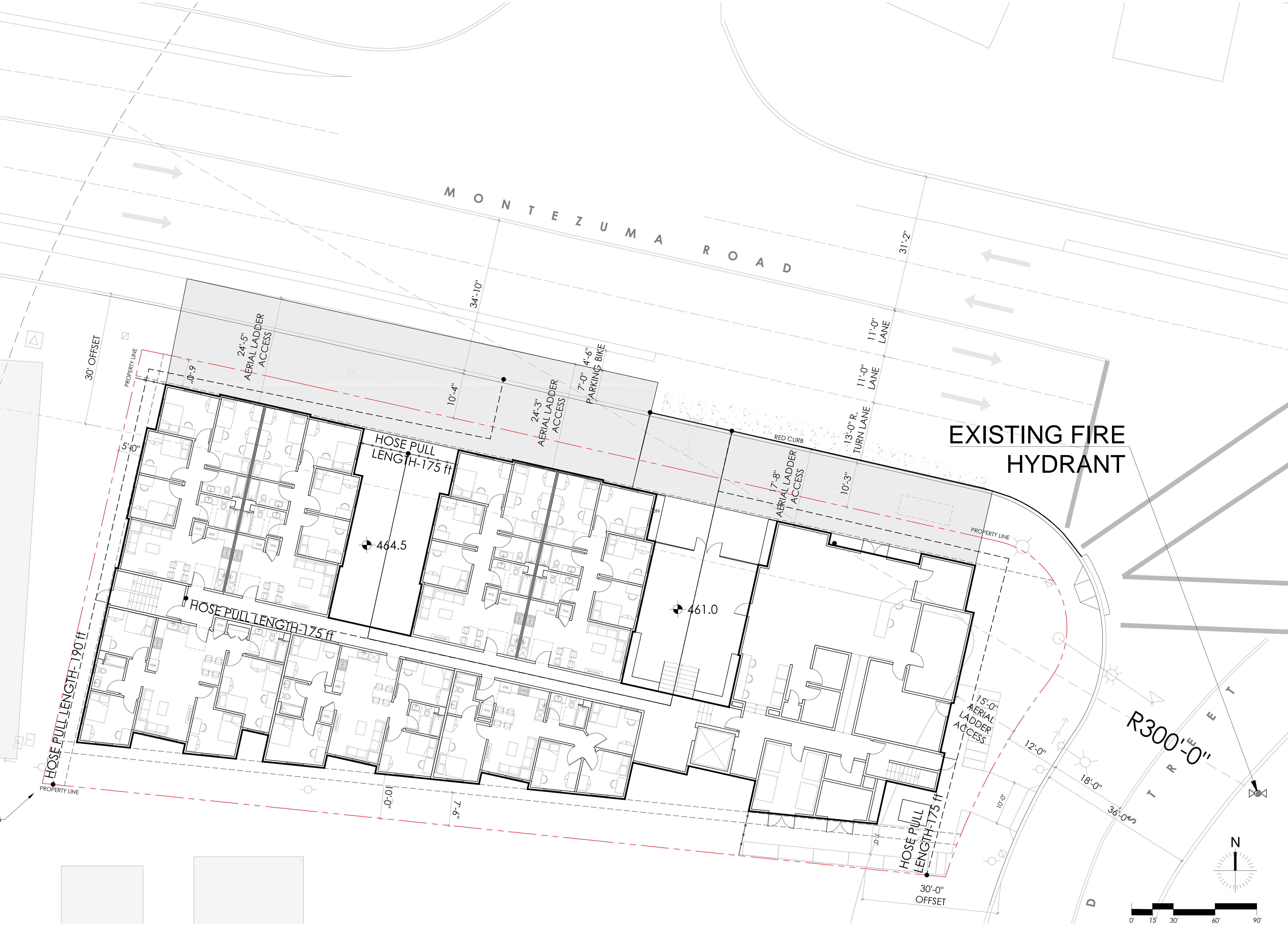
LEGEND

- PROPOSED SITE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- PARKING STRUCTURE

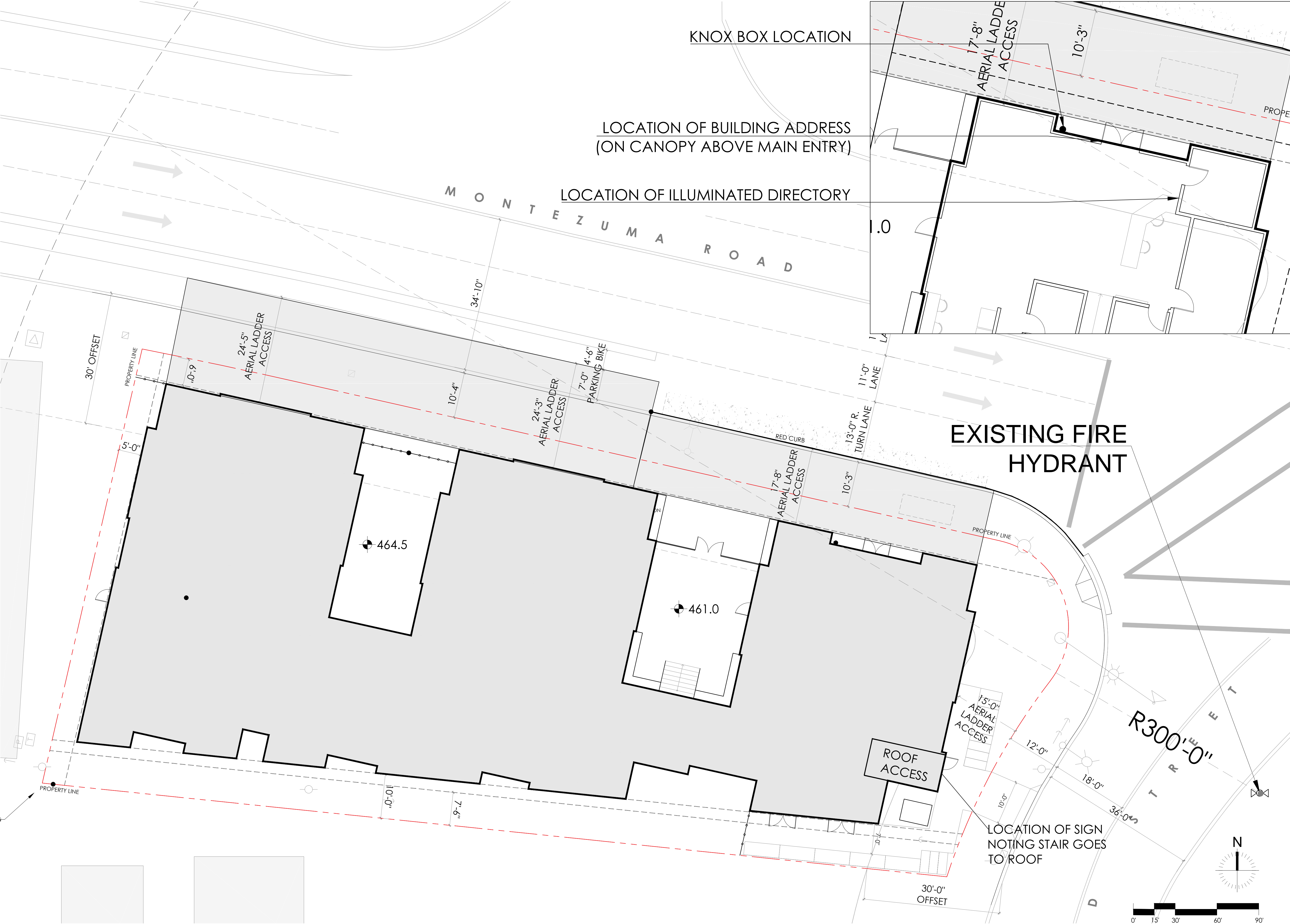
NOTES

1. BUS STOP - 20 FT
2. TROLLEY STATION - 2,650 FT





LEGEND	
	PROPERTY LINE
	FIRE HYDRANT
NOTES	
<div>1. 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.</div> <div>2. BUILDING ADDRESS NUMBERS LOCATION(S) SHALL BE VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY PER SAN DIEGO MUNICIPAL CODE SECTION 95.0209.</div> <div>3. POST INDICATOR VALVES, FIRE DEPARTMENT CONNECTIONS, AND ALARM BELL ARE TO BE LOCATED ON THE ADDRESS/ACCESS SIDE OF THE STRUCTURE; CFC 912.2.1.</div> <div>4. SDMC: 55.0507(c) HYDRANT LOCATIONS SHALL BE IDENTIFIED BY THE INSTALLATION OF REFLECTIVE BLUE COLORED MARKERS. SUCH MARKERS SHALL BE AFFIXED TO THE ROADWAY SURFACE, APPROXIMATELY CENTERED BETWEEN CURBS, AND AT A RIGHT ANGLE TO THE HYDRANTS.</div> <div>5. CFC 507.5.5- CLEAR SPACE AROUND HYDRANTS- A 3 FOOT CLEAR SPACE SHALL BE MAINTAINED AROUND THE CIRCUMFERENCE OF FIRE HYDRANTS, EXCEPT AS OTHERWISE REQUIRED OR APPROVED.</div> <div>6. CFC 507.5.6- PHYSICAL PROTECTION- IF ADDITIONAL HYDRANTS ARE REQUIRED AND WHERE FIRE HYDRANTS ARE SUBJECT TO IMPACT BY A MOTOR VEHICLE, GUARD POSTS OR OTHER APPROVED MEANS SHALL COMPLY WITH SECTION CFC 312.</div> <div>7. CBC SECTION 3002.4A - GENERAL STRETCHER REQUIREMENTS - ALL BUILDINGS AND STRUCTURES WITH ONE OR MORE PASSENGER SERVICE ELEVATORS SHALL BE PROVIDED WITH NOT LESS THAN ONE MEDICAL EMERGENCY SERVICE ELEVATOR TO ALL LANDINGS MEETING PROVISIONS OF SECTION 3002.4A.</div> <div>8. AT LEAST ONE FIRE EXTINGUISHER WITH A MINIMUM RATING OF 2-A-10-BC SHALL BE PROVIDED WITHIN 75 FEET MAXIMUM TRAVEL DISTANCE FOR EACH 6,000 SQUARE FEET OR PORTION THEREOF ON EACH FLOOR.</div> <div>9. CFC 504.3 - NEW BUILDINGS FOUR STORIES OR MORE IN HEIGHT SHALL BE PROVIDED WITH NOT LESS THAN ONE STANDPIPE FOR USE DURING CONSTRUCTION INSTALLED IN ACCORDANCE WITH CFC 3313.1. STANDPIPE SHALL BE INSTALLED WHEN THE PROGRESS OF CONSTRUCTION IS NOT MORE THAN 40 IN HEIGHT ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT ACCESS. CFC 3313.1.</div> <div>10. VEGETATION SHALL BE SELECTED AND MAINTAINED IN SUCH A MANNER AS TO ALLOW IMMEDIATE ACCESS TO ALL HYDRANTS, VALVES, FIRE DEPARTMENT CONNECTION, PULL STATIONS, EXTINGUISHERS, SPRINKLER RISERS, ALARM CONTROL PANELS, RESCUE WINDOWS, AND OTHER DEVICES OR AREAS USED FOR FIRE FIGHTING PURPOSES. VEGETATION OR BUILDING FEATURES SHALL NOT OBSTRUCT ADDRESS NUMBERS OR INHIBIT THE FUNCTION OF ALARMS BELLS, HORNS OR STROBES.</div> <div>11. DECORATIVE MATERIALS SHALL BE MAINTAINED IN A FLAME-RETARDANT CONDITION. CFC SECTION 804.</div> <div>12. ALL BUILDINGS AND SITES UNDERGOING CONSTRUCTION, ALTERATION, OR DEMOLITION SHALL COMPLY WITH THE REQUIREMENTS OF CHAPTER 33 OF THE CFC.</div> <div>13. CFC 105.4.4 - CONSTRUCTION DOCUMENTS APPROVED BY THE FIRE CODE OFFICIAL ARE APPROVED WITH THE INTENT THAT SUCH CONSTRUCTION DOCUMENTS COMPLY IN ALL RESPECTS WITH THE CFC/ CBC. REVIEW AND APPROVAL BY THE FIRE CODE OFFICIAL SHALL NOT RELIEVE THE APPLICANT OF THE RESPONSIBILITY OF COMPLIANCE WITH THIS CODE.</div> <div>14. CFC 504.3- NEW BUILDINGS FOUR OR MORE STORIES ABOVE GRADE PLANE, EXCEPT THOSE WITH A ROOF SLOPE GREATER THAN FOUR UNITS VERTICAL IN 12 UNITS HORIZONTAL SHALL BE PROVIDED WITH A STAIRWAY TO THE ROOF IN ACCORDANCE WITH 101.1.2. SUCH STAIRWAY SHALL BE MARKED AT STREET AND FLOOR LEVELS WITH A SIGN INDICATING THAT THE STAIRWAY CONTINUES TO THE ROOF.</div> <div>15. TO THE APPLICANT: OWNER(S), DEVELOPER(S), CONTRACTOR(S): A 'DISCRETIONARY' PLAN REVIEW IS 'CONCEPTUAL' BY DEFINITION, AND AS SUCH DOES NOT CONSTITUTE AN APPROVAL FOR FIRE ACCESS. IT SHALL THEREFORE BE INCUMBENT OF THE APPLICANT TO INSURE THAT A FIRE PLAN REVIEW CYCLE IS PROVIDED DURING THE 'MINISTERIAL' REVIEW. ALSO, AN 'EXHIBIT A' PACKAGE WITH OR WITHOUT A 'FIRE ACCESS PLAN' DOES NOT CONSTITUTE AN APPROVED FAP FOR ISSUANCE OF CONSTRUCTION/ BUILDING PERMIT.</div> <div>16. ALL RED CURB/ NO PARKING SIGN AREA HAVE BEEN SHOWN WITH A KEY INDICATOR. ALL REQUIRED ACCESS ROADWAYS SHALL NOT PROVIDE LESS THAN REQUIRED/ APPROVED WIDTH AND OR BE OBSTRUCTED IN ANY MANNER, INCLUDING THE PARKING OF VEHICLES. WHERE INADEQUATE WIDTH HAS NOT PROVIDED FOR PARKING ALONG ACCESS ROADWAYS, THEN SUCH ACCESS SHALL BE KEPT CLEAR BY THE POSTING OF SIGNS OR THE PAINTING OF CURBS PER POLICY A-14.1.</div> <div>17. AN APPROVED VEHICLE STROBE DETECTOR SYSTEM AND/OR KNOX KEYSWITCH OVERRIDE SHALL BE PROVIDED FOR ALL VEHICLE ENTRY AND/OR EMERGENCY VEHICLE ENTRY POINTS TO THE PROJECT SITE; LOCATIONS TO BE APPROVED BY FIRE ACCESS REVIEWER. CFC SECTION 506.</div> <div>18. FIRE PROTECTION EQUIPMENT SHALL BE IDENTIFIED IN AN APPROVED MANNER. ROOMS CONTAINING CONTROLS FOR A/C SYSTEMS, SPRINKLER RISERS AND VALVES, OR OTHER FIRE DETECTION, SUPPRESSION OR CONTROL ELEMENTS SHALL BE IDENTIFIED FOR THE USE OF THE FIRE DEPARTMENT. APPROVED SIGNS REQUIRED TO IDENTIFY FIRE PROTECTION EQUIPMENT AND EQUIPMENT LOCATION SHALL BE CONSTRUCTED OF DURABLE MATERIALS, PERMANENTLY INSTALLED AND READILY VISIBLE.</div> <div>19. FIRE APPARATUS ACCESS ROADS SHALL BE DESIGNED AND MAINTAINED TO SUPPORT THE IMPOSED LOADS OF FIRE APPARATUS AND SHALL BE SURFACED SO AS TO PROVIDE ALL WEATHER DRIVING CAPABILITIES.</div> <div>20. AERIAL FIRE ACCESS ROAD(S) ADJACENT TO BUILDINGS THAT ARE GREATER THAN 30 FT IN HEIGHT FROM GRADE PLANE, SHALL HAVE A MINIMUM 15-30 FT FROM THE BUILDING FACADE(S) AND/OR PLUMB LINE OF EAVE(S). AERIAL ACCESS SHALL BE PROVIDED ALONG ONE ENTIRE LONG SIDE(S) OF THE BUILDING</div>	



LEGEND

- PROPERTY LINE
- FIRE HYDRANT

NOTES

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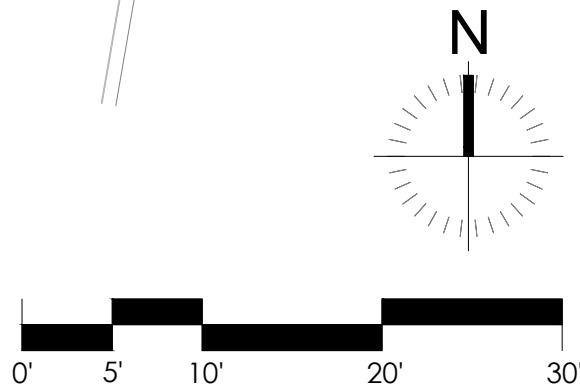


LEGEND

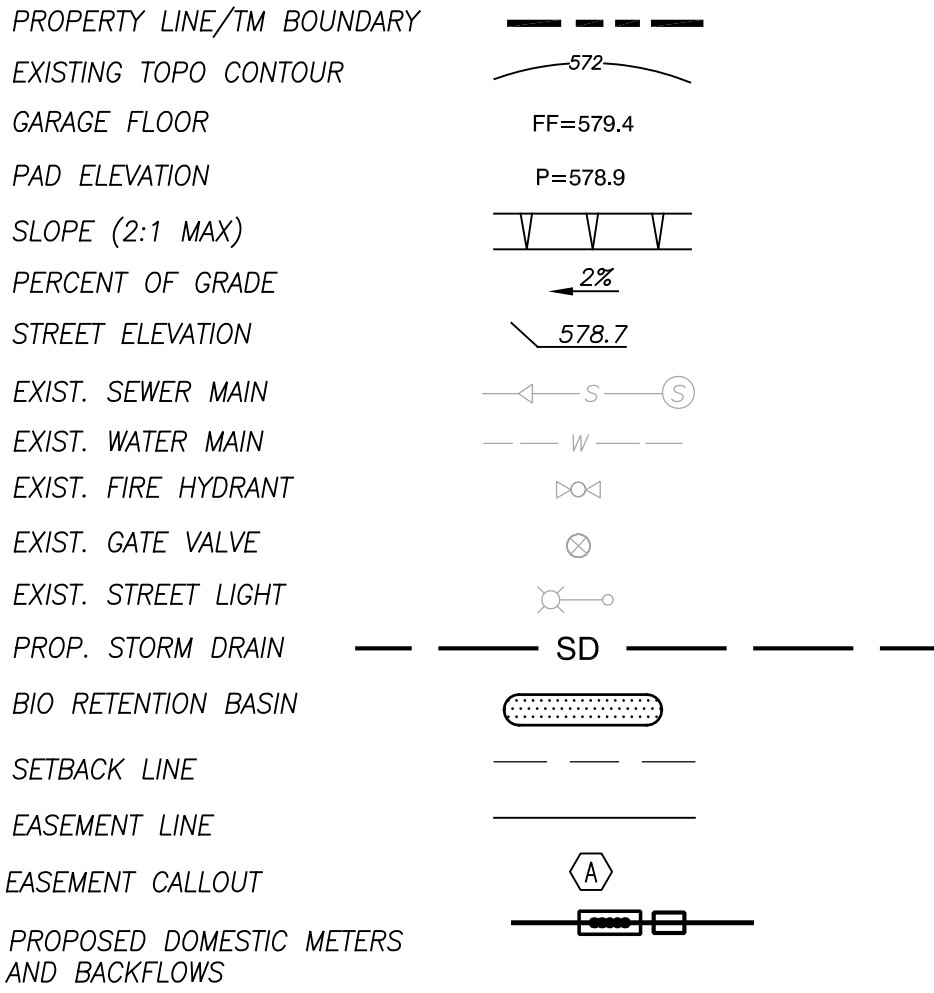
- PROPERTY LINE
- SETBACK LINE LINE
- 65 dBA
- 60 dBA

NOTES

- Condition: Prior to issuance of any residential building permit, the Owner/Permittee shall submit an acoustical analysis report that identifies sound transmission reduction measures demonstrating that building structures will attenuate exterior noise to a 45 dBA CNEL in habitable residential space per the preliminary recommendations of the project-specific Acoustical Analysis Report by Birdseye Planning Group, February 2020.
- Condition: Prior to issuance of Final Inspection, the Owner/Permittee shall submit two copies of the final Acoustical Analysis Report with the construction documents to the Building Inspector.



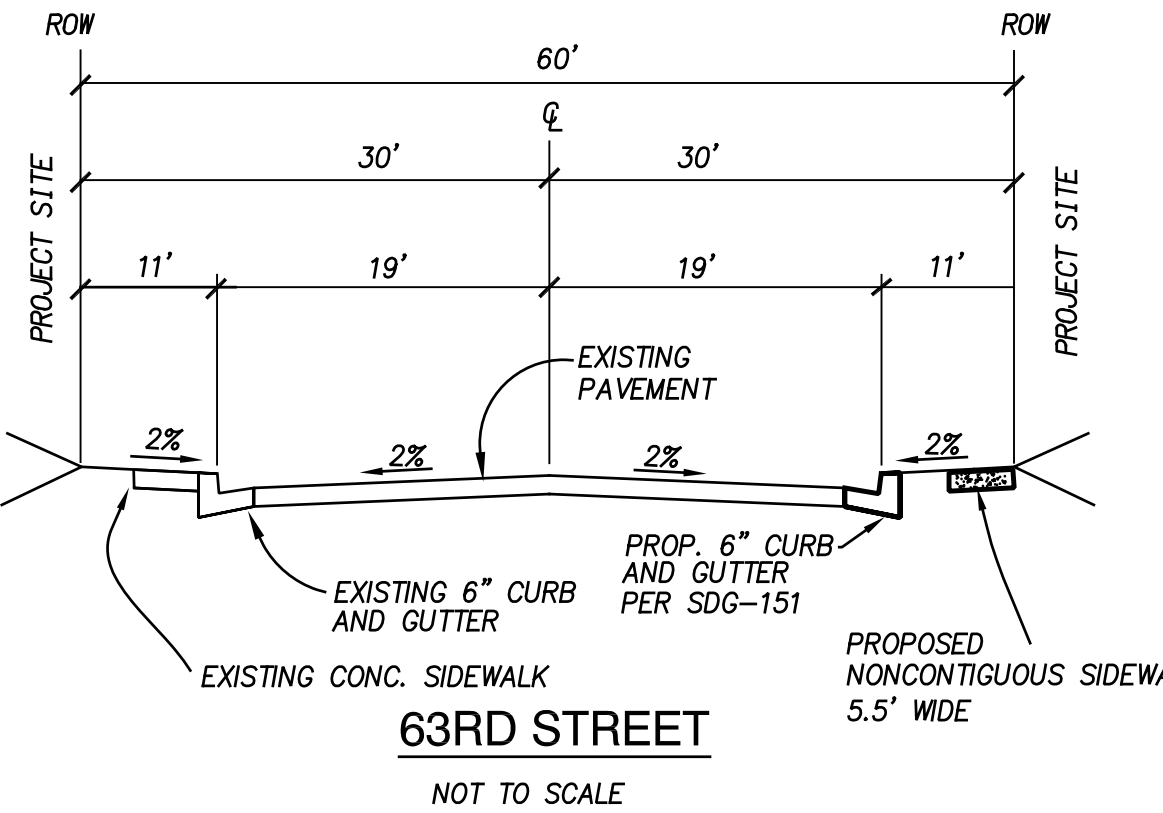
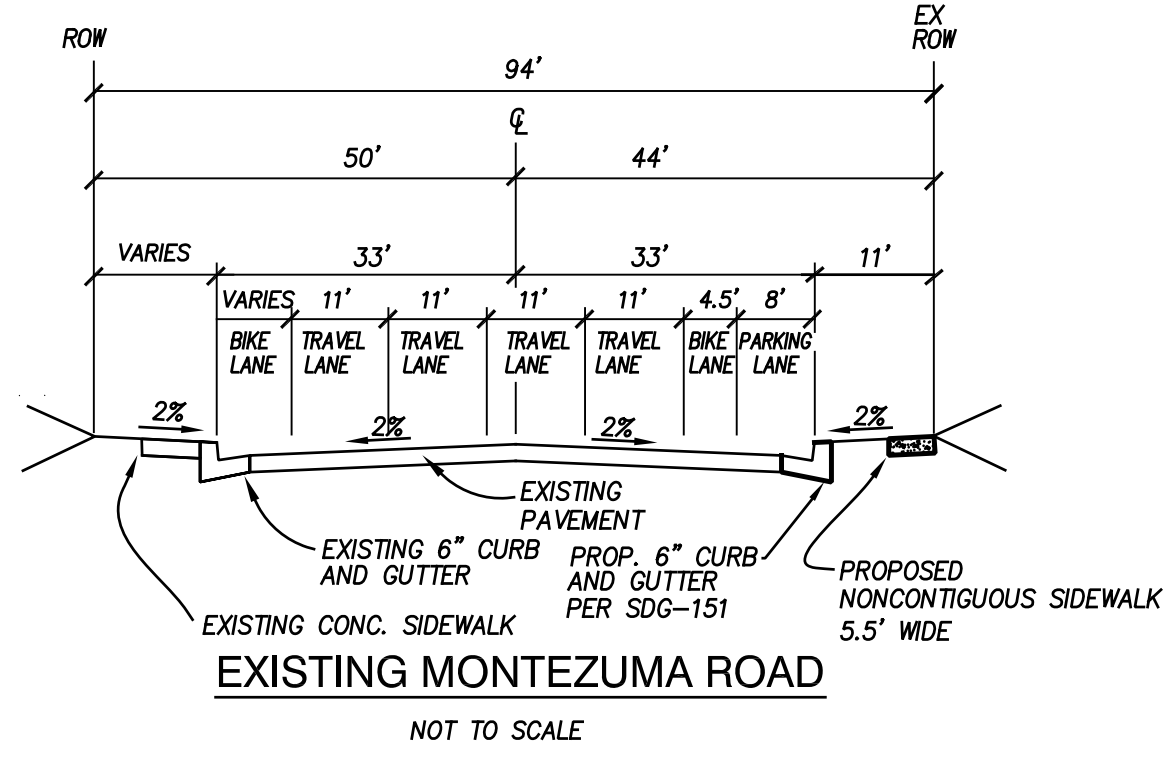
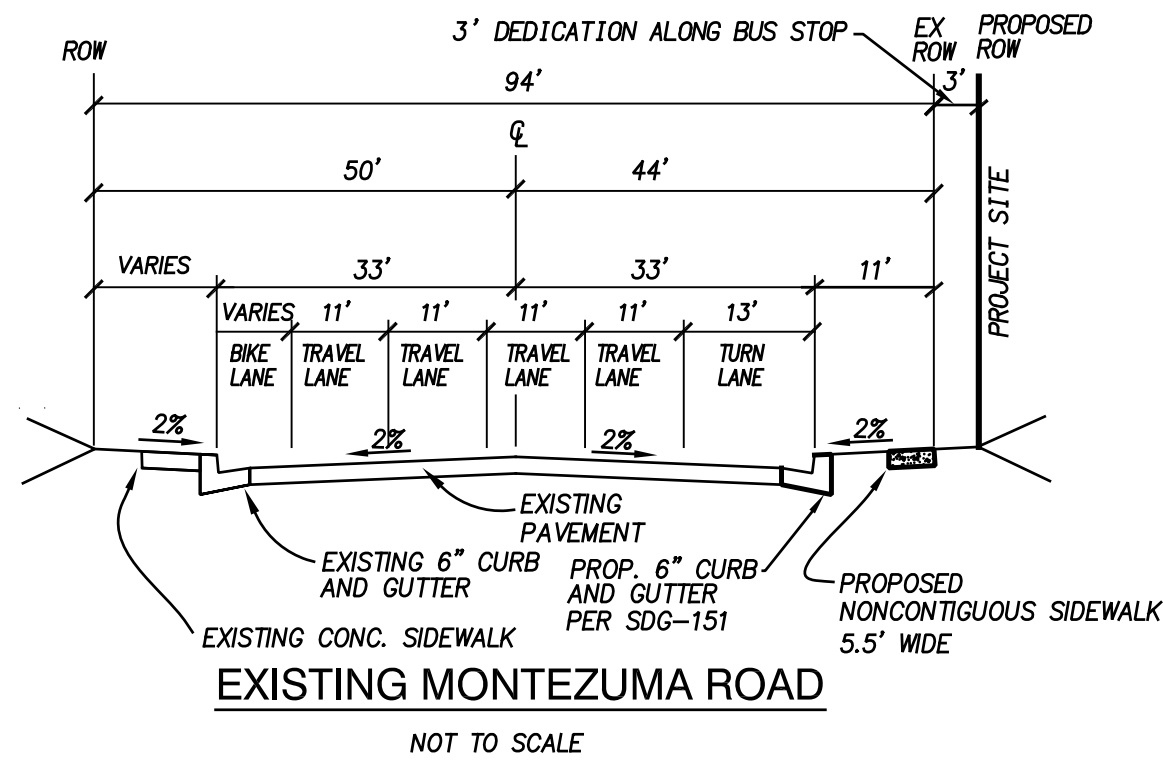
LEGEND



EASEMENT LEGEND

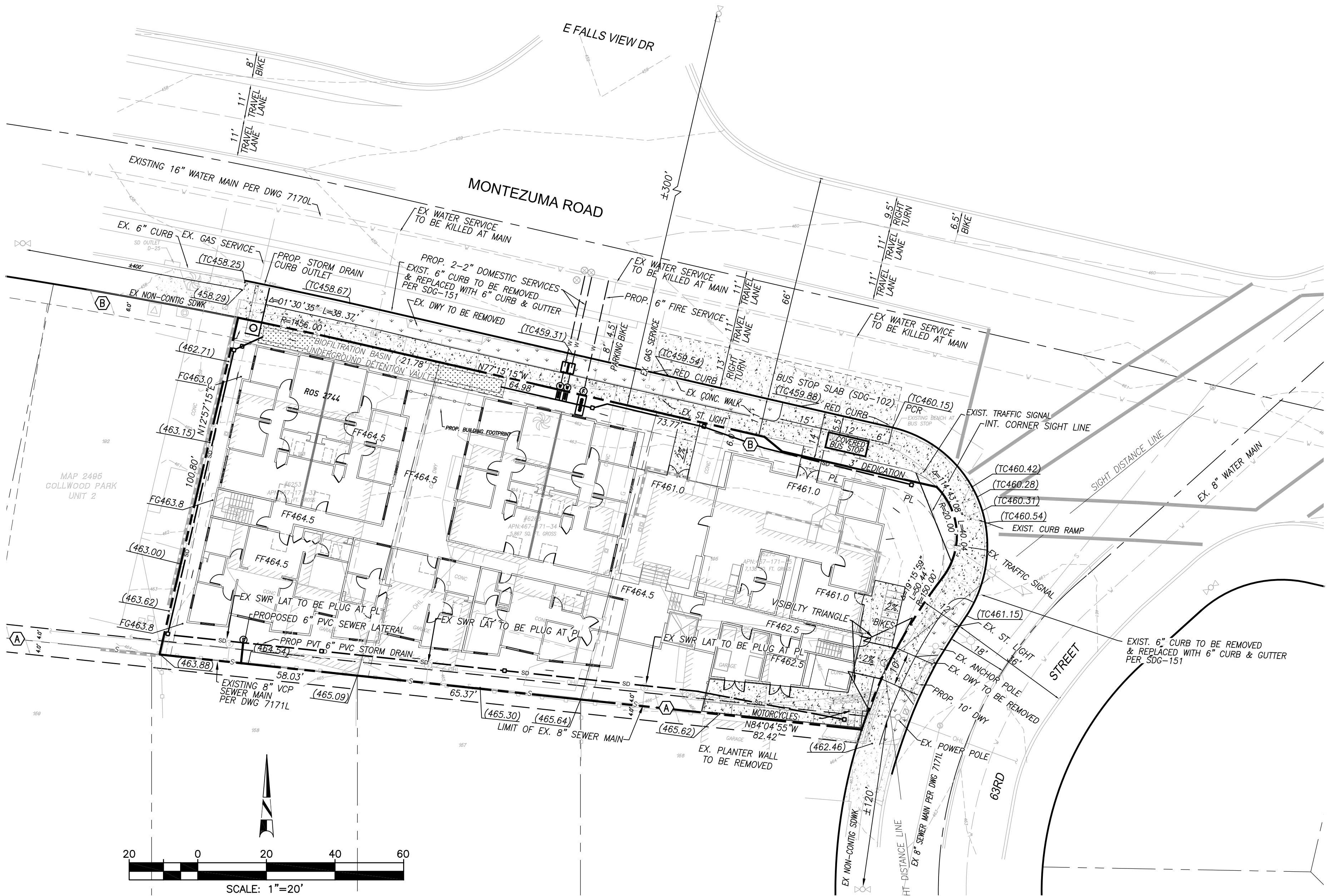
- (A) INDICATES 8.0' WIDE UN-NAMED EASEMENT AS PER MAP NO. 2495.
(B) INDICATES 6.0' STREET VACATION AS PER CITY OF SAN DIEGO RESOLUTION NO. 184453, RECORDED AUGUST 6, 1965 AS INSTRUMENT NO. 141422; EASEMENT FOR UTILITIES TO THE CITY OF SAN DIEGO RESERVED OVER SAID VACATION.

THE EXACT LOCATION OF THE FOLLOWING EASEMENTS IS NOT DISCLOSED AND THEREFORE CANNOT BE PLOTTED HEREON:
EASEMENT IN FAVOR OF SDG&E RECORDED FEBURARY 13, 1930 IN BOOK 1740, PAGE 206 OF DEEDS.



Lundstrom
Engineering and Surveying, Inc.
5333 Mission Center Road, #115 • San Diego, CA 92108
Phone (619) 814-1220 • Fax (619) 641-5910

NEIGHBORHOOD DEVELOPMENT PERMIT NO.
PLANNED DEVELOPMENT PERMIT NO.
6253, 6263 & 6273 MONTEZUMA ROAD, SAN DIEGO, CA



VISIBILITY TRIANGLE

NO OBSTRUCTION INCLUDING SOLID WALLS IN THE VISIBILITY AREA SHALL EXCEED 2 FEET IN HEIGHT. PER SDMC SECTION 142.0409(B)(2), PLANT MATERIAL, OTHER THAN TREES, LOCATED WITHIN VISIBILITY AREAS OR THE ADJACENT PUBLIC RIGHT-OF-WAY SHALL NOT EXCEED 24 INCHES IN HEIGHT, MEASURED FROM THE LOWEST GRADE ABUTTING THE PL. SEE LAND DEVELOPMENT CODE SECTION 113.0273

SEWER EASEMENT

NO APPROVED IMPROVEMENTS OR LANDSCAPING, INCLUDING PRIVATE WATER, SEWER AND STORM DRAIN FACILITIES, GRADING AND ENHANCED PAVING, SHALL BE INSTALLED IN OR OVER ANY EASEMENT PRIOR TO THE APPLICANT OBTAINING AN ENCROACHMENT MAINTENANCE AND REMOVAL AGREEMENT.

STORM WATER COMPLIANCE

THE PROPOSED PROJECT WILL COMPLY WITH ALL THE REQUIREMENTS OF THE CURRENT CITY OF SAN DIEGO STORM WATER STANDARDS MANUAL BEFORE A GRADING PERMIT OR BUILDING PERMIT IS ISSUED.

BUS STOP

TWO EXISTING BUS STOPS AT THE INTERSECTION OF MONTEZUMA RD AND 63RD ST.

TROLLEY STATION

SDSU TRANSIT CENTER IS LOCATED APPROXIMATELY 2,000 FEET NORTHWEST FROM PROJECT SITE.

PROPOSED SIDEWALK

THE CORE DESIGN MANUAL STIPULATES THAT PEDESTRIAN PAVEMENT WITHIN THE RESIDENTIAL DISTRICT SHOULD FOLLOW THE SIMPLE STYLE OF SAN DIEGO'S OLDER NEIGHBORHOODS. CONCRETE SHOULD HAVE A GRIDDED PATTERN 2 FEET ON CENTER IN BOTH DIRECTIONS (CSDM - PG.61)

WPCP

PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMIT THE OWNER/PERMITTEE SHALL SUBMIT A WATER POLLUTION CONTROL PLAN (WPCP). THE WPCP SHALL BE PREPARED IN ACCORDANCE WITH THE GUIDELINES IN PART 2 CONSTRUCTION BMP STANDARDS CHAPTER 4 OF THE CITY'S STORM WATER STANDARDS.

CONSTRUCTION BMP

PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMIT THE OWNER/PERMITTEE SHALL INCORPORATE ANY CONSTRUCTION BEST MANAGEMENT PRACTICES NECESSARY TO COMPLY WITH CHAPTER 14, ARTICLE 2, DIVISION 1 (GRADING REGULATIONS) OF THE SAN DIEGO MUNICIPAL CODE, INTO THE CONSTRUCTION PLANS OR SPECIFICATIONS.

PERMANENT BMP MAINTENANCE

PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMIT THE OWNER/PERMITTEE SHALL ENTER INTO A MAINTENANCE AGREEMENT FOR THE ON GOING PERMANENT BMP MAINTENANCE. SATISFACTORY TO THE CITY ENGINEER.

ROOF & PATIO DRAINS

RUNOFF FROM ROOF AND PATIO DRAINS WILL SPLASH DOWN ONTO BLOCKS AND FLOW THROUGH ADJACENT LANDSCAPE AREAS BEFORE ENTERING PRIVATE STORM DRAIN SYSTEM ALONG BUILDING PERIMETER.

GENERAL NOTES

- COMMUNITY PLANNING AREA:
- ASSESSOR'S PARCEL NUMBERS: 467-171-33, 467-171-34 AND 467-171-35
- GROSS LOT AREA: 0.430 AC
NET LOT AREA: 0.430 AC
TOTAL NUMBER OF UNITS: 39
- DENSITY: 71.1 DU/AC
- EXISTING ZONING: RM-3-9
- EXISTING LAND USE: MULTIFAMILY RESIDENTIAL APARTMENTS
- PROPOSED LAND USE: MULTIFAMILY RESIDENTIAL APARTMENTS
- ALL RESIDENTIAL DEVELOPMENT STANDARDS ARE ESTABLISHED BY APPROVAL OF SITE PLAN.
- WATER SYSTEMS TO BE INSTALLED IN ACCORDANCE WITH THE STANDARDS OF THE CITY OF SAN DIEGO. THE ONSITE WATER SYSTEM SHALL BE A PRIVATE SYSTEM.
- ALL ONSITE STORM DRAINS SHALL BE PRIVATELY MAINTAINED.
- SANITARY SEWER TO BE INSTALLED IN ACCORDANCE WITH THE STANDARDS OF THE CITY OF SAN DIEGO. THE ONSITE SEWER SYSTEM SHALL BE PRIVATE SYSTEM.
- STREET TREES SHALL BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY OF SAN DIEGO.
- NEW DRY AND WET UTILITIES SHALL BE UNDERGROUND. EASEMENTS TO BE PROVIDED AS NECESSARY.
- SUBDIVIDER TO PROVIDE APPROVED STREET LIGHT STANDARDS AND FIXTURES IN THE TYPE AND NUMBER APPROVED BY THE CITY ENGINEER.
- SLOPE PLANTING SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY OF SAN DIEGO.
- GRADING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE GRADING ORDINANCE OF THE CITY OF SAN DIEGO.
- ALL WORK WITHIN PUBLIC RIGHT OF WAY SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, THE SAN DIEGO AREA REGIONAL STANDARD DRAWINGS AND THE DESIGN AND CONSTRUCTION STANDARDS OF THE CITY OF SAN DIEGO
- FIRE HYDRANTS TO BE INSTALLED AND ACCESS PROVIDED IN ACCORDANCE WITH THE CITY OF SAN DIEGO "FIRE ACCESS ROADWAYS, CFC SECTION 503".
- PRELIMINARY GEOTECHNICAL FEASIBILITY REPORT PREPARED BY: ACCUTECH ENGINEERING
- GRADING SHOWN HEREON IS PRELIMINARY AND SUBJECT TO CHANGE IN FINAL DESIGN.
- TRASH PICKUP SHALL BE INDIVIDUAL PICKUP ONCE A WEEK.
- SOURCE OF TOPOGRAPHY: FIELD SURVEY PREPARED BY LUNDSTROM ENGINEERING AND SURVEYING, DATED: FEBRUARY 7, 2018, DATUM ELEV.=463.358' M.S.L.
- BENCHMARK: BRASS PLUG IN TOP OF CURB, NORTHWEST CORNER 67RD STREET AND MARY LANE DRIVE.
- THE PROPOSED SETBACKS ARE AS FOLLOWS:
FRONT SETBACK - 10 FEET MINIMUM, SEE SECTION 131.0443(d)(1)
SIDE YARD SETBACK - 5 FEET MINIMUM, SEE SECTION 131.0443(d)(2)
REAR YARD SETBACK - 10 FEET.
- RETAINING WALLS: NONE
- BUS STOP ADJACENT TO THE PROPERTY.
- GEOLOGIC HAZARDS: NONE

BASIS OF BEARING

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CCS '83, ZONE 6, GRID BEARING BETWEEN SURVEY CONTROL STATION NO. 3098 AND STATION NO. 3104, AS DESCRIBED ON RECORD OF SURVEY MAP NO. 14492, RECORDS OF SAN DIEGO COUNTY.

HAVING A BEARING OF S58°48'52"E

BENCHMARK

CITY OF SAN DIEGO SURVEY CONTROL BENCHMARK LOCATED AT THE NW CORNER OF MARY LANE DRIVE & 63RD STREET:

BRASS PLUG IN TOP OF CURB
ELEVATION = 463.358

LEGAL DESCRIPTION

PORTIONS OF LOTS 192, 193 & 194 OF COLLWOOD PARK UNIT NO. 2, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 2495 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY.

GRADING QUANTITIES

CUT: 50 C.Y. MAXIMUM DEPTH OF CUT = 5 FEET
FILL: 50 C.Y. MAXIMUM DEPTH OF FILL = 5 FEET

PUBLIC UTILITIES

SEWER CITY OF SAN DIEGO
WATER CITY OF SAN DIEGO
STORM DRAIN PRIVATE H.O.A.
TELEPHONE PACIFIC BELL
GAS AND ELECTRIC SDG&E
CABLE TV COX CABLE
POLICE & FIRE CITY OF SAN DIEGO

OWNER

ZUMA WEST
2108 BOTTLEBRUSH PLACE
ENCINITAS, CALIFORNIA, 92024
(619) 988-4917

BY: DATE

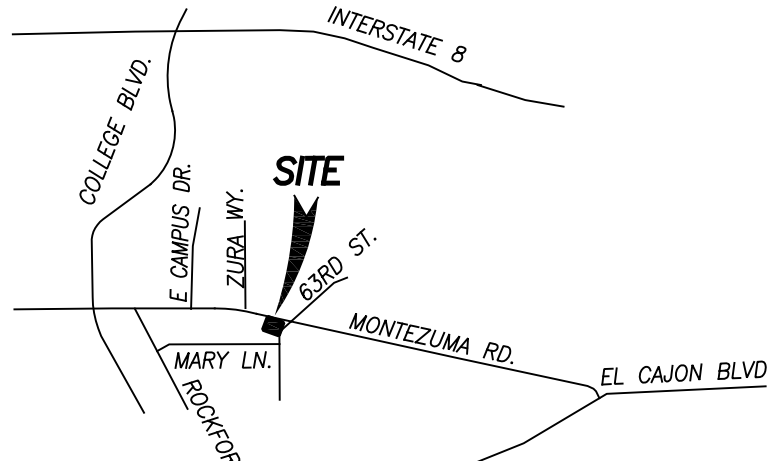
ENGINEER

LUNDSTROM ENGINEERING AND SURVEYING, INC.
5333 MISSION CENTER ROAD, SUITE 115
SAN DIEGO, CALIFORNIA, 92108
(619) 814-1220

WILLIAM LUNDSTROM
R.C.E. 61630
EXPIRES ON 06/30/21



DATE



VICINITY MAP
NOT TO SCALE

Project Address:
6253, 6263 & 6273 MONTEZUMA ROAD
SAN DIEGO, CA 92115

Project Name:
63RD & MONTEZUMA

Original Date: 10/15/2018

Sheet Title: Sheet 1 of 2

P.T.S. NO.

I.O.. NO.

Revision 4: _____
Revision 3: _____
Revision 2: _____
Revision 1: _____

NEIGHBORHOOD DEVELOPMENT PERMIT NO.
PLANNED DEVELOPMENT PERMIT NO.
6253, 6263 & 6273 MONTEZUMA ROAD, SAN DIEGO, CA

LEGEND

- FIRE HYDRANT
- WATER VALVE
- WATER METER
- SEWER CLEANOUT
- MANHOLES (SS/SD)
- POWER/UTILITY POLE
- GUY ANCHOR
- POWER TRANSFORMER
- POWER/TELEPHONE VAULT
- POWER METER
- ELECTRIC CONTROL PANEL
- HANDHOLE
- GAS VALVE
- GAS METER
- STREET LIGHT
- SIGN
- CONIFEROUS TREE
- PALM TREE
- FOUND LEAD AND TACK

- CENTER LINES
- PROPERTY LINES
- RIGHT-OF-WAY LINES
- LOT LINES
- WATER LINE
- SANITARY SEWER LINE
- STORM DRAIN LINE
- GAS LINE
- OVERHEAD UTILITY LINES
- CHAIN LINK FENCE
- IRON FENCE
- WOOD FENCE
- RETAINING WALL



EASEMENT LEGEND

- INDICATES 8.0' WIDE UN-NAMED EASEMENT AS PER MAP NO. 2495.
- INDICATES 6.0' STREET VACATION AS PER CITY OF SAN DIEGO RESOLUTION NO. 184453, RECORDED AUGUST 6, 1965 AS INSTRUMENT NO. 141427, EASEMENT FOR UTILITIES TO THE CITY OF SAN DIEGO RESERVED OVER SAID VACATION.

THE EXACT LOCATION OF THE FOLLOWING EASEMENTS IS NOT DISCLOSED AND THEREFORE CANNOT BE PLOTTED HEREON:
EASEMENT IN FAVOR OF SDG&E RECORDED FEBURARY 13, 1930 IN BOOK 1740, PAGE 206 OF DEEDS.

NOTES

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CCS '83, ZONE 6, GRID BEARING BETWEEN SURVEY CONTROL STATION NO. 3098 AND STATION NO. 3104, AS DESCRIBED ON RECORD OF SURVEY MAP NO. 14492, RECORDS OF SAN DIEGO COUNTY.
HAVING A BEARING OF S58°48'52"E

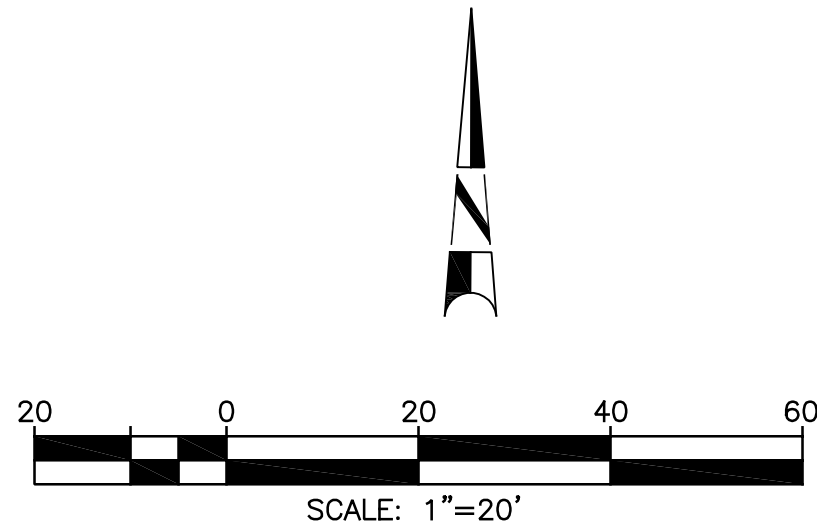
BENCHMARK:

ELEVATIONS FOR THIS SURVEY DERIVED FROM RTK GPS OBSERVATIONS TO CITY OF SAN DIEGO SURVEY CONTROL BENCHMARK LOCATED AT THE NW CORNER OF 67TH STREET AND MARY LANE DRIVE.
BRASS PLUG IN TOP OF CURB WEST SIDE 67TH STREET.
ELEVATION=463.36' MSL

THE LOCATION AND DESCRIPTION OF ALL SURVEY MARKERS SHOWN HEREON ARE BASED ON FIELD OBSERVATIONS TAKEN IN NOVEMBER 2017, UNLESS OTHERWISE INDICATED.

WORK PERFORMED IN CONJUNCTION WITH THIS SURVEY UTILIZED THE FOLLOWING EQUIPMENT AND PROCEDURES: (A) 3" SPECTRA PRECISION FOCUS 30 SERIES ELECTRONIC TOTAL STATION; (B) SPECTRA PRECISION EPOCH 50 SERIES GPS, DATA COLLECTED IN RTK MODE. ALL EQUIPMENT MAINTAINED TO THE MANUFACTURER'S SPECIFICATIONS.

THIS TOPOGRAPHIC SURVEY DRAWING ACCURATELY REPRESENTS SURFACE FEATURES LOCATED DURING THE COURSE OF THIS SURVEY. UNDERGROUND UTILITIES SHOWN HEREON ARE BASED SOLELY UPON INFORMATION PROVIDED BY OTHERS AND LUNDSTROM ENGINEERING & SURVEYING, INC. DOES NOT ACCEPT RESPONSIBILITY OR ASSUME LIABILITY FOR THEIR ACCURACY OR COMPLETENESS. CONTRACTOR AND/OR ENGINEERS SHALL VERIFY EXACT SIZE AND LOCATION PRIOR TO CONSTRUCTION.



Project Address:
6253, 6263 & 6273 MONTEZUMA ROAD
SAN DIEGO, CA 92115

Project Name:
63RD & MONTEZUMA

Original Date: _____

Sheet Title: _____ Sheet 2 of 2

P.T.S. NO. _____
I.O.. NO. _____

Revision 4: _____
Revision 3: _____
Revision 2: _____
Revision 1: _____



KEY NOTES

- 1 RESIDENTIAL ENTRANCE
- 2 TRASH ACCESS
- 3 COURTYARD
- 4 LANDSCAPING (SEE LANDSCAPE PLANS)
- 5 EASEMENT
- 6 TRANSFORMER
- 7 FENCE/GATE
- 8 VISIBILITY TRIANGLE
- 9 BUS PAD
- 10 COVERED BUS STOP

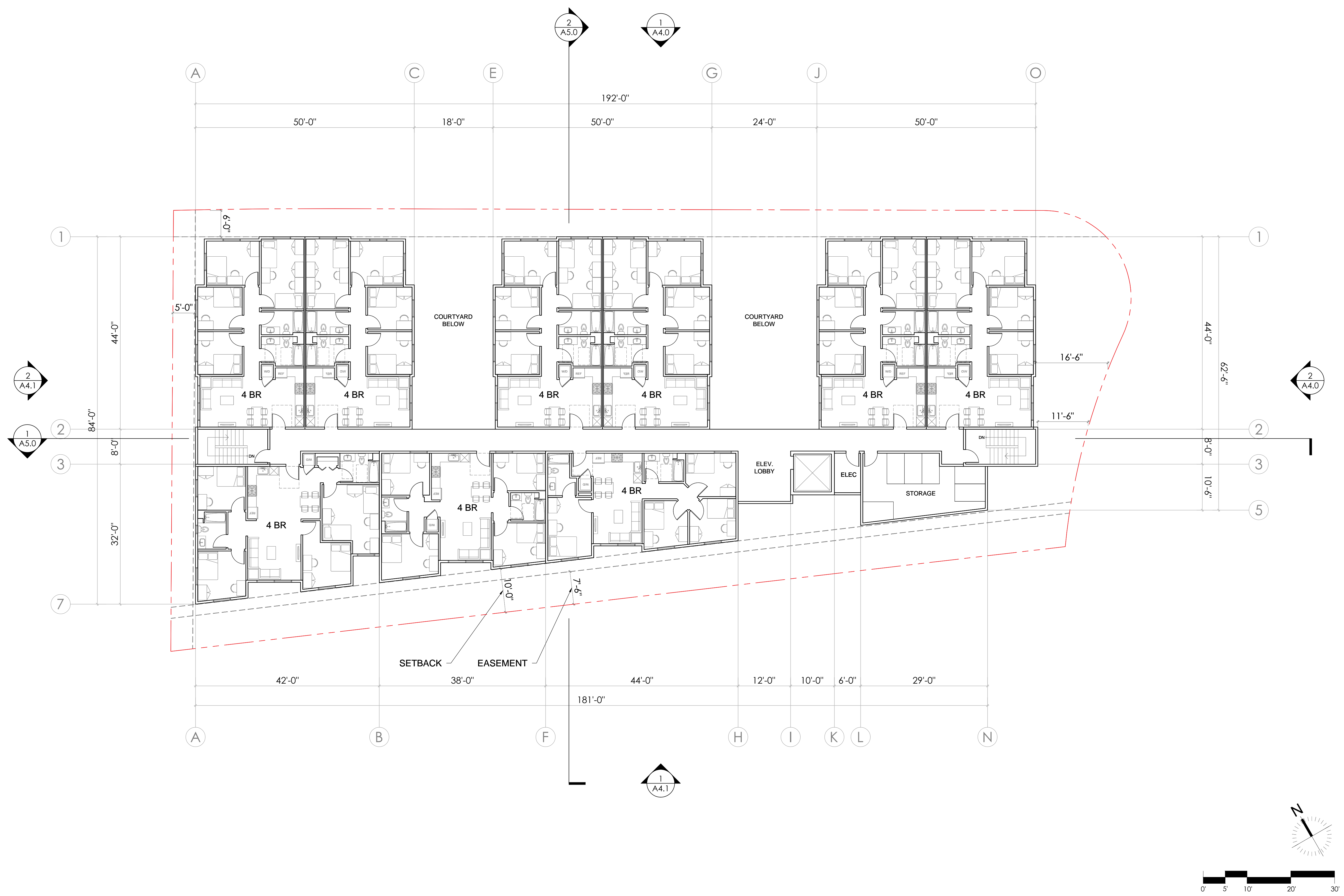
NOTES

1. PROVIDE BUILDING ADDRESS NUMBERS, VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY PER FHPT'S POLICY P-00-6 (UFC 901.4.4).
2. SIDEWALK TO BE RECONSTRUCTED AND BE NON-CONTIGUOUS. EXISTING SCORING PATTERN TO BE MAINTAINED.
3. PRIOR TO ISSUANCE OF ANY CONSTRUCTION PERMIT, THE OWNER/PERMITEE SHALL ENTER INTO A MAINTENANCE AGREEMENT FOR THE ONGOING PERMANENT BMP MAINTENANCE, SATISFACTORY TO THE CITY ENGINEER.
4. PRIOR TO ISSUANCE OF ANY CONSTRUCTION PERMIT THE OWNER/PERMITEE SHALL INCORPORATE BEST MANAGEMENT PRACTICES NECESSARY TO COMPLY WITH CH. 14, ARTICLE 2, DIVISION 1 (GRADING REGULATIONS) OF THE SDMC INTO THE CONSTRUCTION PLANS OR SPECIFICATIONS.
5. PRIOR TO ISSUANCE OF ANY CONSTRUCTION PERMIT THE OWNER/PERMITEE SHALL SUBMIT A WPCP WHICH SHALL BE PREPARED IN ACCORDANCE WITH GUIDELINES ON PART 2 CONSTRUCTION BMP STANDARDS CH. 4 OF THE CITY'S STORM WATER STANDARDS.

LEGEND

- PROPERTY LINE
- SETBACK LINE LINE
- STREET CIRCULATION
- - - ACCESSIBLE PATH OF TRAVEL
- ⊗ FIRE HYDRANT





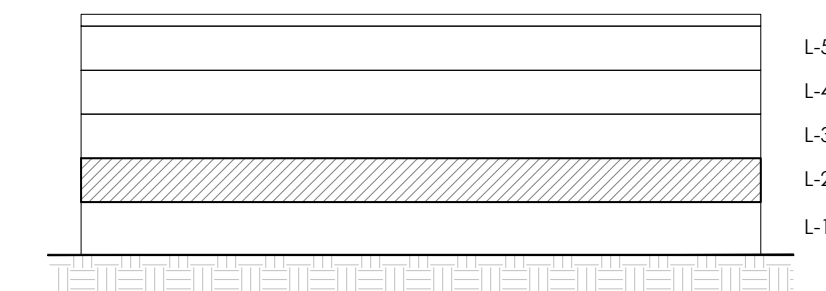
FLOOR PLAN DATA

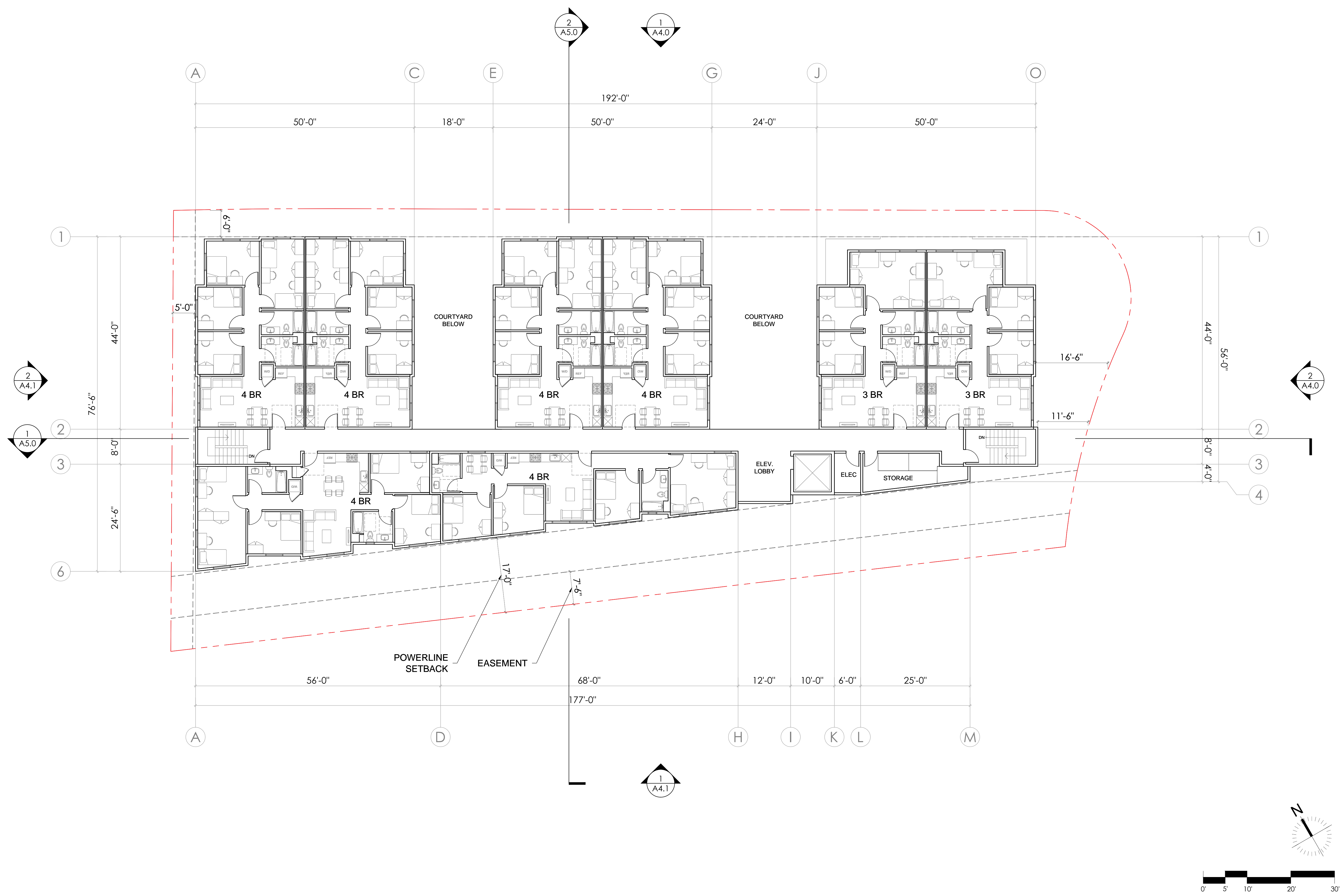
UNIT MIX	
- 4 BR	9
- TOTAL	9
AREAS	
- GROSS	11,465 SF
- NET	9,640 SF

LEGEND

- PROPERTY LINE
- SETBACK LINE LINE

KEY PLAN





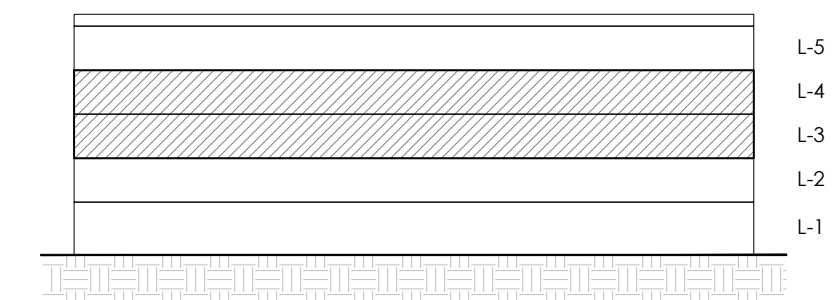
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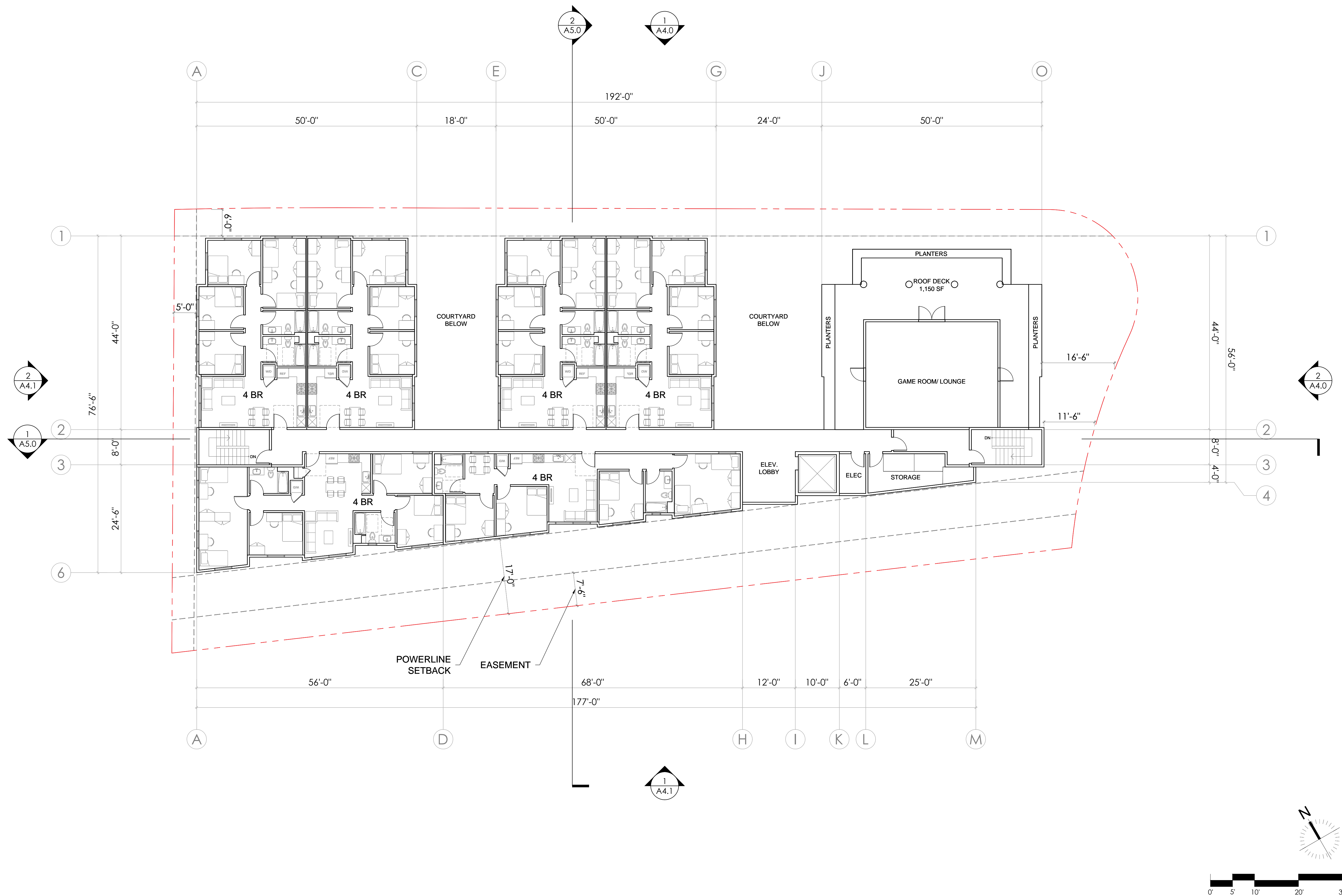
UNIT MIX	
- 3 BR	2
- 4 BR	6
- TOTAL	8
AREAS	
- GROSS	10,210 SF
- NET	8,600 SF

LEGEND

- PROPERTY LINE
- SETBACK LINE LINE

KEY PLAN







FLOOR PLAN DATA

UNIT MIX	
- 4 BR	6
- TOTAL	6
AREAS	
- GROSS	10,210 SF
- NET	6,675 SF

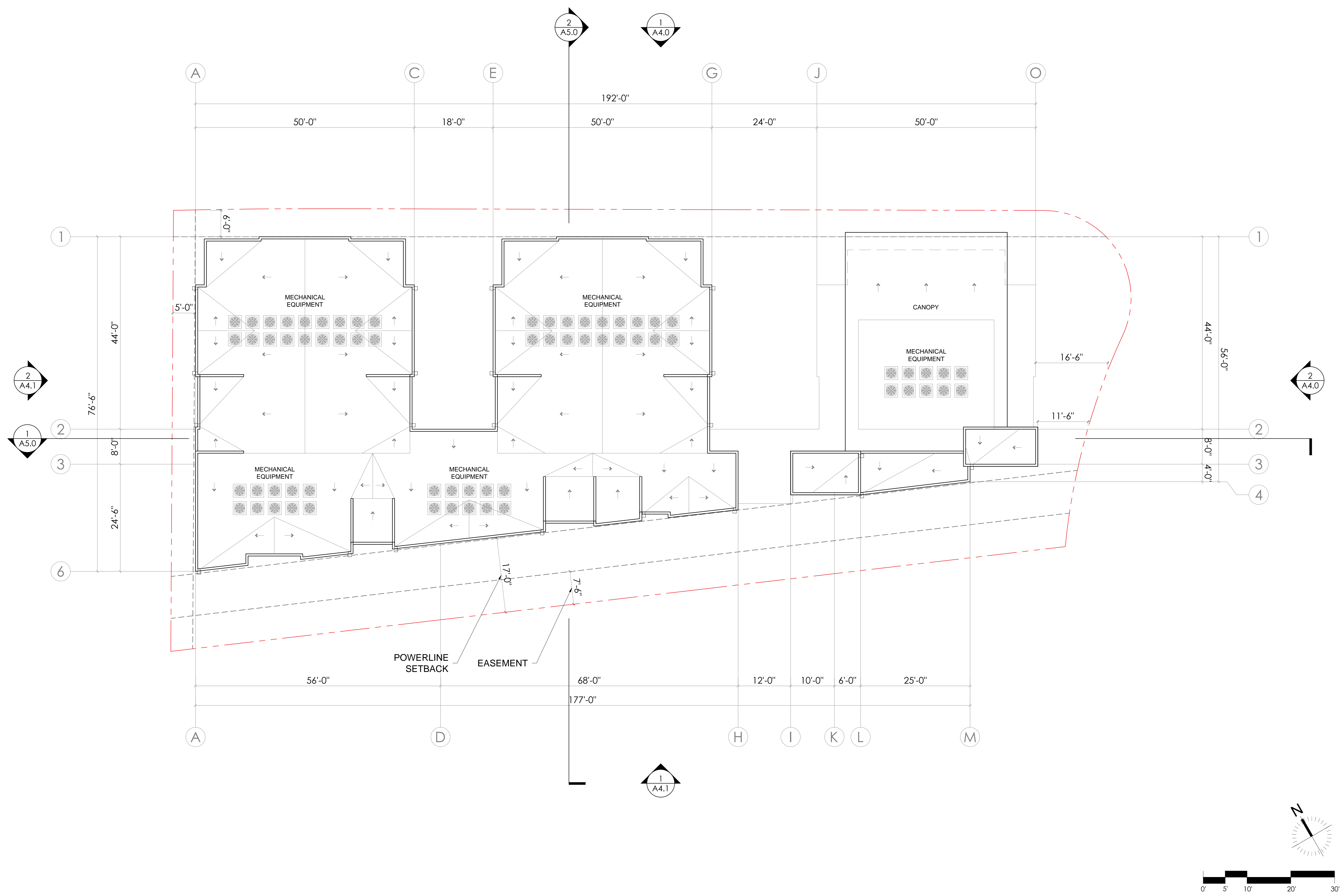
LEGEND

	PROPERTY LINE
	SETBACK LINE LINE

KEY PLAN

The diagram illustrates a cross-section of a wall assembly. It consists of five distinct layers, labeled L-1 through L-5 from bottom to top. L-1 is the foundation, shown as a hatched area. L-2 is the main wall body, shown as a solid white rectangle. L-3 is an insulation layer, shown as a white rectangle with diagonal hatching. L-4 is a membrane or vapor barrier, shown as a thin white line. L-5 is the roof deck, shown as a hatched area. The layers are stacked vertically, with L-1 at the base and L-5 at the top.

L-5
L-4
L-3
L-2
L-1

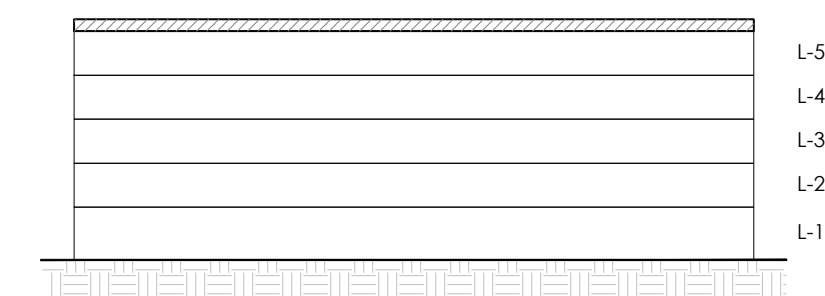


FLOOR PLAN DATA

LEGEND

- PROPERTY LINE
- SETBACK LINE LINE

KEY PLAN



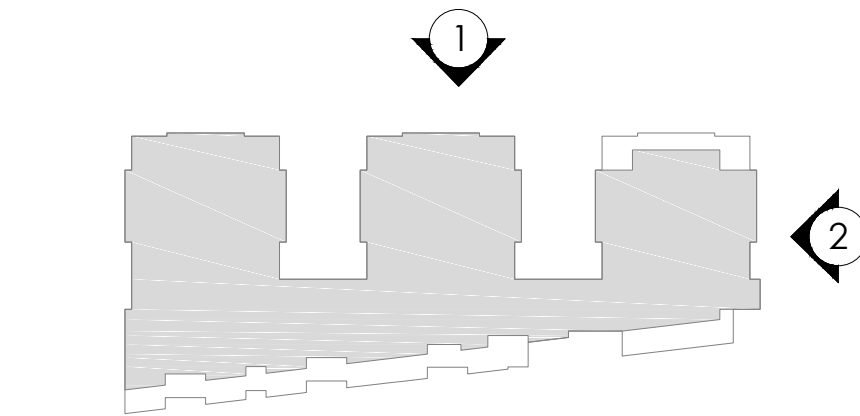
KEY NOTES

- 1 STOREFRONT GLAZING SYSTEM
- 2 WINDOW
- 3 WINDOW WALL SYSTEM
- 4 SMOOTH STUCCO
- 5 FIBER CEMENT SIDING
- 6 WOOD COMPOSITE PANELS
- 7 BOARD FORMED CONCRETE
- 8 METAL TRIM
- 9 GLASS GUARDRAIL
- 10 ALUMINUM DOOR/GLASS
- 11 METAL GATE/DOOR

LEGEND

--- PROPERTY LINE

KEY PLAN



1 NORTH ELEVATION



2 EAST ELEVATION



① SOUTH ELEVATION



② WEST ELEVATION

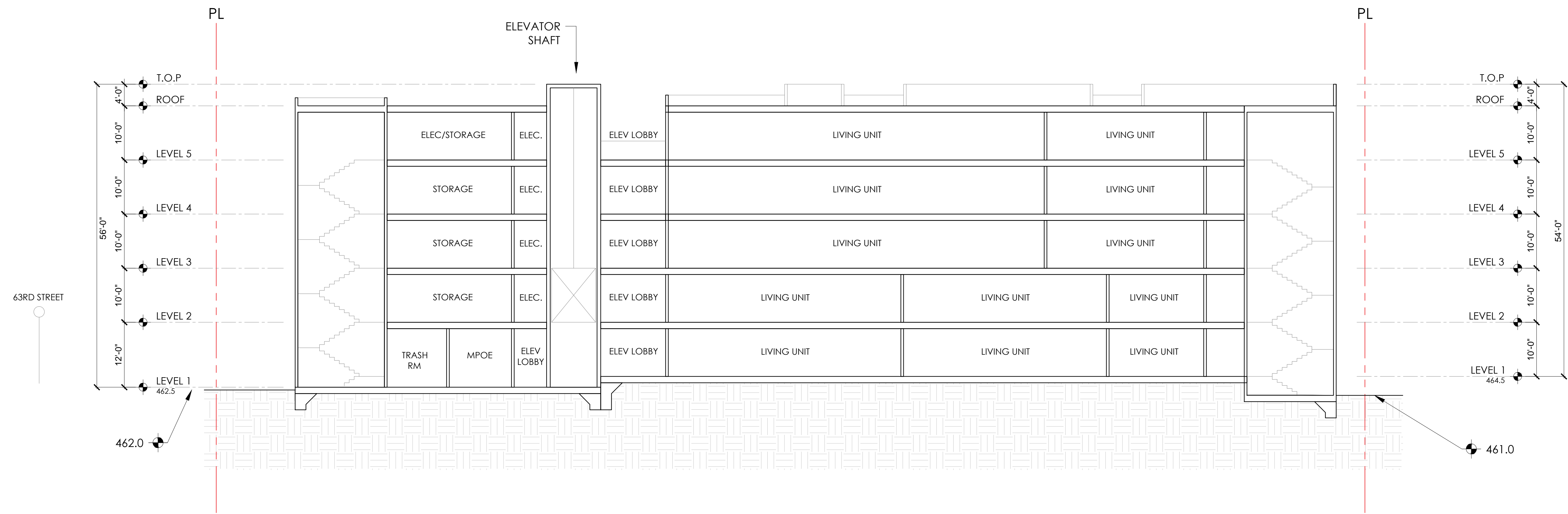
KEY NOTES

- 1 STOREFRONT GLAZING SYSTEM
- 2 WINDOW
- 3 WINDOW WALL SYSTEM
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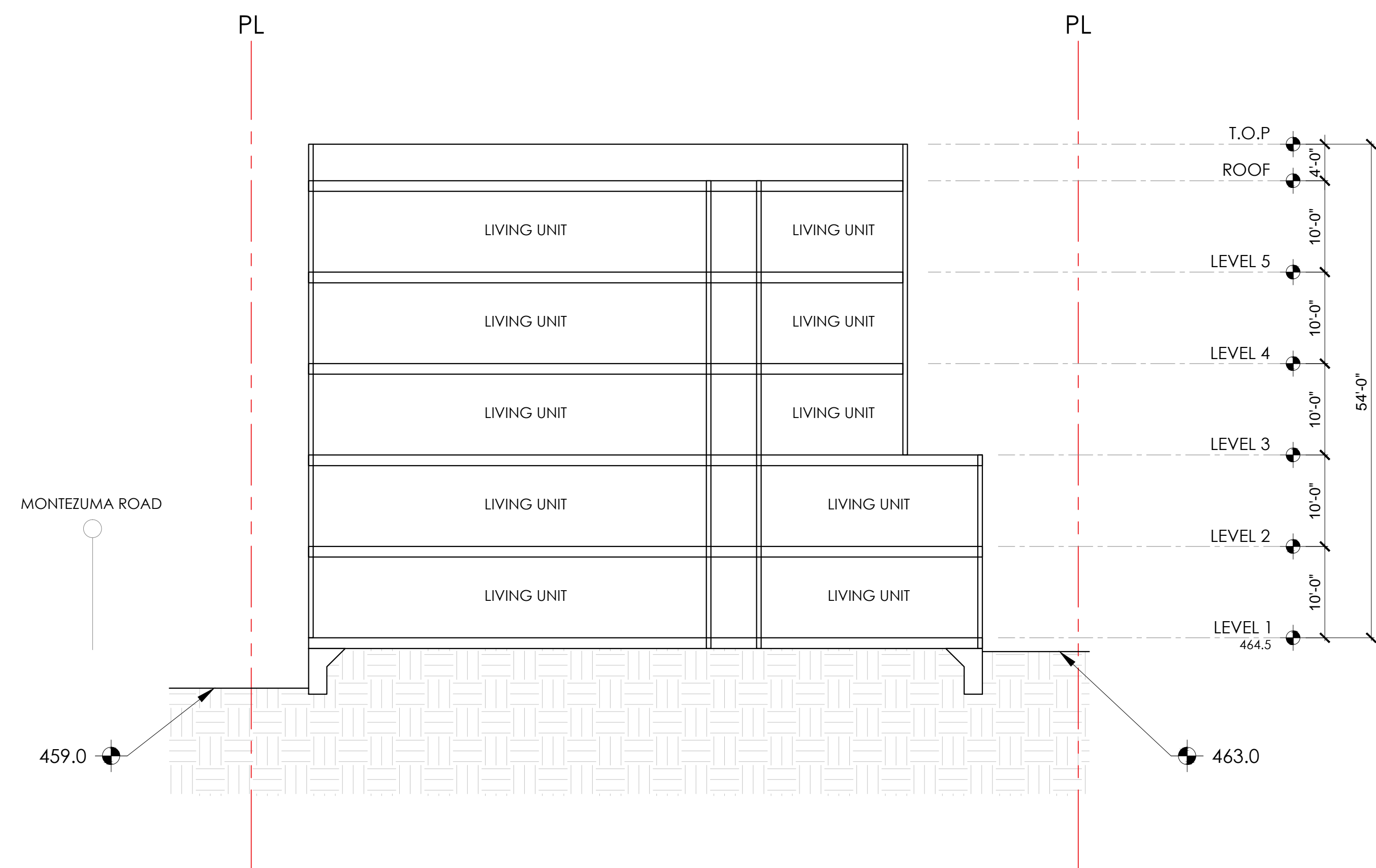
LEGEND

— — — — — PROPERTY LINE

KEY PLAN



1 LONGITUDINAL SECTION



2 TRANSVERSE SECTION

KEY NOTES

LEGEND

KEY NOTES

Site plan showing the location of the longitudinal and transverse sections. The plan shows a building footprint with two sections marked: Section 1 (Longitudinal) and Section 2 (Transverse). Section 1 is indicated by a horizontal line with a circle and the number 1. Section 2 is indicated by a vertical line with a circle and the number 2. A north arrow is shown in the bottom right corner.









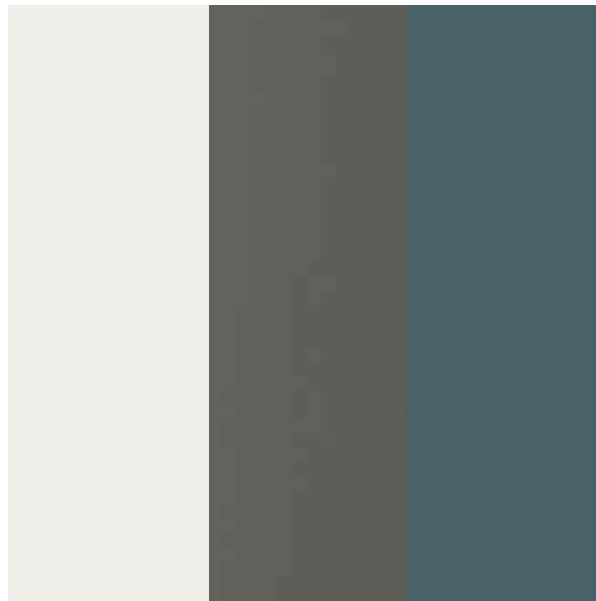




1 STOREFRONT GLAZING SYSTEM



2 WINDOW/ BALCONY GLAZING



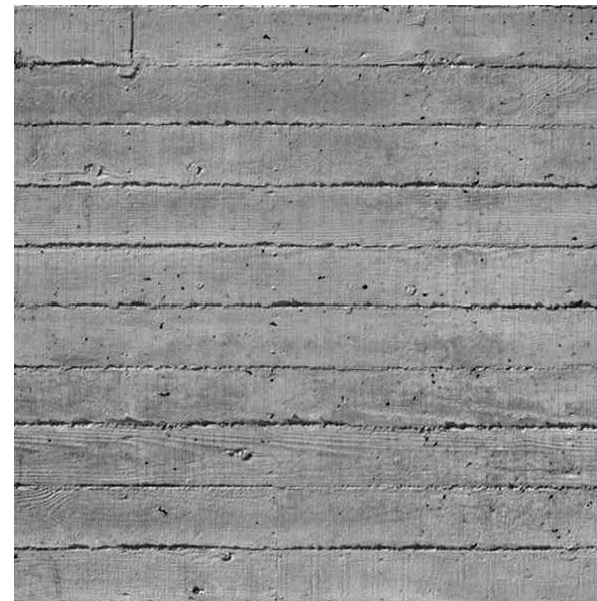
3 SMOOTH STUCCO



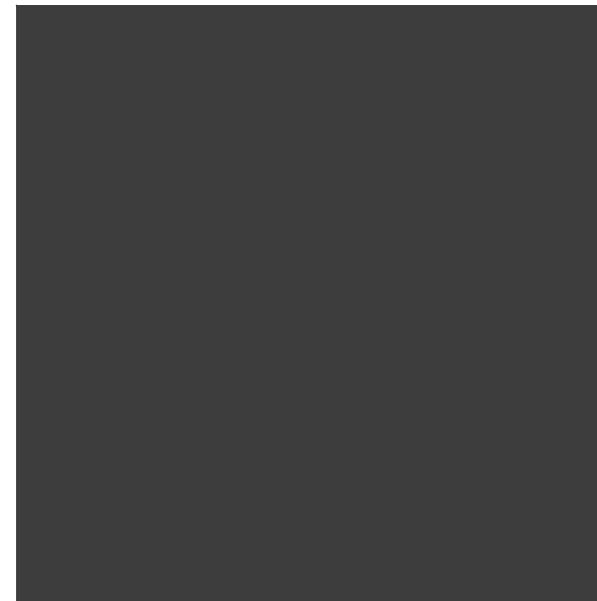
4 FIBER CEMENT SIDING



5 WOOD COMPOSITE PANEL



6 BOARD FORMED CONCRETE



7 METAL PANEL/TRIM

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CA# 2538

Landscape Development Plan for:

63RD AND MONTEZUMA

MONTEZUMA ROAD
San Diego, California

ADDITIONAL CITY NOTES

IRRIGATION: AN AUTOMATIC, ELECTRICALLY CONTROLLED IRRIGATION SYSTEM SHALL BE PROVIDED AS REQUIRED BY LDC 142.0403(C) FOR PROPER IRRIGATION, DEVELOPMENT, AND MAINTENANCE OF THE VEGETATION IN A HEALTHY, DISEASE-RESISTANT CONDITION. THE DESIGN OF THE SYSTEM SHALL PROVIDE ADEQUATE SUPPORT FOR THE VEGETATION SELECTED.*

MINIMUM ROOT ZONE OF 40SF IN AREA SHALL BE PROVIDED FOR ALL TREES. THE MINIMUM DIMENSION FOR THIS AREA SHALL BE 5 FEET, PER SDMG 142.0403(B)(5).

TREES SHALL BE MAINTAINED SO THAT ALL BRANCHES OVER PEDESTRIAN WALKWAYS ARE 6 FEET ABOVE THE WALKWAY GRADE AND BRANCHES OVER VEHICULAR TRAVEL WAYS ARE 16 FEET ABOVE THE GRADE OF THE TRAVEL WAY PER THE SAN DIEGO MUNICIPAL CODE, SECTION 142.0403(B)(10).

MULCH: ALL REQUIRED PLANTING AREAS AND ALL EXPOSED SOIL AREAS WITHOUT VEGETATION SHALL BE COVERED WITH MULCH TO A MINIMUM DEPTH OF 3 INCHES, EXCLUDING SLOPES REQUIRING REVEGETATION PER SDMG 142.0411.

IF ANY REQUIRED LANDSCAPE INDICATED ON THE APPROVED CONSTRUCTION DOCUMENT PLANS IS DAMAGED OR REMOVED DURING DEMOLITION OR CONSTRUCTION, IT SHALL BE REPAIRED AND/OR REPLACED IN KIND AND EQUIVALENT SIZE PER THE APPROVED DOCUMENTS TO THE SATISFACTION OF THE DEVELOPMENT SERVICES DEPARTMENT WITHIN 30 DAYS OF DAMAGE.*

CITY STANDARDS NOTES

DESIGN STATEMENT

LANDSCAPE FOR THIS MULTI-UNIT RESIDENTIAL BUILDING FEATURES A DROUGHT TOLERANT PLANTING WITH STREET SIDE LARGE CANOPY TREES. STORM WATER TREATMENT IS ACCOMMODATED WITH VEGETATED SWALES COORDINATED WITH THE PROJECT'S CIVIL ENGINEER.

LANDSCAPE REGULATION CONFORMANCE

ALL LANDSCAPE AND IRRIGATION SHALL CONFORM TO THE CITY ORDINANCE LANDSCAPE ARTICLES AND LAND DEVELOPMENT MANUAL LANDSCAPE STANDARDS AND ALL OTHER LANDSCAPE RELATED CITY AND REGIONAL STANDARDS.

LANDSCAPE IS SUBJECT TO CITY WIDE LANDSCAPE REGULATIONS AS THEY PERTAIN TO MULTIPLE DWELLING UNIT RESIDENTIAL DEVELOPMENT, AS WELL AS THE COLLEGE COMMUNITY PLAN AND CORE-SUB AREA DESIGN MANUAL.

R-O-W PERMIT REQUIRED

A PUBLIC RIGHT-OF-WAY PERMIT IS REQUIRED FOR ANY PLANTING GREATER THAN 30 INCHES IN HEIGHT IN THE PUBLIC RIGHT-OF-WAY. THIS REQUIREMENT ALSO APPLIES TO LANDSCAPE BOULDERS LOCATED WITHIN THE RIGHT-OF-WAY.

CITY INSPECTION

OBTAIN A FINAL INSPECTION OF THE COMPLETED LANDSCAPE PLANTING AND IRRIGATION INSTALLATION BY CITY LANDSCAPE INSPECTOR, SCHEDULE INSPECTOR AND LANDSCAPE ARCHITECT AT LEAST ONE WEEK IN ADVANCE OF INSPECTION. CITY FEES PROVIDE FOR ONLY ONE INSPECTION. ADDITIONAL INSPECTIONS WILL REQUIRE ADDITIONAL FEES.

EXISTING LANDSCAPE NOTE

NEW LANDSCAPING IS PROPOSED FOR ALL SITE AREAS NOT OTHERWISE DEVELOPED. NO EXISTING TREES OR OTHER VEGETATION WILL REMAIN.

MAINTENANCE NOTE

ALL REQUIRED LANDSCAPE AREAS AS SHOWN ON THESE PLANS, INCLUDING IN THE RIGHT OF WAY, SHALL BE MAINTAINED BY THE PROPERTY OWNER. THE LANDSCAPE AREAS SHALL BE MAINTAINED FREE OF DEBRIS AND LITTER AND ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY CONDITION. DISEASED OR DEAD PLANT MATERIAL SHALL BE SATISFACTORILY TREATED OR REPLACED WITHIN 30 DAYS AND PRIOR TO FINAL LANDSCAPE INSPECTION.

CURB NOTE:

ALL LANDSCAPE AREAS ARE SEPARATED FROM VEHICULAR DRIVES AND PARKING BY 6 IN. CONCRETE CURBS- CONSTRUCTED PER SITE IMPROVEMENT PLANS ALL PARKING SPACES FACING LANDSCAPE AREAS 5 FT. OR LESS IN WIDTH SHALL HAVE WHEEL STOPS PROVIDED AT LEAST TWO FEET FROM THE LANDSCAPE AREA

MINIMUM TREE SEPARATION DISTANCE

IMPROVEMENT / MINIMUM DISTANCE TO STREET TREE:

TRAFFIC SIGNALS (STOP SIGN)-	20 FEET
UNDERGROUND UTILITY LINES-	5 FEET
UNDERGROUND SEWER LATERALS-	10 FEET
ABOVE GROUND UTILITY STRUCTURES-	10 FEET
DRIVEWAY (ENTRIES)-	10 FEET
INTERSECTIONS (INTERSECTING CURB LINES OF TWO STREETS)-	25 FEET

VERIFY MINIMUM SEPARATION DISTANCE IN FIELD PRIOR TO PLANTING. UPON IDENTIFICATION OF CONFLICT, CONTACT LANDSCAPE ARCHITECT AND ADJUST TREE LOCATION AS DIRECTED.

ROOT BARRIER

NON-BIODEGRADABLE ROOT BARRIERS SHALL BE INSTALLED BETWEEN ALL NEW STREET TREES PLACED WITHIN 5 FEET OF PUBLIC IMPROVEMENTS INCLUDING WALKS, CURBS OR STREET PAVEMENT OR WHERE NEW PUBLIC IMPROVEMENTS ARE PLACED WITHIN 10 FEET OF THE PROPERTY LINE ALONG THAT STREET FRONTAGE (SDMG 142.0409(A)(1)).

DRAINAGE BEST MANAGEMENT PRACTICES

NO IRRIGATION RUN OFF SHALL DRAIN OFF SITE INTO THE PUBLIC RIGHT OF WAY, STREETS, DRIVES OR ALLEYS. NO CONNECTION SHALL BE MADE TO ANY STORM WATER SEWER SYSTEM WITHOUT PROPER PUMPS. ALL ROOF DISCHARGE TO BE TO SURFACE DRAINAGE. REFER TO STORM WATER POLLUTION PREVENTION PLAN

IRRIGATION

WATER CONSERVATION IS PROMOTED THROUGH THE USE OF DROUGHT TOLERANT PLANT SPECIES AND THE ANTICIPATED USE OF DRIP IRRIGATION THROUGHOUT THE PROJECT. SEPARATE BUBBLER SYSTEMS FOR TREES IS ANTICIPATED.

(ALSO SEE ADDITIONAL CITY NOTES)

MULCH

ALL REQUIRED AREAS AND EXPOSED SOIL AREAS WITHOUT VEGETATION SHALL BE COVERED WITH MULCH TO A MINIM DEPTH OF 3 INCHES, EXCLUDING SLOPES.

DRAWING INDEX

SHEET	CONTENTS
L-1	TITLE SHEET, NOTES
L-2	PLANTING PLAN
L-3	PLANTING SCHEDULE
L-4	WATER USE CALCULATIONS

SITE ADDRESS

MONTEZUMA ROAD
SAN DIEGO, CALIFORNIA

LANDSCAPE AREA

APPROXIMATELY 6570 SQ. FEET OF LANDSCAPE IS PROPOSED. (INCLUDES R.O.W. LANDSCAPE AREA).

LANDSCAPE DEVELOPMENT PLAN FOR:

63RD AND MONTEZUMA

MONTEZUMA ROAD

San Diego
California

ALA PROJECT NO.: 1828
APN: -

ZONING: RM-3-4

SHEET:

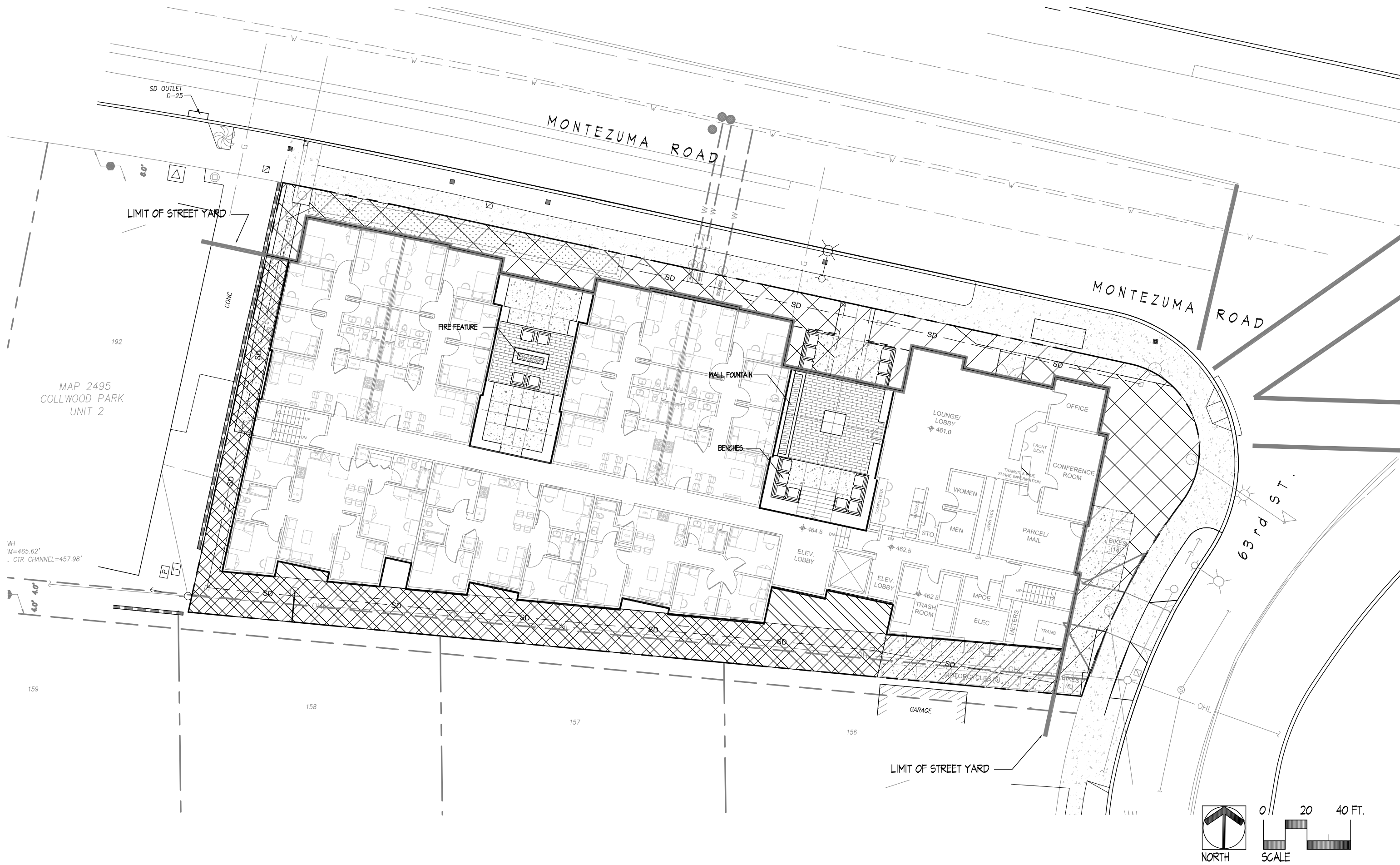
L-1

CITY OF SAN DIEGO AREA AND POINT CALCULATIONS

MULTI FAMILY

STREET YARD AREA			
AREA			
TOTAL STREET YARD AREA			2412
REQUIRED LANDSCAPE AREA	50%		1456
PROVIDED LANDSCAPE AREA			2313
POINTS			
REQUIRED POINTS	@ .05		146
REQUIRED TREE POINTS	@ 100%		146
PROVIDED TREE POINTS			200
REMAINING YARD AREA			
AREA			
TOTAL YARD AREA			2360
REQUIRED LANDSCAPE AREA	40 SF. PER TREE		
PROVIDED LANDSCAPE AREA			2246
REQUIRED LANDSCAPE POINTS			118
PROVIDED LANDSCAPE POINTS (TREES ONLY)			120
VEHICULAR USE AREAS- STREET YARD			
(NONE)			
VEHICULAR USE AREAS- NOT IN STREET YARD			
(NONE)			
STREET TREES- MONTEZUMA			
QUANTITY			
REQUIRED	201 FT. @ 1/30	1	
PROVIDED		1	
5 X 8 FT. ROOT ZONE			
STREET TREES- 63RD			
QUANTITY			
REQUIRED	50 FT. @ 1/30	2	
PROVIDED		2	

SEE L-2 FOR GROUND LEVEL COURTYARD CALCULATIONS
SEE L-3 FOR 5TH FLOOR ROOFTOP TERRACE CALCULATIONS



PREPARED BY:
NAME: AHLES LANDSCAPE ARCHITECTURE
PO BOX 150,
RANCHO SANTA FE, CA 92067
PHONE #: 858.756.8963

PROJECT ADDRESS:
MONTEZUMA ROAD
SAN DIEGO, CA

PROJECT NAME:
63RD AND MONTEZUMA

SHEET TITLE:
LANDSCAPE DEVELOPMENT PLAN

REVISION 14: _____
REVISION 13: _____
REVISION 12: _____
REVISION 11: _____
REVISION 10: _____
REVISION 9: _____
REVISION 8: _____
REVISION 7: _____
REVISION 6: _____
REVISION 5: _____
REVISION 4: CORNER - 8 JUL 20
REVISION 3: CYCLE 10- MAY 20
REVISION 2: SITE- JAN 20
REVISION 1: CYCLE 6- AUG 19
ORIGINAL DATE: 12 OCT 18
SHEET 1 OF 4
DEP# _____

AHLES
LANDSCAPE
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P.O. Box 1503
Rancho Santa Fe, California 92067
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CA# 2538

LANDSCAPE
DEVELOPMENT PLAN
FOR:

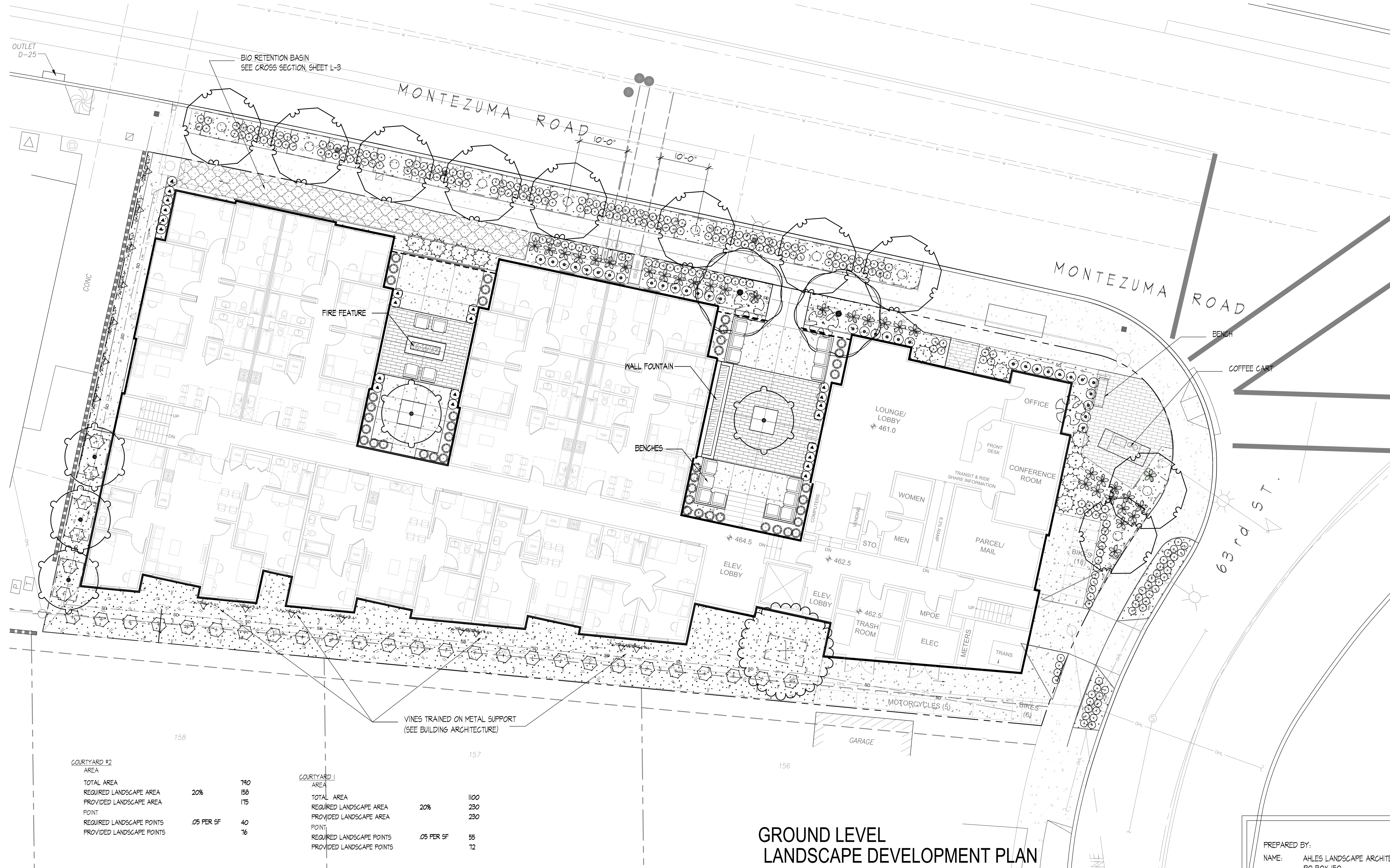
63RD AND
MONTEZUMA
MONTEZUMA ROAD

San Diego
California

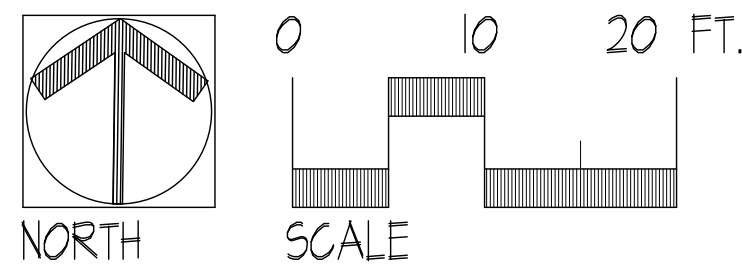
ALA PROJECT NO.: 1828
APN: -

ZONING: RM-3-4

SHEET:
L-2



GROUND LEVEL
LANDSCAPE DEVELOPMENT PLAN



PREPARED BY:
NAME: AHLES LANDSCAPE ARCHITECTURE
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RANCHO SANTA FE, CA 92067
PHONE #: 858.756.8963

PROJECT ADDRESS:
MONTEZUMA ROAD
SAN DIEGO, CA

PROJECT NAME:
63RD AND MONTEZUMA

SHEET TITLE:
LANDSCAPE DEVELOPMENT PLAN

REVISION 14: _____
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AHLES
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LANDSCAPE
DEVELOPMENT PLAN
FOR:

63RD AND
MONTEZUMA
MONTEZUMA ROAD

San Diego
California

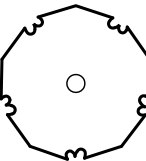
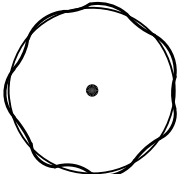
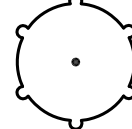
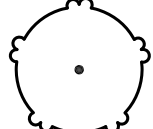
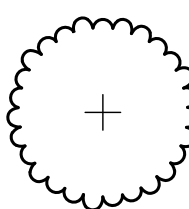
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APN: -







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
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L-3

PREPARED BY:	REVISION 14: _____
NAME: AHLES LANDSCAPE ARCHITECTURE PO BOX 150, RANCHO SANTA FE, CA 92067	REVISION 13: _____
PHONE #: 858.756.8963	REVISION 12: _____
	REVISION 11: _____
PROJECT ADDRESS: MONTEZUMA ROAD SAN DIEGO, CA	REVISION 10: _____
	REVISION 9: _____
	REVISION 8: _____
	REVISION 7: _____
	REVISION 6: _____
PROJECT NAME: 63RD AND MONTEZUMA	REVISION 5: _____
	REVISION 4: CORNER - 8 JUL 20
	REVISION 3: CYCLE 10- MAY 20
	REVISION 2: SITE- JAN 20
	REVISION 1: CYCLE 6- AUG 19
SHEET TITLE: LANDSCAPE DEVELOPMENT PLAN	ORIGINAL DATE: 12 OCT 18
	SHEET 3 OF 4
	DEP# _____

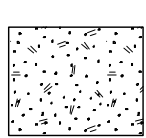
PLANT SCHEDULE

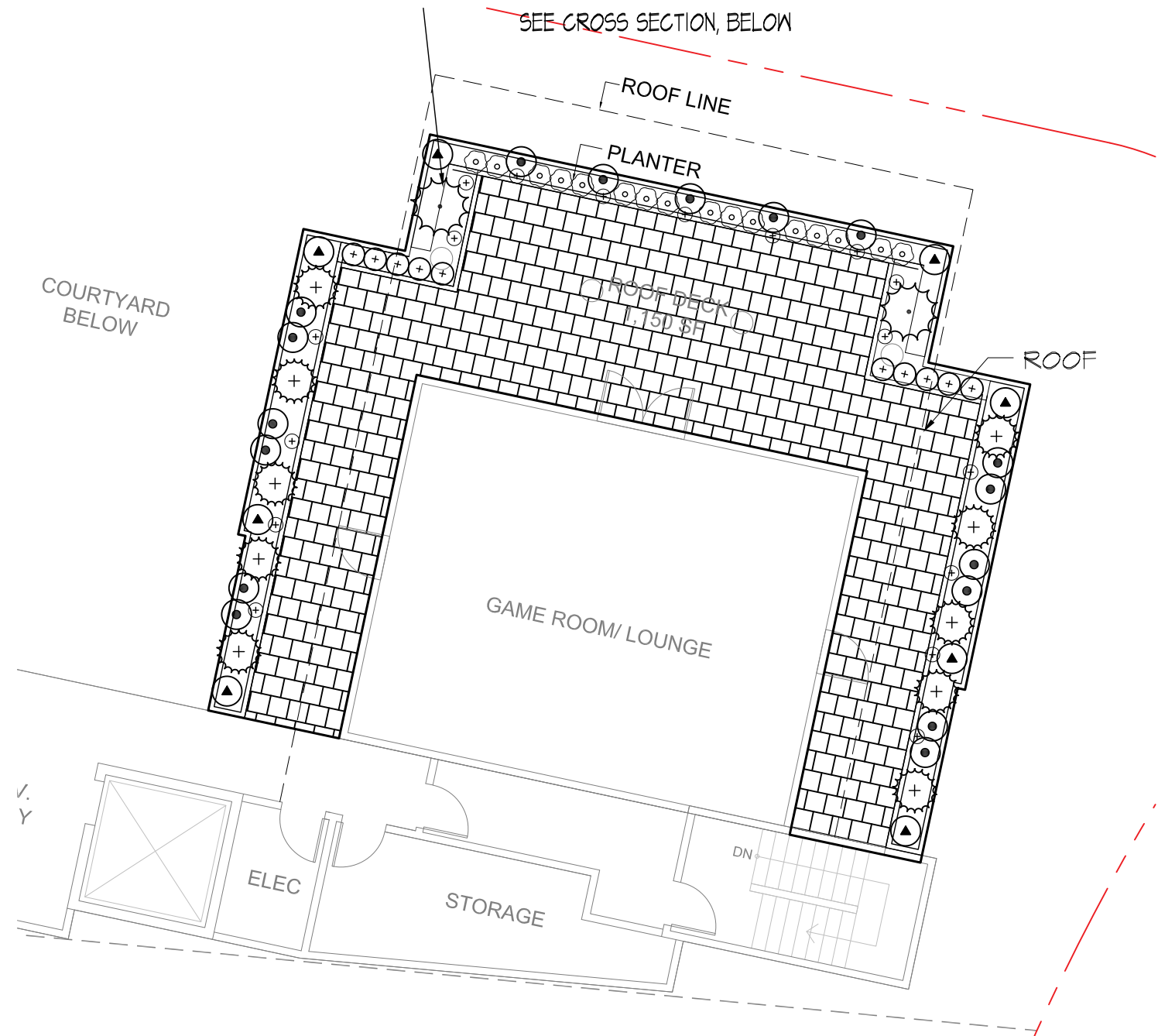
TREES	BOTANICAL / COMMON NAME	CONT.	QTY.
	CASSIA LEPTOPHYLLA GOLD MEDALLION TREE STANDARD - OR OTHER CITY DESIGNATED TREE	24 IN. BOX	10
	HYMENOSPORUM FLAVUM SWEETSHADE STANDARD	36 IN. BOX	2
	LASERSTROEMIA X 'TUSCARORA' GRAPE MYRTLE CORAL PINK	24 IN. BOX	5
	LASERSTROEMIA X 'TUSCARORA' RED GRAPE MYRTLE STANDARD	48"BOX	1
	X CHITALPA TASHKENTENSIS 'PINK DAWN' PINK DAWN CHITALPA	48"BOX	1

SHRUBS	BOTANICAL / COMMON NAME	SIZE	QTY.
	AEONIUM X 'ZWARTKOP' ZWARTKOP AEONIUM	1 GALLON	30
	AGAVE X 'BLUE GLOW' BLUE GLOW AGAVE	15 GALLON	10
	BOUTELOUA GRACILIS BLUE GRAMA	5 GAL	44
	BULBINE BULBOSA BULBINE LILY	1 GAL	262
	CHONDROPETALUM TECTORUM CAPE RUSH	5 GAL	12
	CORDYLINE AUSTRALIS 'RED STAR' RED STAR DRACAENA	24"BOX	4
	CRASSULA ARBORESCENS SILVER DOLLAR PLANT	1 GALLON	53
	DIANELLA CAERULEA 'CASSA BLUE' CASSA BLUE FLAX LILY	5 GAL	30
	ECHEVERIA X 'MAUNA LOA' MAUNA LOA ECHEVERIA	5 GAL	16
	MYRTUS COMMUNIS 'COMPACTA VARIEGATA' VARIEGATED DWARF MYRTLE	5 GAL	32
	SEDUM X 'AUTUMN FIRE' AUTUMN FIRE SEDUM	1 GALLON	17

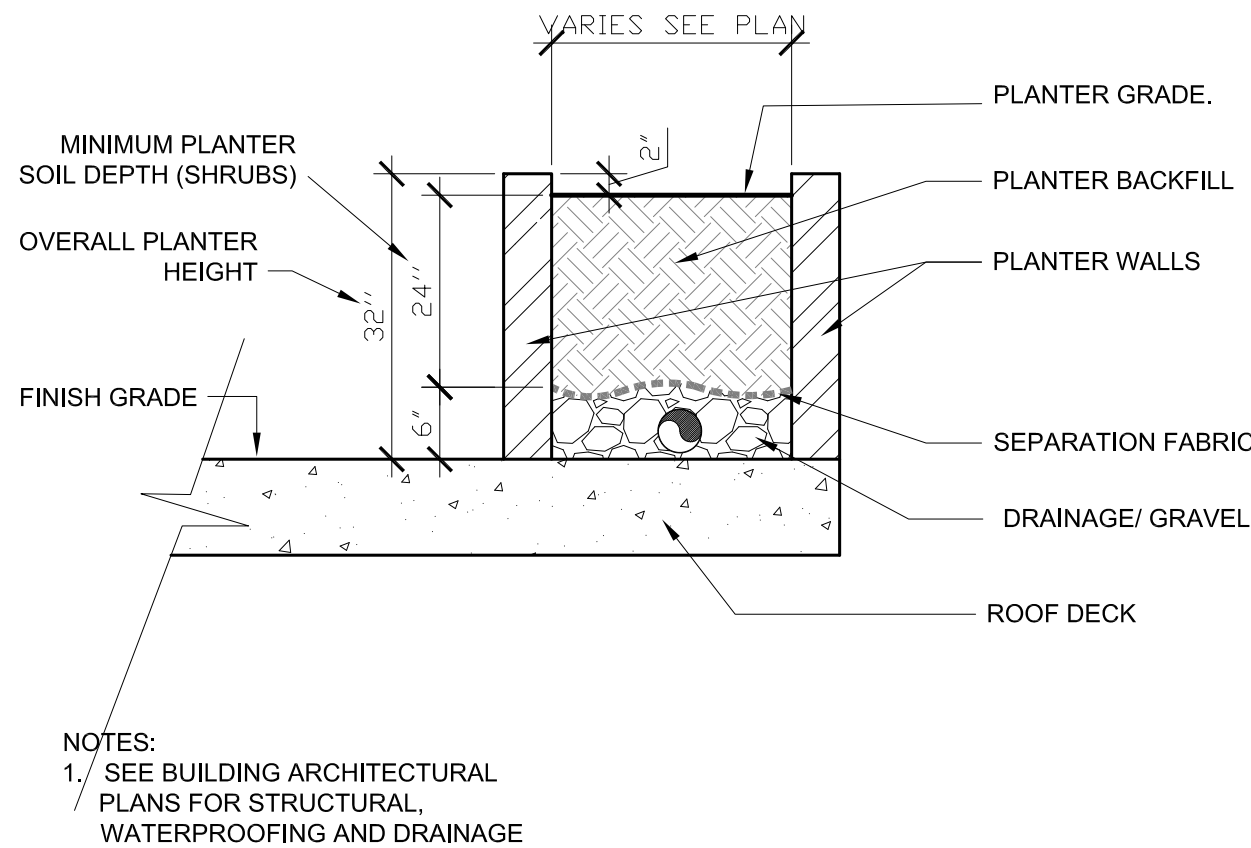
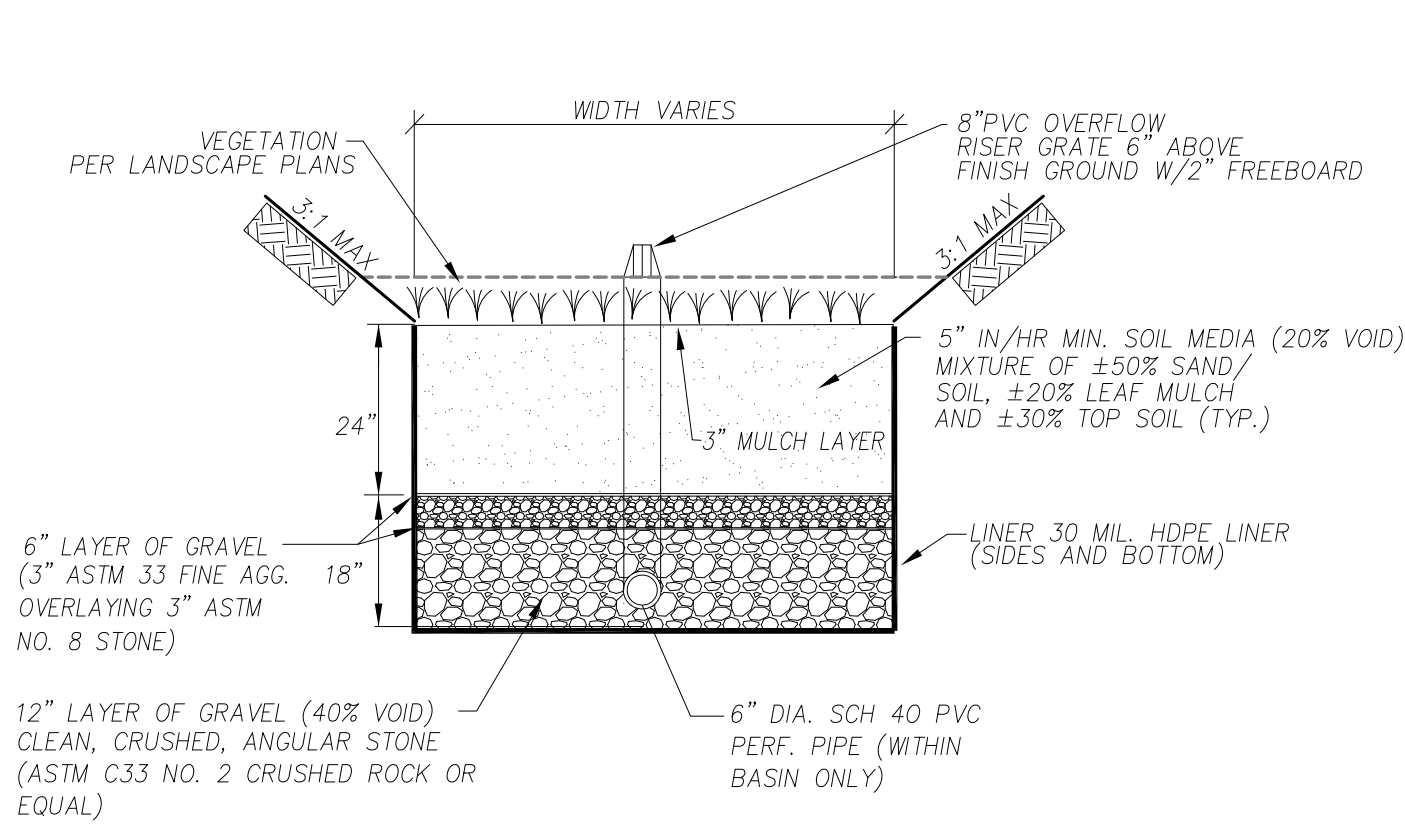
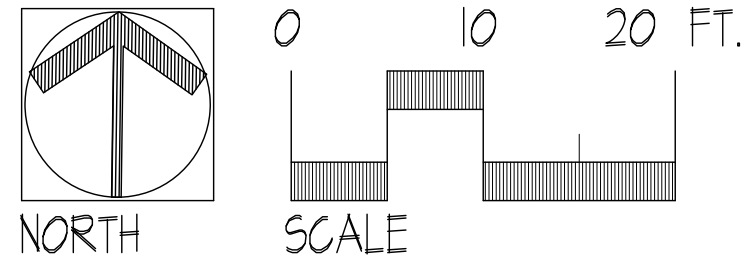
VINE/ESPALIER	BOTANICAL / COMMON NAME	SIZE	QTY.
	DISTICTIS BUGGINATORIA BLOOD RED TRUMPET VINE	15 GALLON	18

GROUND COVERS	BOTANICAL / COMMON NAME	CONT.	SPACING	QTY.
	CAREX PRAEGRACILIS SLENDER SEDGE	4 IN. POTS	12" o.c.	419 SF

NON LIVING GROUND COVER	BOTANICAL / COMMON NAME	CONT.	SPACING	QTY.
	BARK MULCH BARK MULCH	3 IN DEPTH		5,949 SF



ROOF TERRACE		
AREA		1150
TOTAL AREA		230
REQUIRED LANDSCAPE AREA	20%	250
PROVIDED LANDSCAPE AREA		
POINT		
REQUIRED LANDSCAPE POINTS	.05 PER SF	515
PROVIDED LANDSCAPE POINTS		10



BIOFILTRATION

NOT TO SCALE

ROOF TERRACE PLANTER

3/4"=1'-0"

LANDSCAPE
DEVELOPMENT PLAN
FOR:

63RD AND
MONTEZUMA

MONTEZUMA ROAD

San Diego
California

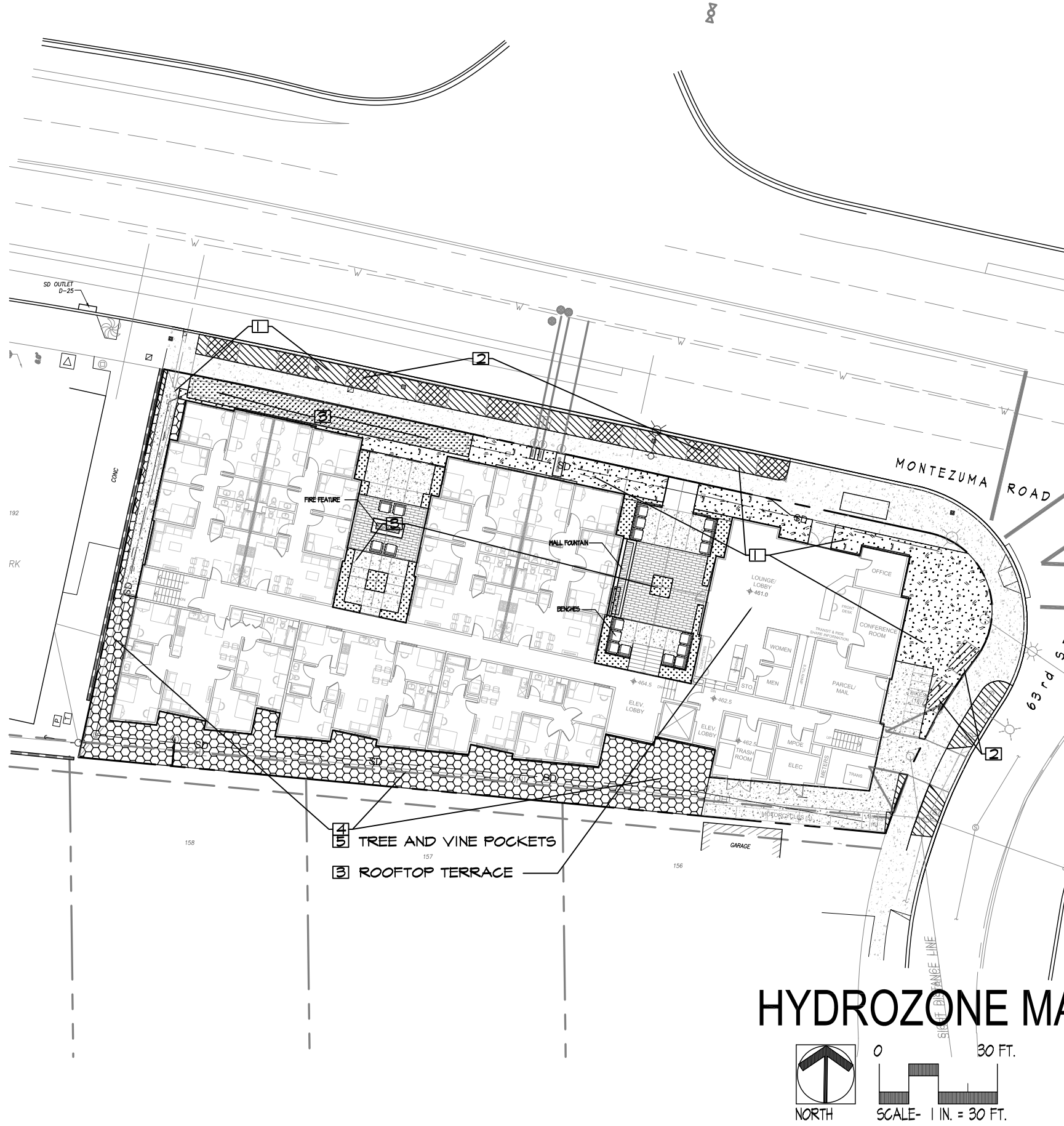
ALA PROJECT NO.: 1828
APN: -

ZONING: RM-3-4

SHEET:

L-4

PREPARED BY:	REVISION 14: _____
NAME: AHLES LANDSCAPE ARCHITECTURE PO BOX 150, RANCHO SANTA FE, CA 92067	REVISION 13: _____
PHONE #: 858.756.8963	REVISION 12: _____
	REVISION 11: _____
PROJECT ADDRESS: MONTEZUMA ROAD SAN DIEGO, CA	REVISION 10: _____
	REVISION 9: _____
	REVISION 8: _____
	REVISION 7: _____
	REVISION 6: _____
PROJECT NAME: 63RD AND MONTEZUMA	REVISION 5: _____
	REVISION 4: CORNER - 8 JUL 20
	REVISION 3: CYCLE 10- MAY 20
	REVISION 2: SITE- JAN 20
	REVISION 1: CYCLE 6- AUG 19
SHEET TITLE: LANDSCAPE DEVELOPMENT PLAN	ORIGINAL DATE: 12 OCT 18
	SHEET 4 OF 4
	DEP# _____



but is not limited to: inspection, system tune-up, system test with distribution uniformity or emission uniformity, reporting overspray or runoff that causes overland flow, and preparation of an irrigation schedule.

Landscape Area: The entire premises less the area of building footprints, non-irrigated portions of parking lots, driveways, landscapes (as defined in Land Development Code Section 113.0103), and areas designated for habitat preservation or Brush Management Zone 2.

Maximum Applied Water Allowance (MAWA) Water Budget :- The upper limit of annual applied water for the established landscaped area expressed in gallons per year. It is based upon the area's reference evapotranspiration (ETo), the evapotranspiration adjustment factor (ETAF), and the size of the landscape area.

Plant Factor: A factor that when multiplied by the average inches per year evapotranspiration rate, estimates the amount of water used by plants. Plant water use calculations are based on the current Water Use Classification of Landscape Species (WUCOLS) list published by the University of California Cooperative Extension and the California Department of Water Resources: http://ucanr.edu/sites/WUCOLS/Download_WUCOLS_N_List

Plant Water Use	Plant Factor	Also includes
Very Low	0.0 to 0.1	
Low	0.1-0.3	Artificial Turf; Temporary Irrigation
Moderate	0.4-0.6	
High	0.7-1.0	Water features
Special Landscape Area	1.0	

Special Landscape Area: Areas used for active and passive recreation areas, areas solely dedicated to the production of fruits and vegetables, and areas irrigated with reclaimed water.

2. DETERMINE THE WATER BUDGET

MAWA Water Budget Calculation

The MAWA Water Budget is calculated using the following calculation formula:
MAWA Water Budget = (ETo)(0.62)[(ETAF x LA) + ((1-ETAF) x SLA)] = gallons per year

For residential landscape areas = (ETo)(0.62)[(0.55)(LA) + (0.45)(SLA)]
For non-residential landscape areas = (ETo)(0.62)[(0.45)(LA) + (0.55)(SLA)]

EVAPOTRANSPIRATION (ETo) TABLE
BY COMMUNITY PLANNING AREA

Community Planning Area	Average Annual ETo (inches/year)	Community Planning Area	Average Annual ETo (inches/year)
Barrio Logan	40	North City FUA Subarea II	47
Black Mountain Ranch	47	Ocean Beach	40
Carmel Mountain Ranch	47	Old San Diego	47
Carmel Valley	47	Otay Mesa	47
Centre City	40	Otay Mesa-Nestor	40
City Heights	47	Pacific Beach	40
Claremont Mesa	47	Pacific Highlands Ranch	47
College Area	47	Peninsula	40
Del Mar Mesa	47	Rancho Bernardo	57
East Elliott	47	Rancho Encantada	57
Eastern Area	47	Rancho Penasquitos	47
Encanto	47	Sabre Springs	47
Fairbanks Country Club	47	San Pasqual	54
Greater Golden Hill	47	San Ysidro	47
Greater North Park	47	Serra Mesa	47
Kearney Mesa	47	Scrapps Miramar Ranch	47
Kensington-Talmadge	47	Skyline-Paradise Hills	47
La Jolla	40	Southeastern San Diego	47
Linda Vista	47	Terrasanta	47
Midway-Pacific Highway Corridor	40	Tijuana River Valley	40
Mira Mesa	47	Torrey Highlands	47
Miramar Ranch North	47	Torrey Hills	47
Mission Beach	40	Torrey Pines	40
Mission Valley	47	University	47
Navajo	47	Uptown	47
Normal Heights	47	Via De La Valle	47

3. DETERMINE THE ESTIMATED TOTAL WATER USE (ETWU)

The Estimated Total Water Use (ETWU) is calculated using the following formula:

ETWU = (ETo)(0.62)[(PF)(IE x LA)(IE) + SLA] = gallons per year

WATER BUDGET
LANDSCAPE WORKSHEET

This project worksheet is to be submitted to the City when the proposed development is subject to the water budget requirement in Chapter 14, Article 2, Division 4 (Landscape Regulations).

Project Name: 63RD AND MONTEZUMA Project #:

Project Address: MONTEZUMA ROAD

Individual/Business Completing the Worksheet: AHLES LANDSCAPE ARCHITECTURE

Phone Number: 858-756-8963

I. DEFINITIONS:

Estimated Total Water Use (ETWU): The total water used for the landscape based on the plants used and irrigation method selected for the landscape design. The ETWU shall not exceed the MAWA.

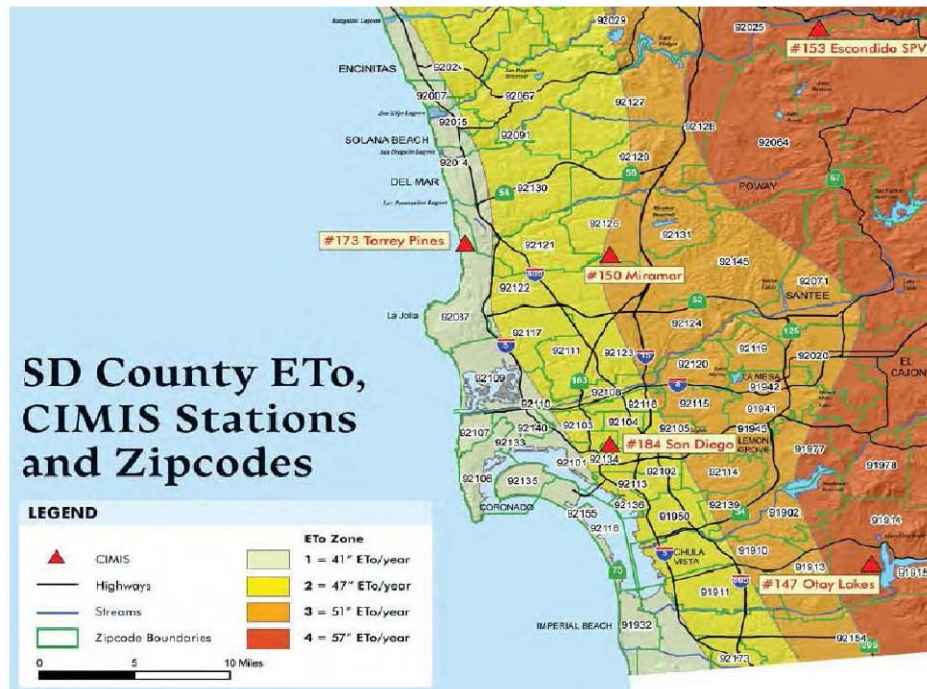
Evapotranspiration: The quantity of water as measured in average inches per year that evaporated from adjacent soil surfaces and transpired by plants during a specific time period. [Evapotranspiration data may be found at www.cimis.water.ca.gov. You may obtain a free password from the Department of Water Resources. The site also holds an abundance of informational links and complete instructions.]

Evapotranspiration Adjustment Factor (ETAF): A factor that when applied to reference evapotranspiration adjusts for plant water requirements and irrigation efficiencies, two major influences on the amount of water that is required for a healthy landscape.

Hydrozone: A section or zone of the landscaped area having plants with similar water needs that are served by a valve or set of valves with the same schedule. A hydrozone may be irrigated or non-irrigated. For the purpose of the calculation, the surface area of manmade water features (see LDM Section 1.8) are included in the high water use hydrozone, and the surface area of artificial turf and temporary irrigation is included in the low water use hydrozone.

Irrigation Audit: An in-depth evaluation of the performance of an irrigation system conducted by a professional authorized by the State to perform such work. An irrigation audit includes,

ETo Map



Legend for MAWA Water Budget Calculation Formula

Symbol	Description of Symbol
ETo	Evapotranspiration (inches per year); see Table 6 or ETo Map
0.62	Conversion factor to gallons
ETAF 0.55 for residential landscape areas; 0.45 for non-residential landscape areas	Evapotranspiration Adjustment Factor
LA	Landscape Area (square feet)
1-ETAF 0.45 for residential landscape areas; 0.55 for non-residential landscape areas	Additional Evapotranspiration Adjustment Factor for Special Landscape Areas and Reclaimed Water
SLA	Special Landscape Area (square feet)

In the calculation below provide the values for the water budget calculation used for the proposed project. The ETo for the calculation may be based on the precise location of the project using the ETo Map or based on the ETo for the Community Planning Area in Table 6 of the Landscape Standards each of which follows.

MAWA Water Budget calculation = (ETo)(0.62) [(ETAF)(LA) + (1-ETAF)(SLA)] = gallons

MAWA = (47.0)(0.62)(0.55)(6388)

MAWA = 101,579

Legend for Estimated Total Water Use (ETWU) Calculation Formula

Symbol	Description of Symbol
ETo	Evapotranspiration (inches per year)
0.62	Conversion factor to gallons
PF	Plant Factor
HA	Hydrozone Area (square feet)
IE	Irrigation Efficiency (0.81 for Drip System devices) (0.75 for Overhead Sprink devices)
SLA	Special Landscape Area (square feet)

Use the following table to track information about each controller in the system.

Controller No.	Hydrozone No.	Valve Circuit	Plant Factor	Hydrozone Area in s.f.	Irrigation Method	Irrigation Efficiency	% Total Landscape
1-	03	2166	D	0.81	34.2		
2-	05	400	B	0.81	6.3		
3-	05	1085	D	0.81	17.1		
4-	03	2273	D	0.81	37.7		
5-	05	300	D	0.81	4.7		
							Total

Then plug in the numbers from each controller/hydrozone into the ETWU equation. Then total the gallons per year of each controller/hydrozone for the Estimated Total Water Use per year. The total ETWU cannot exceed the total Water Budget-MAWA.

Controller No.	ETWU [(ETo)(0.62)][(PF x HA)(IE) + SLA]	Result in Gallons per Year
		23376.8
		7,195.1
		19,516.6
		25,761.9
		5,396.3
Total ETWU gallons per year		81,266.6

<u>Company</u>	<u>Role</u>	<u>Person of Contact</u>	<u>Phone</u>	<u>Email</u>
Monte' Development LLC	Owner of record	Joel Berman	619-757-6975	joelberman32@gmail.com
Keith Henderson	Owner/ Developer	Keith Henderson	7604131606	reokeith@gmail.com
David Aidi	Owner	David Aidi	917-753-5444	davidAidi@gmail.com
Joel Berman	Owner / Manager	Joel Berman	619-757-6975	joelberman32@gmail.com
JWDA Inc.	Design Architect	Sophia	619.233.6777	sdelmarenglish@jwdainc.com
Lundstrom Engineering	Civil Engineer	Jim Belt	(760) 703-5803	
San Diego Permit Co	Permit Processing	Ian Harris	619-395-7275	ian@sdpermitco.com
KLR Planning	consultant	Karren Ruggles	619.578.9505	karen@klrplanning.com
Bartell and Associates, inc.	Consultant	Jim Bartell	619-787-0333	jim@bartellassociates.com
Next Space Development inc.	Partner, Builder	Rudy Medina	858-776-0824	rudy@medina-invest.com
Hedenkamp Architecture and Planning	Architect - CDs	Kirsten Della Vecchia	858-483-4483	kirsten@hedenkamp-architecture.com
Accutech Engineering Systems Inc.	Geotech / Soils reports	Bob Randall	619-261-2619	brandall@accutechengineering.com

PLANNING COMMISSION INITIATION APPROVAL RESOLUTION**PLANNING COMMISSION RESOLUTION NO. 5004-PC**

INITIATING AN AMENDMENT TO THE College Area Community Plan to redesignate a 0.6-acre site, located at Montezuma Road and 63rd Street, from Low-Medium Density Residential (10-15 DU/acre) to High Density Residential (45-73 DU/acre).

WHEREAS, on April 11, 2019 the Planning Commission of the City of San Diego held a public hearing to consider a request to amend the College Area Community Plan to redesignate a 0.6-acre site from Low-Medium Density Residential (10-15 DU/acre) to High Density Residential (45-73 DU/acre).

WHEREAS the 2008 General Plan will be amended as the College Area Community Plan is a component of the adopted General Plan; and

WHEREAS, the Planning Commission considered Report No. PC-19-029 as well as all maps, exhibits, evidence and testimony; NOW, THEREFORE,

BE IT RESOLVED, by the Planning Commission of the City of San Diego that it hereby initiates the requested Community Plan and General Plan Amendment based on its compliance with the initiation criteria found in policy LU-D.10 of the Land Use Element of the General Plan and specifically addressed in Report No. PC-19-029; and

BE IT FURTHER RESOLVED that the Planning Commission directs staff to consider and address the following issues as identified in Report No. PC-19-029:

- Appropriate land use designation, density range, and zoning for the site;
- Impact of potential development on public services and facilities;
- Provision of public spaces, and pedestrian-scale elements associated with proposed development and application of urban design guidelines;
- Analysis of bulk and scale in relationship to adjacent uses; and
- Impacts on the circulation system and need for pedestrian, bicycle and vehicular improvements and access associated with new development.

BE IT FURTHER RESOLVED that the Planning Commission approved a motion to approve staff's recommendation to approve the initiation of the Community Plan Amendment process.

BE IT FURTHER RESOLVED, that this initiation does not constitute an endorsement of a project proposal. This action allows the future development project to become a complete submittal and will allow staff analysis to proceed.

A handwritten signature in cursive script, reading "Shannon Mulderig". The signature is written in dark ink and is positioned above a horizontal line.

Shannon Mulderig, Senior Planner

Initiated: April 11, 2019

By a vote of: 5-0-1

Community Plan Initiation Responses

On April 11, 2019, the Planning Commission of the City of San Diego approved Resolution No. 5004-PC, which authorized initiating an amendment to the College Area Community Plan to re-designate the 0.6-acre site from Low-Medium Density Residential (10-15 du/ac) to High Density Residential (45-73 du/ac). At the time of the Community Plan Initiation, the applicant proposed the construction of up to 32 residential dwelling units (which equals a density of up to 53 du/ac). This action allowed the proposal to be submitted to the City for further review and analysis. The following section provides responses and analysis to the land use issues identified by staff and the Planning Commission at the public hearing that took place for the General/Community Plan Amendment Initiation:

1. Appropriate land use designation, density range, and zoning for the site;

The project has been revised since the Community Plan Amendment Initiation to re-designate the 0.43-acre site from Low-Medium Density Residential (10-15 du/ac) to High Density Residential (45-75 du/ac). This redesignation would allow for up to 32 residential dwelling units on the subject site. The applicant proposes to utilize an affordable housing density bonus to construct up to 38 residential dwelling units (which equals a density of up to 88 du/ac). The project would provide additional residential capacity in a Transit Priority Area. Project implementation includes rezoning the site from RM-1-1 to RM-3-9 to implement the community plan land use designation. The proposed density is consistent with the properties west of the subject site on Montezuma Road.

2. Impact of potential development on public services and facilities;

The College Area is an urbanized community and all necessary public services are available to serve the proposed density. The site is within a half mile from the College-Rolando Library and 1.5 miles from the Fire-Rescue Department Station 10. It is within proximity of public recreation facilities, a half mile to Montezuma Park and less than one mile to Clay Park. Two schools are near the site, Hardy Elementary and the Language Academy Elementary and Middle School, which also serve as joint use parks. In addition, the property is located directly across the street from the SDSU campus and is less than a half mile from a major commercial area on College Avenue.

3. Provision of public spaces, and pedestrian-scale elements associated with proposed development and application of urban design guidelines;

The project would pay the park in-lieu fee in lieu of providing public park space on-site. At the corner of 63rd Street and Montezuma Road, an expanded landscape patio space with seating would be open for public use. This patio would be provided in proximity to the existing bus stop. Along most of the Montezuma Road frontage, a non-contiguous

sidewalk, and a landscaped parkway with a double row of trees would enhance the pedestrian environment. Architectural treatments along Montezuma Road would also add to the pedestrian-scaled experience and would include large storefront glazing windows and varied materials to create visual interest, such as smooth stucco and fiber cement siding in a light neutral tone, wood composite panels, board-formed concrete, metal trim and gates/doors, glass balcony guardrails, and accent painting. The project is not within the Core Sub-Area Urban Design Plan area and therefore is not subject to the urban design policies of the plan.

4. Analysis of bulk and scale in relationship to adjacent uses; and

The proposed bulk and scale would be consistent with adjacent property to the west of the site on Montezuma Road which also consists of a 5-story development. The proposed development steps back above two stories at the rear of the property where the site is adjacent to single family homes to the south. The project also provides interior courtyards that provide interruption to the building elevation along Montezuma Road. Extensive articulation, including reveals, flat roofs, fenestration, vertical and horizontal offsets, a rooftop balcony, railings, and varied facade materials provide architectural interest to the development and break up the buildings bulk. The landscape design for the 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.

5. Impacts of the circulation system and need for vehicle, bicycle, pedestrian improvements, and access associated with the new development.

Montezuma Road is designated as a 4-lane collector in the Community Plan. The project would not result in impacts to the mobility network. An existing Class II bicycle lane is on the north and south side of Montezuma Road and can be accessed from the subject site, providing connections to transit and other nearby public facilities. The project would provide 24 bicycle parking spaces on-site to facilitate and encourage bicycle use as a mode of transportation. Regarding pedestrian access, contiguous sidewalks currently exist on Montezuma Road and the project would construct a non-contiguous sidewalk along most of the Montezuma Road frontage. The bus stop located at the project site would be retained and the project would add a bus shelter, landscaping, and additional signage identifying transit routes and general transit information to the existing bus stop. The update to the community plan is looking at options to include for traffic calming and improved bicycle facilities along Montezuma Road.