



THE CITY OF SAN DIEGO

## Report to the Hearing Officer

DATE ISSUED: December 6, 2023 REPORT NO. HO-23-062

HEARING DATE: December 13, 2023

SUBJECT: THE GRANT AT MISSION TRAILS, Process Three Decision

PROJECT NUMBER: [PRJ-1097856](#)

OWNER/APPLICANT: 5945 Mission Gorge LLC, a California Limited Liability Company

### SUMMARY

Issue: Should the Hearing Officer approve the demolition of an existing two-story commercial building and the construction of one seven-story building with 48 affordable multi-dwelling units (100 percent affordable) located at [5945 Mission Gorge Road](#) within the [Navajo Community Plan](#) area?

### Proposed Actions:

1. APPROVE Site Development Permit No. PMT-3229447.

Fiscal Considerations: No fiscal impact. All costs associated with the processing of the application are recovered through a deposit account funded by the applicant.

Housing Impact Statement: The Navajo Community Plan Urban Village land use designation allows for multi-family residential density ranging from 44 dwelling units per acre (DUs/AC) up to 109 DUs/AC, resulting in a maximum allowed density of 44 DUs for the project site. The project proposes 48 DUs (including four density bonus DUs), therefore, the project is in conformance with the maximum density regulations of the CC-3-9 Base Zone and within the density range for the Urban Village land use designation within the Navajo Community Plan. The project proposes the construction of a 100-percent affordable (for-rent) multi-family housing development with 12 one-bedroom units (652 SF average), 24 two-bedroom units (828 SF average), and 12 three-bedroom units (1,127 SF average). 100 percent of the 44 affordable housing units (exclusive of 1 manager's unit) will be affordable to very low income, low income and moderate income households below 50%, 60%, and 120% Area Median Income (AMI) for a period of 55 years. The Inclusionary Affordable Housing Regulations require the applicant to provide 4 units (44 units x 8% = 3.52 rounded to 4 units) affordable to low income households with rents at 30% of 60% of AMI for a period of 55 years. Therefore, the provision of 4 density bonus affordable units at 60% or below AMI shall also satisfy the applicant's obligations under the Inclusionary Affordable Housing

Regulations. The proposed dwelling units will add to the City's housing stock and help address the Citywide housing crisis.

Community Planning Group Recommendation: On September 13, 2023, Navajo Community Planners, Inc. voted 10-0-0 to recommend denial of the project (Attachment 9). Additional information on their denial begins on page 5 of this report.

Environmental Impact: The Development Services Department (DSD) has completed a California Environmental Quality Act (CEQA) Guidelines Section 15183 – Projects Consistent with a Community Plan or Zoning evaluation for the proposed project. The [Grantville Focused Plan Amendment \(FPA\) Final Environmental Impact Report \(EIR\) No. 346289/ SCH No. 2013111017](#) was certified by the San Diego City Council on June 9, 2015, per Resolution No. 309788. The evaluation was performed to determine if conditions specified in CEQA Guidelines Section 15183 would require preparation of additional CEQA review for the proposed project. As outlined in the evaluation, DSD has determined that the proposed project is consistent with the development density established by existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified. In addition, the evaluation determined the project would not result in any project-specific significant effects that are particular to the project or its site beyond that identified in the Grantville FPA Final EIR. The FPA Final EIR identified significant and unavoidable impacts related to land use (noise compatibility), air quality, noise (operational), and transportation/circulation, as these issue areas would not be fully mitigated to below a level of significance. With respect to cumulative impacts, implementation of the FPA Final EIR would result in significant and unavoidable cumulative impacts to land use (related to noise), transportation/circulation, air quality and odor, and noise impacts.

The FPA Final EIR identified significant direct impacts that would be substantially lessened or avoided with subsequent projects' implementation of the mitigation framework included in the Final PEIR, including impacts related to noise (construction), biological resources, hydrology/water quality, historical resources (built environment and archaeological), geologic conditions, health and safety, and public utilities (solid waste).

The project would not require the adoption of a Mitigation Monitoring and Reporting Program (MMRP) consistent with the PEIR Mitigation Framework. Based on the CEQA Section 15183 consistency analysis herein, the proposed project would not require any additional environmental review.

## BACKGROUND

The Grant at Mission Trails (Project) is proposed on portions of a 0.40-acre site located at 5945 Mission Gorge Road. The project site is located on the east side of Mission Gorge Road, between Mission Gorge Place (north) and Fairmont Avenue (south). The site is located in the CC-3-9 Zone, Airport Land Use Compatibility Zone (Montgomery Field), Airport Influence Area (Montgomery Field, Review Area 2), Community Plan Implementation Overlay Zone – Type A (CPIOZ-A), FAA Part 77 Noticing Area (Montgomery Field, 572 to 577 feet above sea level), FEMA Floodways & Floodplains (100-Year FEMA Floodplain/Flood Zone AE), and the Transit Area Overlay Zone within the Grantville Focused Plan Area of the Navajo Community Plan Area. The property is also within a Sustainable

Development Area and Transit Priority Area (Grantville Trolley Station with a Bus Stop (MTS bus line #13) adjacent to the northern corner of the site on Mission Gorge Road). A portion of the site is within the 100-year floodplain for Alvarado Creek.

The site is developed with one two-story commercial building (constructed in 1989), surface parking, and two billboards. The site topography is relatively flat with elevations ranging between 75 to 79 feet above mean sea level with topography of the site gently sloping from the northeast to the southeast. The project site does not contain any known active or potentially active faults transecting or projecting towards the site. The property fronts Mission Gorge Road which is a four-lane major street in the Navajo Community Plan. The site currently has two curb-cuts on Mission Gorge Road. The southern 24 feet of the property is covered by a City of San Diego sewer and water easement with existing facilities. The easement and a portion of the abutting southern property are covered with concrete and asphalt and used to access properties east of the site; however, this is not a recorded easement, street, or alley.

The Navajo Community Plan Urban Village land use designation allows for multi-family residential very high density ranging from 44 dwelling units per acre (DUs/AC) up to 109 DUs/AC, resulting in a maximum allowed density of 44 DUs for the project site. The “very high density” designation is the density range within the Navajo Community Plan. The project site is designated as Community Commercial (CC) zoning (CC-3-9), within the San Diego Municipal Code (SDMC). The CC-3-9 Zone designation is intended to accommodate development with a high intensity, pedestrian orientation and permits a maximum density of one dwelling unit (DU) for each 400 square feet of lot area. The purpose of the CC zones is to accommodate community-serving commercial service uses, retail uses, and limited industrial uses of moderate intensity and small to medium scale. The CC zones are intended to provide for a range of development patterns from pedestrian-friendly commercial streets to shopping centers and auto-oriented strip commercial streets. Property within the CC zones will be primarily located along collector streets, major streets, and public transportation lines. The 0.40-acre site (17,388 square feet) would accommodate a maximum density of 44 DUs and four additional density bonus DUs in accordance with the CC-3-9 base zone designation and Inclusionary Affordable Housing Regulations.

## DISCUSSION

### Project Description:

The project proposes the demolition of the existing structure and on-site improvements for the redevelopment of the project site to include the construction of one seven-story residential apartment building with 48 for-rent affordable multi-dwelling units for a total 55,620 square feet (SF) of building area and an overall building height of 82-feet seven-inches above ground level. The project proposes the construction of a 100-percent affordable (for-rent) multi-dwelling unit housing development with 48 multi-dwelling units consisting of 12 one-bedroom units (652 SF average), 24 two-bedroom units (828 SF average), and 12 three-bedroom units (1,127 SF average). The affordable housing units will include of 30% of 50%, 60%, and/or 120% of Area Median Income (AMI) for no fewer than 55 years.

### Permits Required

- A Site Development Permit per SDMC [Table 143-01A](#) is required for multi-dwelling unit development within Environmentally Sensitive Lands-Floodplains.

The site contains Environmentally Sensitive Lands for Special Flood Hazard Areas, and according to the area's Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM, 2012), the site is located within an AE Flood Zone (100-year). The site is also located downstream of a dam (El Capitan, San Vicente, and Murray) and is within a mapped dam inundation area. The site is near Alvarado Creek and based on FEMA's FIRM, the site is in a high-risk flood zone. The project has been conditioned for the applicant to obtain a Conditional Letter of Map Revision (CLOMR) from FEMA in coordination with processing through the City of San Diego's Floodplain Management section. Fill material will be placed to raise the finished floor out of the floodplain and ensure that the minimum elevation of the finished first floor of the building will be at least two feet higher than the 100-year frequency base flood elevation.

The General Plan Land Use Element encourages infill projects along transit corridors that enhance or maintain a "Main Street" Character utilizing site and building design, land use mix, varied housing opportunities and improvements to pedestrian and multi-modal connectivity. The project includes streetscape improvements, would provide affordable housing opportunities at several levels of affordability, provides connectivity to transit routes and the Grantville Trolley Station and building design that is varied and consistent with the Grantville CPIOZ design standards with the exception to the requested deviations. Additionally, the project is consistent with the Land Use Element, Mobility Element, Urban Design Element, and Conservation Element of the General Plan. The project would be consistent with the existing land use and base zone regulations of the site and consistent with the objectives of the Navajo Community Plan and supplemental development regulations of the Grantville CPIOZ-A with the exception of the requested incentives and waivers.

The Grantville CPIOZ-A area (Grantville CPIOZ) of the Navajo Community Plan area is envisioned to include more transit-oriented developments, multi-modal connectivity, workforce housing, local neighborhood retail, as well as new commercial and employment opportunities. Additionally, the Supplemental Development Regulations of the Grantville CPIOZ design standards envision development to include improvements to pedestrian and bicycle infrastructure, connectivity to transit routes and the Grantville Trolley Station, and community access to Alvarado Creek and the San Diego River. The purpose of the Grantville CPIOZ design standards are to encourage appealing streetscapes, facades along public and private streets that create visual interest, activation of uses on the ground floor of buildings, diminish the overall mass of buildings and design building facades that are varied and articulated to provide visual interest to include changes in wall texture, colors and architectural elements.

The project complies with the (LDC) for parking, landscaping requirements, and all other development standards except in seven instances. The following incentives and waivers are requested to allow for the development of the proposed project.

1. Incentive request to allow Floor Area Ratio (FAR) up to 3.29 when the maximum FAR for residential is 2.0 according to SDMC 131.0531(c).

2. Incentive request to remove commercial requirement for the CC-3-9 Zone when there's a requirement for commercial space pursuant to SDMC 131.0504(b).
3. Incentive request to remove private open space requirement for two and three bedroom units when there's a requirement for private open space (balconies) pursuant to SDMC 131.0455(d).
4. Incentive request to remove common open space when there's a requirement for common open space pursuant to SDMC 131.0456.
5. Waiver request to waive the requirement for 10-foot contiguous sidewalk per Grantville CPIOZ Supplemental Development Regulations (SDR) 5.
6. Waiver request to waive the requirement for 25% of bike racks along street frontage per Grantville SDR 10.
7. Waiver request to waive the requirement for five-foot landscaped parkway and 10-foot sidewalk per Grantville CPIOZ SDR 16.

Each of the incentives and waivers has been reviewed as they relate to the proposed project and the impact to the surrounding neighborhood. The requested incentives and waivers are appropriate and will result in a project that efficiently utilizes the subject property and provides housing for a diverse and mixed population, affordable housing near major transit stops and stations, and develop resource efficient development located near employment, shopping, schools, recreation, and walking/bicycling infrastructure, in conformance with the goals and policies of the Navajo Community Plan and the General Plan's Housing Element.

#### Project-Related Issues:

Navajo Community Planners Inc. motion to deny the Site Development Permit and requested waivers was unanimously approved (Attachment 9). The reasons for denial are summarized below:

1. The proposed development is being granted four (4) incentive waivers by being within the Sustainable Development Area (SDA), by which the CPG feels the project should conform to the CPOIZ SDR's and redesign the project.

**Staff Response:** The project utilizes the Affordable Housing regulations of Chapter 14, Article 3, Division 7 (which implements California Government Code Section 65915), and as such shall be granted incentives and waivers pursuant to SDMC 143.0740 and 143.0743. For the reasons identified below, the development standards physically preclude development of the density bonus units and may be reduced/waived in order to facilitate development. To clarify the comment, the applicant is requesting three waivers related to Grantville SDR's.

The property is constrained by a 24-foot City water/sewer easement on-site, adjacent to the southern property line and a City required right-of-way dedication on the Mission Gorge Road frontage which limits the development footprint.

- Relative to SDR #5, the project includes pedestrian and bicycle access within the City water/sewer easement along the southern boundary of the site.
  - The short frontage on Mission Gorge Road combined with the SDG&E electrical room, leasing office, play area, entry lobby, and City required domestic water and fire service backflow preventers limits other spaces along the building frontage. Consistent with the development regulations of the Grantville Supplemental Design Regulations and the CC-3-9 zone, the project provides active and transparent space fronting the street, thus SDR #10 bicycle spaces are provided interior to the building.
  - Regarding SDR #16, the project provides a 15-foot curb-to-property line area which 6-feet exists today. The parkway includes a 5-foot landscaped parkway; however, a portion of the parkway includes a pedestrian ramp to access the front door of the building. In that portion of the frontage, the sidewalk is 5-feet wide with a 5-foot side pedestrian ramp; however, the sidewalk is 10-feet wide in all other portions of the parkway frontage.
2. The proposed development only achieves to maximize its density and FAR, without providing sound, ample and fair access to on-site parking and transit hubs.

**Staff Response:** The project is located in a Parking Standards Transit Priority Area and is compliant with all applicable parking regulations. The property is served by bus route #13 with bus stops adjacent to the northern corner of the property and southwest of the site at a distance of approximately 530 feet. Additionally, the property is located in both a Transit Priority Area and Sustainable Development Area and is walking distance to the Grantville Trolley station.

3. The proposed development is located in a floodplain with recurring history of flooding, by which the surface level parking for the structure would be inundated.

**Staff Response:** The current site is subject to flooding during storm events that exceed 10-year volumes; however, the proposed parking spaces will be approximately 1.4-feet higher than existing grade. Based on the applicant's certified floodplain analysis, the project does not increase the flood risk on-site, upstream, or downstream.

4. The proposed development seeks to house roughly 100 occupants with only two ADA parking spaces. No localized off-site parking is readily available to serve this project and those with disabilities.

**Staff Response:** The project is located in a Parking Standards Transit Priority Area and is compliant with all applicable parking regulations. As noted previously, the property is within the Parking Standards Transit Priority Area; therefore, no parking spaces are required. The project includes eight parking spaces on the south side of the building, three ADA, four non-ADA parking spaces, and one electrical vehicle space.

5. The SDA housing policy allowing for a zero-parking ratio is being utilized for this project, merely to reduce cost to the developer, which will place an unmeasurable cost on those occupants wishing to live in this project.

**Staff Response:** The comment does not address any issues related to compliance with the development issues. The project may utilize the regulations of the applicable overlay zones, as well as the Incentives and Waivers granted by Government Code 65915. The number of parking spaces is largely driven by the constricted nature of the triangular site, the right-of-way dedication, and the City's water/sewer easement on the southern portion of the site. The project activates the street frontage with occupiable spaces rather than parking which is consistent with the Grantville Supplemental Design Regulations and the underlying Community Commercial base zone.

Conclusion:

Staff has reviewed the proposed project and all issues identified through the review process have been resolved in conformance with adopted City Council policies and regulations of the General Plan, Navajo Community Plan, and Land Development Code. With the approval of the Site Development Permit, the project meets all applicable regulations and is consistent policies in the applicable land use plans. Staff supports the determination that the development project is consistent with the goals and policies and development regulations in effect for this site per the SDMC, the General Plan, and the Navajo Community Plan. Staff recommends that the Hearing Officer approve the project as proposed.

ALTERNATIVES

1. Approve Site Development Permit No. PMT-3229447, with modifications.
2. Deny Site Development Permit No. PMT-3229447, if the findings required to approve the project cannot be affirmed.

Respectfully submitted,



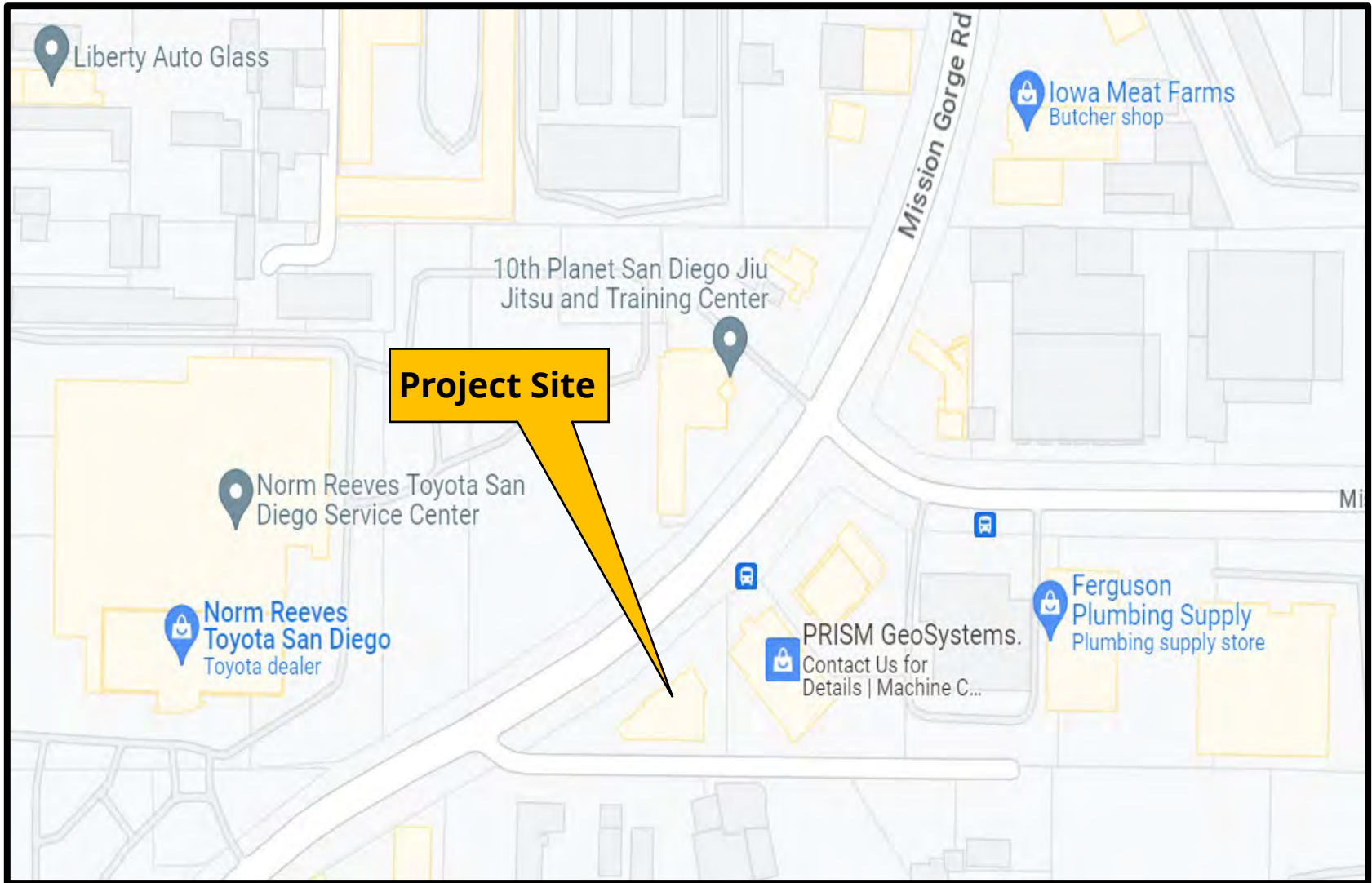
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Benjamin Hafertepe  
Development Project Manager  
Development Services Department

Attachments:

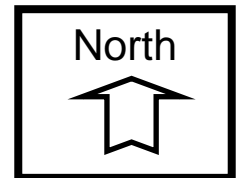
1. Location Map
2. Community Plan Land Use Map
3. Aerial Photograph
4. Draft Permit with Conditions
5. Draft Permit Resolution with Findings
6. CEQA Section 15183 Consistency Review Memorandum
7. Ownership Disclosure Statement
8. Development Plans
9. Community Planning Group Recommendation

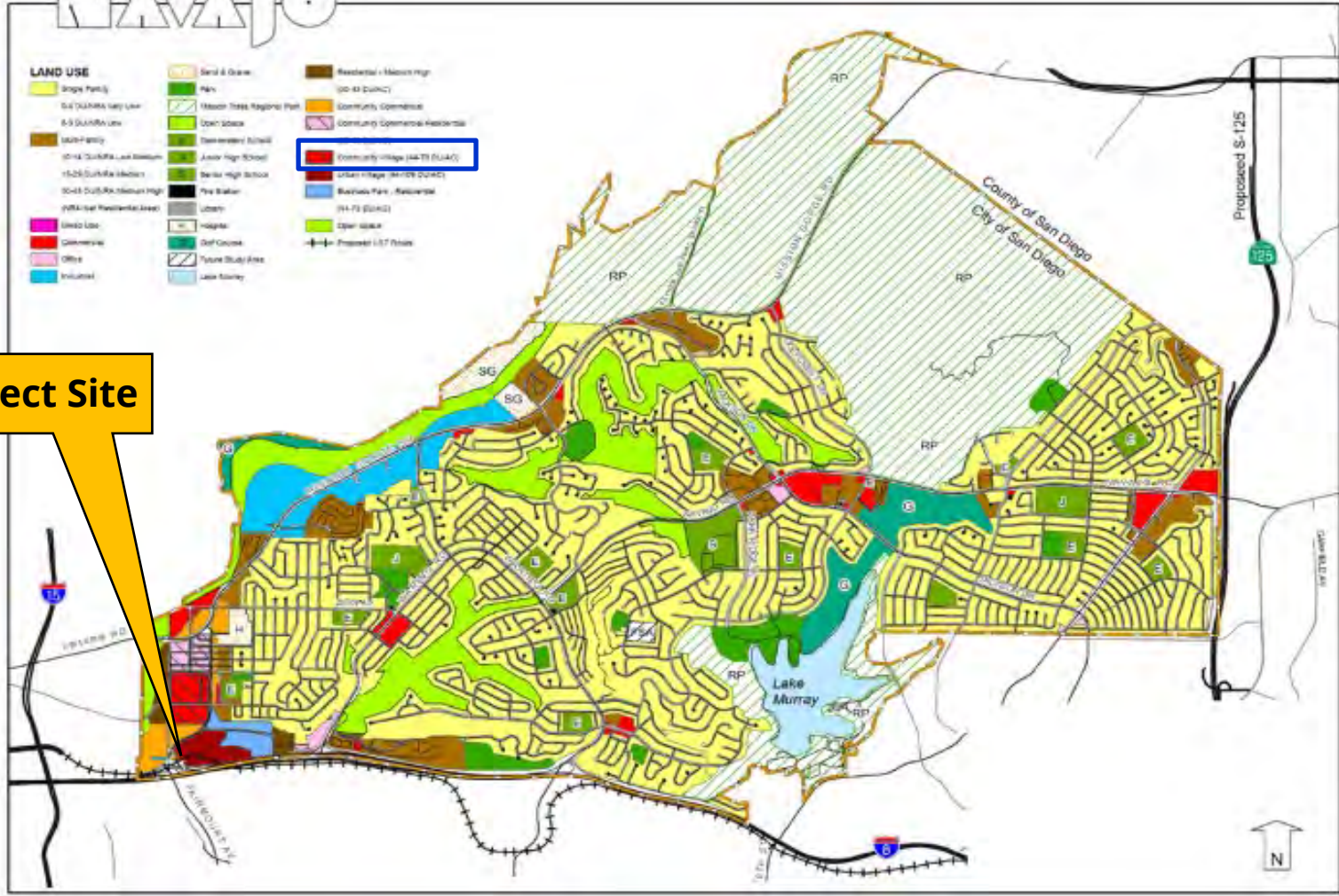




## Location Map

5945 Mission Gorge Road  
PRJ-1097856 - The Grant at Mission Trails



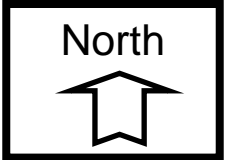


**Project Site**



# Land Use Map

5945 Mission Gorge Road  
 PRJ-1097856 - The Grant at Mission Trails





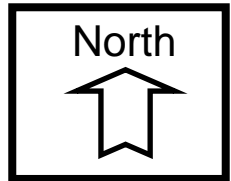
**Project Site**

PRISM GeoSystems.  
Contact Us for  
Details | Machine C...



## Aerial Photograph

5945 Mission Gorge Road  
PRJ-1097856 - The Grant at Mission Trails



**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: 24009606

SPACE ABOVE THIS LINE FOR RECORDER'S USE

SITE DEVELOPMENT PERMIT NO. PMT-3229447  
**THE GRANT AT MISSION TRAILS - PROJECT NO. PRJ-1097856**  
HEARING OFFICER

This Site Development Permit No. PMT-3229447 is granted by the Hearing Officer of the City of San Diego to 5945 Mission Gorge LLC, a California Limited Liability Company, Owner/Permittee, pursuant to San Diego Municipal Code [SDMC] section 126.0502(a). The 0.4-acre site is located at 5945 Mission Gorge Road in the CC-3-9 Zone, Airport Land Use Compatibility Zone (Montgomery Field), Airport Influence Area (Montgomery Field, Review Area 2), Community Plan Implementation Overlay Zone – Type A (CPIOZ-A), FAA Part 77 Noticing Area (Montgomery Field), FEMA Floodways & Floodplains (100-Year FEMA Floodplain/Flood Zone AE), Transit Area Overlay Zone, and Transit Priority Area within the Grantville area within the Navajo Community Plan Area.

The project site is legally described as: ALL THAT PORTION OF LOT 2, IN BLOCK 47 OF THE "AMENDED MAP NO. 1 OF GRANTVILLE AND OUTLOTS", IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO THE MAP THEREOF NO. 776, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 16, 1894, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE SOUTHERLY LINE OF SAID LOT 2, DISTANT THEREON SOUTH 89° 40' 45" WEST 289.32 FEET FROM THE SOUTHEASTERLY CORNER OF SAID LOT, SAID POINT BEING THE SOUTHWEST CORNER OF LAND CONVEYED TO FRED R. LEE, JR., BY DEED DATED JUNE 1, 1950 AND RECORDED IN BOOK 3646, PAGE 102 OF OFFICIAL RECORDS; THENCE SOUTH 89° 40' 45" WEST ALONG SAID SOUTHERLY LINE TO AN INTERSECTION WITH THE SOUTHEASTERLY LINE OF AN 80.0 FOOT WIDE ROAD, DESIGNATED ROAD SURVEY NO. 1287, AS SAID ROAD IS DESCRIBED IN A DEED TO THE COUNTY OF SAN DIEGO, DATED DECEMBER 14, 1950 AND RECORDED IN BOOK 3906, PAGE 205 OF OFFICIAL RECORDS; THENCE NORTHEASTERLY ALONG SAID SOUTHEASTERLY LINE OF ROAD SURVEY NO.1287, TO AN INTERSECTION WITH THE WESTERLY LINE OF SAID LAND CONVEYED TO LEE; THEN SOUTH 0°26' EAST ALONG SAID WESTERLY LINE TO THE POINT OF BEGINNING.

Subject to the terms and conditions set forth in this Permit, permission is granted to Owner/Permittee to demolish an existing two-story office/retail building and to construct a new seven-story building with 48 multi-dwelling units and subject to the City's land use regulations as described and identified by size, dimension, quantity, type, and location on the approved exhibits [Exhibit "A"] dated December 13, 2023, on file in the Development Services Department.

The project shall include:

- a. Demolition of an existing two-story commercial building;
- b. Construction of one new seven-story mid-rise multi-dwelling unit development consisting of 48 multi-dwelling units with surface parking, private balconies, and common-use amenity spaces including children's play area and clubhouse on the ground level totaling 55,620 square feet.
- c. Landscaping (planting, irrigation and landscape related improvements);
- d. Off-street parking;
- e. 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 December 28, 2026.
2. No permit for the construction, occupancy, or operation of any facility or improvement described herein shall be granted, nor shall any activity authorized by this Permit be conducted on the premises until:
  - a. The Owner/Permittee signs and returns the Permit to the Development Services Department; and
  - b. The Permit is recorded in the Office of the San Diego County Recorder.
3. 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.
4. 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.

5. The continued use of this Permit shall be subject to the regulations of this and any other applicable governmental agency.

6. 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.).

7. 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.

8. 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.

9. 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.

10. 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.

**AFFORDABLE HOUSING REQUIREMENTS:**

11. Prior to issuance of any building permits, the Owner/Permittee shall demonstrate compliance with the provisions of the Affordable Housing Density Bonus Regulations of Chapter 14, Article 3, Division 7 of the San Diego Municipal Code and Inclusionary Affordable Housing Regulations of San Diego Municipal Code Chapter 14, Article 2, Division 13. The Owner/Permittee shall enter into a written Agreement with the San Diego Housing Commission which shall be drafted and approved by the San Diego Housing Commission, executed by the Owner/Permittee, and secured by a deed of trust which incorporates applicable affordability conditions consistent with the San Diego Municipal Code. The Agreement will specify that in exchange for the City's approval of the Project, which contains an unlimited density bonus (4 units in addition to what is permitted by the underlying zoning regulations), alone or in conjunction with any incentives or concessions granted as part of Project approval, the Owner/Permittee shall provide 48 affordable units with rents of 30% of 50%, 60%, and/or 120% of AMI for no fewer than 55 years. The unit mix and characteristics for the affordable units – including, but not limited to: number of bedrooms, square footage, and amenities – must be comparable to the unit mix and characteristics for the unrestricted units in the project.

**AIRPORT REQUIREMENTS:**

12. Prior to the issuance of any building permits, the Owner/Permittee shall provide a copy of the signed agreement [DS-503] and show certification on the building plans verifying that the structures do not require Federal Aviation Administration [FAA] notice for Determination of No Hazard to Air Navigation, or provide an FAA Determination of No Hazard to Air Navigation as specified in Information Bulletin 520.

**ENGINEERING REQUIREMENTS:**

13. Applicant/Permittee shall dedicate and improve an additional 13 feet along Mission Gorge frontage to provide a 15-foot parkway including non-contiguous sidewalk per current City Standards.

14. Prior to the issuance of certificate of occupancy, Permittee shall construct a new curb/gutter and sidewalk per current City Standards along Mission Gorge Road frontage.

15. Prior to the issuance of certificate of occupancy, the Owner/Permittee shall obtain an Encroachment Maintenance Removal Agreement from the City Engineer for curb outlets, trees, landscaping/irrigation in Mission Gorge Road right-of-way.

16. Prior to the issuance of any building permit the Owner/Permittee shall obtain an Encroachment Maintenance Agreement, from the City Engineer for Pedestrian Access ramp and Balconies in Mission Gorge Road right-of-Way.

17. Prior to the issuance of any building permit, the Owner/Permittee shall obtain a bonded grading permit 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.
18. The drainage system proposed for this development as shown on the Site plan is subject to approval by the City Engineer.
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 Applicant/Permittee 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.
21. 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.
22. Prior to the initiation of construction activities, a Condition Letter of Map Revision (CLOMR) shall be obtained from FEMA in coordination with processing through the City of San Diego's Floodplain Management section.
23. As part of the CLOMR process, post-project water surface elevations (100-year and potentially other return frequencies) shall be determined in comparison to pre-project water surface elevations and be deemed to be within the allowable water surface elevation increase tolerance as determined by the City of San Diego's Floodplain Management section.
24. Prior to occupancy, a Letter of Map Revision (LOMR) shall be obtained from FEMA in coordination with processing through the City of San Diego's Floodplain Management section.

**LANDSCAPE REQUIREMENTS:**

25. 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.
26. Prior to issuance of any public improvement permit, the Owner/Permittee shall submit complete landscape construction documents for right-of-way improvements to the Development Services Department for approval. Improvement plans shall show, label, and dimension a 40-square-foot area around each tree which is unencumbered by utilities. Driveways, utilities, drains, water and sewer laterals shall be designed so as not to prohibit the placement of street trees.



27. Prior to issuance of any building 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)6.

28. 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.'

29. 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.

30. 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.

**PLANNING/DESIGN REQUIREMENTS:**

31. 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.

32. 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.

**TRANSPORTATION REQUIREMENTS**

33. The automobile, 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.

34. The Owner/Permittee shall provide and maintain a 10-foot by 10 feet visibility triangle area on both sides of the alley measured along the property line. No Obstacles higher than 36 inches shall be located within this area e.g. shrubs, landscape, hardscape, walls, columns, signs etc.

35. Prior to issuance of the first building permit, the Owner/Permittee shall dedicate 13 feet along the project's frontage on Mission Gorge Road to provide a 15 ft wide parkway and assure by permit and bond construction of a non-contiguous sidewalk, satisfactory to the City Engineer. All improvements shall be completed and operational prior to first occupancy.

**PUBLIC UTILITIES DEPARTMENT REQUIREMENTS:**

36. Prior to the issuance of any building 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 Department and the City Engineer.

37. The 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 Department 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.

38. 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.

39. 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.

40. No added improvements or landscaping, including private sewer lateral and private 6" curb, shall be installed in or over any sewer easement prior to the applicant obtaining an Encroachment Maintenance and Removal Agreement.

**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 Hearing Officer of the City of San Diego on December 13, 2023, and [Approved Resolution Number].

DRAFT

**ATTACHMENT 4**

Site Development Permit No. PMT-3229447  
Date of Approval: December 13, 2023

AUTHENTICATED BY THE CITY OF SAN DIEGO DEVELOPMENT SERVICES DEPARTMENT

\_\_\_\_\_  
Benjamin Hafertepe  
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.

**5945 Mission Gorge LLC, a California  
Limited Liability Company**  
Owner/Permittee

By \_\_\_\_\_  
NAME:  
TITLE:

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

HEARING OFFICER RESOLUTION NO. \_\_\_\_\_  
SITE DEVELOPMENT PERMIT NO. PMT-3229447  
**THE GRANT AT MISSION TRAILS - PROJECT NO. PRJ-1097856**

WHEREAS, 5945 MISSION GORGE LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, Owner/Permittee, filed an application with the City of San Diego for a permit to demolish an existing two-story office/retail building and to construct a new seven-story building with 48 multi-dwelling units (as described in and by reference to the approved Exhibits "A" and corresponding conditions of approval for the associated Permit No. PMT-3229447), on portions of a 0.40-acre site;

WHEREAS, the project site is located at 5945 Mission Gorge Road in the CC-3-9 Zone, Airport Land Use Compatibility Zone (Montgomery Field), Airport Influence Area (Montgomery Field, Review Area 2), Community Plan Implementation Overlay Zone – Type A (CPIOZ-A), FAA Part 77 Noticing Area (Montgomery Field, 572 to 577 feet above sea level), Federal Emergency Management Agency (FEMA) Floodways & Floodplains (100-Year FEMA Floodplain/Flood Zone AE), Residential Tandem Parking Overlay Zone, Transit Area Overlay Zone, and Transit Priority Area within the Grantville Area of the Navajo Community Plan Area;

WHEREAS, the project site is legally described as ALL THAT PORTION OF LOT 2, IN BLOCK 47 OF THE "AMENDED MAP NO. 1 OF GRANTVILLE AND OUTLOTS", IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO THE MAP THEREOF NO. 776, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 16, 1894, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE SOUTHERLY LINE OF SAID LOT 2, DISTANT THEREON SOUTH 89° 40' 45" WEST 289.32 FEET FROM THE SOUTHEASTERLY CORNER OF SAID LOT, SAID POINT BEING THE SOUTHWEST CORNER OF LAND CONVEYED TO FRED R. LEE, JR., BY DEED DATED JUNE 1, 1950 AND RECORDED IN BOOK 3646, PAGE 102 OF OFFICIAL RECORDS; THENCE SOUTH 89° 40' 45" WEST ALONG SAID SOUTHERLY LINE TO AN INTERSECTION WITH THE SOUTHEASTERLY LINE OF AN 80.0 FOOT WIDE ROAD, DESIGNATED ROAD SURVEY NO. 1287, AS SAID ROAD IS DESCRIBED

IN A DEED TO THE COUNTY OF SAN DIEGO, DATED DECEMBER 14, 1950 AND RECORDED IN BOOK 3906, PAGE 205 OF OFFICIAL RECORDS; THENCE NORTHEASTERLY ALONG SAID SOUTHEASTERLY LINE OF ROAD SURVEY NO.1287, TO AN INTERSECTION WITH THE WESTERLY LINE OF SAID LAND CONVEYED TO LEE; THEN SOUTH 0°26' EAST ALONG SAID WESTERLY LINE TO THE POINT OF BEGINNING;

WHEREAS, on December 13, 2023, the Hearing Officer of the City of San Diego considered Site Development Permit No. PMT-3229447 pursuant to the Land Development Code of the City of San Diego;

BE IT RESOLVED by the Hearing Officer of the City of San Diego, that it adopts the following findings with respect to Site Development Permit No. PMT-3229447:

**A. SITE DEVELOPMENT PERMIT SDMC Section 126.0505**

**1. Findings for all Site Development Permits:**

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

The Grant at Mission Trails (project) site consists of one lot (APN 461-190-04-00) located at 5945 Mission Gorge Road and is completely developed with an existing two-story structure, concrete, and asphalt. The site is surrounded by fully developed parcels consistent with the subject property. The 0.40-acre site is located in the CC-3-9 Base Zone, within the following Overlay Zones (OZ): Airport Land Use Compatibility Zone (Montgomery Field), Airport Influence Area (Montgomery Field, Review Area 2), Community Plan Implementation OZ - Type A (CPIOZ-A), FAA Part 77 Noticing Area (Montgomery Field, 572 to 577 feet above sea level), FEMA Floodways & Floodplains (100-Year FEMA Floodplain/Flood Zone AE), Residential Tandem Parking OZ, Transit Area OZ, and Transit Priority Area within the Grantville Area of the Navajo Community Plan Area. Additionally, the site is located within the Grantville CPIOZ-A overlay and designated as Urban Village land use within the Navajo Community Plan and designated as Multiple Use land use within the City of San Diego's General Plan (General Plan).

The project proposes the demolition of the existing structure and on-site improvements for the redevelopment of the project site to include the construction of one seven-story residential apartment building with 48 for-rent affordable multi-dwelling units for a total 55,620 square feet (SF) of building area and an overall building height of 82-feet seven-inches above ground level. The project proposes the

construction of a 100-percent affordable (for-rent) multi-dwelling unit housing development with 48 multi-dwelling units consisting of 12 one-bedroom units (652 SF average), 24 two-bedroom units (828 SF average), and 12 three-bedroom units (1,127 SF average). The affordable housing units will include of 30% of 50%, 60%, and/or 120% of Area Median Income (AMI) for no fewer than 55 years.

The Navajo Community Plan Urban Village land use designation allows for multi-family residential density ranging from 44 dwelling units per acre (DUs/AC) up to 109 DUs/AC, resulting in a maximum allowed density of 44 DUs for the project site. The project proposes 48 DUs which includes a density bonus for four additional affordable units to low-income households with rents at 30% of 60% of AMI for a period of 55 years, therefore, the project is in conformance with the maximum density regulations of the CC-3-9 Base Zone and within the density range for the Urban Village land use designation within the Navajo Community Plan.

The Grantville CPIOZ-A area (Grantville CPIOZ) of the Navajo Community Plan area is envisioned to include more transit-oriented developments, multi-modal connectivity, workforce housing, local neighborhood retail, as well as new commercial and employment opportunities. Additionally, the Supplemental Development Regulations of the Grantville CPIOZ design standards envision development to include improvements to pedestrian and bicycle infrastructure, connectivity to transit routes and the Grantville Trolley Station, and community access to Alvarado Creek and the San Diego River. The purpose of the Grantville CPIOZ design standards are to encourage appealing streetscapes, facades along public and private streets that create visual interest, activation of uses on the ground floor of buildings, diminish the overall mass of buildings and design building facades that are varied and articulated to provide visual interest to include changes in wall texture, colors and architectural elements.

The site is located within the Alvarado Creek 100-year flood plain and contains Environmentally Sensitive Lands (ESL) for Special Flood Hazard Areas. The project site currently is not located within or immediately adjacent to the City's Multi-Habitat Planning Area (MHPA). The nearest MHPA lands include portions of the San Diego River located approximately 0.23 miles west and northwest of the site and canyons south of the I-8, located approximately 0.36 miles south of the project site. A pad will be graded for the construction of the new building. The project is planned to maintain the current topography for the existing roadways and driveways. Fill will be placed to raise the project site out of the floodplain and ensure the minimum elevation of the finished first floor of the building will be two feet higher than the 100-year frequency base flood elevation. Additionally, the project would include consistency with the Climate Action Plan Checklist strategies. The preservation of ESL and the Climate Action Plan Strategies are consistent with the goals of the Conservation Element of the General Plan.

The General Plan Land Use Element encourages infill projects along transit corridors that enhance or maintain a "Main Street" Character utilizing site and building design, land use mix, varied housing opportunities and improvements to pedestrian and

multi-modal connectivity. The project includes streetscape improvements, would provide affordable housing opportunities at several levels of affordability, provides connectivity to transit routes and the Grantville Trolley Station and building design that is varied and consistent with the Grantville CPIOZ design standards with the exception to the requested deviations. Additionally, the project is consistent with the Land Use Element, Mobility Element, Urban Design Element, and Conservation Element of the General Plan. The project would be consistent with the existing land use and base zone regulations of the site and consistent with the objectives of the Navajo Community Plan and supplemental development regulations of the Grantville CPIOZ-A with the exception of the requested incentives and waivers. Therefore, for the reasons identified, the proposed development will not adversely affect the applicable land use plan.

**b. The proposed development will not be detrimental to the public health, safety, and welfare; and**

The project is described in SDP finding A.1.a, incorporated by reference herein. The project will not be detrimental to the public health, safety, and welfare because the permits controlling the development and use of the site require compliance with City codes, policies, and other regional, state, and federal regulations. Construction plans will be reviewed by City Staff to ensure compliance with all building code regulations. All Uniform Building, Fire, Plumbing, Electrical, and Mechanical Code regulations and permitting requirements governing the construction and continued operation of the development apply to this project. The project will be inspected by certified building and engineering inspectors to ensure construction is in accordance with approved plans and regulations.

The project incorporates design features that enhance the pedestrian environment by dedicating and improving the frontage of the property along Mission Gorge Road to provide a 15-foot parkway including a non-contiguous sidewalk and a bike lane to promote alternative modes of transportation.

The permit for the project also includes various conditions and referenced exhibits of approval relevant to achieving project compliance with the applicable regulations of the SDMC in effect for this project. Such conditions will avoid adverse impacts to the health, safety and general welfare of persons residing or working in the surrounding area. Permit requirements include constructing a new curb/gutter and sidewalk along Mission Gorge Road, obtaining an Encroachment Maintenance and Removal Agreement for curb outlets, trees, landscaping/irrigation in the Mission Gorge Road Right-of-Way, Encroachment Maintenance and Removal Agreement for private sewer lateral and private 6" curb within existing sewer easement, Encroachment Maintenance Agreement for Pedestrian Access ramp and balconies in the Mission Gorge Road Right-of-way, bonded grading permit prior to the issuance of any building permits, implementing construction Best Management Practices (BMP), including a Maintenance Agreement for ongoing permanent BMP maintenance, installing



appropriate private back flow prevention devices on each water service; and constructing all public water facilities per the City's water design regulations and standards, as shown on the Exhibit A.

The site lies within the 100-year FEMA floodplain special flood hazard overlay (Flood Zone AE). Prior to the initiation of construction activities, a Condition Letter of Map Revision (CLOMR) shall be obtained from FEMA in coordination with processing through the City of San Diego's Floodplain Management section. Fill material will be placed to raise the finished floor out of the floodplain and ensure that the minimum elevation of the finished first floor of the building will be two feet higher than the 100-year frequency base flood elevation. Treatment of storm-water run-off and hydromodification management related to the site have been addressed. The preliminary grading plan has been designed to result in a "no rise condition" and certified by a registered professional engineer demonstrating that the grading will not result in any increase in the flood levels during the occurrence of the base flood discharge. The Project is consistent with the Land Development Code (LDC) and addresses stormwater requirements and sediment control.

The project will comply with the development conditions in effect for the subject property as described in Site Development Permit No. PMT-3229447, and other regulations and guidelines pertaining to the subject property per the LDC. Therefore, the proposed development would not be detrimental to the public health, safety and welfare.

**c. The proposed development will comply with the regulations of the Land Development Code including any allowable deviations pursuant to the Land Development Code.**

The project is described in SDP finding A.1.a, incorporated by reference herein. The project complies with the (LDC) for parking, landscaping requirements, and all other development standards except in seven instances. The following incentives and waivers are requested to allow for the development of the proposed project.

1. Incentive request to allow Floor Area Ratio (FAR) up to 3.29 when the maximum FAR for residential is 2.0 according to SDMC 131.0531(c).
2. Incentive request to remove commercial requirement for the CC-3-9 Zone when there's a requirement for commercial space pursuant to SDMC 131.0504(b).
3. Incentive request to remove private open space requirement for 2BR-B & 3BR-B units when there's a requirement for private open space (balconies) pursuant to SDMC 131.0455(d).
4. Incentive request to remove common open space when there's a requirement for common open space pursuant to SDMC 131.0456.

5. Waiver request to waive the requirement for 10-foot contiguous sidewalk per Grantville CPIOZ Supplemental Development Regulations (SDR) 5.
6. Waiver request to waive the requirement for 25% of bike racks along street frontage per Grantville SDR 10.
7. Waiver request to waive the requirement for five-foot landscaped parkway and 10-foot sidewalk per Grantville CPIOZ SDR 16.

Each of the incentives and waivers has been reviewed as they relate to the proposed project and the impact to the surrounding neighborhood. The requested incentives and waivers are appropriate and will result in a project that efficiently utilizes the subject property and provides housing for a diverse and mixed population, affordable housing near major transit stops and stations, and develop resource efficient development located near employment, shopping, schools, recreation, and walking/bicycling infrastructure, in conformance with the goals and policies of the Navajo Community Plan and the General Plan's Housing Element. Therefore, the proposed project would comply with the applicable regulations of the Land Development Code, including any allowable deviations.

**2. Supplemental Findings – Environmentally Sensitive Lands – SDMC Section 126.0505(b)**

**a. The site is physically suitable for the design and siting of the proposed development and the development will result in minimum disturbance to environmentally sensitive lands;**

The proposed project is described in SDP finding A.1.a, incorporated by reference herein. The project site lies within the 100-year FEMA Floodplain Special Flood Hazard Overlay (Flood Zone AE). According to a Federal Emergency Management Agency (FEMA) flood insurance rate map (FEMA, 2012), the entire site is located within a Zone AO (100-year) floodplain. The site is also located downstream of a dam (El Capitan and San Vicente Reservoirs) and is within a mapped dam inundation area. The potential for flooding of the site is considered low since the adjacent portion of the San Diego River has been channelized. The project has been conditioned for the applicant to obtain a Condition Letter of Map Revision (CLOMR) from FEMA in coordination with processing through the City of San Diego's Floodplain Management section. Fill material will be placed to raise the finished floor out of the floodplain and ensure that the minimum elevation of the finished first floor of the building will be two feet higher than the 100-year frequency base flood elevation.

The Development Services Department (DSD) has completed a California Environmental Quality Act (CEQA) Guidelines Section 15183 – Projects Consistent with a Community Plan or Zoning evaluation for the proposed project. The Grantville

Focused Plan Amendment (FPA) Final Environmental Impact Report (EIR) No. 346289/SCH No. 2013111017 was certified by the San Diego City Council on June 9, 2015, per Resolution No. 309788. This evaluation was performed to determine if conditions specified in CEQA Guidelines Sections 15183 would require preparation of additional CEQA review for the proposed project. As outlined in the evaluation, DSD has determined that the proposed project is consistent with the development density established by existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified. In addition, this evaluation determined the project would not result in any project-specific significant effects that are particular to the project or its site beyond that identified in the Grantville FPA EIR. The FPA PEIR identified significant and unavoidable impacts related to land use (noise compatibility), air quality, noise (operational), and transportation/circulation, as these issue areas would not be fully mitigated to below a level of significance. With respect to cumulative impacts, implementation of the FPA PEIR would result in significant and unavoidable cumulative impacts to land use (related to noise), transportation/circulation, air quality and odor, and noise impacts.

The FPA PEIR identified significant direct impacts that would be substantially lessened or avoided with subsequent projects' implementation of the mitigation framework included in the Final PEIR, including impacts related to noise (construction), biological resources, hydrology/water quality, historical resources (built environment and archaeological), geologic conditions, health and safety, and public utilities (solid waste).

The project would not require the adoption of a Mitigation Monitoring and Reporting Program (MMRP) consistent with the PEIR Mitigation Framework. Based on the CEQA Section 15183 consistency analysis herein, the proposed project would not require any additional environmental review. As proposed, the site is physically suitable for the design and siting of the proposed development and the development will result in minimum disturbance to environmentally sensitive lands.

**b. The proposed development will minimize the alteration of natural land forms and will not result in undue risk from geologic and erosional forces, flood hazards, or fire hazards;**

The proposed project is described in SDP finding A.1.a, incorporated by reference herein. The site topography is relatively flat with elevations ranging between 75 to 79 feet above mean sea level with topography of the site gently sloping from the northeast to the southeast. The project site does not contain any known active or potentially active faults transecting or projecting towards the site. The nearest active fault is the Rose Canyon fault zone located approximately 5.6 miles west of the project site. The project site lies within the 100-year FEMA Floodplain Special Flood Hazard Overlay (Flood Zone AE). According to a Federal Emergency Management Agency (FEMA) flood insurance rate map (FEMA, 2012), the entire site is located within a Zone AO (100-year) floodplain. The site is also located downstream of a dam (El Capitan and San Vicente Reservoirs) and is within a mapped dam inundation area. The potential for flooding of the site is considered low since the adjacent

portion of the San Diego River has been channelized. The project has been conditioned for the applicant to obtain a Condition Letter of Map Revision (CLOMR) from FEMA in coordination with processing through the City of San Diego's Floodplain Management section. Fill material will be placed to raise the finished floor out of the floodplain and ensure that the minimum elevation of the finished first floor of the building will be two feet higher than the 100-year frequency base flood elevation. The project includes on-site capture of storm-water run-off where the current development does not capture or treat storm-water run-off. The project addresses stormwater requirements and sediment control since storm-water facilities will slow the release of runoff into the creek, thus reducing erosion and geologic risks, and minimizing alteration of the natural landform.

The project site is located in a largely built-out area with commercial uses and is not identified on the City's Fire Hazard Severity Zone Map. The project must comply with all uniform building and fire code requirements including the requirement to install a fire sprinkler system. Thus, the proposed project will minimize the alteration of natural landforms and will not result in undue risk from geologic and erosional forces, flood hazards, or fire hazards.

**c. The proposed development will be sited and designed to prevent adverse impacts on any adjacent environmentally sensitive lands;**

The proposed project is described in SDP finding A.1.a, and the project site is physically suitable for the design and siting of the proposed development and the development will result in minimum disturbance to ESL as described in Supplemental Finding for ESL A.2.a, incorporated by reference herein. The site contains ESL for Special Flood Hazard Areas. To accommodate the construction of new structures within the floodplain, the project has been conditioned to obtain a Conditional Letter of Map Revision (CLOMR) from the Federal Emergency Management Agency (FEMA) prior to the issuance of any grading, engineering, or building permits. Additionally, no certificates of occupancy will be granted, or bonds released for the development associated with this project until a LOMR is obtained by FEMA.

The project site currently is not located within or immediately adjacent to the City's Multi-Habitat Planning Area (MHPA). The nearest MHPA lands include portions of the San Diego River located approximately 0.23 miles west and northwest of the site and canyons south of the I-8, located approximately 0.36 miles south of the project site. Therefore, the proposed development will be sited and designed to prevent adverse impacts on any adjacent environmentally sensitive lands.

**d. The proposed development will be consistent with the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan and Vernal Pool Habitat Conservation Plan (VPHCP);**

The proposed project is described in SDP finding A.1.a, and the project site is physically suitable for the design and siting of the proposed development and the

development will result in minimum disturbance to ESL as described in Supplemental Finding for ESL A.2.a, incorporated by reference herein. The project site is located within the boundaries of the City of San Diego MSCP Subarea Plan in a developed community. However, the project site is not within the MHPA. The closest MHPA area is approximately 0.23 miles west and northwest of the site and canyons south of the I-8, located approximately 0.36 miles south of the proposed development area. The site is not identified as within the City's Multiple Species Conservation Program (MSCP) Subarea Plan and the Vernal Pool Habitat Conservation Plan (VPHCP); therefore, the project is consistent with the MSCP and the VPHCP.

**e. The proposed development will not contribute to the erosion of public beaches or adversely impact local shoreline sand supply; and**

The proposed project is described in SDP finding A.1.a, and the project site is physically suitable for the design and siting of the proposed development and the development will result in minimum disturbance to ESL as described in Supplemental Finding for ESL A.2.a, incorporated by reference herein. The site is not located adjacent to a beach or shoreline. Therefore, the proposed development will not contribute to the erosion of public beaches or adversely impact local shoreline sand supply.

**f. The nature and extent of mitigation required as a condition of the permit is reasonably related to, and calculated to alleviate, negative impacts created by the proposed development.**

The proposed project is described in SDP finding A.1.a, incorporated by reference herein. DSD has completed a CEQA Guidelines Section 15183 – Projects Consistent with a Community Plan or Zoning evaluation for the proposed project. The Grantville FPA Final EIR No. 346289/ SCH No. 2013111017 was certified by the San Diego City Council on June 9, 2015, per Resolution No. 309788. The evaluation was performed to determine if conditions specified in CEQA Guidelines Sections 15183 would require preparation of additional CEQA review for the proposed project. As outlined in the evaluation, DSD has determined that the proposed project is consistent with the development density established by existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified. In addition, the evaluation determined the project would not result in any project-specific significant effects that are particular to the project or its site beyond that identified in the Grantville FPA EIR. The FPA PEIR identified significant and unavoidable impacts related to land use (noise compatibility), air quality, noise (operational), and transportation/circulation, as these issue areas would not be fully mitigated to below a level of significance. With respect to cumulative impacts, implementation of the FPA PEIR would result in significant and unavoidable cumulative impacts to land use (related to noise), transportation/circulation, air quality and odor, and noise impacts.

The FPA PEIR identified significant direct impacts that would be substantially lessened or avoided with subsequent projects' implementation of the mitigation

framework included in the Final PEIR, including impacts related to noise (construction), biological resources, hydrology/water quality, historical resources (built environment and archaeological), geologic conditions, health and safety, and public utilities (solid waste).

The project would not require the adoption of a Mitigation Monitoring and Reporting Program (MMRP) consistent with the PEIR Mitigation Framework. Based on the CEQA Section 15183 consistency analysis herein, the proposed project would not require any additional environmental review. Therefore, the nature and extent of mitigation required as a condition of the permit is reasonably related to, and calculated to alleviate, negative impacts created by the proposed development.

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, based on the findings hereinbefore adopted by the Hearing Officer, Site Development Permit No. PMT-3229447 is hereby GRANTED by the Hearing Officer to the referenced Owner/Permittee, in the form, exhibits, terms and conditions as set forth in Permit No. PMT-3229447, a copy of which is attached hereto and made a part hereof.

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Benjamin Hafertepe  
Development Project Manager  
Development Services

Adopted on: December 13, 2023

IO#: 24009606



**THE CITY OF SAN DIEGO**

**M E M O R A N D U M**

DATE: November 21, 2023

TO: Environmental/Project File, Development Services Department

FROM: Dawna Marshall, Senior Planner, Development Services Department

SUBJECT: The Grant at Mission Trails / PRJ-1097856  
California Environmental Quality Act – Section 15183 Consistency Review

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The Development Services Department (DSD) has completed a California Environmental Quality Act (CEQA) Guidelines Section 15183 – Projects Consistent with a Community Plan or Zoning evaluation for the proposed The Grant at Mission Trails (project). See Title 14 California Code of Regulations §15183.

The Grantville Focused Plan Amendment (FPA) Final Environmental Impact Report (EIR) No. 346289/SCH No. 2013111017 was certified by the San Diego City Council on June 9, 2015, per Resolution No. 309788. This evaluation was performed to determine if conditions specified in CEQA Guidelines Sections 15183 would require preparation of additional CEQA review for the proposed project. As outlined in the evaluation, DSD has determined that the proposed project / project amendments are consistent with the development density established by existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified. In addition, this evaluation determined the project would not result in any project-specific significant effects that are particular to the project or its site beyond that identified in the Grantville FPA EIR. The FPA PEIR identified significant and unavoidable impacts related to land use (noise compatibility), air quality, noise (operational), and transportation/circulation, as these issue areas would not be fully mitigated to below a level of significance. With respect to cumulative impacts, implementation of the FPA PEIR would result in significant and unavoidable cumulative impacts to land use (related to noise), transportation/circulation, air quality and odor, and noise impacts.

The FPA PEIR identified significant direct impacts that would be substantially lessened or avoided with subsequent projects' implementation of the mitigation framework included in the Final PEIR, including impacts related to noise (construction), biological resources, hydrology/water quality, historical resources (built environment and archaeological), geologic conditions, health and safety, and public utilities (solid waste).

The project would not require the adoption of a Mitigation Monitoring and Reporting Program (MMRP) consistent with the PEIR Mitigation Framework. Based on the CEQA Section 15183

consistency analysis herein, the proposed project would not require any additional environmental review.

## **BACKGROUND**

The project site has been analyzed within EIR No. 346289 SCH No. 2013111017 prepared for the Grantville FPA certified by the San Diego City Council on June 9, 2015, per Resolution No. 309788. The EIR conducted a program-level analysis that would require implementation of the associated Mitigation Framework. The Mitigation Framework contains mitigation measures for Land Use, Transportation/Circulation, Air Quality, Noise, Biological Resources, Hydrology/Water Quality, Historical Resources (Built Environment and Archaeology), Geologic Conditions, Health and Safety, and Public Utilities.

Per Section 15183 of the CEQA Guidelines, CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. "Consistent" means that the density of the proposed project is the same or less than the standard expressed for the involved parcel in the community plan or zoning action addressed in the EIR, and that the project complies with the density-related standards contained in the Grantville FPA and associated zoning. Where the zoning ordinance refers to the community plan for its density standard, the project shall be consistent with the applicable plan.

In approving a project meeting the requirements of Section 15183 of the CEQA Guidelines, DSD limited its examination of environmental effects that:

- (1) *Are peculiar to the project or the parcel on which the project would be located;*
- (2) *Were not analyzed as significant effects in in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,*
- (3) *Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or*
- (4) *Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.*

If an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for the project solely on the basis of that impact.

The project must be consistent with a community plan adopted as part of a general plan, a zoning action which zoned or designated the parcel on which the project would be located, or a general plan of a local agency. Additionally, an EIR must be certified by the lead agency for the zoning action, the community plan, or the general plan. Where the prior EIR relied upon by the lead agency was



prepared for a general plan or community plan that meets the requirements of this section, any rezoning action consistent with the general plan or community plan shall be treated as a project subject to Section 15183.

The consistency analysis shall be limited to only those significant environmental effects for which each public agency with authority to mitigate any of the significant effects on the environment identified in the EIR on the planning or zoning action undertakes or requires others to undertake mitigation measures specified in the EIR which the lead agency found to be feasible. The City, as Lead Agency, must make a finding at a public hearing as to whether feasible mitigation measures will be undertaken.

The consistency review analysis is presented in the CEQA Section 15183 consistency review checklist below.

### CEQA SECTION 15183 CONSISTENCY REVIEW CHECKLIST

1. Project Title/Project Number: The Grant at Mission Trails / PRJ-1097856
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: Dawna Marshall / (619) 687-5904
4. Project Location: 5945 Mission Gorge Road, San Diego, CA 92120
5. Project Applicant/Sponsor's name: CRP Affordable Housing and Community Development
6. Community Plan designation: Urban Village (44-109 du/ac)
7. Zoning: Commercial - Community (CC-3-9)
8. Description of project: A SITE DEVELOPMENT PERMIT for the demolition of an existing 8,000-square foot structure and development of a seven-story, 55,620-square-foot multi-family residential building containing 48 residential dwelling units including one manager unit, 8 ground floor parking spaces, and tenant amenities. The proposed units, apart from the manager unit, would be a mixture of very low income, low income, and moderate-income households below 50%, 60% and 120% of Area Median Income for a period of 55 years. The project requests affordable housing incentives and waivers in the form of increased floor area ratio, removal of the commercial space requirement remove private open space requirements, remove common open space requirements, a pedestrian and bicycle access through the site (SDR5), bicycle racks along street frontage (SDR 10), and a continuous 10-foot sidewalk (SDR 16). The approximate 0.398-acre project site is located at 5945 Mission Gorge Road. The site is zoned Commercial (CC-3-9) and designated Urban Village (44-109 du/ac) in the Grantville Specific Plan Area of the Navajo Community Plan area. The site lies within the Community Plan Implementation Overlay Zone – Type A (CPIOZ-A), Parking Standards Transit Priority Area (PSTPA), 2035 Transit Priority Area (TPA), Sustainable Development Area (SDA), Residential Tandem Parking Overlay Zone and Transit Area Overlay Zone (TAOZ).
9. Surrounding land uses and setting: The project site is located within an urbanized neighborhood surrounded by Mission Gorge Road to the north, existing commercial development to the east and future residential development to the south.
10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement): Federal Emergency Management Agency (FEMA)
11. Community Plan Update program EIR Information (Name of CPU PEIR, Project No., EIR SCH if applicable, Approving Body with Certification Date, and Resolution Number): Grantville Focused Plan Amendment (FPA) Final

Environmental Impact Report (EIR) No. 346289 SCH No. 2013111017, certified by the San Diego City Council on June 9, 2015, per Resolution No. 309788.

12. Consistency with the density established by community plan, zoning action, or general plan: Yes

**CONSISTENCY REVIEW:** (To be completed by Lead Agency)

In approving a project meeting the requirements of section 15183 of the CEQA Guidelines, the City of San Diego Development Services Department (DSD) made the following determinations:

- There are no significant environmental effects that are peculiar to the project or the parcel on which the project would be located;
- There are no significant environmental effects of the project that were not analyzed as significant effects in the EIR;
- There are no potentially significant off-site impacts or cumulative impacts which were not discussed in the EIR; and
- There are no previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

In approving a project meeting the requirements of section 15183 of the CEQA Guidelines, the City of San Diego Development Services Department (DSD) finds:

- The project shall implement feasible mitigation measures (see Appendix A).
- The project requires no mitigation measures.

*Dawna Marshall*

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Dawna Marshall  
Senior Planner  
Development Services Department

November 21, 2023

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Date of Final Report

Analyst: Dawna Marshall

Attachments: Figure 1: Location Map  
Figure 2: Aerial Map  
Figure 3: Site Plan

## EVALUATION OF ENVIRONMENTAL IMPACTS UNDER SECTION 15183 OF THE CEQA GUIDELINES:

- 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 an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for the project solely on the basis of that impact pursuant to section 15183 of the CEQA Guidelines. Answers of “Potentially Significant Impact” shall provide an explanation of whether the impacts:
  - a. Are peculiar to the project or the parcel on which the project would be located;
  - b. Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,
  - c. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or
  - d. Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.
- 4) “Less Than Significant With Mitigation Incorporated” applies where the incorporation of Mitigation Framework from the referenced EIR has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the Mitigation Framework as they appear in the EIR, and briefly explain how they reduce the effect to a less than significant level. 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 Framework based on the earlier analysis.
  - c. Mitigation framework. For effects that are “Less Than Significant With Mitigation framework Incorporated”, describe the Mitigation Framework that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 5) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 6) 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	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

**LAND USE**

Would the proposed FPA:

<p>a) Conflict with any adopted recommendations of the City of San Diego General Plan, the Multiple Species Conservation Program (MSCP), the San Diego River Park Master Plan, the Navajo Community Plan, or any other applicable land use plan?</p>	<b>SU</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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PEIR Analysis

The project site is within the plan boundaries of the Grantville Focused Planning Area (FPA) of the Navajo Community Plan. (Figures 1 and 2). The Grantville Focused Plan Amendment Final Programmatic Environmental Impact Report (Project No. 346289; SCH No. 2013111017) (hereinafter referred to as the FPA PEIR) was certified by the San Diego City Council on June 9, 2015, Resolution No. 309788. The Grantville FPA involved an amendment to the Navajo Community Plan, a General Plan Amendment, update to the Navajo Public Facilities Financing Plan (PFFP), adoption of a Rezone Ordinance to implement the community plan, and amendment to the City's Land Development Code (LDC) Grantville Community Plan Implementation Overlay Zone. In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15168, the FPA PEIR examined the environmental impacts of the Grantville FPA.

The Grantville FPA area is located within the Navajo Community Planning area west of Interstate 15 (I-15) and north of I-8; bounded by the Admiral Baker Golf Course to the north and the San Diego River to the west. The Grantville FPA area consists of approximately 280 acres and is comprised of commercial, office, industrial, public facility, park and open space uses immediately north of I-8 and located along both sides of Fairmount Avenue, Friars Road and Mission Gorge Road north to Zion Avenue.

The Grantville FPA area covers two (2) Community Plan Implementation Overlay Zones (CPIOZ) described in the Navajo Community Plan: Grantville-CPIOZ-Type A and part of the existing San Diego River Subdistrict – CPIOZ Type B. The list of criteria for each CPIOZ is included in the text of the amendment to the Navajo Community Plan; however, the Grantville CPIOZ-Type A area is the primary focus of the Community Plan Amendment for the Navajo Community Plan. The Grantville CPIOZ-Type A promotes mixed-use, transit-oriented development with pedestrian and bicycle orientation and allows for increased density of up to 109 dwelling-units per acre, resulting in a maximum total of approximately 4,594 dwelling units in the area surrounding the existing Grantville Trolley Station when certain criteria are met. Both areas follow the CPIOZ guidance per Land Development Code Chapter 13, Article 2, Division 14.

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

The Navajo PFFP Update reflects the community's boundary, development assumptions at community build-out, a listing of capital improvements, and an updated fee schedule. The Development Impact Fees (DIFs) provide a funding source for public facilities projects in the Navajo Community and were adopted in conjunction with the community plan amendment and certification of the FPA PEIR.

The FPA PEIR determined that, with the exception of the Noise Element of the General Plan, the proposed FPA is consistent with the stated goals, objectives, and recommendations of the City of San Diego General Plan, City of San Diego Land Development Code, Navajo Community Plan, MSCP Subarea Plan, San Diego River Park Master Plan, Montgomery Field ALUCP, and the SANDAG Regional Comprehensive Plan. Implementation of the proposed FPA would result in a significant and unmitigable noise impact, which conflicts with the goals of the Noise Element of the General Plan. Therefore, a significant and unmitigable land use impact was identified related to the Noise Element of the General Plan. Additionally, future development activities that would be allowed with the implementation of the proposed FPA have the potential to result in conflicts with the MSCP; however, compliance with the City of San Diego MSCP Subarea Plan, its implementing regulations, and the implementation of Mitigation Framework as detailed in FPA PEIR Mitigation Measure LU-1 would reduce potential MSCP impacts to a level less than significant.

Project Analysis

The project site is located within the Navajo Community Planning Area and the Grantville CPIOZ area. The Navajo Community Plan's Land Use Map designates the subject property as "Urban Village, 44-109 DU/AC". The project utilizes the unlimited density bonus granted to 100% affordable projects within Transit Priority Areas (TPAs), per San Diego Municipal Code (SDMC) 143.0720(i)(7) and is permitted to exceed the density range identified in the community plan. The community plan anticipates a variety of housing types and density, and the Grantville area is intended for the concentration of residential densities and a mix of uses to support the Grantville Trolley Station. The proposed project meets the intent of the community plan designation. The General Plan describes Urban Village Centers as higher-density/intensity areas located in subregional employment districts that are characterized by a cluster of more intensive employment, residential, regional and subregional commercial uses that maximize walkability and support transit. The proposed project is consistent with this description.

This site was previously graded and developed with an existing two-story structure with an asphalt parking lot. The project site is surrounded by existing development. Review of aerial and street level photography appears to show that the project site does not contain any sensitive biological resources. The project site does not contain any sensitive riparian habitat or other identified habitat community. Furthermore, the project site does not contain, nor is it adjacent to, MHPA designated lands and therefore does not conflict with any MSCP regulations.

The proposed project would be consistent with the zoning and land use identified for the project in the Grantville FPA. As such, the proposed project and the associated land use impacts were

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

addressed in the PEIR analysis. No project specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

b) Result in the exposure of people to noise levels that exceed the City's noise ordinance or are incompatible with the Noise Compatibility Guidelines in the Noise Element or Transportation Element of the General Plan?	SU	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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### PEIR Analysis

The goal in Section E of the General Plan Noise Element aims to minimize exposure of noise-sensitive land uses to excessive commercial, industrial, and mixed-use related noise. The conflict with the FPA would occur because build-out under the FPA could potentially result in the exposure of noise-sensitive land uses (e.g., residences) to future noise levels that exceed those established in the General Plan Noise Element. The FPA EIR determined that implementation of Mitigation Measures N-1 through N-6 would generally reduce noise-related land use compatibility impacts by requiring future development under the FPA to conduct a project-specific noise study, prepare a noise control plan, follow certain construction guidelines, and include noise attenuation techniques for projects that would expose residences to noise levels that exceed City standards. However, the FPA PEIR determined that these mitigation measures would not be able to reduce the impact to a less than significant level in all situations and, thus, would result in a conflict with the goal in Section E of the General Plan Noise Element. Because no other feasible mitigation was identified, the FPA PEIR concluded that the FPA would result in a significant and unmitigable impact regarding consistency with the Noise Element of the General Plan.

The FPA PEIR expanded on the analysis of noise-related land use compatibility and analyzed both temporary construction noise and long-term operational noise. The FPA PEIR concluded that the FPA would have a potentially significant impact regarding both construction and operational noise because implementation of the FPA would result in the exposure of sensitive receptors to temporary and permanent noise levels that exceed City standards. The FPA PEIR discussed how construction noise associated with development under the FPA would occur throughout the plan area and could cause a temporary increase in noise level at adjacent sensitive receptors that exceeds the City standard of 75 dB Leq between the hours of 7:00 a.m. and 7:00 p.m. The FPA PEIR also discussed how increased traffic volumes associated with development under the FPA would result in increased traffic noise levels that are anticipated to exceed the applicable City threshold of 3 A-weighted decibels (dBA), resulting in a substantial permanent increase in noise level. As under Issue 1, Mitigation Measures N-1 through N-6 were provided. The FPA PEIR determined that implementation of these mitigation measures would avoid, reduce, or minimize impacts to the extent feasible. However, Mitigation Measures N-1 through N-6 would not be able to fully mitigate the impact to a



Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

less than significant level in all cases at the project-level. Therefore, the FPA PEIR concluded that the impact would remain significant and unmitigable.

Project Analysis

As noted in the PEIR, the severity of construction noise impacts would vary depending on the scope and location of specific projects, the type of surrounding uses, and the proximity of sensitive receptors. The project proposes the construction of 48 units in a commercially zoned area adjacent to a major road, Mission Gorge Road. The existing noise levels are 67.9 dBA Leq at the intersection of Mission Gorge Road and Mission Gorge Place. Based upon the limited size of the project, its location adjacent to a commercial corridor, it would not be expected to result in construction noise impacts. Further, Section 59.5.0404 of the SDMC prohibits any construction activity that causes a noise level of 75 dBA Leq or louder from 7:00 a.m. to 7:00 p.m. at or beyond the property lines of any property zoned residential. Project construction would occur from 7:00 a.m. to 7:00 p.m. and would be prohibited on legal holidays and Sundays, pursuant to SDMC Section 59.5.0404. Therefore, construction noise impacts would be less than significant and implementation of the FPA PEIR mitigation measures regarding construction noise are not required for the project.

Regarding operational noise, the project is not anticipated to result in a doubling of traffic volumes on nearby roadways and therefore would not result in a 3-decibel noise increase. In addition, the project would comply with the property line noise limit (City of San Diego Municipal Code 59.5.0401 Noise Ordinance) and would therefore result in a less than significant operational stationary source impact.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

c) Result in adverse edge effects to the MHPA?	<b>LTSM</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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PEIR Analysis

The FPA PEIR concluded that the impact would be potentially significant because future development under the FPA could potentially result in adverse edge effects (e.g., dumping, vehicular traffic, predation by domestic animals). This impact specifically pertains to future development under the FPA that occurs adjacent to the MHPA. MHPA land is located within and adjacent to the FPA area's western boundary, as well as adjacent to part of the FPA area's southern boundary. The impact was reduced to a less than significant level with implementation of Mitigation Measure LU-1, which requires that all future actions undertaken at or near the San Diego River or adjacent to the MHPA be reviewed for consistency with all applicable MSCP requirements and MHPA Land Use Adjacency Guidelines.

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

Project Analysis

This site is graded and developed with an existing two-story structure with an asphalt parking lot. The project would not directly or indirectly impact biological resources or have any potentially adverse edge effects to the MHPA; therefore LU-1 and LU-2 would not be applicable. The project is not adjacent to the San Diego River or MHPA; therefore LU-3 is not applicable. The project would not directly or indirectly result in adverse edge effects to the MHPA.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

d) Conflict with any local policies or ordinances protecting biological resources?	<b>LTSM</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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PEIR Analysis

The PEIR determined that future development could have direct and indirect impacts to the City's MHPA lands, and therefore, could result in a conflict with local policies or ordinances protecting biological resources. Projects located adjacent to or within the MHPA, however, would be required to implement regulations set forth in the City's Environmentally Sensitive Lands Regulations and Biology Guidelines. Additionally, all future projects within or adjacent to MHPA lands would be required to comply with the applicable provisions of the City's MSCP Subarea Plan. Additionally, implementation of the Mitigation Framework LU-1 would ensure any potential impacts to the City's MSCP plan and other policies and ordinances would remain less than significant.

Project Analysis

The project site is graded and previously developed with a two-story structure with an asphalt parking lot. The project site is surrounded by existing development. The project site does not contain any sensitive biological resources. The project site does not contain any sensitive riparian habitat or other identified habitat community. Furthermore, the project site does not contain, nor is it adjacent to, MHPA designated lands. This project would result in no biological impacts and would not conflict with any local policies or ordinances protecting biological resources. Implementation of PEIR Biological Mitigation Measures would not be required.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

## TRANSPORTATION/CIRCULATION

Would the proposed FPA:

- |  |           |                          |                          |                                     |                          |
|--|-----------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in an increase in project traffic which is substantial in relation to the existing traffic load and capacity of the street system? | <b>SU</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|-----------|--------------------------|--------------------------|-------------------------------------|--------------------------|

### PEIR Analysis

The FPA PEIR identified the FPA results in significant cumulative impacts to eight intersections and 15 roadway segments. Mitigation Measures T-1 through T-22 would be implemented pursuant to the Public Facilities Financing Plan as development occurs. Until funding is identified and available, the impacts would remain significant and unmitigated. Implementation of the FPA increased density and results in a significant increase in traffic. Mitigation Measures T-23 through T-26 and T-1 through T-7, T-11 and T-23 would reduce traffic generation impacts to below a level of significance. Implementation of the FPA would result in significant cumulative impacts to eight freeway segments and one freeway ramp. Mitigation Measures T-27 through T-37 were identified, however, impacts were determined to be significant and unavoidable.

### Project Analysis

The project was evaluated under the City's Transportation Study Manual (TSM) Vehicle Miles Traveled (VMT) Screen Criteria for land use development project. The TSM was adopted in 2020 and updated in 2022, after the Community Plan was approved, in response to SB 743 and CEQA Guidelines Section 15064.3 by the City as part of the *Complete Communities: Mobility Choices* program. The CEQA significance determination for transportation impacts associated with the project is based in the VMT metric and not on the prior LOS metric used in the PEIR.

The expected daily trip generation for the project is 288 ADT with 23 AM (5 in, 18 out) peak hour trips and 29 PM (22 in, 7 out) peak hour trips. This is based on rate of 6 daily trips/dwelling unit for the 48-dwelling multi-family dwelling units per the City of San Diego Trip Generation Manual (May 2003). The project would result in an estimated trip generation of 288 ADT, which is under the 300 ADT trip generation screening criteria for Small Projects per the City's TSM (9/19/2022). Traffic impacts, therefore, are presumed to be less than significant, and no mitigation is required.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

b) Result in traffic generation in excess of specific community plan allocations?	<b>LTSM</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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PEIR Analysis

Refer to the analysis in Transportation a) above.

Project Analysis

Refer to the analysis in Transportation a) above.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

c) Result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp?	<b>SU</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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PEIR Analysis

The FPA PEIR concluded that eight freeway segments, one freeway ramp, and two freeway interchange intersections would be expected to operate at an unacceptable LOS in the Year 2030, resulting in a potentially significant impact. The FPA PEIR provided Mitigation Measures T-27 through T-34 to mitigate impacts to freeway segments and Mitigation Measures T-35 through T-37 to mitigate impacts to freeway interchanges. However, the FPA PEIR concluded that the LOS impacts for certain freeway segments and interchanges would remain significant and unavoidable after implementation of mitigation measures. Also, please refer to the PEIR analysis in Transportation a).

Project Analysis

Please refer to the analysis in Transportation a) above.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

d) Increase traffic hazards for motor vehicles, bicycles or pedestrians?	<b>LTS</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

PEIR Analysis

The FPA PEIR concluded that because the FPA is designed to be consistent with the City's roadway standards, the FPA would not create a hazard for vehicles, bicycles, or pedestrians in the FPA area. Therefore, the FPA would have a less than significant impact regarding traffic hazards.

Project Analysis

The project would include street improvements to Mission Gorge Road that include a 16-foot raised median, two 11-foot travel lanes, an 8-foot bike lane with shoulder, a 5-foot parkway and a 10-foot sidewalk. The project as designed and as reviewed and approved by qualified City staff included no features that would result in increased traffic hazards for motor vehicles, bicycles, or pedestrians. No impact would result; no mitigation would be required.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

e) Conflict with adopted policies, plans or programs supporting alternative transportation models (e.g., bus turnouts, bicycle racks)?	<b>NI</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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PEIR Analysis

The FPA PEIR concluded that the FPA would have no impact regarding consistency with local policies, plans, and programs that support alternative transportation modes because the FPA supports transit-oriented development and encourages the use of alternative transportation.

Project Analysis

The project is adjacent to a bus stop and within a half mile of the Granville Trolley Stop within a Sustainable Development Area. In accordance with SDMC §142.0528(c), the project is required to provide 4 points worth of transportation amenities. The project is providing transit and rideshare information (1 point), an on-site bike repair station (2 points), and a child transportation storage (1 point). Therefore, the project does not conflict with adopted policies, plans or programs supporting alternative transportation models.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

## AIR QUALITY AND ODOR

Would the proposed FPA:

- a) Result in a conflict with or obstruct implementation of the applicable air quality plan?

LTS





### PEIR Analysis

The FPA PEIR analyzed the FPA's consistency with the San Diego Air Pollution Control District's (SDAPCD) 2009 Regional Air Quality Strategy (RAQS) and the State Implementation Plan (SIP). The FPA PEIR concluded that the impact would be less than significant because the changes in land uses proposed under the FPA and the anticipated increase in residents would be within RAQS population forecasts.

The PEIR identified the Implementation of the proposed FPA has the potential to result in significant and unmitigable long-term operational air quality impacts resulting from cumulatively considerable increases in criteria pollutants, some of which the SDAB is currently under federal and/or state non-attainment. While it is anticipated that emissions from construction of individual development projects allowed under the proposed FPA would not result in significant air quality impacts, the potential exists for cumulatively considerable emissions to occur should multiple projects be constructed simultaneously. However, this scenario is unlikely, and with future project implementation in compliance with the Mitigation Framework as detailed in Mitigation Measure AQ-1, short-term cumulative impacts would be reduced to a less than significant level. Even with implementation of Mitigation Measure AQ-2, long-term operational air quality impacts would remain significant and unmitigable.

### Project Analysis

The project site is located within the Navajo Community Planning Area and the Grantville CPIOZ area. The Navajo Community Plan's Land Use Map designates the subject property as "Urban Village, 44-109 DU/AC". The project utilizes the unlimited density bonus granted to 100% affordable projects within TPAs, per SDMC 143.0720(i)(7) and is permitted to exceed the density range identified in the community plan. The community plan anticipates a variety of housing types and density, and the Grantville area is intended for the concentration to residential densities and a mix of uses to support the Grantville Trolley Station. The proposed project meets the intent of the community plan designation. The General Plan describes Urban Village Centers as higher-density/intensity areas located in subregional employment districts that are characterized by a cluster of more intensive employment, residential, regional, and subregional commercial uses that maximize walkability and support transit. The proposed project is consistent with this description.

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

The site is zone Commercial – Community 3-9 (CC-3-9). The CC-3-9 zone is intended to accommodate development with a high intensity, pedestrian orientation and permits a maximum density of 1 dwelling unit for each 400 square feet of lot area.

The project would be consistent with the existing land use and zoning designations. Therefore, the project would be consistent with RAQS growth projections and would not conflict with implementation of the RAQS. This impact would be less than significant.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

b) Result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?	<b>LTSM</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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PEIR Analysis

The FPA PEIR analyzed the potential of the FPA to result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation. The FPA PEIR concluded that the impact would be less than significant regarding operational CO emissions and potentially significant regarding construction emissions. Under Issue 2, the FPA PEIR did not make a significance determination regarding operational emissions of air pollutants other than CO because the operational thresholds for these pollutants are meant to be applied on a project-specific basis. Thus, because the FPA PEIR is a program-level document, operational emissions of criteria air pollutants were based on the FPA's consistency with applicable air quality plans, discussed under Issue 1, rather than applying numeric thresholds. Regarding construction emissions, the FPA PEIR discussed how future development under the FPA would generate temporary air pollutant emissions primarily associated with fugitive dust (PM10 and PM2.5), exhaust emissions from heavy construction equipment, and ROG released during the drying phase of architectural coatings. Future development projects would be required to comply with construction-related regulations, including SDMC Section 142.0710, which requires watering of exposed soil at least twice daily during construction to reduce particulate matter emissions, and SDAPCD Rule 67.0, which provides standards for architectural coatings. The FPA PEIR included Mitigation Measure AQ-1, which requires best available control measures/technology to be implemented during construction activities if emissions would exceed thresholds established by the City. With implementation of Mitigation Measure AQ-1, the FPA PEIR concluded that the FPA would not result in the exceedance of air quality standards as a result of construction activities, and the impact would be reduced to a less than significant level.

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

Project Analysis

Based upon its relatively small scale, a 48-unit multifamily residential building, the project would not be expected to result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation and would not result in impacts nor would Mitigation Measure AQ-1 be applicable. Additionally, the project is not expected to significantly impact air quality either individually or cumulatively; therefore, AQ-2 would not be applicable.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

<p>c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a non-attainment under an applicable federal or state ambient air quality standard (including release emissions which exceed quantitative thresholds for ozone precursors)?</p>	<b>SU</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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PEIR Analysis

The FPA PEIR analyzed the potential of the FPA to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is designated non-attainment under a federal or State ambient air quality standard. The FPA PEIR concluded that short-term (i.e., construction-related) cumulative impacts would be less than significant with future project compliance with SDAPCD regulations and the SDMC, including implementation of required construction BMPs. However, the FPA PEIR concluded that long-term (i.e., operational) cumulative impacts associated with emissions from mobile, area, and energy sources would be potentially significant because future development under buildout of the FPA would result in a net increase in emissions of ROG, PM<sub>10</sub>, PM<sub>2.5</sub>, and CO, which could potentially affect San Diego's ability to meet regional, State, and federal ambient air quality standards. The FPA PEIR included Mitigation Measure AQ-2, which requires projects that would significantly impact air quality, either individually or cumulatively, to develop and implement a Mitigation Monitoring and Reporting Program including all feasible mitigation to avoid, minimize, or offset the impact. Although future discretionary projects would be subject to environmental review and evaluated for consistency with applicable plans, policies, guidelines, and regulatory standards, the FPA PEIR concluded that not all future projects would be able to reduce operational emissions to below threshold levels. Therefore, cumulative long-term operational emissions of ROG, PM<sub>10</sub>, PM<sub>2.5</sub>, and CO resulting from future development within the FPA area would be significant and unavoidable.



Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

Project Analysis

The project would comply with SDAPCD and SDMC regulations and would implement BMPs during construction to reduce fugitive dust emissions, as required under SDMC Section 142.0710. The project would not be expected to exceed daily construction emissions; therefore AQ-1 would not be applicable.

In terms of operational emissions, the proposed project would implement the planned land use identified within the Community Plan. Due to the relatively small scale of the project, the project would not be expected to exceed project specific thresholds for air quality.

Thus, the project would not result in a cumulatively considerable net increase in criteria pollutants for which the SDAB is currently under federal and/or state non-attainment. FPA PEIR Mitigation Measure AQ-2 is not applicable. Therefore, this impact would be less than significant, and no mitigation would be required.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

d) Expose sensitive receptors to substantial pollutant concentrations including air toxics such as diesel particulates?	<b>LTS</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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PEIR Analysis

The FPA PEIR analyzed the potential of the FPA to expose sensitive receptors to substantial pollutant concentrations, including toxic air contaminants. The FPA PEIR concluded that the impact would be less than significant with compliance with SDMC Section 142.0710, which prohibits air contaminants that endanger human health, cause damage to vegetation or property, or cause soiling to spread beyond the boundaries of the site from which they originate. Thus, future projects' compliance with SDMC Section 142.0710 would reduce the potential for pollutants to affect nearby sensitive receptors.

Project Analysis

Sensitive receptors include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential housing. No existing sensitive receptors are located within the vicinity of the project site. As discussed in the FPA PEIR, project compliance with SDMC Section 142.0710 would reduce the potential for pollutants to affect nearby sensitive receptors. Therefore, because the project would not be located in proximity to any sensitive receptors and would comply

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

with SDMC Section 142.0710, it would not result in the exposure of sensitive receptors to substantial levels of pollution. This impact would be less than significant, and no mitigation would be required.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

e) Exceed 100 pounds per day of Particulate Matter (dust)?	<b>SU</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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PEIR Analysis

The FPA PEIR analyzed the potential of the FPA to cause particulate matter (dust) emissions greater than 100 pounds per day (lb/day). The FPA PEIR concluded that construction-related particulate matter (PM10 and PM2.5) emissions would be less than significant with future project compliance with SDAPCD regulations and the SDMC, including implementation of required construction BMPs. However, the FPA PEIR concluded that operational emissions of PM10 would be potentially significant because daily operational emissions of PM10 at buildout of the FPA would be approximately 294 lb/day. The FPA PEIR concluded that although implementation of Mitigation Measures AQ-1 and AQ-2, discussed above, would reduce particulate matter emissions, not all future projects would be able to reduce operational emissions of PM10 to a less than significant level. Therefore, the FPA PEIR concluded that the impact regarding operational PM10 emissions would be significant and unavoidable. The FPA PEIR also determined that additional mitigation measures may be required for future development on a project-specific basis.

Project Analysis

Based upon its relatively small scale, a 48-unit multifamily residential building, the project would comply with SDAPCD and SDMC regulations and would implement BMPs during construction to reduce fugitive dust emissions, as required under SDMC Section 142.0710. The project, therefore, would not exceed 100 pounds per day of particulate matter.

As discussed above, FPA PEIR Mitigation Measures AQ-1 and AQ-2 are not applicable to the project. Therefore, the impact related to particulate matter emissions would be less than significant, and no mitigation would be required.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

a) Create objectionable odors affecting a substantial number of people?	NI	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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### PEIR Analysis

The FPA PEIR analyzed the potential of the FPA to create objectionable odors affecting a substantial number of people. The FPA PEIR concluded that the residential development that would occur under the FPA is not expected to create or emit objectionable odors. Therefore, the impact would be less than significant.

### Project Analysis

Being a residential development, the project does not include any uses that are typically associated with odor complaints. The project does not propose any uses or activities that would result in potentially significant operational-source odor impacts. In addition, there are no sensitive receptors in the vicinity of the project site. Therefore, the project is not expected to generate significant objectionable odors affecting a substantial number of people, and this impact would be less than significant, and no mitigation required.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

## **GREENHOUSE GAS EMISSIONS**

Would the proposed FPA:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a cumulative significant impact on the environment?	NI	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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### PEIR Analysis

The FPA PEIR analyzed the GHG emissions that would directly and indirectly result from FPA implementation. The FPA PEIR concluded that the impact would be less than significant because project design features that would be incorporated into future development and State reduction measures that apply to future development would reduce total annual GHG emissions by approximately 44.2%, which is more than the threshold of an at least 28.3% reduction. The implementation of the FPA would be consistent with the applicable policies, and regulations adopted for the purpose of reducing GHG emissions and a less than significant impact was identified. The City's GHG Emissions CEQA Significance Thresholds (GHG Thresholds) have been

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

updated to be compliant with the CAP Consistency Regulations under Chapter 14, Article 3, Division 14.

Project Analysis

Since the certification of the PEIR and adoption of the associated Mitigation, Monitoring, and Reporting Program (MMRP), the City of San Diego adopted a Climate Action Plan in December 2015. It quantifies Greenhouse Gas (GHG) emissions; establishes citywide reduction targets for 2020 and 2035; identifies GHG-reduction strategies; and identifies means of monitoring annual progress. The CAP establishes goals and policies aimed at reducing GHG emissions through water- and energy-efficient buildings; clean and renewable energy; bicycling, walking, transit and land use; zero waste; and climate resiliency.

The City adopted an update in 2022 which builds upon the 2015 CAP, establishing more aggressive goals to reduce GHG emissions. The 2022 CAP established a community-wide goal of net zero energy by 2035, thereby committing the City to an accelerated strategy to achieve GHG reductions while also requiring equity, accountability, and transparency in doing so. Further, the City CAP Consistency Regulations went into effect outside of the Coastal Zone on October 23, 2022 (SMDC Chapter 14, Article 3, Division 14, Climate Action Plan Consistency Regulations) which apply to both ministerial and discretionary projects to ensure that such projects comply with the updated CAP.

The CAP Consistency Regulations replaced the City’s CAP Consistency Checklist as the list of measures that can be implemented on a project-by-project basis to ensure that new development is consistent with the CAP as required by the CEQA Guidelines Section 15183.5 In compliance with the CAP Consistency Regulations, the project design would feature one trash receptacle and one recycling container provided at the street frontage, Fifty percent shade coverage of the Throughway Zone, and fifty percent of bicycle parking spaces would have outlets for electric charging. With these features, the project has been designed to incorporate design measures to ensure consistency with the City’s CAP and would therefore not result in a significant impact relative to global climate change and GHG emissions. The project would not conflict with any land use plans or regulations adopted for the purpose of avoiding or mitigating an environmental effect in this regard. The project, therefore, would not result in cumulatively considerable GHG impacts.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

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

<b>LTS</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

PEIR Analysis

The FPA PEIR analyzed the potential of the FPA to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. The FPA PEIR concluded that the FPA would not conflict with the City's sustainable community program, Climate Protection Action Plan, General Plan, or Climate Action Plan (CAP) and, thus, would result in a less than significant impact. Overall impacts associated with Greenhouse Gas Emissions were determined to be less than significant.

Project Analysis

Based on the project's consistency with the City's CAP Consistency Regulations, through the inclusion of one trash receptacle and one recycling container provided at the street frontage as publicly accessible pedestrian amenities, 50% shade coverage of the Throughway Zone, and 50% of all bicycle parking spaced shall be supplied with individual outlets for electric charging, the project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs or generate GHG emissions that may adversely affect the environment, and impacts would be less than significant.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

**NOISE**

Would the proposed FPA:

- a) Result in the exposure of noise-sensitive land uses to future noise levels which exceed those established in the adopted General Plan, noise ordinance, ALUCP's or applicable standards of other agencies?
 

<b>SU</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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PEIR Analysis

The FPA PEIR addressed exposure of sensitive receptors to short-term construction noise and long-term traffic noise. The FPA PEIR identified a potentially significant impact for the exposure of sensitive receptors to construction noise. The FPA PEIR explained that few noise-sensitive receptors exist in the FPA area because the land uses are primarily industrial and commercial. However, the FPA would allow construction of new residential land uses and other noise-sensitive land uses (e.g., daycares, hotels). The severity of construction noise impacts would vary depending on the scope and location of specific projects, the type of surrounding uses, and the proximity of sensitive

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

receptors. The FPA PEIR concluded that compliance with construction noise standards in the San Diego Municipal Code and implementation of Mitigation Measures N-1 through N-5 would reduce construction noise impacts to a less than significant level.

Mitigation Measure N-1 requires development of a noise study to evaluate noise impacts; Mitigation Measure N-2 provides restrictions and requirements for the operation of construction equipment; Mitigation Measure N-3 limits the number of large pieces of construction equipment that can operate at once adjacent to a sensitive receptor; Mitigation Measure N-4 requires that neighbors are notified before noise-generating activity; Mitigation Measure N-5 requires the development of a Noise Control Plan; and Mitigation Measure N-6 requires development projects involving new residential uses to incorporate noise-attenuating setbacks, design features, and materials into the project to achieve the 45 dBA interior standard for habitable rooms as required by the City.

Project Analysis

As noted in the PEIR, the severity of construction noise impacts would vary depending on the scope and location of specific projects, the type of surrounding uses, and the proximity of sensitive receptors. The project proposes the construction of 48 units in a commercially zoned area adjacent to a major road, Mission Gorge Road. The existing noise levels are 67.9 dBA Leq at the intersection of Mission Gorge Road and Mission Gorge Place due to vehicular traffic. Based upon the limited size of the project, its location adjacent to a commercial corridor, it would not be expected to result in construction noise impacts. Further, Section 59.5.0404 of the SDMC prohibits any construction activity that causes a noise level of 75 dBA Leq or louder from 7:00 a.m. to 7:00 p.m. at or beyond the property lines of any property zoned residential. Project construction would occur from 7:00 a.m. to 7:00 p.m. and would be prohibited on legal holidays and Sundays, pursuant to SDMC Section 59.5.0404. Therefore, construction noise impacts would be less than significant and implementation of the FPA PEIR mitigation measures regarding construction noise are not required for the project.

Regarding operational noise, the project is not anticipated to result in a doubling of traffic volumes on nearby roadways and therefore would not result in a 3-decibel noise increase. In addition, the project would comply with the property line noise limit (City of San Diego Municipal Code 59.5.0401 Noise Ordinance) and would therefore result in a less than significant operational stationary source impact.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

- b) Result in a substantial increase in the existing ambient noise levels?      **SU**

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

PEIR Analysis

The FPA PEIR analyzed the potential of the FPA to result in a substantial increase in existing ambient noise levels. The FPA PEIR identified a potentially significant impact related to an increase in ambient noise levels because buildout under the FPA could result in a substantial increase in the existing ambient noise levels exceeding 3 dBA on the segment of Fairmont Avenue from Vandever Avenue to Twain Avenue. The FPA PEIR concluded that implementation of Mitigation Measures N-1 through N-6 would reduce the ambient noise level increase from traffic along the northern segment of Fairmont Avenue to the extent feasible but would not be able to fully mitigate the impact to a less than significant level. Therefore, the FPA PEIR concluded that the impact would be significant and unavoidable. Overall impacts associated with Noise were determined to be significant and unmitigated.

Project Analysis

Sources of ambient noise in the project area consist of vehicle traffic and stationary noise (such as commercial uses). Vehicular traffic along Mission Gorge Road is the dominant source affecting ambient noise levels in the project vicinity. The project is consistent with the uses allowed for the property in the Grantville FPA, and thus, is included in the ambient noise projections contained in the PEIR. Regarding exposure of sensitive receptors to long-term traffic noise, as previously noted, the FPA PEIR identified a potentially significant impact along Fairmount Avenue between Vandever Avenue and Twain Avenue because future traffic noise levels would increase by at least 3 dBA. The FPA PEIR did not identify a potentially significant long-term traffic noise impact along any other roadway segment in the FPA. The project site is not located within the identified noise sensitive location. Additionally, at the time of building permit submittal, future residential uses exposed to exterior noise levels up to 75 dBA CNEL must include attenuation measures to ensure an interior noise level of up to 45 dBA CNEL consistent with the City's Significance Determination Thresholds (2020) and the California Noise Insulation Standards. Proposed new construction must demonstrate compliance with City interior noise standards through submission and approval of a Title 24 Compliance Report. The project, therefore, would not result in traffic noise impacts and implementation of FPA EIR traffic noise mitigation measures would not be required.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project or its site would occur. No additional analysis is necessary.

**BIOLOGICAL RESOURCES**

Would the proposed FPA:

- a) Result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate,

**LTSM**

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the CDFW or USFWS?

### PEIR Analysis

The FPA PEIR evaluated the potential of the FPA to result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies, or regulations, or by the CDFW or USFWS. The FPA PEIR concluded that the impact would be potentially significant because direct impacts could potentially occur as a result of future development activities (e.g., disturbing nesting habitat), and indirect impacts could include increased edge habitat (i.e., habitat that borders development), night illumination of vegetation communities, and increased human interaction within wildlife corridors. The FPA PEIR explained that due to the programmatic nature of the analysis, it is not possible to determine specific impacts to sensitive species that would occur from future development projects in the FPA area, and future development activities would need to be evaluated on a project-specific basis. The FPA PEIR concluded that implementation of Mitigation Measures BR-1 through BR-5 would reduce the impact to a less than significant level.

The Grantville FPA specifies that mitigation would apply to projects that result in impacts that are considered significant under the City of San Diego’s Biology Guidelines and the City’s CEQA Significance Determination Thresholds. Mitigation Measure BR-1 requires all subsequent projects within Community Plan Implementation Overlay Zone (CPIOZ) Type B areas to be analyzed in accordance with the CEQA Significance Thresholds, which require that site-specific biological resource surveys be conducted in accordance with the City of San Diego Biology Guidelines. Mitigation Measure BR-2 requires future projects that result in impacts to sensitive upland Tier I, II, IIIA, or IIIB habitats to implement avoidance and minimization mitigation measures consistent with the City Biology Guidelines and MSCP Subarea Plan. Mitigation Measure BR-3 explains that relevant measures for mitigating impacts to sensitive species are provided elsewhere in LU-1 and BR-1 through BR-5. As discussed in the Land Use section, Mitigation Measure LU-1 requires that all future actions undertaken at or near the San Diego River or adjacent to the MHPA be reviewed for consistency with all applicable MSCP requirements and MHPA Land Use Adjacency Guidelines. Mitigation Measure BR-4 addresses impacts to wetlands and requires all subsequent projects to comply with USACE Clean Water Act Section 404 requirements and special conditions, CDFW Section 1602 Streambed Alteration Agreement requirements and special conditions and the City of San Diego Environmentally Sensitive Lands (ESL) Regulations for minimizing impacts to wetlands. Mitigation Measure BR-5 addresses impacts to migratory wildlife and wildlife corridors and requires that the biological resources survey required under Mitigation Measure BR-1 includes mitigation that reduces impacts that would interfere with the nesting, foraging, or movement of wildlife species.



Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

Project Analysis

The project site is developed with a two-story building with asphalt surrounding it and is surrounded by existing development. Review of aerial and street level photography appears to show that the project site does not contain any sensitive biological resources. The project site does not contain any sensitive riparian habitat or other identified habitat community. Furthermore, the project site does not contain, nor is it adjacent to, MHPA designated lands. Therefore, the project will not result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies, or regulations, or be the CDFW or USFWS. No impact would occur; no mitigation is required.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

- |   |             |                          |                          |                          |                                     |
|---|-------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>b) Result in a substantial impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Code or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS?</p> | <b>LTSM</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>c) Result in a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filing, hydrological interruption, or other means?</p>   |             |                          |                          |                          |                                     |

PEIR Analysis

The FPA PEIR evaluated the potential of the FPA to result in a substantial impact on wildlife habitat and sensitive natural communities, including wetlands. Substantial adverse impacts on wetlands include but are not limited to direct removal, filling, and hydrological interruption. The FPA PEIR concluded that from impact on wildlife habitat and sensitive natural communities, including wetlands would be potentially significant because future development projects would potentially have direct and indirect impacts on Tier I through III vegetation communities, as well as wetlands and other sensitive vegetation communities identified by the USFWS and/or CDFW. However, the FPA PEIR concluded that impacts to certain vegetation communities, including landscape plantings

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

of horticultural specimens along roads and interchanges and disturbed land that lacks vegetation or supports only non-native vegetation, would be less than significant. The FPA PEIR explained that future development activities would need to be evaluated on a project-specific basis and determined that implementation of Mitigation Measures BR-1 through BR-5, described above, would reduce potential impacts to wildlife habitat and sensitive natural communities, including wetlands, to a less than significant level.

The PEIR identified future development within the FPA has the potential to result in direct and indirect impacts to biological resources. Compliance with the City of San Diego MSCP Subarea Plan and its implementing regulations and the implementation of Mitigation Measures LU-1, and BR-1 through BR-5 would reduce potential impacts to below a level of significance.

Project Analysis

The project site is developed with a two-story building with asphalt surrounding it and is surrounded by existing development. Review of aerial and street level photography appears to show that the project site does not contain any sensitive biological resources. The project site does not contain any sensitive riparian habitat or other identified habitat community. Furthermore, the project site does not contain, nor is it adjacent to, MHPA designated lands. No impacts would occur; no mitigation is required.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

- d) Substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites?

**LTSM**





PEIR Analysis

The FPA PEIR evaluated if the FPA would substantially interfere with the movement of any native resident or migratory fish or wildlife species; interfere with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan; or impede the use of native wildlife nursery sites. The FPA PEIR concluded that the impact would be potentially significant because future development projects could have direct and/or indirect impacts to the regional wildlife corridor that links Mission Trails Regional Park with Mission Bay Park, such as increased nighttime illumination and human intrusion. However, the FPA PEIR explained that future development

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

activities would need to be evaluated on a project-specific basis, and future activities would be required to comply with the Multi-Habitat Planning Area (MHPA) Land Use Adjacency Guidelines of the Multiple Species Conservation Program (MSCP) Subarea Plan. With implementation of these regulations and Mitigation Measures BR-1 through BR-5, described above, the FPA PEIR determined that the impact would be reduced to a less than significant level.

Project Analysis

The project site does not contain, nor is it adjacent to, MHPA designated lands. Furthermore, the project site does not contain any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan nor will it impede and use of native wildlife nursery sites. No impacts would occur; no mitigation is required.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

- |  |             |                          |                          |                          |                                     |
|--|-------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>e) Result in a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region?</p> | <b>LTSM</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|-------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

PEIR Analysis

The FPA PEIR evaluated the FPA’s consistency with local, regional, and state plans that protect wildlife habitat. The FPA PEIR concluded that the impact would be potentially significant because the FPA would have the potential to result in direct and indirect impacts to MHPA lands. The FPA PEIR explained that the in-depth analysis for this impact is included in Section 5.1, “Land Use,” which concluded that the impact would be reduced to a less than significant level with implementation of Mitigation Measure LU-1. Mitigation Measure LU-1 requires that all future actions undertaken at or near the San Diego River or adjacent to the MHPA be reviewed for consistency with all applicable MSCP requirements and MHPA Land Use Adjacency Guidelines.

Project Analysis

The project site does not contain, nor is it adjacent to, MHPA designated lands. Therefore, it will not result in any conflict with the provisions of an adopted Habitat Conservation Plan, Natural

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

Conservation Community Plan, or other approval local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

f) Result in the introduction of invasive species of plants into a natural open space?	<b>LTSM</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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PEIR Analysis

The FPA PEIR evaluated the potential of the FPA to result in the introduction of invasive plant species into natural open space. The FPA PEIR concluded that the impact would be potentially significant because while direct impacts are not anticipated as a result of FPA implementation, indirect impacts could occur due to an increase in edge habitat or disturbance or removal of native vegetation communities. However, the FPA PEIR determined that implementation of Mitigation Measure LU-1, described above, would reduce the impact to a less than significant level.

Project Analysis

The project is located on a developed site and is surrounded by development. It does not contain natural open space and is not adjacent to natural open space. It would not introduce invasive species of plants. No impact would occur; no mitigation is required.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

g) Result in discharge into receiving waters with Environmentally Sensitive Lands or water bodies?	<b>LTS</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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PEIR Analysis

The FPA PEIR evaluated the potential of the FPA to result in discharging into receiving waters with Environmentally Sensitive Lands or water bodies. The FPA PEIR concluded that the impact would be less than significant because future projects would be required to adhere to the requirements of the Regional Water Quality Control Board (RWQCB) and San Diego Municipal Code (SDMC), including the requirements of the MS4 permit for the San Diego Region and the City's Storm Water Standards Manual; implementation of BMPs, and compliance with the California BMP Handbook. Temporary and permanent impacts terminology is utilized through the biological resources discussion to

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distinguish permanent structures and project features compared to areas that would be vegetated following Project implementation. However, the City requires that temporary impacts be mitigated as permanent impacts.

Project Analysis

The project site does not contain, nor is it adjacent to Environmentally Sensitive Lands or water bodies; therefore, the project would not result in discharge into receiving waters with Environmentally Sensitive Lands or water bodies. Additionally, the project would be required to adhere to the requirements of the Regional Water Quality Control Board (RWQCB) and San Diego Municipal Code (SDMC), including the requirements of the MS4 permit for the San Diego Region and the City's Storm Water Standards Manual; implementation of BMPs, and compliance with the California BMP Handbook.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

**HYDROLOGY**

Would the proposed FPA:

- a) Result in a change in absorption rates, drainage patterns, or the rate of surface runoff?
 

<b>LTSM</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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PEIR Analysis

The FPA PEIR analyzed the potential of the FPA to result in a change in absorption rates, drainage patterns, or the rate of surface runoff. The FPA PEIR concluded that FPA would have a less than significant impact regarding flooding and groundwater impacts. However, the FPA PEIR also concluded that the FPA would have a potentially significant impact regarding impacts to wetlands. The FPA PEIR acknowledged that future development projects under the FPA would have the potential to change drainage patterns and surface runoff characteristics, such as runoff volume and rate. However, the land use amendments associated with the FPA would increase softscape acreage and reduce hardscape acreage relative to conditions existing at the time of FPA PEIR adoption, resulting in decreased impervious land surface and a net reduction in runoff volumes and rates. The FPA PEIR determined that only three out of 17 distinct drainage basins in the FPA area would experience higher runoff flow rates, and the increase would not be substantial. Regarding flooding impacts, the FPA PEIR explained that compliance with the City's floodplain regulations and design requirements, including SDMC Section 143.0145, would reduce flood hazard impacts associated with future development projects in the FPA area. Regarding groundwater impacts, the FPA PEIR explained that groundwater recharge would potentially improve as a result of the reduction in impervious surfaces and the incorporation of Low Impact Development (LID) features (e.g., bio

Issue	Prior EIR Determination	Project Determination			
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retention areas, pervious pavements) into future development projects, which is required by the City's Drainage Design Manual and Storm Water Standards Manual. Regarding wetlands impacts, the FPA PEIR explained that the FPA would cause an increase in runoff flow volumes for certain drainage basins, which could alter the functions and values of downstream wetland communities. Drainage basins SD-1, SD-2, and A-1 would experience increased runoff volumes during 2-, 10-, and 100-year storm events, and drainage basin SD-3 would experience increased runoff volumes during 10-year storm events. The FPA PEIR provided Mitigation Measure HYD-1, which would reduce the impact to a less than significant level in these drainage basins. Mitigation Measure HYD-1 requires future development in the drainage basins listed above to be reviewed by City staff for potential runoff volume and peak flow rate impacts. At the discretion of City review, the future project may be required to prepare a project-specific hydrology study and water quality technical report that identifies specific mitigation measures to incorporate into project design and construction.

The PEIR identified a future project would result in a beneficial impact to hydrology and no significant adverse impacts have been identified. With the implementation of Mitigation Measure HYD-1, all future project-specific developments would be reviewed by City staff and may require a project-specific hydrology study and WQTR prior to project approval. With implementation of mitigation, potential impacts to hydrology would be reduced to a level less than significant.

### Project Analysis

A site-specific Drainage Study was prepared for the project (Hunsacker & Associates) that evaluated the existing and proposed drainage patterns. The overall existing drainage pattern on the subject property flows towards Alvarado Creek. Existing peak flows for the 100-year storm event was calculated to be 9.98 cubic feet per second.

To manage the runoff generated by the proposed project, roof gutters would be installed to capture the flows and direct them to a proposed hydromodification vault located beneath the parking stalls. Additionally, a portion of the roof would be directed to the landscaped area adjacent to the site's eastern boundary, which serves as a dispersion area to meet the minimum retention requirement for the project. Proposed area drains would be installed to collect the runoff from this area and route it to the aforementioned vault.

The proposed vault would store the required fraction of the designed captured volume and regulate flows to the proposed downstream proprietary biofiltration BMP. A closed-led outlet structure is designed with orifices to control the flow to the modular wetland downstream, ensuring compliance with water quality and pollutant control requirements. To meet hydromodification requirements, a secondary outlet structure with additional orifices is proposed at the water quality ponding depth in the vault. This structure would directly route the flows to the existing storm drain without passing through the modular wetland. For peak flows, the top opening of the secondary outlet is sized to safely route the 100-year peak flow downstream.

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

While the overall drainage patterns would remain largely unchanged, the proposed addition of a sidewalk along Mission Gorge would require the relocation of the City's right-of-way, which would facilitate the construction of a bike lane and a new sidewalk on the existing road. The sidewalk and parkway, covering approximately 0.08 acres, would be designed to drain away from the site, diverting water away from the project area. An estimated increase of 0.23 cubic feet per second in runoff is expected due to the proposed sidewalk and parkway. However, given the relatively small flow and area, in addition to implementing the green street elements which effectively reduce the flows and improve the water quality flows, no negative impacts on downstream existing drainage structures are anticipated.

The site lies within the 100-year FEMA floodplain special flood hazard overlay (Flood Zone AE) and would require a letter of map revision. Fill would be placed to raise the site out of the flood plain and ensure that the minimum elevation of the finished first floor of the building will be two feet higher than the 100-year base flood elevation, as required by the City's Land Development Code. Additionally, a Flood Study (Hunsaker & Associates, June 2023) for the conditional letter of map revision was prepared that concluded the project would be consistent with City and FEMA Flood ordinance and regulations and would not result in up or down stream impacts.

Overall, the project results in a decrease of the total 100-year storm runoff by 0,37 cubic feet per second. Therefore, impacts related to drainage would be less than significant, and no mitigation would be required.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

b) Result in a substantial alteration to on-site and off-site drainage patterns due to changes in runoff flow rates or volumes?	<b>LTS</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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PEIR Analysis

The FPA PEIR analyzed the potential of the FPA PEIR to result in a substantial alteration to on-site and off-site drainage patterns due to changes in runoff flow rates or volumes. The FPA PEIR concluded that the FPA would have a less than significant impact because existing drainage patterns would be preserved and there would be an overall decrease in drainage flow with implementation of the FPA. The FPA PEIR discussed that City guidelines would prohibit future development from diverting water from existing drainage courses, and future development projects would be reviewed by City staff.

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

Project Analysis

Refer to the analysis in Hydrology a) above. Per the Drainage Study prepared by Hunsaker and Associates, the project would be developed without increasing existing flows and adversely impacting the existing downstream properties, drainage facilities or Alvarado Creek, the nearest receiving water. Green Street elements are proposed to mitigate the impact of the proposed sidewalk, pedestrian ramp, and bike lane along Mission Gorge Road north of the site. The proposed green street elements would reduce the flows and address water quality requirements for the offsite improvements. The project would comply with all applicable regulations and no mitigation is required.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

**WATER QUALITY**

Would the proposed FPA:

- |  |             |                          |                          |                                     |                          |
|--|-------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>a) Result in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body?</p> | <b>LTSM</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|-------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

PEIR Analysis

The FPA PEIR analyzed the potential of the FPA to result in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body. The FPA PEIR concluded that the impact would be potentially significant but would be reduced to a less than significant level with implementation of Mitigation Measure HYD-1. The FPA PEIR discusses that future development projects would be required to comply with applicable regulations and permits, including the requirements of the RWQCB and SDMC, the MS4 permit for the San Diego Region, the City's Storm Water Standards Manual, and the California BMP Handbook.

Project Analysis

The project was reviewed to ensure compliance with applicable regulations and permits, including the requirements of the RWQCB and SDMC, the MS4 permit for the San Diego Region, the City's Storm Water Standards Manual, and the California BMP Handbook. The project implemented Mitigation Measure HYD-1 through preparation of a project-specific Storm Water Quality Management Plan (SQWMP) that identified the required structural best management practices (BMP) for storm water pollutant control to be implemented during pre-and post-construction (i.e.,



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roof gutters, area drains, an underground vault with a Modular Wetlands System (MWS) for water quality treatment and hydromodification management). These requirements would be implemented during construction and post-construction, which have been reviewed by qualified staff and would be re-verified during the ministerial process. Adherence with the City's Stormwater Regulations would ensure that water quality standards are not violated. Therefore, a less than significant impact would result.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

### HISTORICAL RESOURCES

Would implementation of the FPA:

- a) Result in adverse physical or aesthetic effects to prehistoric, historic, or architecturally significant buildings, structures, objects, or sites?

**LTSM**





### PEIR Analysis

The FPA PEIR analyzed the potential of the FPA to result in adverse physical or aesthetic affects to prehistoric, historic, or architecturally significant buildings, structures, objects, or sites. The FPA PEIR concluded that the impact would be potentially significant because future buildout of the FPA area would facilitate future development that has the potential to impact existing historic resources within the FPA area. The FPA PEIR identified five parcels that contain potentially eligible historic resources in the City Register or California Register of Historic Resources (CRHR). The FPA PEIR provided Mitigation Measure HR-1, which requires future development occurring on any of the five aforementioned parcels to conduct further evaluation of potentially eligible historical structures and provide site-specific mitigation, if needed. The FPA PEIR determined that implementation of Mitigation Measure HR-1 would reduce the impact to a less than significant level because any future development projects that may directly or indirectly impact a significant historic resource would be required to incorporate feasible mitigation measures adopted with certification of subsequent CEQA review.

### Project Analysis

The existing structure on the project site was constructed in 1989, therefore the building is less than 45 years old. Additionally, the structure and its parcel were not one of the five sites identified in the PEIR as containing potentially eligible historic structures. Therefore, Mitigation Measure HR-1 would not be required.

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

b) Result in impacts to existing religious or sacred uses within the City or the disturbance of any human remains, including those interred outside of formal cemeteries?	<b>LTSM</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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### PEIR Analysis

The FPA PEIR analyzed the potential of the FPA to result in impacts existing religious or sacred uses or disturb human remains, including those interred outside formal cemeteries. The FPA PEIR concluded that the impact would be potentially significant because unknown human remains could be uncovered during construction activities for future development under the FPA. The FPA PEIR discusses that in the event that human remains are discovered during construction, all work shall cease immediately, and procedures outlined in the California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5) shall be followed. The FPA PEIR included Mitigation Measure HR-2, which applies to projects subject to discretionary approval that could result in impacts to archaeological resources and requires these projects to determine the presence of any archaeological resources and provide mitigation for any significant resources that may be impacted by development activity. The FPA PEIR determined that implementation of Mitigation Measure HR-2 would reduce the impact to a less than significant level.

### Project Analysis

Although no archaeological resources were found within the proposed Focused Plan Area (FPA) area, there is a potential for encountering archaeological resources or buried human remains during construction. In accordance with PEIR Mitigation Measure HR-2, the site was reviewed for the likelihood that it contained historical resources. A record search of the California Historic Resources Information System (CHRIS) digital database was reviewed by qualified archaeological City staff to determine the presence or absence of potential resources within the project site. According to the CHRIS search, no sites are mapped within the project site, recorded historical resources were not identified within or adjacent to the project site. Furthermore, the project site has been previously graded to allow for the existing development and based on the project-specific geotechnical report, undocumented artificial fill currently layers across the site ranging from approximately zero to five feet in depth. Therefore, it was determined that there is no potential to impact any unique or non-unique historical resources and no further work would be required. No impact would result.

Therefore, Mitigation Measure HR-2 has been implemented. Additionally, the project would comply with the California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5).

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

c) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<b>LTSM</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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PEIR Analysis

The FPA PEIR analyzed the potential of the FPA to cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. The FPA PEIR concluded that the impact would be potentially significant because archaeological resources could be uncovered during construction activities for future development under the FPA. However, with implementation of Mitigation Measure HR-2, discussed above, the FPA PEIR determined that the impact would be reduced to a less than significant level.

Project Analysis

Refer to Historical Resources (b) above. In accordance with Mitigation Measure HR-2, the site was reviewed for the likelihood that it contained historical resources. A record search of the California Historic Resources Information System (CHRIS) digital database was reviewed by qualified archaeological City staff to determine the presence or absence of potential resources within the project site. According to the CHRIS search, no sites are mapped within the project site. No additional archaeological evaluation is recommended based upon the project location, site photographs, scope of work, previously disturbed nature of the site and negative CHRIS search. Therefore, Mitigation Measure HR-2 has been implemented. The project will not cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

**VISUAL EFFECTS/NEIGHBORHOOD CHARACTER**

Would the proposed FPA:

a) Create any substantial obstruction of any vista or scenic view from a public viewing area as identified in the community plan?	<b>LTS</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

PEIR Analysis

The FPA PEIR analyzed the potential of the FPA to create substantial obstruction of any vista or scenic view from a public viewing area. The FPA PEIR concluded that the FPA would have a less than significant impact because the Navajo Community Plan does not identify any public viewsheds; future development consistent with the FPA would potentially open up various view corridors within the community that are currently blocked by industrial and commercial development; and future development under the FPA would be required to comply with the development standards of the LDC, General Plan Urban Design Element, Navajo Community Plan, and the San Diego River Park Master Plan.

Project Analysis

The project site is located within a primarily light industrial and commercial area with views of the surrounding land uses and the elevated trolley tracks. The project site is already disturbed and developed with pavement and structures with elevations ranging from 72 to 76 feet above mean sea level. The Navajo Community Plan does not identify any public viewsheds in the area that could be affected by the project. (City of San Diego 2015). Therefore, the project would result in a less than significant impact regarding public views. No mitigation is required.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

- b) Result in the creation of a negative aesthetic site or project?      **LTS**

PEIR Analysis

The FPA PEIR analyzed the potential of the FPA to create a negative aesthetic. The FPA PEIR concluded that the impact regarding aesthetic appearance would be less than significant impact because the FPA area is mostly commercial and industrial in nature and could benefit from a shift to more mixed-use and transit-oriented development, which would provide a more pedestrian-oriented community and include appropriate landscaping and hardscaping for public use. In addition, the FPA PEIR discusses how the FPA would provide the opportunity to benefit the aesthetic appearance of the Grantville community area by supporting future development projects that would provide updated, modern buildings and structures that would be required to comply with the development standards of the LDC, General Plan Urban Design Element, supplemental design regulations of the Navajo Community Plan (Grantville CPIOZ Section), and the San Diego River Park Master Plan.

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

Project Analysis

The site is developed with an existing two-story structure and associated asphalt parking lot. The project would be developed consistent with the San Diego Municipal Code, General Plan Urban Design Element, and applicable design guidelines and supplemental development regulations of the Navajo Community Plan CPIOZ. Therefore, the project would result in a less than significant impact regarding aesthetic appearance of the FPA.

Furthermore, Public Resources Code Section 21099, states in subsection (d)(1) that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area [TPA] shall not be considered significant impacts on the environment.

In accordance with Public Resources Code Section 20199(d)(1), the proposed project constitutes a residential project on an infill site within a transit priority area. Potential impacts to aesthetics herein. However, potential impacts under CEQA are not to be considered significant based on Public Resources Code Section 20199.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

c. Bulk, scale, materials, or style be incompatible with the surrounding development?	<b>LTS</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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PEIR Analysis

The FPA PEIR analyzed the FPA’s compatibility with surrounding development regarding the FPA’s bulk, scale, materials, and style. The FPA PEIR concluded that the impact would be less than significant because although the bulk, scale, materials, and style of the area would change as a result of FPA implementation due to reduced commercial and industrial uses and increased mixed-use and pedestrian-oriented residential uses, this change would allow the FPA area to blend more appropriately with the surrounding community’s residential and institutional land use type, especially given that all future development would be required to comply with all applicable City design regulations and development standards.

Project Analysis

Existing land uses in the project vicinity are primarily industrial and commercial and do not include a predominant architectural style or type of materials. The project would alter the bulk, scale, materials, and style of the area due to the nature of the project as a seven-story residential development.

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

The building is designed in a contemporary style of architecture with storefront glazing, metal railings, architectural concrete, exterior stucco and varied building materials and architectural accents. The street frontage would be planted with Jacaranda trees in accordance with the Grantville CPIOZ Street Tree Plan for Mission Gorge Road. The proposed landscape plan includes the use of native/naturalized and/or drought-tolerant plant material, whenever possible. The project's building material and landscaping palate is consistent with the Alvarado Creek Apartments to be located to the south of the project site. Therefore, the materials and style are consistent with the adjacent development.

As discussed in the FPA PEIR, the changes in bulk, scale, materials, and style of future development under the FPA, such as the project, would allow the future projects in the FPA to blend more appropriately with the surrounding community's residential and institutional land use types, resulting in a less than significant impact regarding the bulk, and scale, and style of the project.

Furthermore, Public Resources Code Section 21099, states in subsection (d)(1) that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area [TPA] shall not be considered significant impacts on the environment.

In accordance with Public Resources Code Section 20199(d)(1), the proposed project constitutes a residential project on an infill site within a transit priority area. Potential impacts to aesthetics herein. However, potential impacts under CEQA are not to be considered significant based on Public Resources Code Section 20199.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

c) Cause a substantial alteration to the existing or planned character of the area?	<b>LTS</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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PEIR Analysis

The FPA PEIR analyzed the potential of the FPA to cause a substantial alteration to the existing or planned character of the area. The FPA PEIR concluded that the impact would be less than significant because future development under the FPA would provide a benefit to neighborhood character due to the FPA's goal to create a walkable, bikeable, mixed-use, transit-oriented neighborhood with wide, enhanced sidewalks, streetscape furnishings, and bicycle amenities.

Project Analysis

Existing land uses in the project vicinity are primarily industrial, commercial, and residential. The project would alter the existing bulk, scale, materials, and style of the area due to the nature of the

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

project as a seven-story residential development surrounded primarily by one- and two-story buildings.

However, as discussed in the FPA PEIR, the changes in bulk, scale, materials, and style of future development under the FPA, such as the project, would allow the FPA area to blend more appropriately with the surrounding community's residential and institutional land use type, resulting in a less than significant impact regarding the bulk and scale of the project. The project is consistent with approved development in the area and is consistent with the land use designation and underlying zoning. Therefore, the project is consistent with the planned character. As such, the project would have a less than significant impact regarding neighborhood character.

Furthermore, Public Resources Code Section 21099, states in subsection (d)(1) that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area [TPA] shall not be considered significant impacts on the environment.

In accordance with Public Resources Code Section 20199(d)(1), the proposed project constitutes a residential project on an infill site within a transit priority area. Potential impacts to aesthetics herein. However, potential impacts under CEQA are not to be considered significant based on Public Resources Code Section 20199.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

- d) Create a substantial amount of light or glare that would adversely affect daytime or nighttime views?
 

<b>LTS</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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PEIR Analysis

The FPA PEIR analyzed the potential of the FPA to create a substantial amount of light and glare that would adversely affect daytime or nighttime views. The FPA PEIR concluded that the impact would be less than significant because although the FPA allows for future development that would involve new sources of light and glare, all future development would be required to comply with City development standards that address lighting, including those in the LDC.

Project Analysis

The project would be required to comply with San Diego Municipal Code regulations that address lighting and glare. Therefore, the project would have a less than significant impact.

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

## GEOLOGIC CONDITIONS

Would the proposed FPA:

- |  |            |                          |                          |                                     |                          |
|--|------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Expose people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? | <b>LTS</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

### PEIR Analysis

The FPA PEIR analyzed the FPA's potential to expose people or property to geologic hazards including earthquakes, tsunamis, landslides, mudslides, flooding, expansive or corrosive soils, and liquefaction. The FPA PEIR concluded that the FPA would have no impact regarding tsunamis and would result in a less than significant impact associated with all other geologic hazards because all new developments in the FPA area would be required to comply with requirements in the San Diego Municipal Code (SDMC) and the California Building Code (CBC).

### Project Analysis

FPA PEIR Mitigation Measure GC-1 is applicable to the project and has already been implemented through preparation of the site-specific Geotechnical Engineering Investigation prepared for the project by Leighton and Associates, Inc. The Geotechnical Engineering Investigation determined that the project site is not underlain by an active fault and is not located within an Earthquake Fault Zone. The Rose Canyon Fault Zone is the closest active fault zones to project site and is located approximately 5.6 miles from the site. Therefore, the risk associated with fault rupture and ground shaking is considered low.

The Geotechnical Engineering Investigation concluded that adherence to seismic design codes and implementation of design and construction recommendations included in the report would be sufficient to mitigate risk from seismic hazards (e.g., ground shaking and seismic induced settlement). As discussed in the FPA PEIR, there are no potential impacts associated with tsunamis in the FPA area due to its inland location and elevation. The project site is located within the FPA area and, thus, would not be at risk of inundation by tsunami. Because of the relatively flat profile of the project site and surrounding area, the Geotechnical Engineering Investigation determined that rockfalls, landslides, slope instability, and debris flows are not anticipated to pose a hazard to the project site.

The project site is located within the 100-year floodplain adjacent to Alvarado Creek. However, the project has been designed to elevate structures above the 100-year floodplain water level to



Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

mitigate flooding risks. Soil testing for the Geotechnical Engineering Investigation revealed that on-site soils have a moderate sulfate exposure value and a severe potential for metal loss from electrochemical corrosion. If the project involved installation of any underground metal utilities, potential impacts associated with corrosive soils would be avoided through consultation with a qualified corrosion engineer.

Based on the results of the Geotechnical Engineering Investigation, risks associated with geologic hazards would be adequately addressed with project compliance with SDMC and CBC requirements, as well as implementation of the project-specific recommendations presented in the Geotechnical Engineering Investigation. Further, proper engineering design and utilization of standard construction practices to be verified at the building permit stage. would result in an acceptable level of risk related to geologic hazards. The project's geologic hazards impact would be less than significant.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

b) Result in a substantial increase in wind or water erosion of soils, either on or off the site?	LTS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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### PEIR Analysis

The FPA PEIR concluded that the FPA would have a less than significant impact because future development projects would be required to comply with the SDMC, NPDES General Construction Storm Water Permit, and MS4 Stormwater Permit. Additionally, certain projects would be required to prepare and implement a Stormwater Pollution Protection Plan (SWPPP) and BMPs.

### Project Analysis

Regarding erosion, a site-specific SWQMP was prepared by Hunsaker and Associates, which documents that the project would be required to implement best management practices (BMPs) in accordance with the performance standards documented in the City's Storm Water Standards Manual for pre- and post-construction. Therefore, the project would not result in a substantial increase in wind or water erosion of soils, either on or off the site, and impacts would be less than significant.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

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		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

c) Result in allowing structures to be located on a geologic unit or soil that is unstable or that would become unstable as a result of the proposed FPA, and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction or collapse?

LTSM





PEIR Analysis

The FPA concluded that the impact would be potentially significant because some portions of the FPA area have low to moderate risk for landslides; parcels in close proximity to the San Diego River and Alvarado Creek may have a moderate to high potential for liquefaction; and the FPA area is underlain by fill, young alluvium, and young colluvium that may be subject to settlement under foundational loads. However, the FPA PEIR determined that implementation of Mitigation Measure GC-1, as well as future development's compliance with the SDMC and the CBC, would reduce the impact to a less than significant level. Mitigation Measure GC-1 requires geologic hazards to be mitigated at the project-level through adherence to the City's Seismic Safety Study and recommendations presented in a site-specific geotechnical report prepared in accordance with the City's Geotechnical Report Guidelines.

Project Analysis

The project implemented GC-1 with the preparation of a site-specific geotechnical report. The Geotechnical Investigation prepared by Leighton and Associates determined that there is no potential for on-site or off-site landslides and that testing indicated that on-site soils generally have a low potential for expansion. The project site is in an area designated as a Liquefaction Hazard Zone based on the City's Seismic Safety Study Map; modeling conducted for the Geotechnical Investigation indicated that while the project site would be subject to liquefaction, seismic settlement is anticipated to be on the order of 1-inch or less across 50 feet. The report concluded that project implementation is feasible with project specific recommendations to be refined at the time of the building permit stage. Implementation of project specific recommendations, proper engineering design and utilization of standard construction practices, to be verified at the building permit stage, would result in an acceptable level of risk related to geologic hazards.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

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## PALEONTOLOGICAL RESOURCES

Would the proposed FPA:

- |   |            |                          |                          |                          |                                     |
|---|------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>a) Require over 1,000 cubic yards of excavation in a high resource potential geologic formation or over 2,000 cubic yards of excavation in a moderate resource potential formation that would result in the loss of significant paleontological resources?</p> | <b>LTS</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

### PEIR Analysis

Section 5.12 of the FPA PEIR provided an analysis of impacts to paleontological resources associated with implementation of the FPA. The following soils were determined to occur within the FPA:

- **Fill:** Existing fills in the proposed FPA area are expected to consist of engineered and undocumented fills, derived from nearby formational and surficial units. Fill soils can vary from clay to sand, depending on the parent material. The compaction of the fills can vary considerably, ranging from loose to dense.
- **Qya:** Young Alluvial Flood-Plain Deposits (Holocene and late Pleistocene) Qya consists of poorly sorted, poorly consolidated, permeable flood-plain deposits of sand, silt, or clay. Scattered layers of gravel and cobbles are also likely to be present within the alluvium. The alluvium is generally in a loose condition and much of it would be subject to liquefaction below the water table. In developed parts of the western portion of the proposed FPA area, alluvium is likely to be present below existing fill soils.
- **Qoa:** Old Alluvial Flood-Plain Deposits (late to middle Pleistocene) Qoa consists of poorly sorted, well consolidated, permeable, commonly slightly dissected gravel, sand, silt, and clay.

The FPA PEIR concluded that the FPA does not include any low, medium, or high sensitivity geologic formations and implementation of the FPA would not impact any sensitive geologic formations, resulting in no impact.

### Project Analysis

Review of Figure 5.11-1 of the Grantville FPA Final PEIR identified that no low, medium, or high sensitivity geologic formation occurs within the study area. Since the project area does not contain any sensitive geologic formations, no impact would occur. No mitigation is required.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

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## HEALTH AND SAFETY

Would the proposed FPA:

- |   |             |                          |                          |                          |                                     |
|---|-------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>a) Expose people or structures to significant risk of loss, injury or death involving wildland fires including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</p> | <b>LTSM</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|-------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

### PEIR Analysis

The FPA PEIR concluded that the impact would be potentially significant because portions of the FPA area in the north, west, and southeast are located within a Very High Fire Hazard Severity Zone (VHFHSZ), and future development under the FPA would occur in these areas. However, the FPA PEIR determined that the impact would be reduced to a less than significant level with implementation of Mitigation Measure HS-1, which requires new development to incorporate fire risk reduction measures in accordance with the Land Development Code Landscape Standards and in compliance with the California Fire Code and California Building Code.

### Project Analysis

The project site is not located within a designated Very High Fire Hazard Severity Zone, per the CAL FIRE's Very High Fire Hazard Severity Zone Map (CAL FIRE 2020). The project was designed in accordance with the San Diego Municipal Code Landscape Regulations and in compliance with the California Fire Code and California Building Code, as required by FPA PEIR Mitigation Measure HS-1. Therefore, the project would not expose people or structures to substantial risk associated with wildland fires.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

- |   |             |                          |                          |                                     |                          |
|---|-------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>b) Result in hazardous waste emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter mile of an existing or proposed school?</p> | <b>LTSM</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|-------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

PEIR Analysis

The FPA PEIR concluded that the impact would be potentially significant because several schools exist within the FPA area, and future development activities could potentially expose schools to hazardous materials and waste. However, the FPA PEIR determined that implementation of Mitigation Measures HS-2 through HS-12, described below, would reduce this impact to a less than significant level because these measures would reduce the likelihood of and risk associated with accidental release of hazardous materials and waste.

Mitigation Measure HS-2 requires property-specific due diligence processes to be conducted by a qualified environmental professional in accordance with applicable guidelines and regulations, including a Phase 1 Environmental Site Assessment (ESA). Mitigation Measure HS-3 requires properties with suspected or documented soil and/or groundwater contamination to conduct further evaluation, such as a Phase II ESA and/or remediation activities. Mitigation Measure HS-4 requires ‘case closure’ regulatory status to be reevaluated by a qualified environmental professional in conjunction with the applicable regulatory agency prior to the start of future development activities. Mitigation Measure HS-5 requires properties with suspected or documented impacts to soil and/or groundwater to implement appropriate worker and community health safety measures under the oversight of a qualified environmental professional during soil/groundwater disturbance activities. Mitigation Measure HS-6 requires certain precautions to be observed during excavation activities to avoid impacts from any contaminated soil and/or groundwater not identified during pre-construction technical studies. Mitigation Measure HS-7 requires chemical characterization of any soil generated during construction activities at contaminated properties prior to reuse, export, or disposal. Mitigation Measure HS-8 requires further assessment performed by a qualified environmental professional if discolored soil or other potential environmental issues are encountered during construction. Mitigation Measure HS-9 requires development of impacted or potentially impacted properties involving soil disturbance to implement a soil and groundwater management plan. Mitigation Measure HS-10 regulates construction that would involve groundwater dewatering activities. Mitigation Measure HS-11 requires projects involving renovation or demolition of structures to conduct a survey prior to construction activities that identifies the presence of hazardous building materials (e.g., asbestos, lead) and provides appropriate abatement measures. Mitigation Measure HS-12 requires that projects involving the demolition of structures built in the 1970s or earlier analyze surface and shallow soils for lead and termiticides prior to demolition or soil disturbance.

Project Analysis

Based on the list of educational facilities in the Navajo Community Plan and review of the project area, one elementary school was identified within a quarter mile of the project site. Grantville School is located approximately 0.25 miles northeast of the project site. Project construction may require the use of small amounts of common solvents and petroleum products, which are routinely used in building construction. However, these materials are not acutely hazardous and would be used in small quantities. Operation of the project would involve typical activities associated with residential

Issue	Prior EIR Determination	Project Determination			
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housing and would not include uses such as gasoline service stations, automobile repair facilities, dry cleaning facilities, or chemical facilities that would require the routine transport, use, or disposal of large quantities of hazardous materials. Therefore, the project would not result in hazardous emissions or handle acutely hazardous materials, substances, or waste within a quarter mile of an existing or proposed school, and this impact would be less than significant.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

c) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	NI	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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PEIR Analysis

The FPA PEIR concluded that the impact would be less than significant because future development under the FPA would be consistent with the Navajo Community Plan and, thus, would not involve the closure of evacuation routes or interfere with an emergency response plan.

Project Analysis

The City is a participating entity in the Multi-Jurisdictional Hazard Mitigation Plan (County 2023, which is generally intended to provide compliance with regulatory requirements associated with emergency response efforts. As part of this effort, the City's Office of Emergency Services oversees emergency preparedness and response services for disaster-related measures. For emergency evacuation, the City identifies I-5, SR 52, and I-805 as emergency routes in the vicinity of the project site.

The project would not involve any activities that would impair the use of these routes. Locally, the project site would be accessed via Mission Gorge Road. During construction of the project, construction vehicles could interfere with emergency response to the site or emergency evacuation procedures in the event of an emergency (e.g., vehicles traveling behind the slow-moving truck). However, such delays would be brief and infrequent because there are no hospitals or fire stations located near the project site. As such, the project's potential to cause delays for emergency vehicles is similar to that of other projects. Post construction, the project would not result in disruptions to the operation of Mission Gorge Road. Therefore, the project would not substantially impair emergency evacuation, and the project's construction or project-related impacts would be less than significant.

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		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

- 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, create a significant hazard to the public or environment?

**LTSM**





### PEIR Analysis

The FPA EIR analyzed existing hazardous material sites located within the FPA area that could create a significant hazard to the public or environment. The FPA PEIR concluded that the impact would be potentially significant because hazardous material and waste may exist within the FPA area that could be disturbed during future development construction activities. The impact was reduced to a less than significant level with the implementation of Mitigation Measures HS-2 through HS-12.

It was identified that hazardous materials and wastes may be disturbed with future development. Further evaluation would be conducted on a project-specific basis, however, implementation of HS-2 through HS-12 would ensure impacts associated with accidental hazardous waste release would be less than significant.

### Project Analysis

City staff reviewed the Geotracker, Envirostor databases, and the Cortese list. Based on the searches conducted, the project site does not contain any contaminated sites on or adjacent to the site. Furthermore, the project site was not identified on the DTCS Cortese List. Therefore, as a result, the project would not create a significant hazard to the public or the environment. Mitigation Measures HS-2 through 12 would not be applicable. No impact would occur.

Therefore, the project would not 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, create a significant hazard to the public or environment.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

Issue	Prior EIR Determination	Project Determination			
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e) Expose people to toxic substances, such as pesticides and herbicides, some of which have long-lasting ability, applied to the soil during previous agricultural uses?	LTSM	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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### PEIR Analysis

The FPA PEIR concluded that, based on the historical urban development of the FPA area and length of time since the area was used for agricultural purposes, future development under FPA would not likely expose people to residual agricultural contaminants. However, if any harmful agricultural contaminants exist in the soil in the FPA area, such contaminants could be released and people could be exposed, which is a potentially significant impact. However, the FPA PEIR determined that implementation of Mitigation Measures HS-2 through HS-12, discussed above, would ensure that future development projects do not expose people to these toxic substances, reducing the impact to a less than significant level. Overall impacts associated with Health and Safety were determined to be mitigated to less than significant.

### Project Analysis

Former uses of the project site and existing uses surrounding the project site are primarily light industrial and commercial. Based on review of aerial photographs and the site's zoning history, it does not appear that the site has historically been used for agricultural purposes. Therefore, the potential for project construction to release toxic contaminants such as pesticides and herbicides into the environment is low. No impact would occur; no mitigation is required.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

## **PUBLIC SERVICES AND FACILITIES**

Would the proposed FPA:

a) Have an effect upon, or result in a need for new or altered governmental services in any of the following areas: police protection, fire/life protection, libraries, parks/recreational facilities, schools, or roads?	LTS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

PEIR Analysis

Section 5.14 of the FPA PEIR provides an analysis of impacts to public services and facilities from FPA implementation. Public services and facilities include police, fire rescue, libraries, parks, schools, roadways, and recreational facilities, all of which were analyzed under Issue 1.

Regarding police services and facilities, the FPA PEIR concluded that impacts related to the construction of police facilities would be less than significant. The FPA PEIR determined that the increase in residential dwelling units under the FPA would likely result in increased numbers of calls for service. However, the construction of any new facilities or expansion of existing facilities that may be required as a result of future actions not associated with the FPA would be subject to further environmental review.

The FPA PEIR determined that it is not anticipated that additional fire stations would be necessary. In addition, expansion of Fire Station 31, which is the primary responding unit for fire hazards in the FPA area, or development of a new fire rescue facility would be subject to separate environmental review. Therefore, the FPA PEIR concluded that impacts related to the construction of fire protection facilities would be less than significant.

Regarding libraries, the FPA PEIR concluded that two libraries, the Allied Gardens/Benjamin Library and the Mission Valley Library, could adequately service the increase in residents anticipated under the FPA, resulting in a less than significant impact.

The FPA PEIR identified that new parks would be required in the FPA area in order to meet the increased demand associated with buildout of the FPA. At buildout, the Navajo Community population will require approximately 204 acres of population-based parks, and the Navajo PFFP identified several potential park and recreation facilities that will be scheduled once funding sources are secured. Any future development in the FPA area would be required to contribute a proportionate fair-share to the construction of park and recreational facilities, as identified in the Navajo Community Plan, through the mandatory payment of Development Impact Fees (DIFs). In addition, the construction of any new park and recreation facilities would be subject to environmental review pursuant to CEQA. Therefore, the FPA PEIR concluded that impacts related to the construction of new park and recreation facilities within the FPA area would be less than significant.

The FPA PEIR determined that FPA buildout would place additional demands on school services because the increase in population in the FPA area would potentially result in increased student enrollment. Between the six San Diego Unified School District (SDUSD) schools that serve the FPA area, there would likely not be enough capacity available to serve the anticipated increase in student population, and the development of new schools could be required. The FPA PEIR explained that the school district will be responsible for potential expansion or development of new facilities, and subsequent projects would be subject to environmental review by SDUSD. The FPA PEIR determined that payment of the statutory fee, pursuant to Senate Bill 50, by future projects consistent with FPA would mitigate the impact associated with increased demand for schools because of the provision

Issue	Prior EIR Determination	Project Determination			
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that the statutory fees constitute full and complete mitigation. Therefore, impacts to schools resulting from future development under the FPA were concluded to be less than significant. The FPA PEIR determined that increased traffic volumes would potentially affect roadway conditions on heavily used roadway segments. However, the Grantville Community Plan Implementation Overlay Zone (CPIOZ) Type A designation within the FPA area provides regulations and guidelines regarding transit-oriented development, which would reduce reliance on automobiles for transportation to, from, and within the FPA area. Therefore, the FPA PEIR concluded that impacts associated with roadway maintenance would be less than significant.

Overall impacts associated with Public Services were determined to be less than significant.

Project Analysis

The project would develop a residential use allowed in the land use designations identified in the FPA. Thus, the project would be consistent with growth projections that were utilized to forecast future police protection demand that was analyzed in the FPA PEIR. Therefore, the project would not result in development beyond that anticipated under the FPA. Given the size of the project, it would not substantially increase the demand for police protection within the service area. Although the project could result in increases in service calls, no new facilities or improvements to existing facilities would be required as a result of the project due to its consistency with future development projections for the FPA. Therefore, the project would not require any new or expanded police protection facilities, and impacts would be less than significant.

The project would develop a residential use allowed in the land use designations identified in the FPA. Thus, the project would be consistent with growth projections that were utilized to forecast demand for future fire protection that was analyzed in the FPA PEIR. Therefore, the project would not result in development beyond that anticipated under the FPA. Given the size of the project and the fact that the project site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ), the project would not substantially increase the demand for fire protection within the service area. The project would not require any new or expanded fire protection facilities, and impacts would be less than significant.

The project would develop a residential use allowed in the land use designations identified in the FPA. Thus, the project would be consistent with growth projections that were utilized to forecast demand for library services that was analyzed in the FPA PEIR. The FPA PEIR determined that the Allied Gardens/Benjamin Library and the Mission Valley Library could adequately service the increase in residents anticipated under the FPA. Therefore, this impact would be less than significant.

The project would develop residential apartments that would increase the population in Grantville, resulting in increased demand on park and recreation facilities. However, the project would be consistent with growth projections that were utilized to forecast demand for park and recreation facilities that was analyzed in the FPA PEIR.

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

As discussed in the FPA PEIR, development projects in the FPA area are required to pay the statutory fee, pursuant to Senate Bill 50, which would mitigate the impact associated with increased demand for schools because of the provision that the statutory fees constitute full and complete mitigation. The project would pay the statutory fee, thus fully mitigating any impacts to school services. Therefore, this impact would be less than significant.

The site is within the Grantville CPIOZ Type A designation, which was established to increase transit-oriented development and reduce reliance on automobiles for transportation. Therefore, the project would not substantially affect roadway conditions, and this impact would be less than significant.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

## PUBLIC UTILITIES

Would the proposed FPA:

- a) Result in the need for new systems or require substantial alterations to existing utilities, the construction of which would create physical impacts (e.g. natural gas, water, sewer, communication systems, solid waste disposal)?

**LTSM**





## PEIR Analysis

Section 5.15 of the FPA PEIR analyzed the potential of the FPA to result in the need for new systems or require substantial alterations to existing utilities, including water, sewer/wastewater, stormwater, and solid waste. The FPA PEIR concluded that impacts related to water and sewer/wastewater services would be less than significant because water and sewer/wastewater infrastructure already exists in the area, there is sufficient water supply to serve the FPA's future water demands, the FPA would not require new facilities to be constructed, and existing water and sewer/wastewater facilities would be able to meet demand from implementation of FPA. The FPA PEIR acknowledged that future development under the FPA would have the potential to require the alteration of water, sewer/wastewater facilities. However, the FPA PEIR determined that these foreseeable alterations would not be substantial in nature.

The FPA PEIR concluded that the impact regarding stormwater management and infrastructure would be potentially significant but reduced to a less than significant level with implementation of Mitigation Measure HYD-1. As discussed in the Hydrology and Water Quality section of this

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

addendum, Mitigation Measure HYD-1 requires future development located within certain drainage basins (SD-1, SD-2, and A-1) to be reviewed by City staff and, in some cases, prepare a project-specific hydrology study for approval by the City. The FPA PEIR determined that implementation of Mitigation Measure HYD-1, as well as compliance with the requirements in the SDMC and adherence to the California Best Management Practice (BMP) Handbook, all potential impacts from stormwater runoff would be fully minimized.

The FPA PEIR concluded that impacts related to solid waste disposal would be potentially significant but reduced to less than significant with implementation of Mitigation Measure PU-1. The FPA PEIR discusses that implementation of the FPA would increase the solid waste disposal needs of future residents and businesses. However, future development would be required to comply with the City's Refuse and Recycle Materials Storage Regulations, the Recycling Ordinance, and the Construction and Demolition Debris Deposit Ordinance, among others. Future development that would generate 60 tons or more of solid waste would be required to implement Mitigation Measure PU-1, which requires these projects to prepare a Waste Management Plan (WMP) to be approved by the Environmental Services Department.

Project Analysis

The site-specific Sewer Study prepared by Dexter Wilson Engineering which concluded that the proposed project would connect via a sewer lateral to the existing 8-inch public gravity sewer line south of the project site, which would be adequate to serve the sewer and water needs of the project. Thus, the project would not increase demand for sewer and water service within the Navajo Community that would necessitate construction of new off-site facilities. Therefore, the impact regarding water and sewer/wastewater services would be less than significant.

The Drainage Study prepared by Hunsaker and Associates described the drainage characteristics of the project site and surrounding area and analyzed anticipated post-project hydrologic conditions. The report outlined that while the overall drainage patterns would remain largely unchanged, the proposed addition of a sidewalk along Mission Gorge would require the relocation of the city's right-of-way. This relocation would facilitate the construction of a bike lane and a new sidewalk on the existing road. The sidewalk and parkway, covering approximately 0.08 acres, would be designed to drain away from the site, diverting water away from the project area. Based upon the relatively small flow and area, in addition to implementing the green street elements which effectively reduce the flows and improve the water quality flows, no negative impacts on downstream existing drainage structures would be anticipated. The Drainage Study determined, therefore, that the project would not result in an increase in flow in comparison to the pre-project condition and, thus, would not result in negative impacts to adjacent properties or the downstream system. In addition, the project would incorporate water quality and hydromodification management features consistent with local regulations to manage runoff generated onsite, as discussed in the Hydrology and Water Quality section of this 15183 Checklist. Impacts would be less than significant.

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Waste Management Plan (WMP), prepared by Atlantis Group and estimated that approximately 12 tons of waste would be generated during construction (approximately 83 tons generated minus 71 tons diverted). The WMP determined that operation of the project would generate approximately 58 tons of waste per year. The project would include refuse storage and recycling areas, and the applicant (or applicant’s successor in interest) would implement the ongoing waste reduction measures documented in the WMP to ensure that project operation would comply with applicable City recycling ordinances and that waste would be minimized. As a residential development, the project would be required to comply with all applicable local regulations regarding solid waste, including the City’s Refuse and Recycle Materials Storage Regulations, the Recycling Ordinance, and the Construction and Demolition Debris Deposit Ordinance. For the reasons listed above, the project would have a less than significant impact with respect to solid waste disposal.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

b) Result in the use of excessive amounts of fuel or energy (e.g. natural gas), power or water?	LTS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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PEIR Analysis

The FPA PEIR analyzed the potential of the FPA to result in the use of excessive amounts of fuel or energy (e.g., natural gas), power, or water. The FPA PEIR concluded that the impact would be less than significant. The FPA PEIR recognized that future development of the FPA area would increase the demand for water services, fuel, energy, and power. However, the FPA PEIR discussed that future development would be subject to project-specific environmental review and would be required to comply with all applicable City regulations, standards, and guidelines, as well as mandatory state and regional regulations requiring the utilization of energy conservation measures. In addition, the CPIOZ Type A designation adopted by the FPA would result in expanded transit-oriented development, thus reducing fuel consumption.

Project Analysis

As discussed above, existing infrastructure would be adequate to serve the sewer and water needs of the project. Electricity for the project would be served by San Diego Gas & Electric. Additionally, no alterations to energy infrastructure would be required. The project would be built in compliance with CBC 2022 Building Efficiency Standards, which are more efficient than the standards in place when the PEIR was certified. For the reasons listed above, the project would have a less than significant impact with respect to water services, fuel, energy, and power.

Issue	Prior EIR Determination	Project Determination			
		Significant and Unavoidable (SU)	Less Than Significant with Mitigation Incorporated (LTSM)	Less Than Significant Impact (LTS)	No Impact (NI)

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

c) Utilize landscape elements which are predominantly non-drought resistant vegetation	<b>NI</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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PEIR Analysis

The FPA PEIR analyzed the potential of future development in the FPA to predominantly use non-drought resistant vegetation in landscaping. The FPA PEIR concluded that there would be no impact because future development would be required to comply with the applicable policies of the General Plan and the City's Landscape Standards, which require use of drought resistant species in landscaping.

Project Analysis

The project would incorporate drought tolerant landscaping and would comply with applicable policies of the General Plan and the San Diego Municipal Code Landscape Regulations. Therefore, the project would have a less than significant impact regarding landscaping.

In conclusion, the proposed project and the associated impacts were addressed in the PEIR analysis. No project-specific significant effects which are peculiar to the project, or its site would occur. No additional analysis is necessary.

## REFERENCES

City of San Diego, Final Program Environmental Impact Report for Grantville Focused Plan Amendment (PEIR), Project No.346289, SCH No. 2013111017 Certified by City Council June 9, 2015, Resolution No. R-309788.

### **I. Land Use and Planning**

- City of San Diego General Plan
- Grantville Focused Plan Amendment
- Airport Land Use Compatibility Plan
- City of San Diego Zoning Maps
- No FAA Notification Self-Certification Agreement
- ALUC Consistency Determination: "Airport Land Use Commission Consistency Determination – Construction of 2 Detached Residential Units at 1332-1334 Bancroft Frontage, City of San Diego" from San Diego County Regional Airport Authority May 20, 2020
- Other Plans:

### **II. Visual Effects and Neighborhood Character**

- City of San Diego General Plan; City of San Diego Land Development Municipal Code
- Grantville Focused Plan Amendment

### **III. Transportation / Circulation**

- City of San Diego General Plan
- Grantville Focused Plan Amendment
- San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG
- San Diego Region Weekday Traffic Volumes, SANDAG
- City of San Diego Transportation Study Manual, September 2020
- Site Specific Report:

### **IV. Air Quality**

- California Clean Air Act Guidelines (Indirect Source Control Programs) 1990
- Regional Air Quality Strategies (RAQS) - APCD
- Site Specific Report:

### **V. Greenhouse Gas Emissions & Energy**

- Climate Action Plan Consistency Regulations

### **VI. Noise**

- City of San Diego General Plan
- Grantville Focused Plan Amendment
- San Diego International Airport - Lindbergh 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
- Site Specific Report:

**VII. Cultural Resources (includes Historical Resources and Built Environment)**

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

**VIII. 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
- Grantville Focused Plan Amendment
- 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 and 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:

**IX. 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: Leighton and Associates, Inc., "Preliminary Geotechnical Investigation Mission Gorge Project San Diego, California 92120," December 2021.

**X. Paleontological Resources**

- 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:

**XI. Hydrology/Drainage/Water Quality**

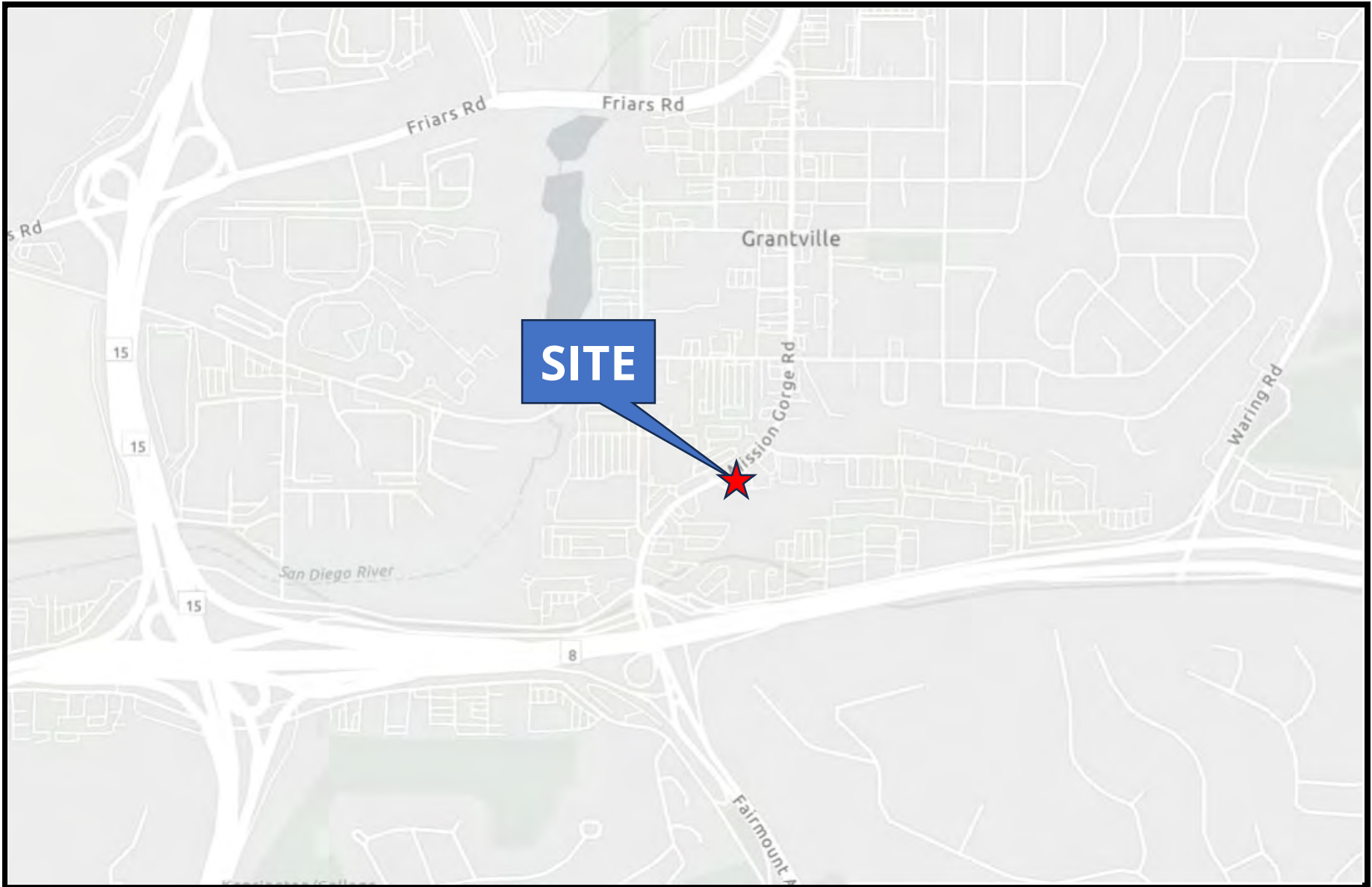
- Flood Insurance Rate Map (FIRM)
- Federal Emergency Management Agency (FEMA), National Flood Insurance Program-Flood Boundary and Floodway Map
- Clean Water Act Section 303(b) list, [http://www.swrcb.ca.gov/tmdl/303d\\_lists.html](http://www.swrcb.ca.gov/tmdl/303d_lists.html)
- Site Specific Report: Dexter Wilson Engineering, Inc., "Sewer Study for The Grant at Mission Gorge Project in the City of San Diego," August 2023.
- Site Specific Report: Hunsaker & Associates San Diego, Inc., "Conditional Letter of Map Revision (CLOMR) for The Grant at Mission Trails," June 2023.



- Site Specific Report: Hunsaker & Associates San Diego, Inc., "Drainage Study for The Grant at Mission Gorge," July 2023.
- Site Specific Report: Hunsaker & Associates San Diego, Inc., "Flood Study for The Grant at Mission Gorge," July 2023.

**XII. Public Services and Facilities**

- City of San Diego General Plan
- Grantville Focused Plan Amendment



## Location Map

The Grant at Mission Trails / PRJ-1097856

Development Services Department

**FIGURE  
No. 1**

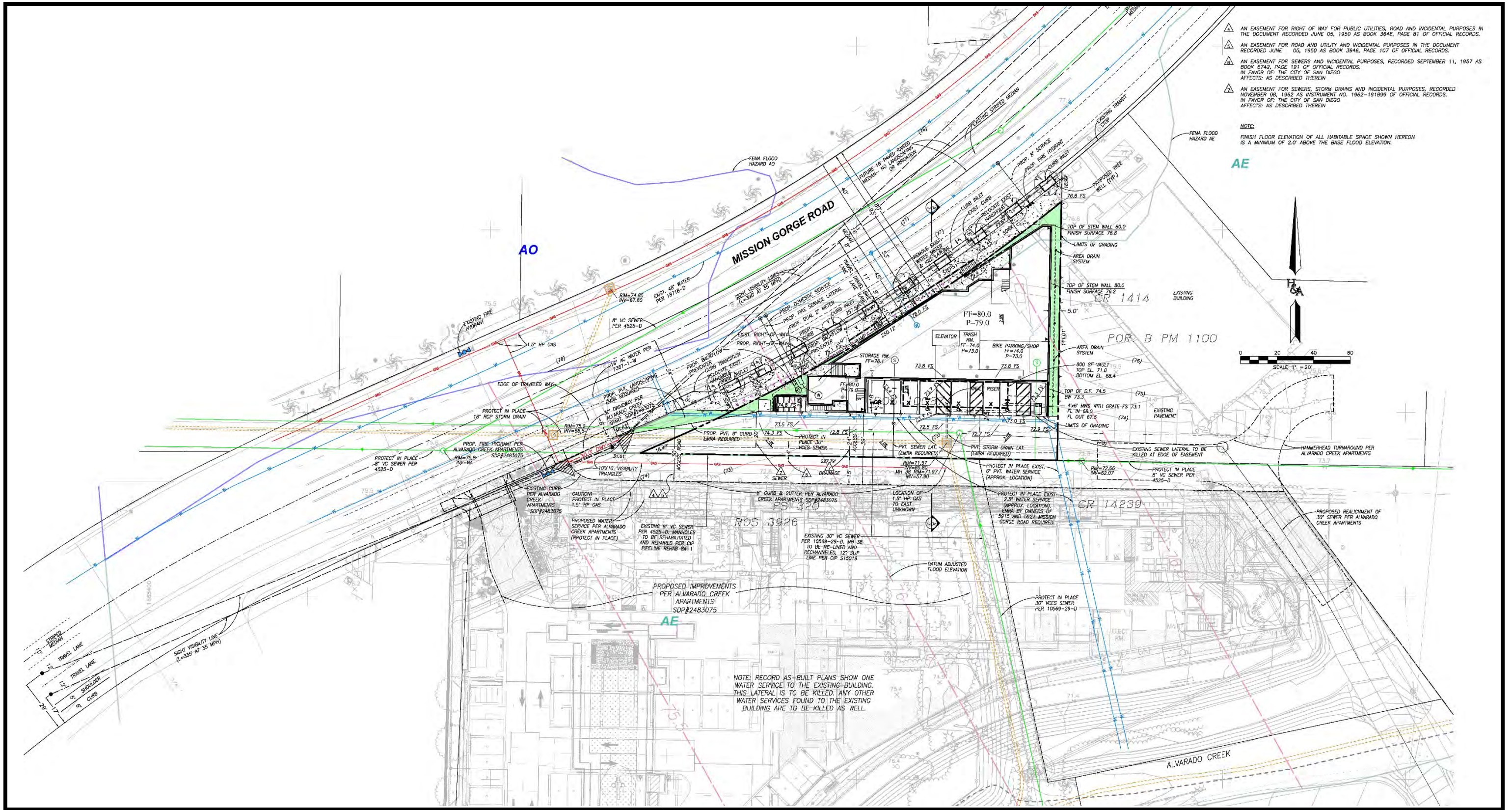


## Aerial Map

The Grant at Mission Trails / PRJ-1097856

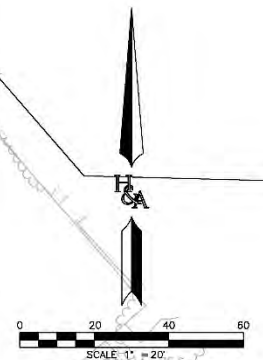
Development Services Department

**FIGURE  
No. 2**



- △ AN EASEMENT FOR RIGHT OF WAY FOR PUBLIC UTILITIES, ROAD AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED JUNE 05, 1950 AS BOOK 3646, PAGE 81 OF OFFICIAL RECORDS.
- △ AN EASEMENT FOR ROAD AND UTILITY AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED JUNE 05, 1950 AS BOOK 3646, PAGE 107 OF OFFICIAL RECORDS.
- △ AN EASEMENT FOR SEWERS AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 11, 1967 AS BOOK 6742, PAGE 191 OF OFFICIAL RECORDS. IN FAVOR OF: THE CITY OF SAN DIEGO AFFECTS: AS DESCRIBED THEREIN
- △ AN EASEMENT FOR SEWERS, STORM DRAINS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 08, 1962 AS INSTRUMENT NO. 1962-191899 OF OFFICIAL RECORDS. IN FAVOR OF: THE CITY OF SAN DIEGO AFFECTS: AS DESCRIBED THEREIN

NOTE:  
FINISH FLOOR ELEVATION OF ALL HABITABLE SPACE SHOWN HEREON IS A MINIMUM OF 2.0' ABOVE THE BASE FLOOD ELEVATION.



NOTE: RECORD AS-BUILT PLANS SHOW ONE WATER SERVICE TO THE EXISTING BUILDING. THIS LATERAL IS TO BE KILLED. ANY OTHER WATER SERVICES FOUND TO THE EXISTING BUILDING ARE TO BE KILLED AS WELL.



# Site Plan

The Grant at Mission Trails / PRJ-1097856  
Development Services Department

**FIGURE  
No. 3**

	<b>City of San Diego Development Services</b> 1222 First Ave., MS 302 San Diego, CA 92101 (619) 446-5000	<h1>Ownership Disclosure Statement</h1>	<b>FORM DS-318</b>  October 2017
---	---	---	--

**Approval Type:** Check appropriate box for type of approval(s) requested:  Neighborhood Use Permit  Coastal Development Permit  
 Neighborhood Development Permit  Site Development Permit  Planned Development Permit  Conditional Use Permit  Variance  
 Tentative Map  Vesting Tentative Map  Map Waiver  Land Use Plan Amendment •  Other \_\_\_\_\_

**Project Title:** The Grant at Mission Trails **Project No. For City Use Only:** \_\_\_\_\_

**Project Address:** 5945 Mission Gorge Road  
San Diego, CA 92120

**Specify Form of Ownership/Legal Status (please check):**

Corporation  Limited Liability -or-  General - What State? CA Corporate Identification No. \_\_\_\_\_  
 Partnership  Individual

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter will be filed with the City of San Diego on the subject property with the intent to record an encumbrance against the property. Please list below the owner(s), applicant(s), and other financially interested persons of the above referenced property. A financially interested party includes any individual, firm, co-partnership, joint venture, association, social club, fraternal organization, corporation, estate, trust, receiver or syndicate with a financial interest in the application. If the applicant includes a corporation or partnership, include the names, titles, addresses of all individuals owning more than 10% of the shares. If a publicly-owned corporation, include the names, titles, and addresses of the corporate officers. (A separate page may be attached if necessary.) If any person is a nonprofit organization or a trust, list the names and addresses of **ANY** person serving as an officer or director of the nonprofit organization or as trustee or beneficiary of the nonprofit organization. A signature is required of at least one of the property owners. Attach additional pages if needed. Note: The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process.

**Property Owner**

Name of Individual: 5945 Mission Gorge LLC  Owner  Tenant/Lessee  Successor Agency

Street Address: 4429 Morena Blvd Suite A

City: San Diego State: CA Zip: 92117

Phone No.: 646-545-6700 Fax No.: \_\_\_\_\_ Email: psalib@crpaffordable.com

Signature: \_\_\_\_\_ Date: 5/31/23

Additional pages Attached:  Yes  No

**Applicant**

Name of Individual: CRP Affordable Housing and Community Development CA LLC: Garrett Bascom (Owners representative)  Owner  Tenant/Lessee  Successor Agency

Street Address: 4429 Morena Blvd Suite A

City: San Diego State: CA Zip: 92117

Phone No.: 909-206-9177 Fax No.: \_\_\_\_\_ Email: gbascom@crpaffordable.com

Signature: Garrett Bascom Digitally signed by Garrett Bascom  
Date: 2023.05.31 09:28:57-0700' Date: 5/31/23

Additional pages Attached:  Yes  No

**Other Financially Interested Persons**

Name of Individual: \_\_\_\_\_  Owner  Tenant/Lessee  Successor Agency

Street Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone No.: \_\_\_\_\_ Fax No.: \_\_\_\_\_ Email: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Additional pages Attached:  Yes  No

# THE GRANT AT MISSION TRAILS

5945 MISISION GORGE ROAD  
SAN DIEGO, CA 92120

## SITE DEVELOPMENT PERMIT

### DEVELOPMENT SUMMARY

THE GRANT AT MISSION GORGE IS A 0.416 ACRE SITE LOCATED ON THE SOUTH SIDE OF MISSION GORGE ROAD, SOUTH OF MISSION GORGE PLACE AND NORTH OF INTERSTATE 8, WITHIN THE NAVAJO COMMUNITY PLAN AND GRANTVILLE SPECIFIC PLAN AREA IN THE CITY OF SAN DIEGO. THE PROJECT IS ALSO WITHIN THE AIRPORT LAND USE COMPATIBILITY ZONE (MONTGOMERY FIELD), THE AIRPORT INFLUENCE AREAS OVERLAY ZONE (MONTGOMERY FIELD-REVIEW AREA 2), THE FAA PART 77 NOTICING AREAS OVERLAY ZONE (MONTGOMERY FIELD THRESHOLD AT 572 FEET AMSL, THE COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE (CPIOZ-A), AND THE PARKING STANDARDS TRANSIT PRIORITY AREAS OVERLAY ZONE. THE PROJECT IS WITHIN 100-YEAR FEMA FLOODPLAIN SPECIAL FLOOD HAZARD OVERLY (FLOOD ZONE AE). THE PROJECT PROPOSES 48 MULTI-FAMILY RESIDENTIAL DWELLING UNITS IN A SINGLE 7-STORY BUILDING OF APPROXIMATELY 55,620 SQUARE FEET. THE PROPOSED UNITS ARE 100% AFFORDABLE. THE PROJECT TAKES ACCESS OFF OF MISSION GORGE ROAD VIA AN EXISTING ALLEY AT THE SOUTHERLY END ON THE SITE. THE PROJECT REQUIRES A SITE DEVELOPMENT PERMIT. NO CHANGE PROPOSED TO ZONING OR COMMUNITY PLAN. THE PROJECT SITE HAS BEEN PREVIOUSLY GRADED AND DEVELOPED AS A COMMERCIAL SITE THAT IS TO BE DEMOLISHED.



### PROJECT INFORMATION

GENERAL																										
<b>PROJECT NAME:</b>	MISSION GORGE APARTMENTS																									
<b>ADDRESS:</b>	5945 MISSION GORGE ROAD SAN DIEGO, CA 92120																									
<b>OWNER:</b>	CRP AFFORDABLE HOUSING GROUP																									
<b>APN:</b>	461-190-04																									
<b>LOT AREA:</b>	17,398 SF (0.38 AC±)																									
<b>MAX. FAR:</b>	RESIDENTIAL 2.0 (UNLIMITED PER DENSITY BONUS)																									
<b>PROPOSED FAR:</b>	3.29																									
<b>EXISTING STRUCTURES:</b>	ALL TO BE DEMOLISHED INCLUDING BILLBOARDS																									
<b>EXISTING OCCUPANCY:</b>	B-BUSINESS																									
<b>PROJECT DESCRIPTION:</b>	7-STORY MID-RISE MULTI-FAMILY DEVELOPMENT CONSISTING OF 48 DWELLING UNITS, LEVELS 1 AND 2 TYPE I CONSTRUCTION, LEVELS 3-7 TYPE II CONSTRUCTION. SURFACE PARKING PROVIDED. OPEN SPACES INCLUDE PRIVATE BALCONIES, COMMON USE AMENITY SPACES INCLUDE CHILDREN'S PLAY AREA AND CLUBHOUSE ON GROUND LEVEL.																									
<b>AFFORDABLE UNIT COUNT:</b>	MULTI-FAMILY DEVELOPMENT OF 100% AFFORDABLE DWELLING UNITS EXCLUDING ONE MANAGER UNIT																									
<b>CONSTRUCTION TYPE:</b>	LEVEL 1 & 2 TYPE I, LEVEL 3-7 TYPE II, FULLY SPRINKLERED																									
<b>PROPOSED OCCUPANCY:</b>	R2 & B OCCUPANCIES																									
<b>JURISDICTION:</b>	CITY OF SAN DIEGO																									
<b>ZONING:</b>	CC-3-B																									
<b>OVERLAY DISTRICTS:</b>	NAVAJO CPIOZ, GRANTVILLE FOCUSED PLAN																									
<b>ALLOWABLE DENSITY:</b>	100% AFFORDABLE DU ALLOWED PER CA DENSITY BONUS																									
<b>PROPOSED DENSITY:</b>	UNLIMITED PER CHAPTER 13																									
<b>ALLOWABLE BLDG. HEIGHT:</b>	82'-7" (TO TOP OF PARAPET)																									
<b>PROPOSED BLDG. HEIGHT:</b>	67'-10" (HIGHEST OCCUPIABLE FLOOR UNDER 75-FT HIGHRISE DESIGNATION)																									
<b>SETBACKS:</b>	REQUIRED PROPOSED																									
<b>FRONT (MISSION GORGE R.O.W.):</b>	0-FT 10-FT LEVEL 1, LEVEL 2-7 VARIES																									
<b>REAR:</b>	0 TO 10-FT 5-FT LEVEL 1, LEVEL 2-7 VARIES																									
<b>STREET SIDE:</b>	10-FT 24-FT LEVEL 1-7																									
<b>PARKING REQUIRED:</b>	TRANSIT PRIORITY AREA (ORDINANCE 21057) MULTIPLE DWELLING UNIT RESIDENTIAL (SDMC 142.0528) 100% AFFORDABLE DWELLING UNITS OFF STREET PARKING SPACES ARE NOT REQUIRED																									
<b>ACCESSIBLE PARKING REQUIRED:</b>	2% OF MULTI-FAMILY DWELLING UNITS 48 X 2% = 1 SPACE + VAN = 2 SPACES																									
<b>EV PARKING REQUIRED:</b>	3% OF ALL PROVIDED SPACES ON SITE = 1 SPACE																									
<b>PARKING PROVIDED:</b>	4 STANDARD SPACES - INCLUDING MANAGER SPACE 1 ACCESSIBLE 1 VAN ACCESSIBLE 1 EV VAN ACCESSIBLE 1 EV SPACE 8 TOTAL SPACES																									
<b>MOTORCYCLE PARKING:</b>	0.1 PER UNIT = 5 SPACES (3'-0" X 8'-0"), 5 PROVIDED																									
<b>BICYCLE PARKING:</b>	25 SPACES REQUIRED, 28 PROVIDED																									
<b>TRANSPORTATION AMENITIES:</b>	4 POINTS PER LDC 142.0528 ON-SITE BICYCLE REPAIR STATION - 2 POINTS TRANSIT AND RIDESHARE INFORMATION - 1 POINT CHILD TRANSPORTATION STORAGE - 1 POINT																									
<b>UNIT MIX:</b>	<table border="1"> <thead> <tr> <th>UNIT TYPE</th> <th>PER LEVEL</th> <th>TOTAL</th> <th>MIX %</th> <th>S.F. (AVG.)</th> </tr> </thead> <tbody> <tr> <td>1 BEDROOM</td> <td>2</td> <td>12</td> <td>25%</td> <td>652 SF</td> </tr> <tr> <td>2 BEDROOM</td> <td>4</td> <td>24</td> <td>50%</td> <td>838 SF</td> </tr> <tr> <td>3 BEDROOM</td> <td>2</td> <td>12</td> <td>25%</td> <td>1,127 SF</td> </tr> <tr> <td><b>TOTAL UNITS =</b></td> <td></td> <td><b>48 TOTAL UNITS</b></td> <td></td> <td></td> </tr> </tbody> </table>	UNIT TYPE	PER LEVEL	TOTAL	MIX %	S.F. (AVG.)	1 BEDROOM	2	12	25%	652 SF	2 BEDROOM	4	24	50%	838 SF	3 BEDROOM	2	12	25%	1,127 SF	<b>TOTAL UNITS =</b>		<b>48 TOTAL UNITS</b>		
UNIT TYPE	PER LEVEL	TOTAL	MIX %	S.F. (AVG.)																						
1 BEDROOM	2	12	25%	652 SF																						
2 BEDROOM	4	24	50%	838 SF																						
3 BEDROOM	2	12	25%	1,127 SF																						
<b>TOTAL UNITS =</b>		<b>48 TOTAL UNITS</b>																								
<b>ACCESSIBLE UNITS:</b>	8 UNITS (15% AS REQ'D BY CTCAC) (2) 1-BEDROOM UNITS (3) 2-BEDROOM UNITS (3) 3-BEDROOM UNITS																									
<b>COMMON AMENITY SPACE:</b>	612 SF CHILDREN'S PLAY AREA (AS REQ'D BY CTCAC) 1,693 SF PROVIDED																									
<b>GEO HAZARD CATEGORY:</b>	31																									
<b>TRANSIT STOP:</b>	SEE C-1 FOR LOCATION OF TRANSIT STOP NORTH OF PROJECT SITE																									
<b>EXISTING BUILDING:</b>	BUILT IN 1989 TO BE DEMOLISHED SEE C-5																									
<b>OPEN SPACE REQUIRED:</b>	48 X 125 = 6,000 SF TOTAL OPEN SPACE REQUIRED SEE INCENTIVES UNDER DEVIATIONS																									
<b>OPEN SPACE PROVIDED:</b>	2,274 SF PRIVATE BALCONIES																									
<b>PRIVATE OPEN SPACE:</b>																										
<b>TOTAL OPEN SPACE:</b>	<b>2,274 SF PROVIDED</b>																									
<b>AMI:</b>	ALL UNITS TO BE RENT RESTRICTED FOR A PERIOD OF 55 YEARS AT OR BELOW 80% AMI, EXCLUDING ONE MANAGER UNIT																									
<b>BUILDING MATERIALS:</b>	EXTERIOR STUCCO ARCHITECTURAL CONCRETE STOREFRONT GLAZING VINYL WINDOWS METAL RAILINGS																									
<b>RETAINING WALLS:</b>	BUILDING DOES NOT CONTAIN RETAINING WALLS. ENTRY RAMP RETAINING WALL ALONG MISSION GORGE RIGHT-OF-WAY, 3' HIGH FROM GRADE SEE C-3																									

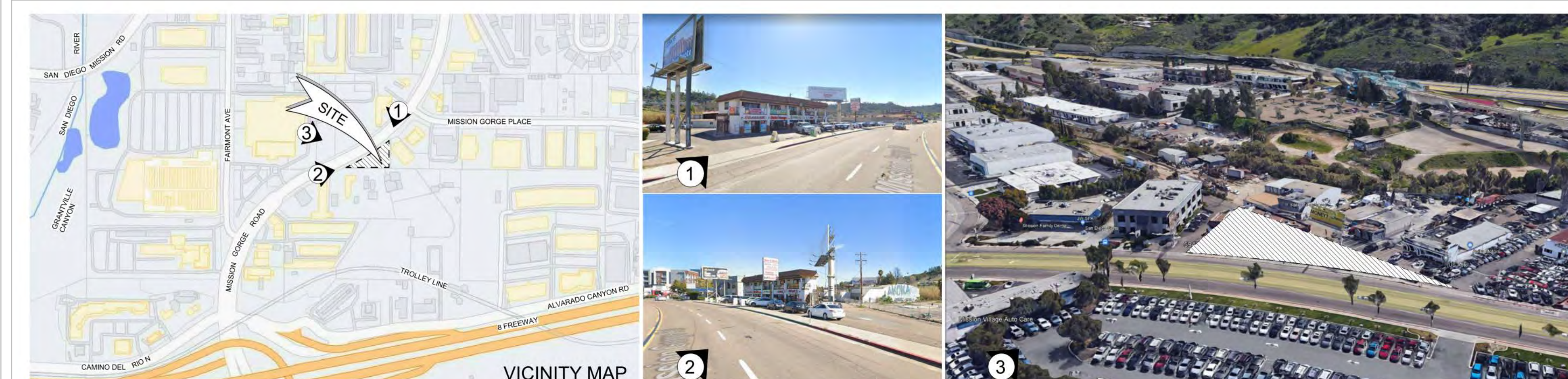
### PROJECT TEAM

<b>APPLICANT/OWNER:</b>	CRP AFFORDABLE HOUSING 4455 MORENA BLVD, SUITE 107 SAN DIEGO, CA 92117 T: 909.206.9177 CONTACT: GARRETT BASCOM EMAIL: gbascom@crpaffordable.com
<b>ARCHITECT:</b>	BSS DESIGN 970 W. 100TH STREET, SUITE 250 TORRANCE, CA 90502 T: 310.217.8885 CONTACT: MICHAEL TANCREDI EMAIL: mtancredi@bssdesign.com
<b>CIVIL ENGINEER:</b>	HUNSAKER & ASSOCIATES SAN DIEGO, INC. 9707 WAPLES STREET SAN DIEGO, CA 92121 T: 858.558.4500 CONTACT: CHUCK CATER EMAIL: ccater@hunsaker.com
<b>LANDSCAPE ARCHITECT:</b>	GMP 3178 LIONSHEAD AVE., SUITE 102 CARLSBAD, CA 92010 T: 858.558.8877 CONTACT: JOHN PATTERSON EMAIL: john@gmp.com
<b>LAND USE CONSULTANT:</b>	ATLANTIS GROUP LAND USE CONSULTANTS 2488 HISTORIC DECATUR ROAD, SUITE 220 SAN DIEGO, CA 92108 T: 619.525.1500 CONTACT: THEODORE R. L. SHAW EMAIL: tshaw@atlantisad.com
<b>DRY UTILITIES:</b>	BJ PALMER @ ASSOCIATES, INC. ONE RIDGEGATE DRIVE, SUITE 105 TEMECULA, CA 92590 T: 951.699.8100 CONTACT: BRUCE PALMER EMAIL: bpalmer@bjp.com

### SHEET INDEX

GENERAL	
G1	PROJECT SUMMARY, SHEET INDEX
CIVIL	
C1	TITLE SHEET
C2	STREET & SITE SECTIONS AND DETAILS
C3	PRELIMINARY GRADING PLAN
C4	FIRE ACCESS PLAN
C5	BOUNDARY & ENCUMBRANCES, EXISTING TOP AND PRELIMINARY DEMOLITION PLAN
LANDSCAPE	
L-1	CONCEPTUAL LANDSCAPE PLAN
L-2	PLANT POINT CALCULATIONS
ARCHITECTURAL	
A0.02	ARCHITECTURAL SITE PLAN
A0.23	PLANNING DIAGRAMS
A0.24	PLANNING DIAGRAMS
A0.25	PLANNING DIAGRAMS
A1.02	BUILDING PLAN
A1.03	BUILDING PLAN
A1.06	BUILDING ROOF PLAN
A2.01	ELEVATIONS
A2.02	ELEVATIONS
A3.01	BUILDING SECTIONS
A5.01	UNIT PLANS
A5.02	UNIT PLANS
	PERSPECTIVE RENDERING 1
	PERSPECTIVE RENDERING 2
	PERSPECTIVE RENDERING 3

### LOCATION



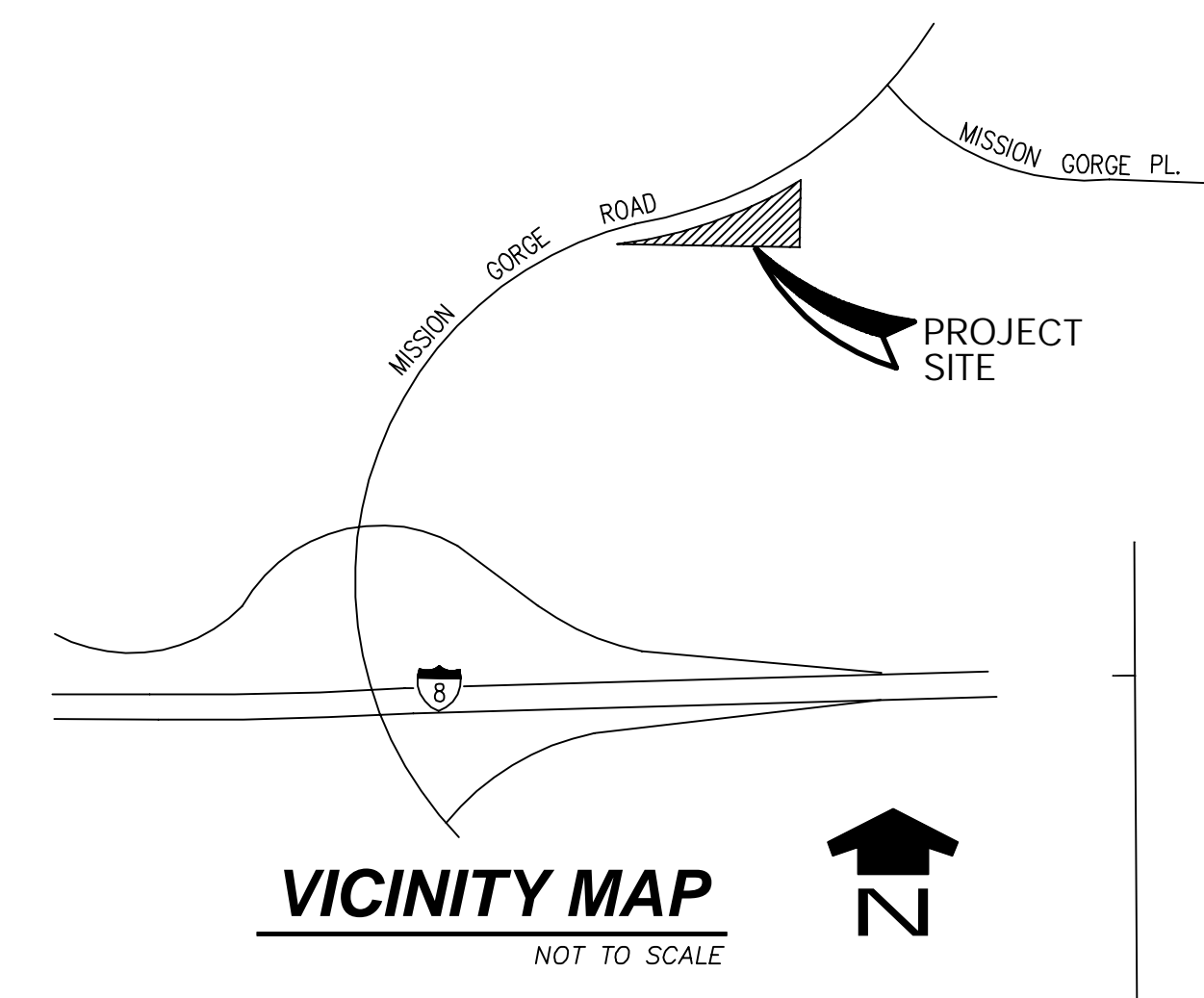
### DEVIATIONS

- INCENTIVES**
- MAX. FLOOR AREA RATIO FOR RESIDENTIAL 2.0 PER §131.0531 (c), INCENTIVE REQUEST TO ALLOW FAR UP TO 3.29
  - REQUIREMENT FOR COMMERCIAL SPACE PER §131.0540(b); INCENTIVE REQUEST TO REMOVE COMMERCIAL REQUIREMENT FOR THE CC-3-B ZONE
  - REQUIREMENT FOR PRIVATE OPEN SPACE (BALCONIES) PER §131.0455(i); INCENTIVE REQUEST TO REMOVE PRIVATE OPEN SPACE REQUIREMENT FOR 2BR-8 & 3BR-8 UNITS
  - REQUIREMENT FOR COMMON OPEN SPACE PER §131.0456; INCENTIVE REQUEST TO REMOVE COMMON OPEN SPACE
- WAIVERS**
- REQUIREMENT FOR 10' CONTIGUOUS SIDEWALK PER GRANTVILLE CPIOZ SDR 5 - SIDEWALK ENCROACHMENT AGREEMENT WITH DEPUTY DIRECTOR
  - REQUIREMENT FOR 25% OF BIKE RACKS PROVIDED ALONG STREET FRONTAGE PER GRANTVILLE CPIOZ SDR 10 - REQUESTING WAIVER
  - REQUIREMENT FOR 5-FOOT LANDSCAPED PARKWAY AND 10-FOOT SIDEWALK PER GRANTVILLE CPIOZ SDR 16 - SIDEWALK ENCROACHMENT AGREEMENT WITH DEPUTY DIRECTOR

# SITE DEVELOPMENT PERMIT

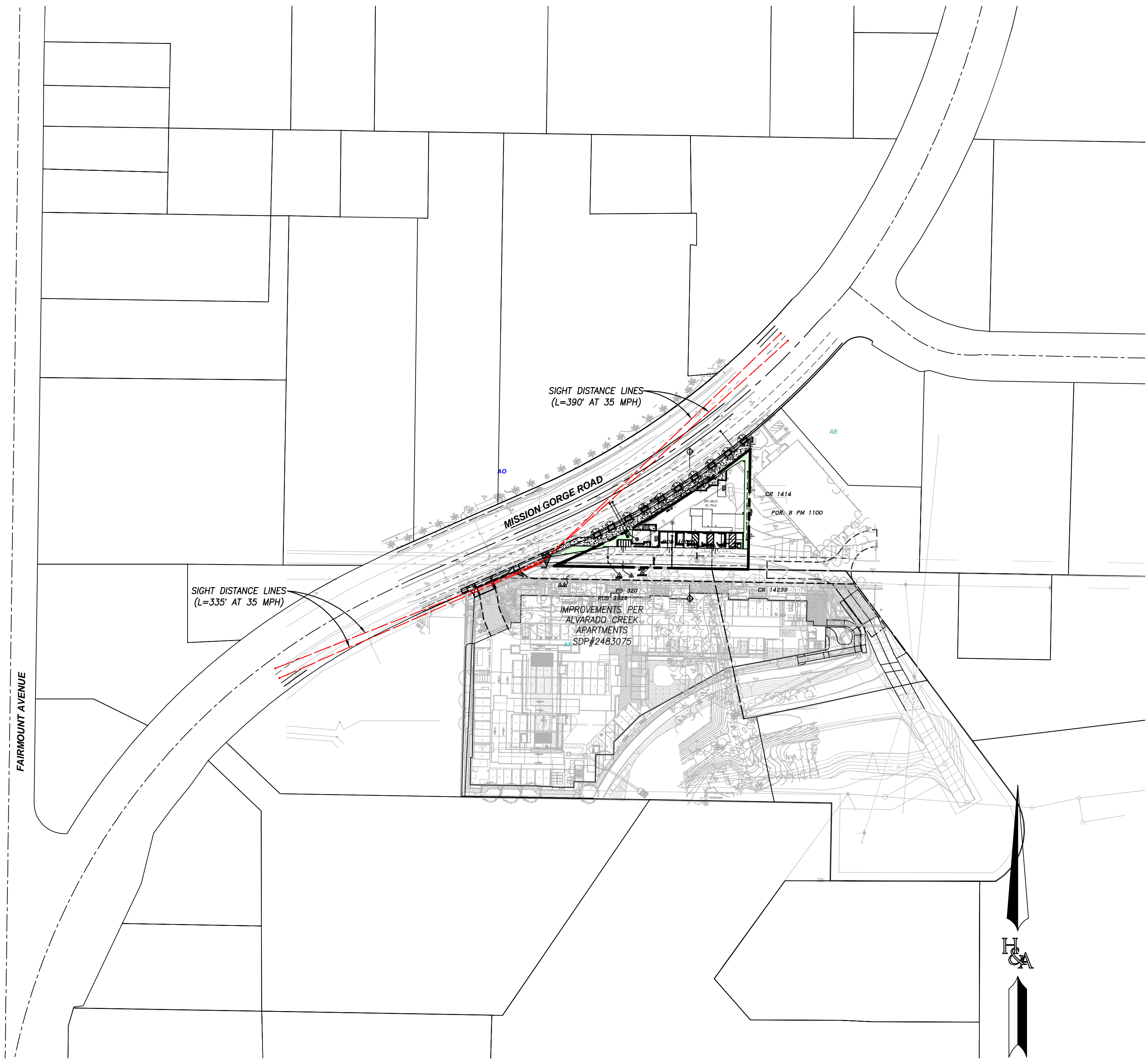
# THE GRANT AT MISSION TRAILS

## CITY OF SAN DIEGO, CALIFORNIA



### LEGEND

- PROPERTY LINE/ PROJECT BOUNDARY
- EXISTING PROJECT BOUNDARY
- PROPOSED LOT LINE
- PROPOSED FINISH FLOOR AND PAD ELEVATION
- PROPOSED EASEMENT LINE
- EXISTING PUBLIC SEWER MAIN WITH MANHOLE
- EXISTING PUBLIC WATER MAIN W/ FIRE HYDRANT
- EXISTING PUBLIC GAS
- EXISTING PUBLIC STORM DRAIN SYSTEM
- PROPOSED PRIVATE SEWER LATERAL
- PROPOSED PRIVATE WATER LATERAL WITH BACKFLOW PER SDW-105
- PROPOSED FIRE HYDRANT
- PROPOSED PRIVATE IRRIGATION LATERAL
- PROPOSED FIRE DEPARTMENT CONNECTION WITH BACKFLOW PER SDW-157
- PROPOSED STORM DRAIN
- PROPOSED MODULAR WETLANDS UNIT
- PROPOSED CENTERLINE STREET ELEVATION
- PROPOSED SPOT ELEVATION
- EXISTING CONTOURS
- PROPOSED SLOPE BANK (2:1 MAX)
- LIMITS OF GRADING
- PROPOSED RETAINING WALL
- PROPOSED % OF STREET CENTERLINE GRADE
- EXISTING STREET LIGHT
- PROPOSED TRANSFORMER
- PROPOSED AREA DRAINS
- ROOF DRAIN LOCATIONS



### PROJECT MAP

SCALE 1"=80'

### GENERAL DESIGN NOTES

- CUT/FILL SLOPES ARE 2:1 OR FLATTER UNLESS OTHERWISE SPECIFIED.
- GRADING SHOWN HEREON IS PRELIMINARY AND MAY BE SUBJECT TO MINOR REFINEMENTS IN FINAL DESIGN. FINAL GRADING PLANS WILL CONFORM TO THE APPROVED PERMIT AND EXHIBITS.
- DRAINAGE FACILITIES TO BE CONSTRUCTED PER CITY OF SAN DIEGO STANDARDS.
- PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMIT THE SUBDIVIDER SHALL ENTER INTO A MAINTENANCE AGREEMENT FOR THE ONGOING PERMANENT BMP MAINTENANCE SATISFACTORY TO THE CITY ENGINEER.
- PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMIT THE SUBDIVIDER 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.
- DRAINAGE EASEMENTS SHALL BE PROVIDED AS REQUIRED.
- ALL LENGTHS, DISTANCES, LOT DIMENSIONS AND CURVE RADII ARE APPROXIMATE.
- ALL UTILITIES SHALL BE UNDERGROUND AND EASEMENTS PROVIDED AS NECESSARY.
- ALL PROPOSED WATER (INCLUDING SERVICES AND METERS) AND SEWER FACILITIES (PUBLIC & PRIVATE, WITHIN THE PUBLIC ROW OR PUBLIC EASEMENT MUST BE DESIGNED, CONSTRUCTED, OR ABANDONED IN ACCORDANCE WITH ESTABLISHED CRITERIA WITHIN THE CITY OF SAN DIEGO'S CURRENT WATER & SEWER FACILITY DESIGN GUIDELINES, REGULATIONS, STANDARDS AND PRACTICES PERTAINING THERE TO.
- ALL ON-SITE WATER AND SEWER FACILITIES SHOWN ON THIS DRAWING ARE PRIVATE AND SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE CALIFORNIA UNIFORM PLUMBING CODE AND SHALL BE REVIEWED AS PART OF THE BUILDING PERMIT PLAN CHECK.
- ANY EXISTING WATER SERVICES TO BE KILLED AT THE MAIN UNLESS OTHERWISE NOTED.
- ANY EXISTING SEWER SERVICES TO BE ABANDONED AND PLUGGED AT THE PROPERTY LINE.
- THERE ARE NO PROPOSED OR EXISTING BUS/TRANSIT STATIONS OR STOPS.
- COMMUNAL TRASH PICKUP IS PROPOSED AS PART OF THIS PROJECT.
- AN ILLUMINATED DIRECTORY IN ACCORDANCE WITH FHPS POLICY 1-00-6, SHALL BE PROVIDED.
- BUILDING ADDRESS NUMBERS SHALL BE VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY (PER UFC 901.4.4).
- IMPROVEMENTS SUCH AS DRIVEWAYS, UTILITIES, DRAINS AND WATER AND SEWER LATERALS SHALL BE DESIGNED SO AS TO NOT PROHIBIT THE PLACEMENT OF STREET TREES, ALL TO THE SATISFACTION OF THE CITY MANAGER.
- CALIFORNIA BUILDING CODE CONSTRUCTION TYPE: V; FULLY SPRINKLED
- MINIMUM 24 INCH OR 36 INCH BOX SIZE TREES SHALL BE INSTALLED WITHIN 10' OF THE FACE OF CURB AND IN OPENINGS BEING A MINIMUM 40 SQUARE FEET OF AIR AND WATER - PERMEABLE PLANS AS INDICATED ON THE LANDSCAPE PLAN (SEE LANDSCAPE PLANS FOR DETAILS).
- IMPROVEMENT PLANS SHALL SHOW, LABEL, AND DIMENSION A 40 SQUARE FOOT AREA FOR EACH STREET TREE WHICH IS UNENCUMBERED BY HARDSCAPE AND UTILITIES.
- NO TREES OR SHRUBS EXCEEDING THREE FEET IN HEIGHT AT MATURITY SHALL BE INSTALLED WITHIN TEN FEET OF ANY SEWER FACILITY AND FIVE FEET OF ANY WATER.
- ALL RESIDENTIAL BUILDINGS REQUIRE A FIRE SPRINKLER SYSTEM.
- FIRE ACCESS ROADWAY SIGNS OR RED CURBS WILL BE PROVIDED IN ACCORDANCE WITH BFLS POLICY A-96-1. TEMPORARY STREET SIGNS WILL BE PROVIDED IN ACCORDANCE WITH UFC 901.4.4.
- ALL DRAIN SYSTEMS NOT LOCATED IN A PUBLIC STREET SHALL BE PRIVATE.
- WATER EASEMENTS WILL BE PROVIDED ADJACENT TO ALL ON-SITE PUBLIC FIRE HYDRANTS, WATER METERS, BLOWOFFS AND VALVES, UPON FINAL LOCATION REVIEW BY THE CITY OF SAN DIEGO ENGINEERING AND FIRE DEPARTMENTS.
- ADEQUATE NOISE ATTENUATION WILL BE PROVIDED TO ENSURE AN INTERIOR NOISE LEVEL OF 45 dB CNEL FOR ALL SLEEPING ROOMS AND AN INTERIOR NOISE LEVEL OF 50dB FOR ALL OTHER INDUSTRY AREAS.
- NO OBSTRUCTION INCLUDING SOLID WALLS IN THE VISIBILITY AREA SHALL EXCEED 3 FEET IN HEIGHT. PLANT MATERIAL, OTHER THAN TREES, WITHIN THE PUBLIC RIGHT-OF-WAY THAT IS LOCATED WITHIN VISIBILITY AREAS SHALL NOT EXCEED 24 INCHES IN HEIGHT.
- PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMIT, THE SUBDIVIDER SHALL OBTAIN A LETTER OF PERMISSION FROM THE ADJACENT PROPERTY OWNER, FOR ANY PROPOSED OFFSITE GRADING, TO THE SATISFACTION OF THE CITY ENGINEER.
- PRIOR TO THE 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.
- PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMIT, THE OWNER/PERMITEE 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.
- 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.
- DEVELOPMENT OF THIS PROJECT SHALL COMPLY WITH ALL STORM WATER CONSTRUCTION REQUIREMENTS OF THE STATE CONSTRUCTION GENERAL PERMIT, ORDER NO. 2009-009DWO, OR SUBSEQUENT ORDER, AND THE MUNICIPAL STORM WATER PERMIT, ORDER NO. R9-2013-0001, OR SUBSEQUENT ORDER, IN ACCORDANCE WITH ORDER NO. 2009-009DWO, OR SUBSEQUENT ORDER, A RISK LEVEL DETERMINATION SHALL BE CALCULATED FOR THE SITE AND A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE IMPLEMENTED CONCURRENTLY WITH THE COMMENCEMENT OF GRADING ACTIVITIES.
- PRIOR TO THE ISSUANCE OF A GRADING OR A CONSTRUCTION PERMIT, A COPY OF THE NOTICE OF INTENT (NOI) WITH A VALID WASTE DISCHARGE ID NUMBER (WDID#) SHALL BE SUBMITTED TO THE CITY OF SAN DIEGO AS A PROOF OF THE ENROLLMENT UNDER THE CONSTRUCTION GENERAL PERMIT, WHEN OWNERSHIP OF THE ENTIRE SITE OR PORTIONS OF THE SITE CHANGES PRIOR TO FILING OF THE NOTICE OF TERMINATION (NOT) A REVISED NOI SHALL BE SUBMITTED ELECTRONICALLY TO THE STATE WATER RESOURCES BOARD IN ACCORDANCE WITH THE PROVISIONS AS SET FORTH IN SECTION 11C OF ORDER NO. 2009-009-DWO AND A COPY SHALL BE SUBMITTED TO THE CITY.
- ALL BEARINGS AND DISTANCES ARE LOCATED AND SHOWN ON C5.
- NO PRIVATE IMPROVEMENTS (INCLUDING LANDSCAPING, ENHANCED PAVING, PRIVATE UTILITIES, OR STRUCTURES OF ANY KIND) THAT COULD INHIBIT THE MAINTENANCE, REPAIR, OR REPLACEMENT OF PUBLIC UTILITIES, MAY BE INSTALLED, CONSTRUCTED, OR LOCATED WITHIN THE LIMITS OF A PUBLIC WATER, SEWER OR GENERAL UTILITY EASEMENT WITHOUT A CITY APPROVED AND COUNTY RECORDED ENCROACHMENT AND MAINTENANCE REMOVAL AGREEMENT (EMRA).
- ALL WATER LINES SERVING THIS DEVELOPMENT (INCLUDING DOMESTIC, IRRIGATION, AND FIRE) MUST PASS THROUGH A PERMITTED, PRIVATE, ABOVE GROUND, BACKFLOW PREVENTION DEVICE (BFPD).
- THE OWNER/PERMITEE SHALL BE RESPONSIBLE FOR ANY DAMAGE CAUSED TO CITY OF SAN DIEGO WATER AND SEWER FACILITIES IN THE VICINITY OF THE PROJECT SITE, DUE TO THE CONSTRUCTION ACTIVITIES ASSOCIATED WITH THIS PROJECT, IN ACCORDANCE WITH MUNICIPAL CODE SECTION 142.060. IN THE EVENT ANY SUCH FACILITY LOSSES IN INTEGRITY THEN THE OWNER/PERMITEE SHALL REPAIR OR RECONSTRUCT ANY DAMAGED PUBLIC WATER AND SEWER FACILITY IN A MANNER SATISFACTORY TO THE PUBLIC UTILITIES DIRECTOR AND CITY ENGINEER.
- IN NO EVENT SHALL ANY TEMPORARY OR PERMANENT GRADING OR IMPROVEMENTS ASSOCIATED WITH THIS PROJECT EXTEND BEYOND THE PROJECT BOUNDARY INTO THE CITY OPEN SPACE PRESERVE LOCATED ADJACENT TO THE EAST.
- THE PROPOSED PROJECT WILL COMPLY WITH ALL THE REQUIREMENTS OF THE CURRENT CITY OF SAN DIEGO STORM WATER STANDARDS BEFORE A GRADING OR BUILDING PERMIT IS ISSUED. IT IS THE RESPONSIBILITY OF THE OWNER/DESIGNER/APPLICANT TO ENSURE THAT THE CURRENT STORM WATER PERMANENT BMP DESIGN STANDARDS ARE INCORPORATED INTO THE PROJECT.
- THIS PROJECT WILL BE REQUIRED TO ADHERE TO THE CITY OF SAN DIEGO STORM WATER STANDARDS IN EFFECT AT THE TIME OF APPROVAL OF MINISTERIAL PERMIT. THE CURRENT STORM WATER DEVELOPMENT REGULATIONS BECAME EFFECTIVE ON FEBRUARY 16, 2016 AND THIS PROJECT WILL BE SUBJECT TO THOSE REGULATIONS.
- ALL STORM WATER RUN-OFF FROM DEVELOPMENT SHALL BE DIRECTED TO PROPOSED LANDSCAPE LOW-IMPACT DEVELOPMENT BMPs.
- SEE ARCHITECTURAL SET FOR ADDITIONAL DETAILS REGARDING THE RESIDENTIAL PROJECT.
- ALL ON-SITE SEWER IS PRIVATE AND AS SUCH PRIVATE SEWER WILL REQUIRE A PRIVATE PLUMBING PERMIT.
- DUAL PERPENDICULAR CURB RAMP PER CITY SD CURB RAMP DESIGN GUIDELINES (9/10/20), EMRA REQUIRED FOR ALL PRIVATE IMPROVEMENTS WITHIN PUBLIC RIGHT-OF-WAY.
- IF A 3" OR LARGER METER IS REQUIRED FOR THIS PROJECT, THE OWNER/ PERMITEE SHALL CONSTRUCT THE NEW METER AND PRIVATE BACK FLOW DEVICE ON SITE ABOVE GROUND WITHIN AN ADEQUATELY SIZED WATER EASEMENT, IN A MANNER SATISFACTORY TO THE PUBLIC UTILITIES DEPARTMENT AND THE CITY ENGINEER.

### DEVELOPMENT SUMMARY

THE GRANT AT MISSION TRAILS IS A 0.416 ACRE SITE LOCATED ON THE SOUTH SIDE OF MISSION GORGE ROAD, SOUTH OF MISSION GORGE PLACE AND NORTH OF INTERSTATE 8, WITHIN THE NAVAJO COMMUNITY PLAN AND GRANVILLE SPECIFIC PLAN AREA IN THE CITY OF SAN DIEGO. THE PROJECT IS ALSO WITHIN THE AIRPORT LAND USE COMPATIBILITY ZONE (MONTGOMERY FIELD), THE AIRPORT INFLUENCE AREAS OVERLAY ZONE (MONTGOMERY FIELD-REVIEW AREA 2), THE FAA PART 77 NOTICING AREAS OVERLAY ZONE (MONTGOMERY FIELD THRESHOLD AT 572 FEET AMSL, THE COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE (CPIOZ-A), AND THE PARKING STANDARDS TRANSIT PRIORITY AREAS OVERLAY ZONE. THE PROJECT IS WITHIN 100-YEAR FEMA FLOODPLAIN SPECIAL FLOOD HAZARD OVERLY (FLOOD ZONE AE). THE PROJECT PROPOSES 48 MULTI-FAMILY RESIDENTIAL DWELLING UNITS IN A SINGLE 7-STORY BUILDING OF APPROXIMATELY 55,620 SQUARE FEET. THE PROPOSED UNITS ARE 100% AFFORDABLE. THE PROJECT TAKES ACCESS OFF OF MISSION GORGE ROAD VIA AN EXISTING ALLEY AT THE SOUTHERLY END ON THE SITE. THE PROJECT REQUIRES A SITE DEVELOPMENT PERMIT. NO CHANGE PROPOSED TO ZONING OR COMMUNITY PLAN.

THE PROJECT SITE HAS BEEN PREVIOUSLY GRADED AND DEVELOPED AS A COMMERCIAL SITE THAT IS TO BE DEMOLISHED.

### GENERAL NOTES

- SITE AREA DATA:  
GROSS SITE AREA: 0.416 ACRES  
NET SITE AREA: 0.330 ACRES (0.416 AC. GROSS-0.086 AC. DEDICATION)
- TOTAL NUMBER OF EXISTING/PROPOSED LOTS:  
EXISTING LOTS: 1  
PROPOSED LOTS: 1
- TOTAL NUMBER OF PROPOSED UNITS: 48, ALL AFFORDABLE
- COMMUNITY PLAN: NAVAJO  
EXISTING COMMUNITY PLAN LAND USE: COMMUNITY COMMERCIAL - RESIDENTIAL (30-43 DU/AC)  
PROPOSED COMMUNITY PLAN LAND USE: RESIDENTIAL: COMMUNITY COMMERCIAL - RESIDENTIAL PERMITTED
- ZONING: EXISTING: CC-3-9  
PROPOSED: CC-3-9
- DENSITY PROPOSED:  
GROSS SITE DENSITY: 115.38/AC (48 UNITS/0.416 AC)
- APN #: 461-190-04
- AVERAGE DAILY TRIPS: 288
- GEO HAZARD CATEGORY: 31
- TOTAL FLOOR AREA: 55,620 SF. FLOOR AREA RATIO: 0.32
- LAMBERT COORDINATES: 225-1739
- CCS83 COORDINATES: 1866-6301
- SITE ADDRESS: 5945 MISSION GORGE ROAD

### PROJECT TEAM

- ENGINEER**  
HUNSAKER & ASSOCIATES SD, INC.  
CONTACT: CHUCK CATER  
9707 WAPLES STREET  
SAN DIEGO, CA 92121  
(858) 558-4500  
CCATER@HUNSAKERSD.COM
- ARCHITECT**  
BSB DESIGN, INC. - LOS ANGELES  
CONTACT: ALEX KANG  
(310) 217-8685  
AKANG@BSBDESIGN.COM
- LAND USE**  
ATLANTIS GROUP  
CONTACT: TED SHAW  
(619) 523-1930  
TSHAW@ATLANTISSD.COM
- DRY UTILITIES**  
BJ PALMER & ASSOCIATES INC.  
CONTACT: BRUCE PALMER  
ONE RIDEGATE DRIVE  
SUITE 105  
TEMECULA, CA 92590  
(951) 659-8100  
BPALMER@BJ-PALMER.COM
- LANDSCAPE ARCHITECT**  
GMP  
CONTACT: KATIE BARRETO  
3176 LIONSHED AVENUE  
SUITE 102  
CARLSBAD, CA 92010  
(858) 558-8977  
KBARRETO@GMPLANDARCH.COM
- OWNER/ APPLICANT**  
CRP AFFORDABLE HOUSING AND COMMUNITY DEVELOPMENT  
CONTACT: GARRETT BASCOM  
(909) 206-9177  
GBASCOM@CRPAFFORDABLE.COM

REPRESENTATIVE



**ENGINEER**  
ALISA S. VIALPANDO R.C.E. 47945

### BENCHMARK

CITY OF SAN DIEGO NORTHEAST BRASS PLUG AT THE INTERSECTION OF TWIN AVENUE AND MISSION GORGE ROAD  
ELEVATION = ELEV. 81.301

### UTILITIES & SERVICES

ONSITE WATER ..... PRIVATE  
OFFSITE WATER ..... CITY OF SAN DIEGO (PUBLIC)  
ONSITE SEWER ..... PRIVATE  
OFFSITE SEWER ..... CITY OF SAN DIEGO (PUBLIC)  
FIRE AND POLICE ..... CITY OF SAN DIEGO  
GAS & ELECTRICITY ..... SDG&E  
SCHOOL DISTRICT ..... SAN DIEGO UNIFIED SCHOOL DIST.

STREET TREES: ALL UTILITIES, HARDSCAPE AND OTHER SITE IMPROVEMENTS (PER LDC TABLE 142-04E "MINIMUM TREE SEPARATION DISTANCE" AND PER LDC 142.0403(b)(6) "MIN 40'-SOFT TREE ROOT ZONE") SHALL BE DESIGNED TO NOT PROHIBIT THE REQUIRED PLACEMENT AND QUANTITY OF REQUIRED STREET TREES.

MINIMUM TREE SEPARATION DISTANCE:  
TRAFFIC SIGNALS / STOP SIGNS - 20 FEET  
UNDERGROUND UTILITY LINE - 5 FEET (10' FOR SEWER)  
ABOVE GROUND UTILITY STRUCTURES - 10 FEET  
DRIVEWAY (ENTRIES) - 10 FEET (5' FOR RESIDENTIAL STREET < 25 MPH)  
INTERSECTIONS (INTERSECTING CURB LINES OF TWO STREETS) - 25 FEET

### BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM, CCS83, ZONE 6, EPOCH 1991.35, CCS83 COORDINATES FROM G.P.S. STATION 161 AND G.P.S. STATION 217 PER RECORD OF SURVEY NO. 14492. IE: N28°20'51"W

### EXISTING EASEMENTS

REFER TO SHEET C5: "BOUNDARY & ENCUMBRANCES, EXISTING TOPO AND PRELIMINARY DEMOLITION PLAN"

### PROPOSED EASEMENTS

REFER TO SHEET C3 FOR THE LOCATION AND LIMITS OF ALL NEW PROPOSED EASEMENTS

### EARTHWORK NOTES

GRADING TABULATIONS: TOTAL AMOUNT OF SITE TO BE GRADED: 0.27 ACRES, PERCENT OF TOTAL SITE: 82%. AMOUNT OF CUT: 450 CY. MAXIMUM DEPTH OF CUT: 7' (FOR STORM DRAIN WALL). AMOUNT OF FILL: 1,750 CY. MAXIMUM DEPTH OF FILL: 4.9'. MAXIMUM HEIGHT OF FILL: 5.0'. N/A. SLOPE RATION: 2:1. AMOUNT OF IMPORT/EXPORT SOIL: IMPORT 1,300 CY.

### LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF LOT 2, IN BLOCK 47 OF THE "AMENDED MAP NO. 1 OF GRANVILLE AND OUTLOTS", IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO THE MAP THEREOF NO. 776, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 16, 1894, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY LINE OF SAID LOT 2, DISTANT THEREON SOUTH 89° 40' 45" WEST 289.32 FEET FROM THE SOUTHEASTERLY CORNER OF SAID LOT, SAID POINT BEING THE SOUTHWEST CORNER OF LAND CONVEYED TO TRED R. LEE, JR., BY DEED DATED JUNE 1, 1950 AND RECORDED IN BOOK 3646, PAGE 102 OF OFFICIAL RECORDS; THENCE SOUTH 89° 40' 45" WEST ALONG SAID SOUTHERLY LINE TO AN INTERSECTION WITH THE SOUTHEASTERLY LINE OF AN 80.0 FOOT WIDE ROAD, DESIGNATED ROAD SURVEY NO. 1287, AS SAID ROAD IS DESCRIBED IN A DEED TO THE COUNTY OF SAN DIEGO, DATED DECEMBER 14, 1950 AND RECORDED IN BOOK 3906, PAGE 205 OF OFFICIAL RECORDS; THENCE NORTHEASTERLY ALONG SAID SOUTHEASTERLY LINE OF ROAD SURVEY NO. 1287, TO AN INTERSECTION WITH THE WESTERLY LINE OF SAID LAND CONVEYED TO LEE; THEN SOUTH 0°26' EAST ALONG SAID WESTERLY LINE TO THE POINT OF BEGINNING.

### TOPOGRAPHY SOURCE

THE TOPOGRAPHY WAS FLOWN BY RJ LUNG ON NOVEMBER 12, 2021.

### PARKING SUMMARY

PARKING SUMMARY:  
8 STALLS (4 ADA)

### SHEET INDEX

- C1 TITLE SHEET
- C2 STREET & SITE SECTIONS AND DETAILS
- C3 PRELIMINARY GRADING PLAN
- C4 FIRE ACCESS PLAN
- C5 BOUNDARY & ENCUMBRANCES, EXISTING TOPO AND PRELIMINARY DEMOLITION PLAN

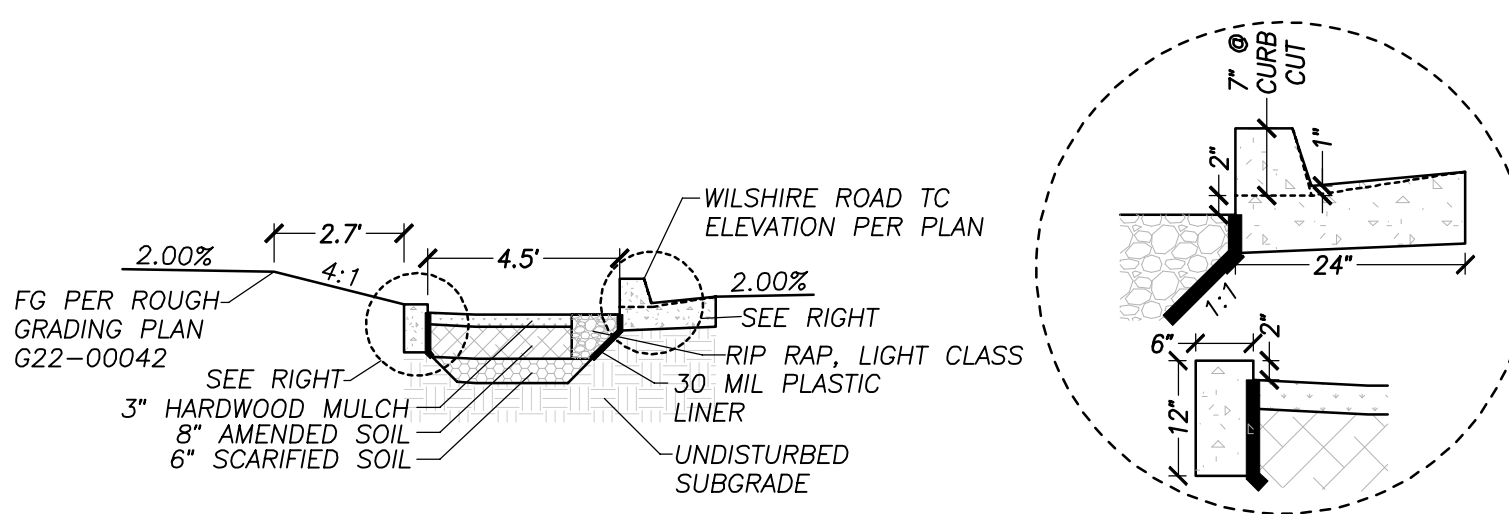
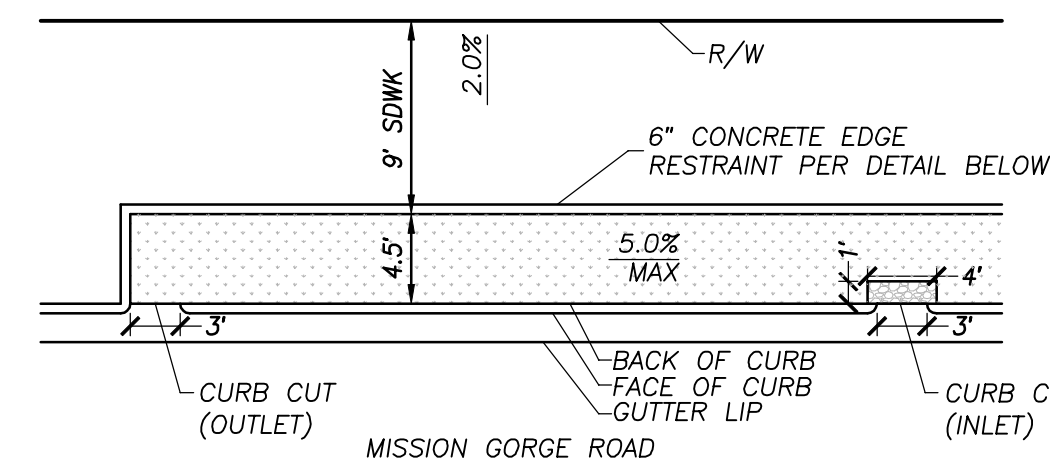
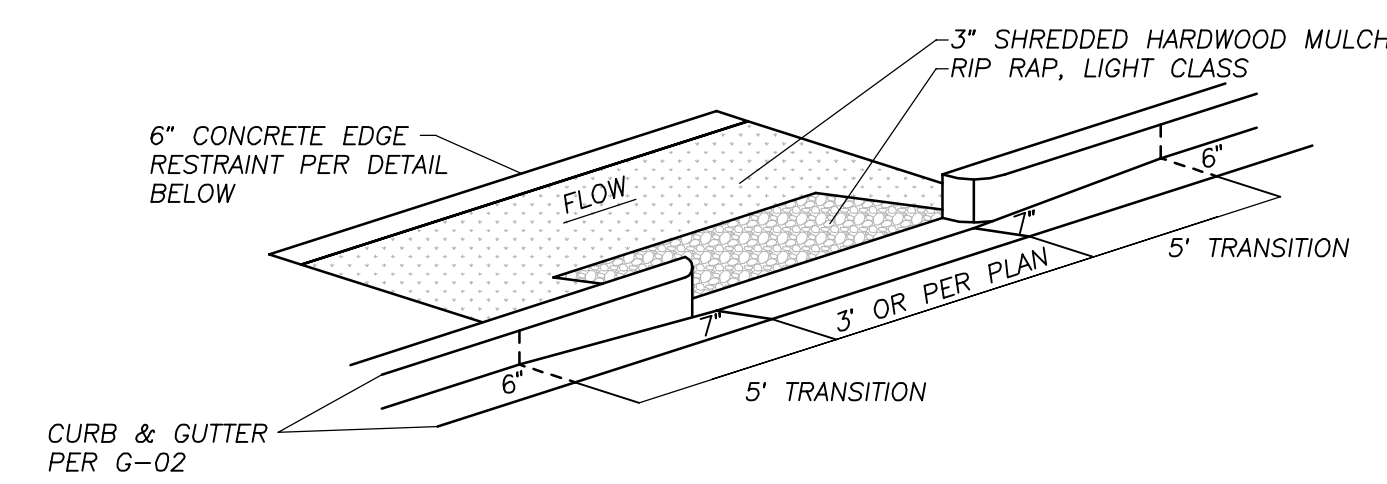
PREPARED BY:	#	REVISIONS	DATE	BY
 HUNSAKER & ASSOCIATES 9707 Waples Street San Diego, CA 92121 (858) 558-4500 CCATER@HUNSAKERSD.COM	1.	1st SUBMITTAL	06/13/23	H&A
	2.	2nd SUBMITTAL	07/31/23	H&A
	3.	3rd SUBMITTAL	09/06/23	H&A
	4.	PLAN REVISION	10/06/23	H&A
	5.	PLAN REVISION	10/10/23	H&A

PROJECT ADDRESS: 5945 MISSION GORGE ROAD  
SAN DIEGO, CA 92120

PROJECT: PTS # 699348

**SITE DEVELOPMENT PERMIT**  
**THE GRANT AT MISSION TRAILS**  
CITY OF SAN DIEGO, CALIFORNIA

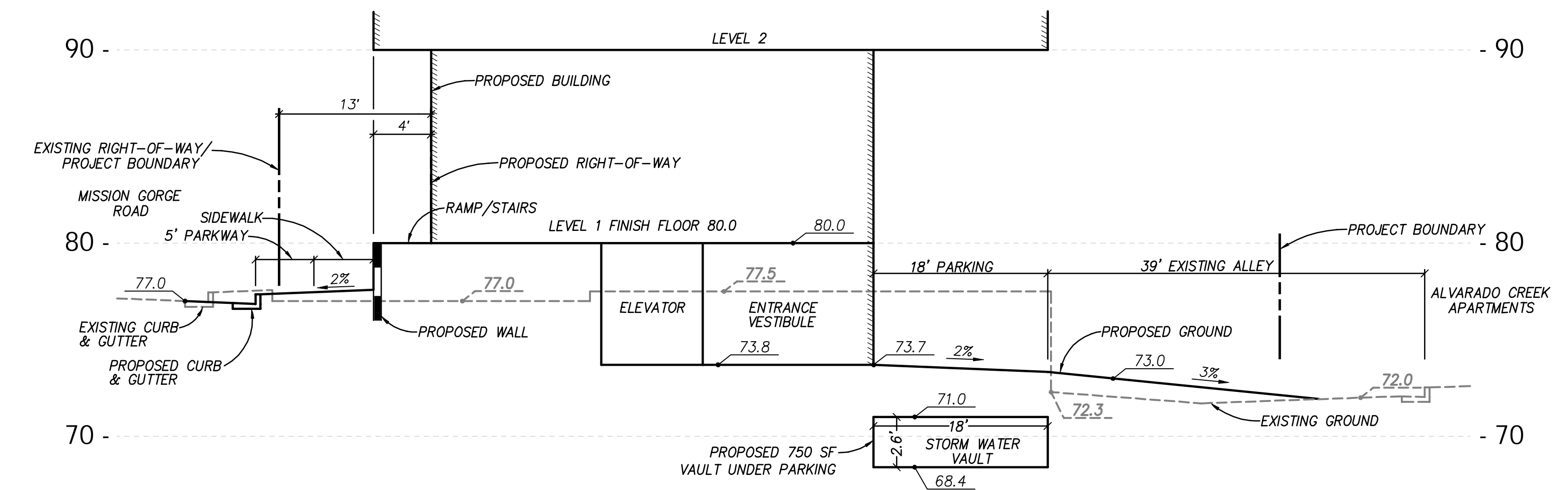
**SHEET**  
C1  
OF  
C5



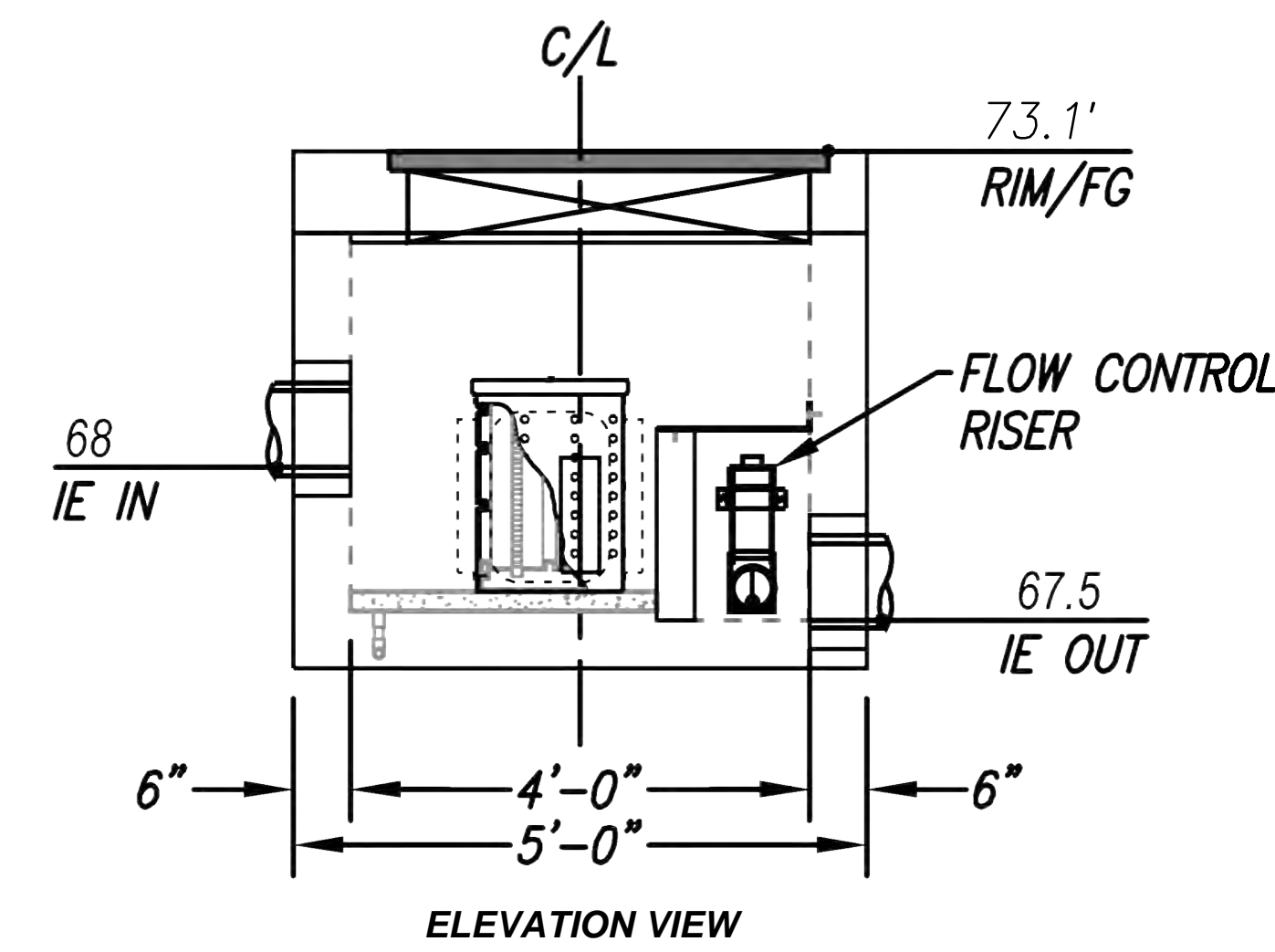
NOTE: PLEASE SEE GREEN STREET STANDARD DRAWINGS GS-2.00, GS-2.01, GS-2.07, GS-5.01, AND GS-5.06 FOR ADDITIONAL NOTES & DETAILS REGARDING DISPERSION AREAS DESIGN

**DETAILS GREEN STREET ELEMENTS ALONG MISSION GORGE ROAD**

NTS

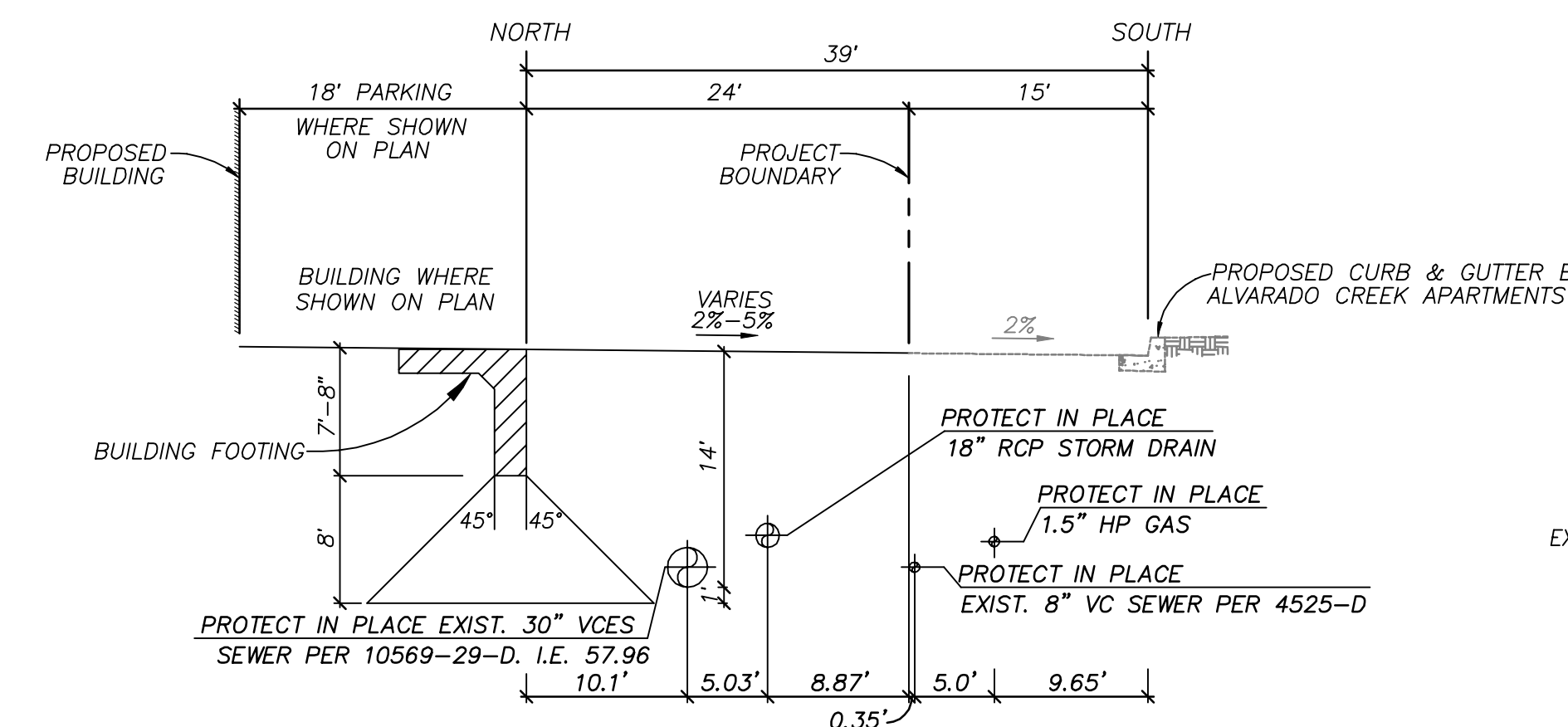


**SECTION "A"**  
SCALE: VERT 1"=5',  
HORIZ 1"=10'



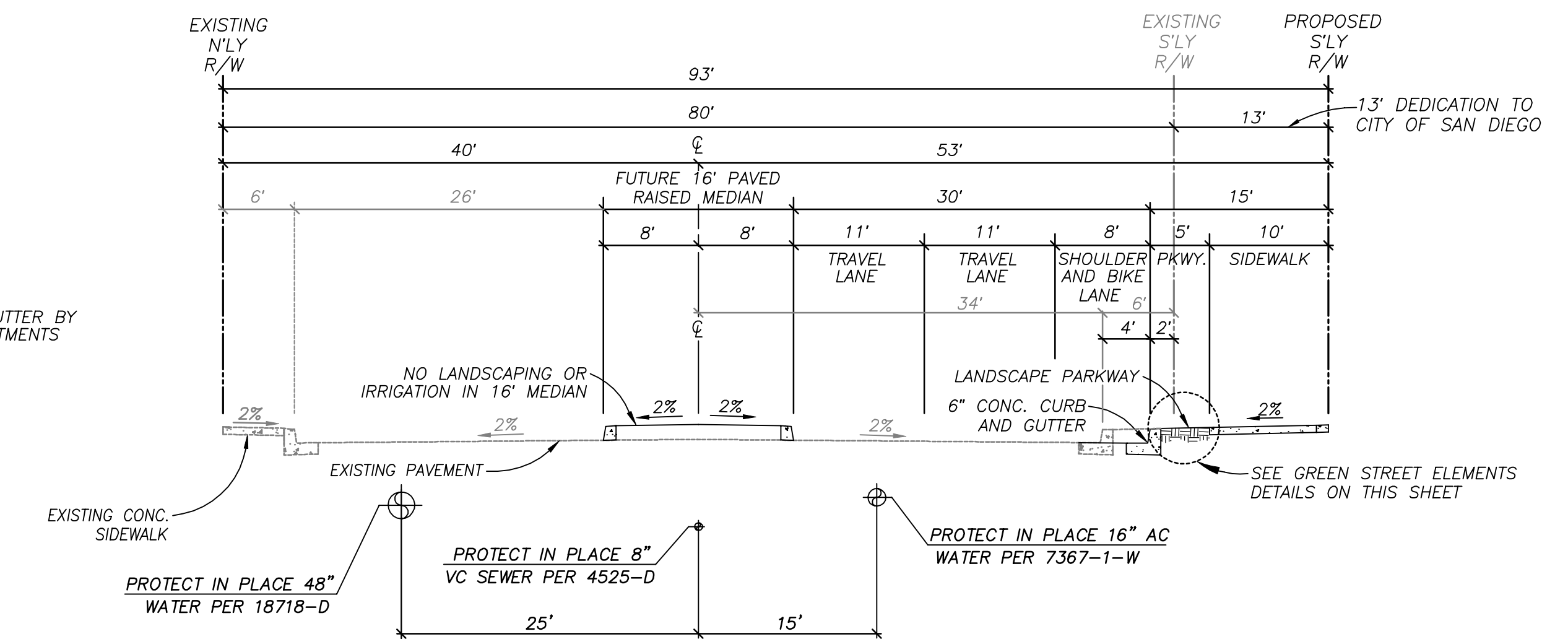
**STORMWATER BIOFILTRATION SYSTEM**

NTS



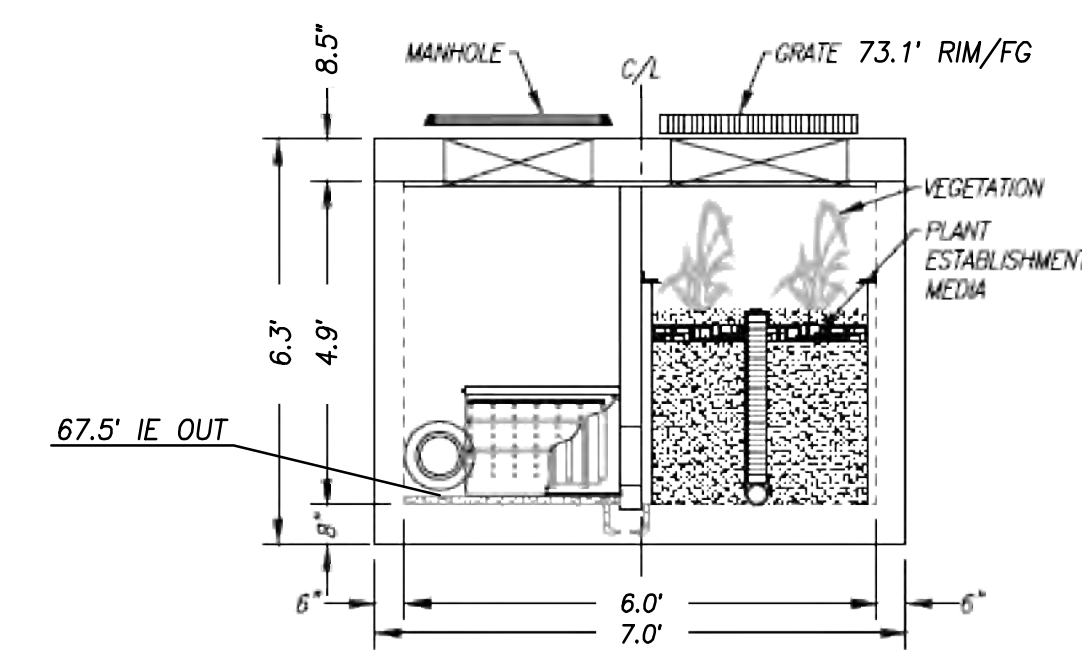
**EXISTING ALLEY**

NTS



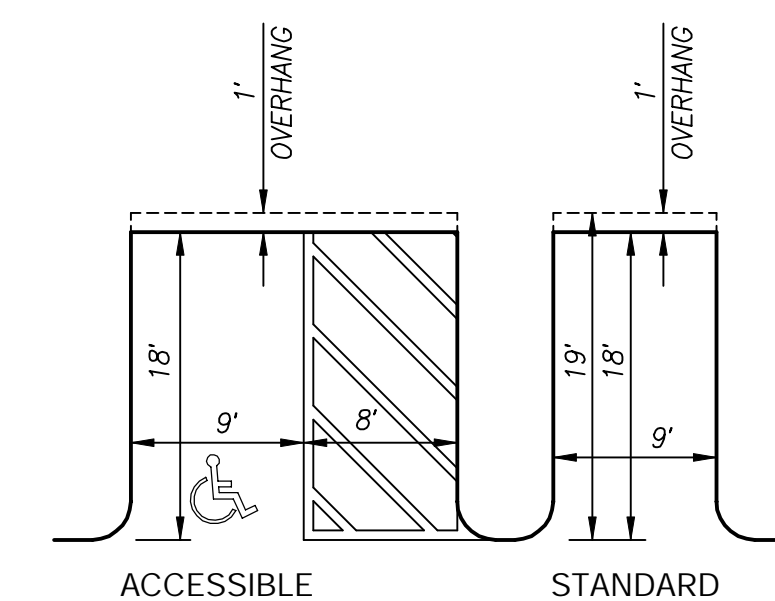
**MISSION GORGE ROAD  
MODIFIED 4-LANE MAJOR ROAD**

NTS



**MWS UNIT WITH GRATE DETAIL**

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**TYPICAL PARKING DETAIL**

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**STREET & SITE SECTIONS AND DETAILS**

PREPARED BY:

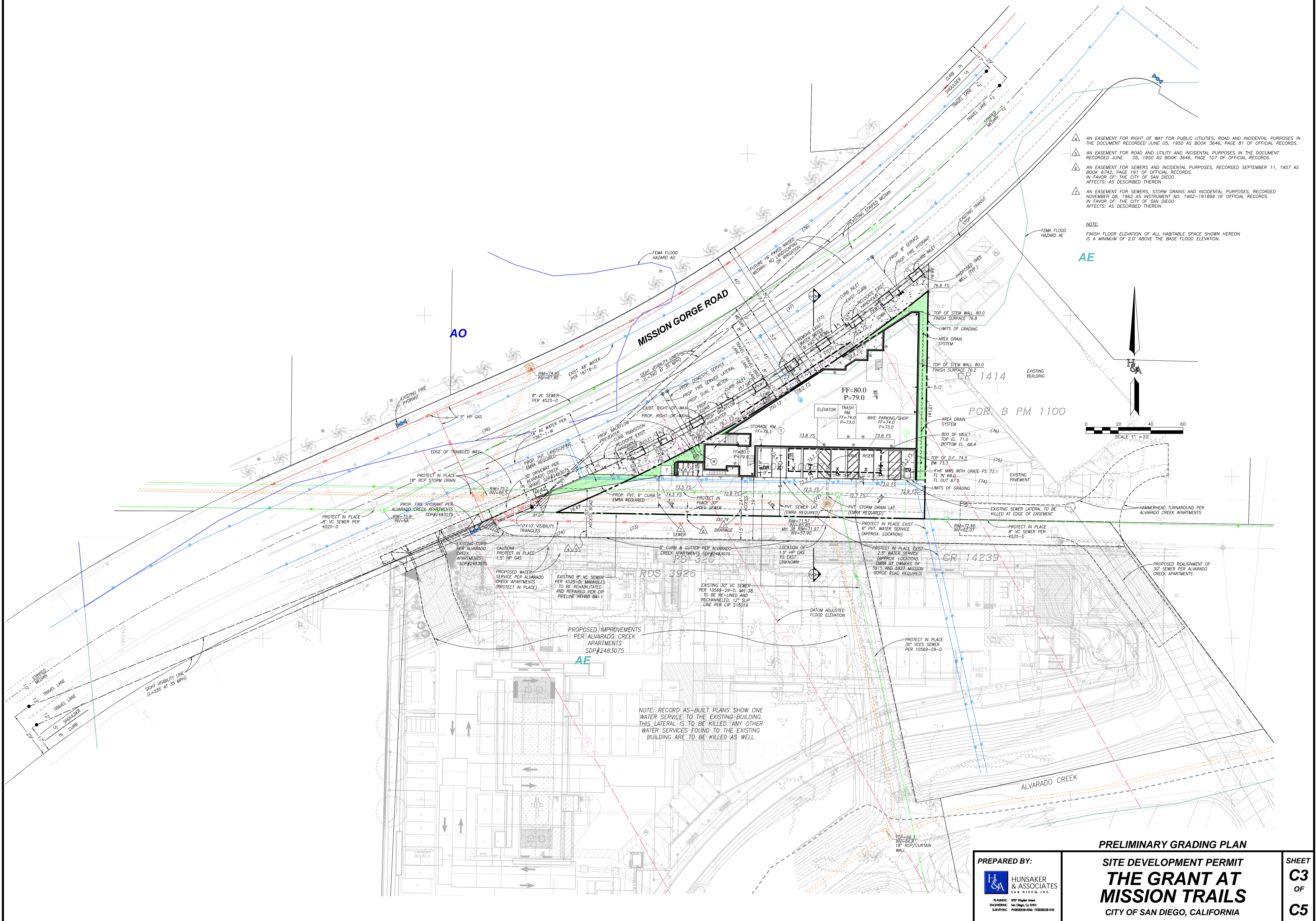


HUNSAKER & ASSOCIATES  
SAN DIEGO, INC.  
PLANNING 9707 Waples Street  
ENGINEERING San Diego, CA 92121  
SURVEYING PH0608050-0500; PH0608050-1144

**SITE DEVELOPMENT PERMIT**  
**THE GRANT AT**  
**MISSION TRAILS**  
CITY OF SAN DIEGO, CALIFORNIA

SHEET  
**C2**  
OF  
**C5**

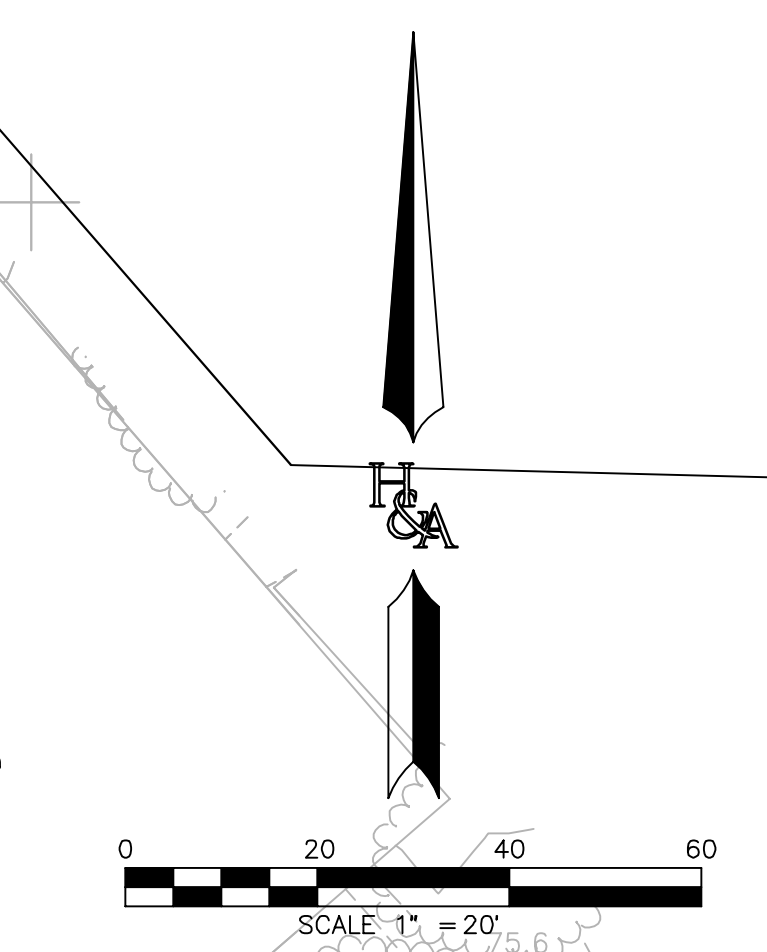




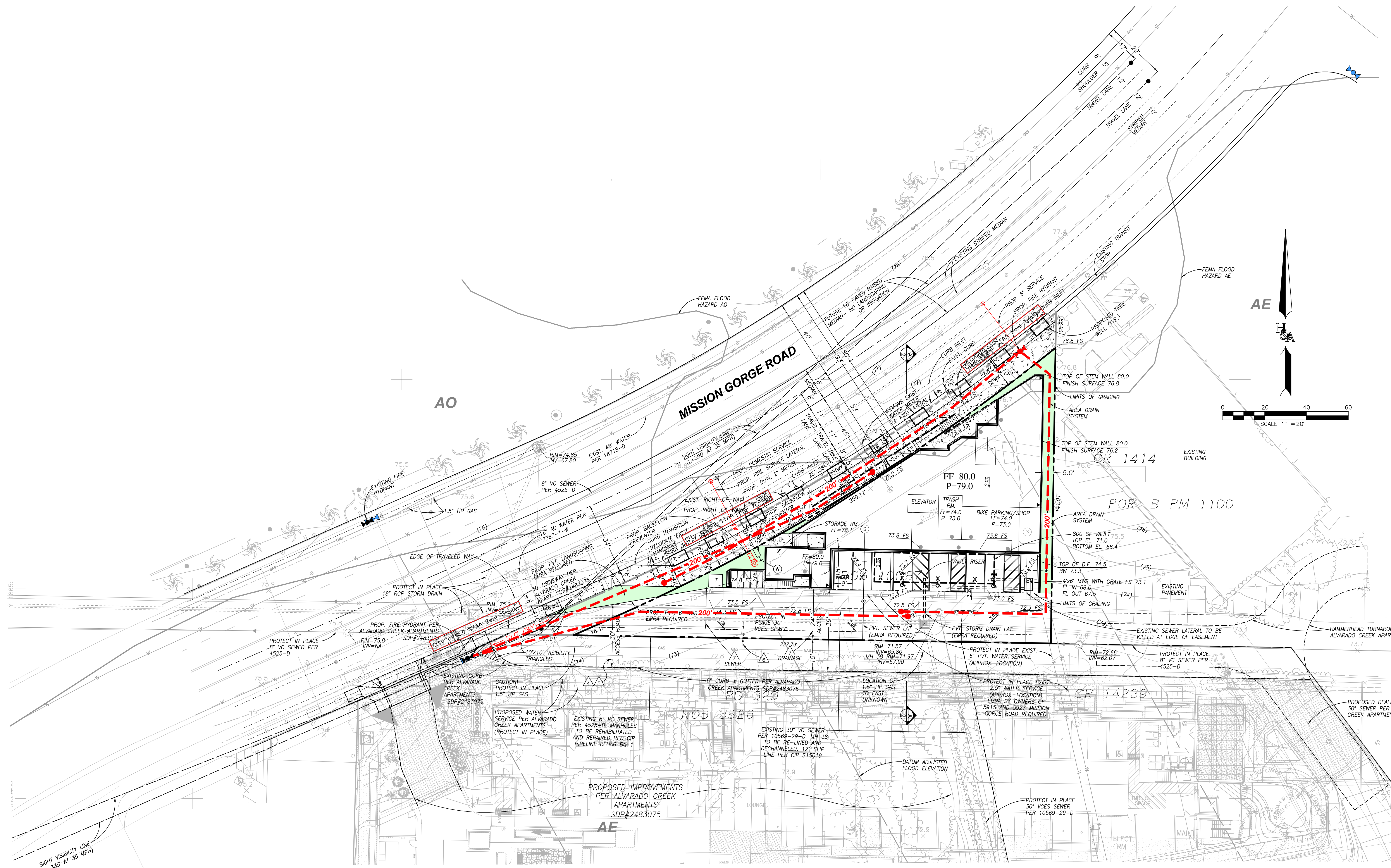
- △ AN EASEMENT FOR RIGHT OF WAY FOR PUBLIC UTILITIES, ROAD AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED JUNE 05, 1950 AS BOOK 3646, PAGE 81 OF OFFICIAL RECORDS.
- △ AN EASEMENT FOR ROAD AND UTILITY AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED JUNE 05, 1950 AS BOOK 3646, PAGE 107 OF OFFICIAL RECORDS.
- △ AN EASEMENT FOR SEWERS AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 11, 1957 AS BOOK 6742, PAGE 191 OF OFFICIAL RECORDS. IN FAVOR OF: THE CITY OF SAN DIEGO AFFECTS: AS DESCRIBED THEREIN
- △ AN EASEMENT FOR SEWERS, STORM DRAINS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 08, 1962 AS INSTRUMENT NO. 1962-191899 OF OFFICIAL RECORDS. IN FAVOR OF: THE CITY OF SAN DIEGO AFFECTS: AS DESCRIBED THEREIN

NOTE:  
FINISH FLOOR ELEVATION OF ALL HABITABLE SPACE SHOWN HEREON IS A MINIMUM OF 2.0' ABOVE THE BASE FLOOD ELEVATION.

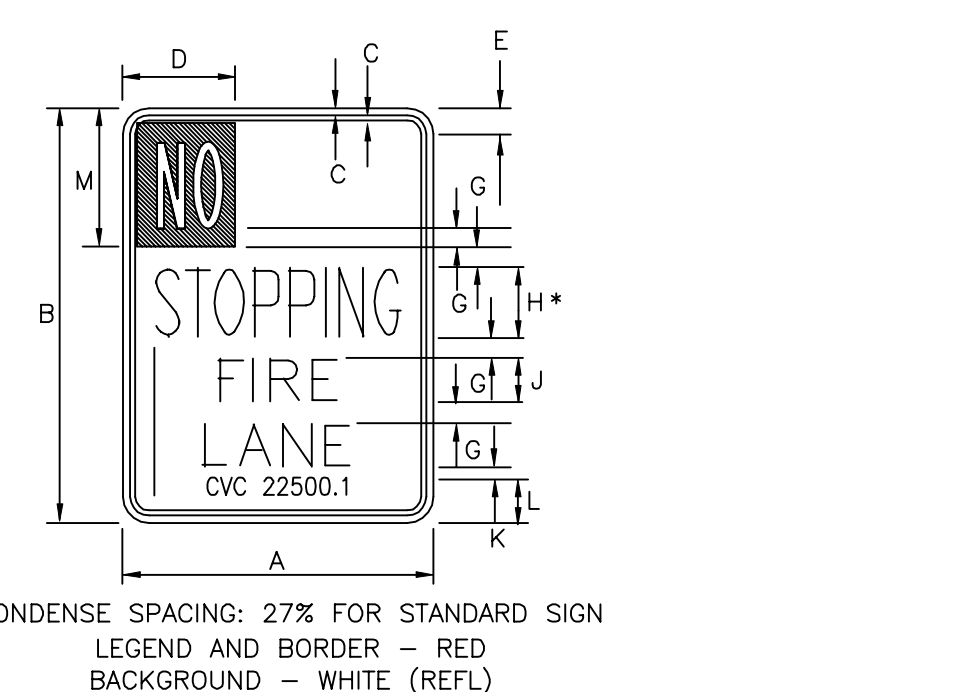
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<p>PREPARED BY:</p> <p><b>HUNSAKER &amp; ASSOCIATES</b> SAN DIEGO, CALIF.</p> <p>PLANNING 8707 Wadsworth Street ENGINEERING San Diego, CA 92121 SURVEYING PH060808-0500; PH060808-1144</p>	<p><b>PRELIMINARY GRADING PLAN</b></p> <p><b>SITE DEVELOPMENT PERMIT</b></p> <p><b>THE GRANT AT MISSION TRAILS</b></p> <p><b>CITY OF SAN DIEGO, CALIFORNIA</b></p>		<p>SHEET</p> <p><b>C3</b></p> <p>OF</p> <p><b>C5</b></p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">M.C. 3575-0003</p>
	<p>DATE: 10/13/2023</p>		
	<p>PROJECT NO: 2023-10-44</p>		

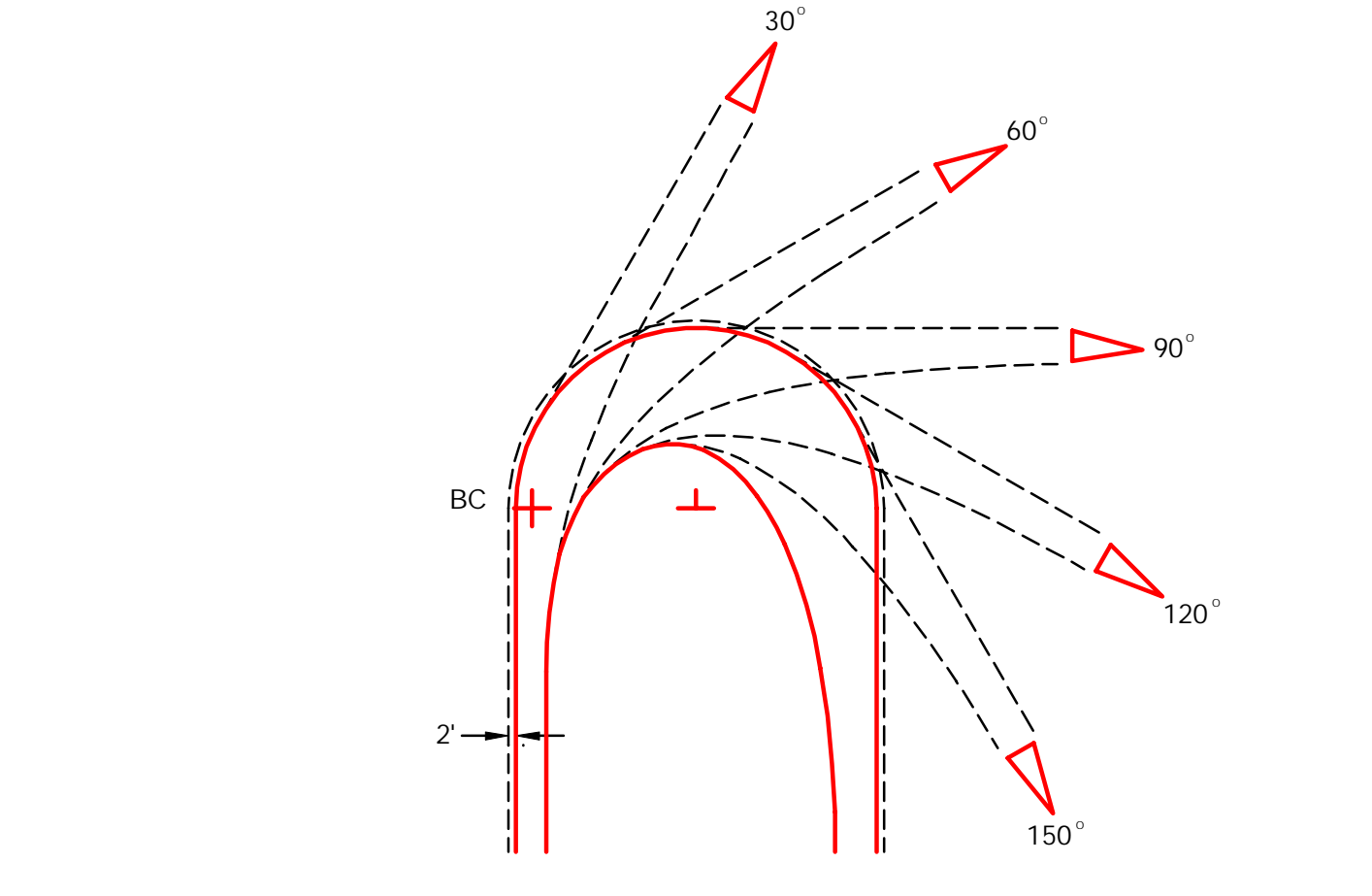


- ### FIRE DEPARTMENT NOTES
- TO THE APPLICANT, OWNER(S), DEVELOPER(S) AND/OR CONTRACTOR(S): A "DISCRETIONARY" PLAN REVIEW IS "CONCEPTUAL" BY DEFINITION, AND AS SUCH DOES NOT CONSTITUTE AN APPROVAL FOR FIRE ACCESS. IT SHALL THEREFORE BE INCUMBENT OF THE APPLICANT TO ENSURE THAT A FIRE PLAN REVIEW CYCLE 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.
  - 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. CFC 503.2.
  - FIRE APPARATUS ACCESS ROADS AND WATER SUPPLIES FOR FIRE PROTECTION, SHALL BE INSTALLED AND MADE SERVICABLE PRIOR TO AND DURING TIME OF CONSTRUCTION. CFC 504.1.
  - AERIAL FIRE ACCESS ROAD(S) ADJACENT TO BUILDINGS THAT ARE GREATER THAN 30 FEET IN HEIGHT FROM GRADE PLANE, SHALL HAVE A MINIMUM WIDTH OF 26 FEET. THE PROXIMAL EDGE OF AERIAL FIRE ACCESS SHALL BE A MINIMUM OF 15-30 FEET FROM THE BUILDING FACADE(S) AND/OR PLUMB LINE OF EAVES(S). AERIAL ACCESS SHALL BE PROVIDED ALONG ONE ENTIRE LONG SIDE(S) OF THE BUILDING(S). SHOW ALL PROPOSED LOCATIONS WHERE AERIAL ACCESS IS BEING PROVIDED. (SEE FBP POLICY A-14-1)
  - 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
  - ALL REQUIRED HOSE PULLS ARE SHOWN TO REACH ALL PORTIONS OF THE EXTERIOR OF THE BUILDING(S) PER POLICY A-14-1. HOSE PULL IS MEASURED FROM THE FIRE APPARATUS (ENGINE) WHEN THE FIRE ENGINE IS IN A FIRE ACCESS ROAD/LANE. HOSE PULL CAN BE MEASURED FROM MULTIPLE LOCATIONS WITHIN THE ACCESS ROAD/LANE. THE HOSE PULLS MUST CONNECT OR OVERLAP TO SHOW COMPLETE COVERAGE. FOR A SPRINKLERED BUILDING(S) THE MAXIMUM HOSE PULL IS 200'. FOR NON-SPRINKLERED BUILDING(S) THE MAXIMUM HOSE PULL IS 150'. CHANGE IN VERTICAL ELEVATION MUST ALSO BE ACCOUNTED FOR.
  - 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 THE PROVISIONS OF CBC SECTION 3002.4A.
  - ALL EXISTING AND/OR PROPOSED FIRE HYDRANTS WITHIN 600' OF THE PROJECT SITE AND A 300' RADIUS OVERLAY SHALL BE SHOWN TO ENCOMPASS ALL PORTIONS OF ALL STRUCTURES AS PART OF SUBMITTED PROJECT. SD ORDINANCE 17927.
  - ALL RED CURB/NO PARKING SIGN AREAS HAVE BEEN SHOWN WITH A KEY INDICATOR. ALL REQUIRED ACCESS ROADWAYS SHALL NOT PROVIDE LESS THAN THE REQUIRED APPROVED WIDTH AND/OR BE OBSTRUCTED IN ANY MANNER, INCLUDING THE PARKING OF VEHICLES. WHERE INADEQUATE WIDTH HAS NOT BEEN 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.
  - THE LOCATION(S) OF AN APPROVED "KNOX" KEY BOX ARE SHOWN ON THE FAP AND FOLLOWING THE SAN DIEGO FIRE DEPARTMENT FBP POLICY K-15-2.
  - 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.
  - WHERE SECURITY GATES ARE INSTALLED GATES SHALL HAVE AN APPROVED MEANS OF EMERGENCY OPERATION. THE SECURITY GATES AND EMERGENCY OPERATION SHALL BE MAINTAINED OPERATIONAL AT ALL TIMES. ELECTRIC GATE OPERATORS, WHERE PROVIDED, SHALL BE LISTED IN ACCORDANCE WITH UL 325. GATES INTENDED FOR AUTOMATIC OPERATION SHALL BE DESIGNED, CONSTRUCTED, AND INSTALLED TO COMPLY WITH THE REQUIREMENTS OF ASTM F 2200. CFC 503.6
  - AT LEAST ONE FIRE EXTINGUISHER WITH A MINIMUM RATING OF 2-A:10-B:C SHALL BE PROVIDED WITHIN 75 FEET MAXIMUM TRAVEL DISTANCE FOR EACH 6,000 SQUARE FEET OR PORTION THEREOF ON EACH FLOOR. CFC SECTION 906.
  - STRUCTURES UNDER CONSTRUCTION, ALTERATION, OR DEMOLITION SHALL BE PROVIDED WITH NOT LESS THAN ONE APPROVED PORTABLE FIRE EXTINGUISHER IN ACCORDANCE WITH SECTION 906 AND SIZED FOR NOT LESS THAN ORDINARY HAZARD (2A10BC) AS FOLLOWS:
    - AT EACH STAIRWAY ON ALL FLOOR LEVELS WHERE COMBUSTIBLE MATERIALS HAVE ACCUMULATED.
    - IN EVERY STORAGE AND CONSTRUCTION SHED.
    - ADDITIONAL PORTABLE FIRE EXTINGUISHERS SHALL BE PROVIDED WHERE SPECIAL HAZARDS EXIST INCLUDING, BUT NOT LIMITED TO, STORAGE AND USE OF FLAMMABLE AND COMBUSTIBLE LIQUIDS. CFC 3315.
  - PROVIDE STAIRWAY IDENTIFICATION SIGNS PER CFC 1023.9-1023.9.1
  - CFC 504.3 - NEW BUILDINGS FOUR OR MORE STORIES ABOVE GRADE PLAN 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 101.2. SUCH STAIRWAY SHALL BE MARKED AT STREET AND FLOOR LEVELS WITH A SIGN INDICATING THAT THE STAIRWAY CONTINUES TO THE ROOF.
  - EXTERIOR DOORS AND OPENINGS REQUIRED BY CFC/CBC SHALL BE MAINTAINED READILY ACCESSIBLE FOR EMERGENCY ACCESS BY THE FIRE DEPARTMENT. AN APPROVED ACCESS WALKWAY LEADING FROM FIRE APPARATUS ACCESS ROADS TO EXTERIOR OPENINGS SHALL BE PROVIDED WHEN REQUIRED BY THE FIRE CODE OFFICIAL. CFC SEC. 504.
  - A CLASS 1 OR II OR III STANDPIPE OUTLET CONNECTION IS REQUIRED IN THE OCC. OF A OR MORE STORIES AT EVERY FLOOR-LEVEL CONNECTION OF EVERY REQUIRED STAIRWAY ABOVE OR BELOW GRADE. OUTLETS AT STAIRWAYS SHALL BE LOCATED WITHIN THE EXIT ENCLOSURE OR, IN THE CASE OF PRESSURIZED ENCLOSURES, WITHIN THE VESTIBULE OR EXTERIOR BALCONY. GROUND ACCESS TO THE STAIRWAY THERE SHALL BE AT LEAST 1' OUTLET ABOVE THE ROOF LINE WHEN THE ROOF HAS A SLOPE OF LESS THAN 4/12 UNITS HORIZONTAL. IN BLOCS WHERE MORE THAN 1 STANDPIPE IS PROVIDED, THE STANDPIPES SHALL BE INTERCONNECTED. CFC 905.
  - EVERY BUILDING 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 PROCESS OF CONSTRUCTION IS NOT MORE THAN 40 FEET IN HEIGHT ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT ACCESS. CFC 3313.1
  - VEGETATION SHALL BE SELECTED AND MAINTAINED IN SUCH A MANNER AS TO ALLOW IMMEDIATE ACCESS TO ALL HYDRANTS, VALVES, FIRE DEPARTMENT CONNECTIONS, PULL STATIONS, EXTINGUISHERS, SPRINKLER RISERS, ALARM CONTROL PANELS, RESCUE WINDOWS, AND OTHER DEVICES OR AREAS USED FOR FIREFIGHTING PURPOSES. VEGETATION OR BUILDING FEATURES SHALL NOT OBSTRUCT ADDRESS NUMBERS OR INHIBIT THE FUNCTIONING OF ALARM BELLS, HORNS, OR STROBES.
  - DECORATIVE MATERIALS SHALL BE PROVIDED AND/OR MAINTAINED IN A FLAME-RETARDANT CONDITION. CFC SEC. 804.
  - ALL BUILDINGS AND SITES UNDERGOING CONSTRUCTION, ALTERATION, OR DEMOLITION SHALL COMPLY WITH THE REQUIREMENTS OF CHAPTER 33 OF THE CFC.
  - 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 THESE CODES.
  - 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 EQUIPMENT SHALL BE IDENTIFIED FOR THE USE OF THE FIRE DEPARTMENT. APPROVED SIGNS REQUIRED TO NOTIFY FIRE PROTECTION EQUIPMENT AND EQUIPMENT LOCATION SHALL BE CONSTRUCTED OF DURABLE MATERIALS, PERMANENTLY INSTALLED, AND READILY VISIBLE.

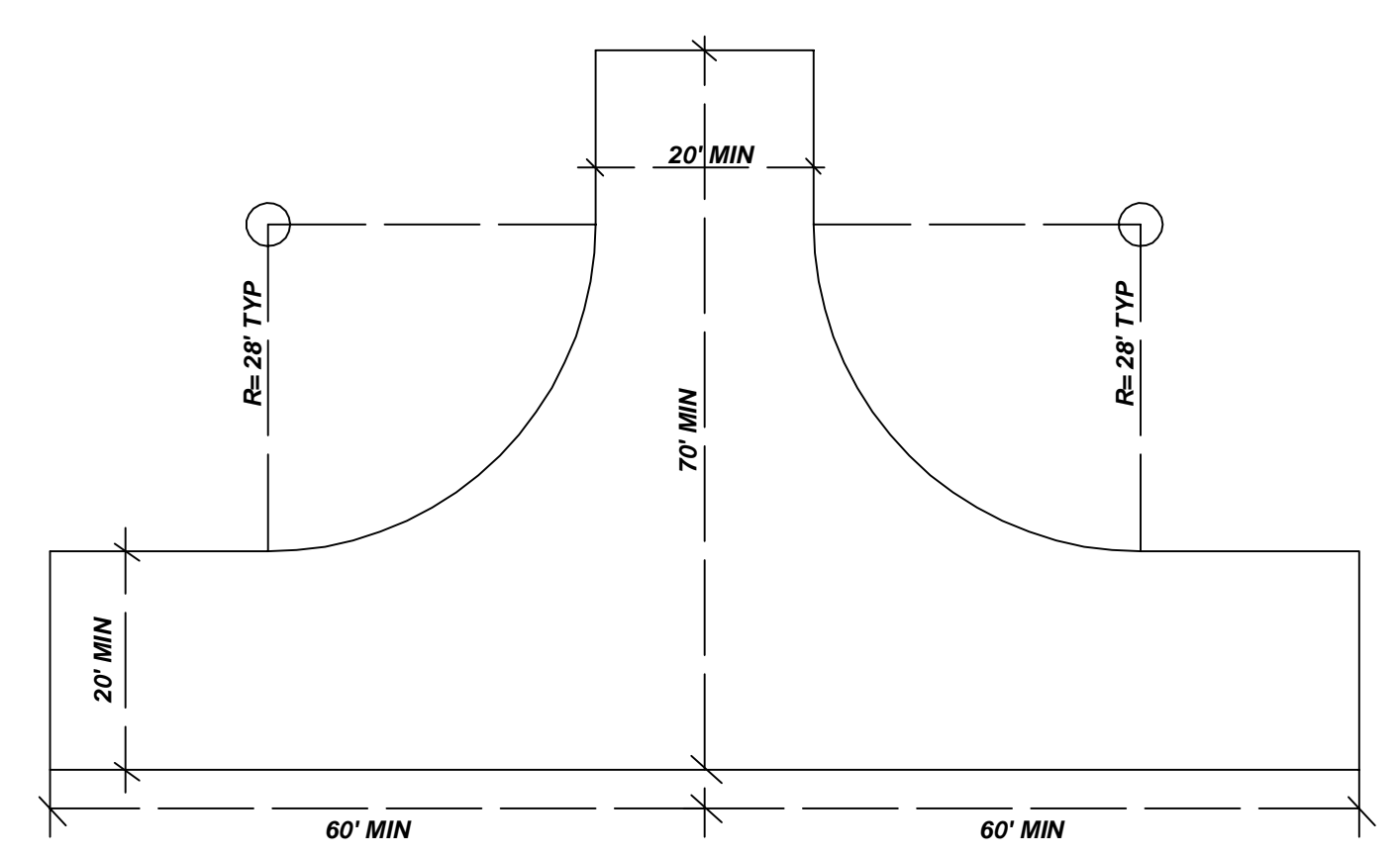


SIGN	DIMENSIONS (INCHES)												
	A	B	C	D	E	F	G	H	J	K	L	M	
STANDARD	12	18	1/4	5 1/2	1 1/2	3 1/2	7/8	3/8	2 1/4	1/2	5/8	5 5/8	

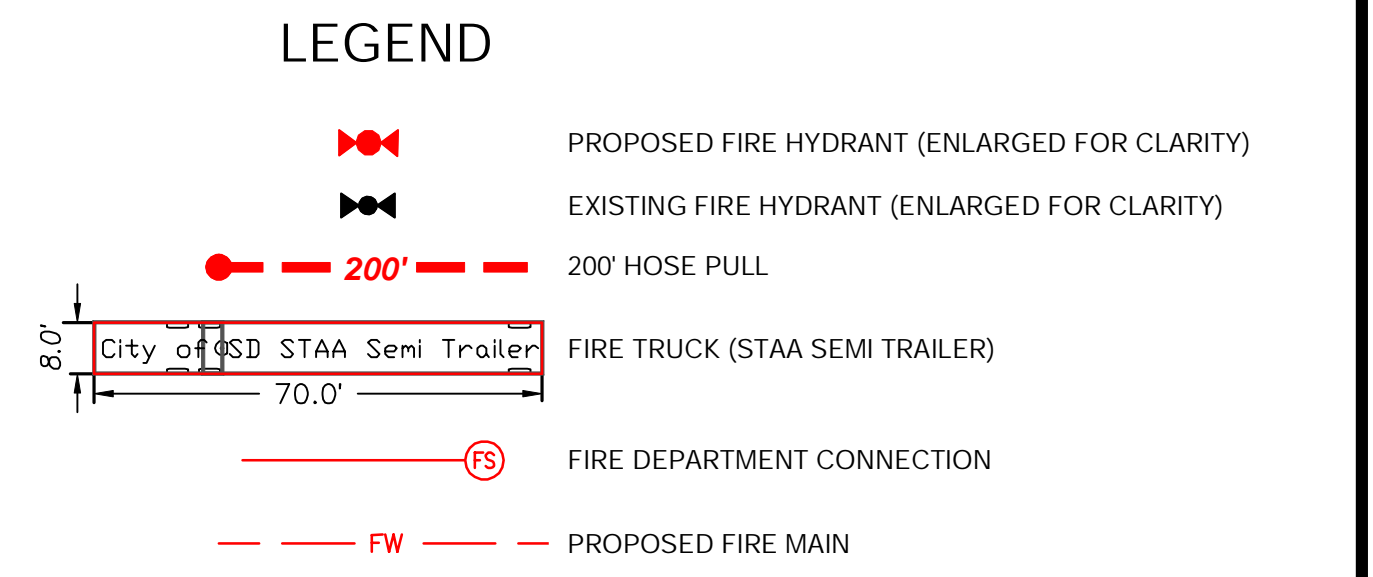
R26F SIGN  
**FIRE LANE SIGN**  
NOT TO SCALE



**50 FT RADIUS STAA SEMITRAILER WHEEL TRACKS**  
NOT TO SCALE



**HAMMERHEAD TURN-AROUND**  
NOT TO SCALE



**FIRE ACCESS PLAN**

**SITE DEVELOPMENT PERMIT**

**THE GRANT AT MISSION TRAILS**

CITY OF SAN DIEGO, CALIFORNIA

SHEET  
**C4**  
OF  
**C5**

PREPARED BY:

**HUNSAKER & ASSOCIATES**  
SAN DIEGO, INC.

PLANNING 9707 Waples Street  
ENGINEERING San Diego, CA 92121  
SURVEYING PH060858-0500 PH060858-0511



PLANT LEGEND NOTE: ALL PLANTS SHOWN ON LEGEND MAY ULTIMATELY NOT BE USED AND ADDITIONAL PLANTS MAY BE ADDED ON CONSTRUCTION DOCUMENTS.

REFER TO SHEET L-2 FOR PLANT POINT CALCULATIONS

**TREES**

SYM.	BOTANICAL NAME	COMMON NAME	H X S	SIZE	MULCH	QTY
	JACARANDA MIMOSIFOLIA	JACARANDA	30 X 25	24" BOX	M	10

INDICATES 40 SQ FT ROOT ZONE PER TREE

**NARROW/CYLINDRICAL, SUCH AS**

BOTANICAL NAME	COMMON NAME	SIZE	MULCH	QTY
CUPRESSUS SEMPERVIRENS 'TINY TONERS'	DWARF ITALIAN CYPRESS	4 X 2	15 GAL	L
PODOCARPUS MAKI	SHRUBBY YEW	10 X 4	15 GAL	M

**SHRUBS**

BOTANICAL NAME	COMMON NAME	SIZE	MULCH	QTY
CALLISTEMON V. 'LITTLE JOHN'	LITTLE JOHN BOTTLEBRUSH	5 GAL.	LOW	116 TOTAL
DIANELLA REVOLUTA	FLAX LILY		LOW	
MYRTUS COMMUNIS	COMMON MYRTLE		LOW	
ROSMARINUS 'TUSCAN BLUE'	TUSCAN BLUE ROSEMARY		LOW	
RHAPHIOLEPSIS UMBELLATA MINOR	DWARF YEDDO HAWTHORNE		LOW	
SALVIA LEUCANTHA	SANTA BARBARA SAGE		LOW	
SALVIA GREGGII 'HOT LIPS'	AUTUMN SAGE		LOW	
WESTRINGIA F. 'SMOKEY'	COAST ROSEMARY		LOW	

**ON SITE**

BOTANICAL NAME	COMMON NAME	SIZE	MULCH
SENECIO MANDRALISCAE	BLUE CHALKSTICKS	1 GAL.	LOW

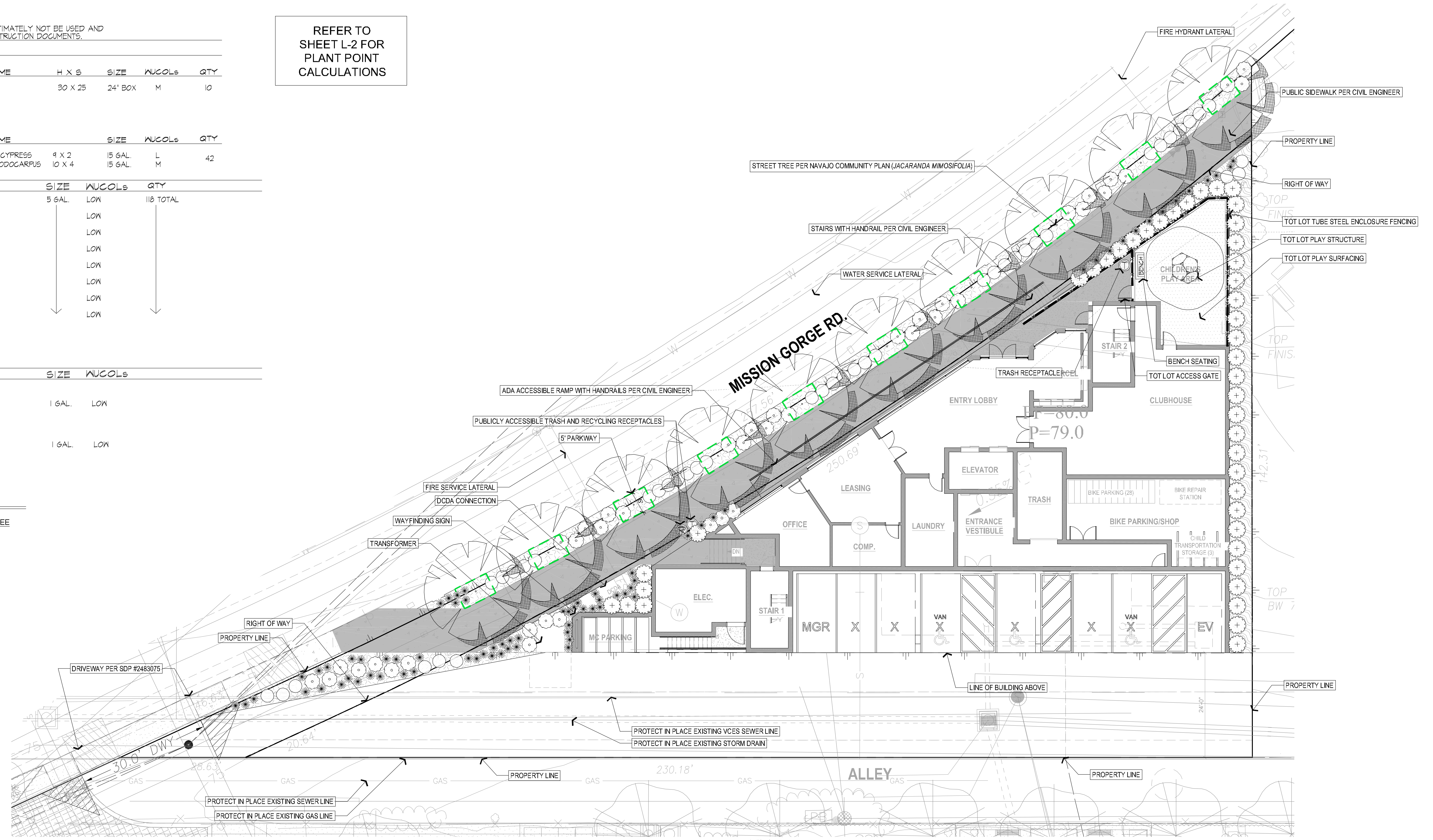
**RIGHT OF WAY**

BOTANICAL NAME	COMMON NAME	SIZE	MULCH
BACCHARIS PILULARIS	DWARF COYOTE BRUSH	1 GAL.	LOW

**MINIMUM TREE SEPARATION DISTANCE**

IMPROVEMENT	MIN. DISTANCE TO STREET TREE
TRAFFIC SIGNAL, STOP SIGN	20 FEET
UNDERGROUND UTILITY LINES (EXCEPT SEWER)	5 FEET
SEWER LINES	10 FEET
ABOVE GROUND UTILITY STRUCTURES (TRANSFORMERS, HYDRANTS, UTILITY POLES, ETC)	10 FEET
DRIVEWAYS	10 FEET*
INTERSECTIONS (INTERSECTING CURB LINES OF TWO STREETS)	25 FEET

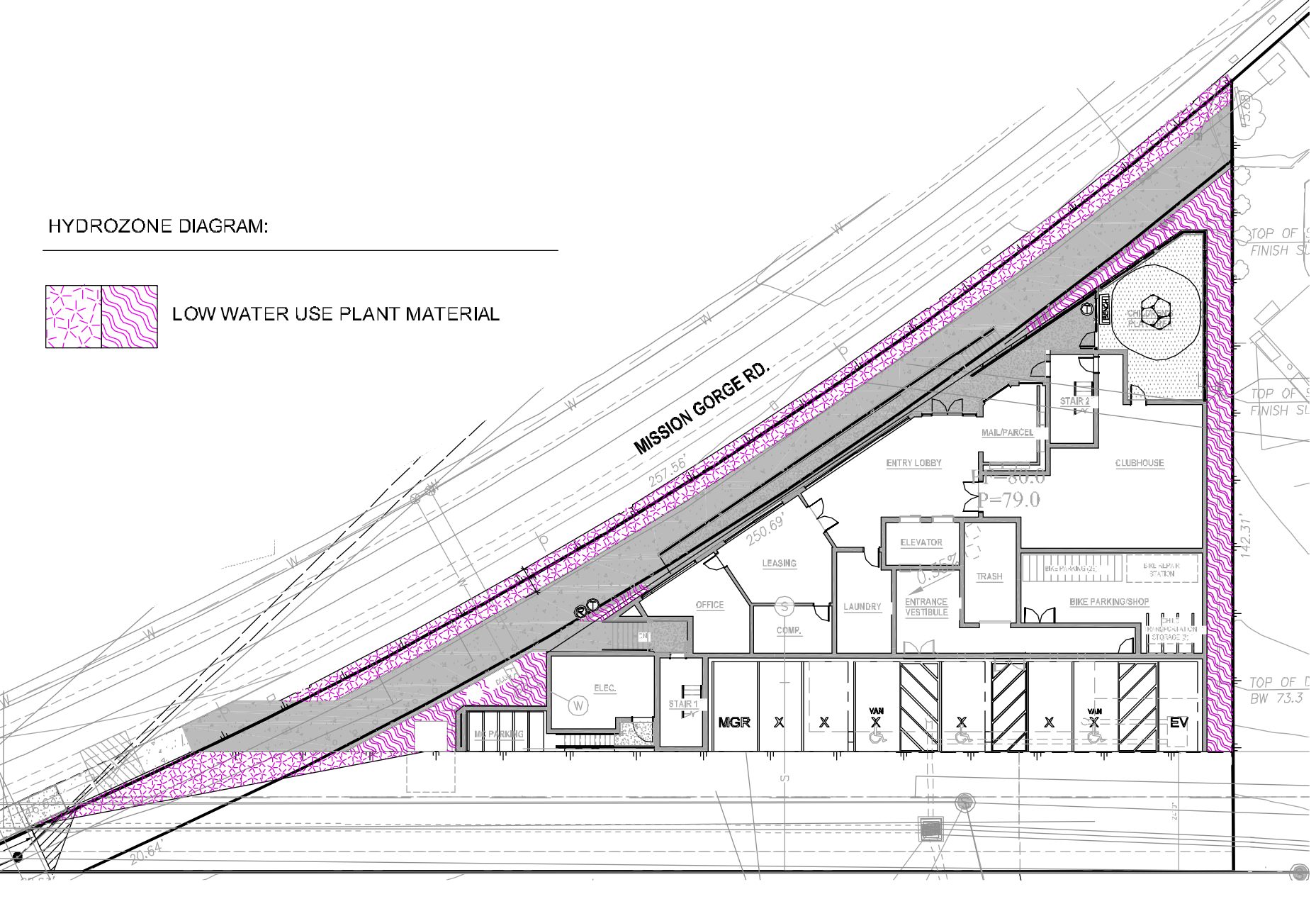
\* 5 FEET ON RESIDENTIAL LOCAL STREETS WITH A DESIGN SPEED OF 25MPH OR SLOWER



Controller No.	Hydrozone No.	Valve Circuit	Plant Factor (PF)	Hydrozone Area in s.f. (HA)	Irrigation Method	Irrigation Efficiency (IE)	% Total Landscape Area
A	1	ALL	.3	2050	DRIP	.81	100%
<b>Total</b>							100%

Controller No.	ETWU [(ET <sub>0</sub> )(SLA)] [(ETAF)(SLA)] + SLA	Result in Gallons per Year
A	[(47) (.62)] [(1.37) (2050)] [29.14] [2813.5] = 22,088 GPY	
<b>Total ETWU gallons per year</b>		22,088

MAWA Water Budget calculation = (ET<sub>0</sub>)(SLA) [(ETAF)(SLA)] + (1-ETAF)(SLA) = gallons per year  
 [(47) (.62)] [(1.37) (2050)] + (1 - 1.37) (2050) = 32,840 GPY



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

ALL LANDSCAPE AND IRRIGATION SHALL CONFORM TO THE STANDARDS OF THE CITY-WIDE LANDSCAPE REGULATIONS AND THE CITY OF SAN DIEGO LAND DEVELOPMENT MANUAL LANDSCAPE STANDARDS AND ALL OTHER LANDSCAPE RELATED CITY AND REGIONAL STANDARDS

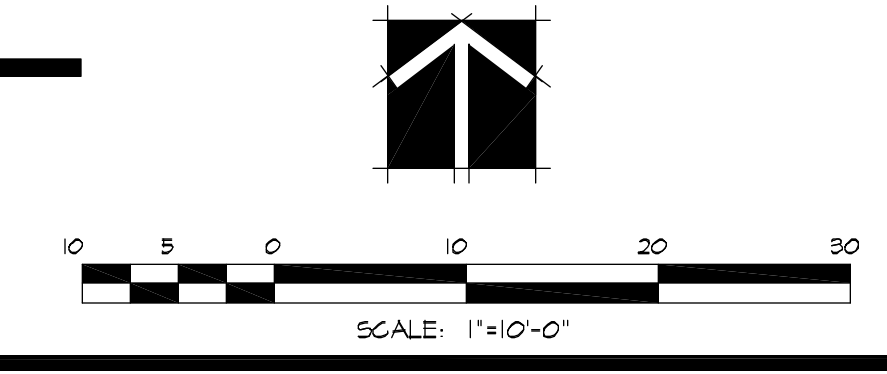
ALL IRRIGATION SHALL BE A BELOW GRADE, PERMANENT, AUTOMATIC LOW PRECIPITATION RATE DRIP & SPRAY SYSTEM, SUPPLIED BY AN INDEPENDENT, POTABLE IRRIGATION WATER METER. ALL LANDSCAPE AND IRRIGATION SHALL BE PER THE CITY OF SAN DIEGO LAND DEVELOPMENT CODE AND THE CITY OF SAN DIEGO LANDSCAPE ORDINANCE AND OTHER APPLICABLE GUIDELINES. WITHIN THE HOA IRRIGATION SYSTEM, EQUIPMENT SUCH AS MOISTURE SENSORS WILL BE INSTALLED TO COMPLY WITH CITY GREEN STANDARDS. ALL COMMON LANDSCAPING AND IRRIGATION WITHIN PROPERTY BOUNDARIES SHALL BE MAINTAINED BY THE HOA.

MAINTENANCE: ALL REQUIRED LANDSCAPE AREAS SHALL BE MAINTAINED BY THE HOA. LANDSCAPE AND IRRIGATION AREAS IN THE PUBLIC RIGHT-OF-WAY SHALL BE MAINTAINED BY THE HOA. THE LANDSCAPE AREAS SHALL BE MAINTAINED FREE OF DEBRIS AND LITTER, AND ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY GROWING CONDITION. DISEASED OR DEAD PLANT MATERIAL SHALL BE SATISFACTORILY TREATED OR REPLACED PER THE CONDITIONS OF THE PERMIT

**SITE DEVELOPMENT PERMIT**  
**THE GRANT AT MISSION GORGE**  
 CRP AFFORDABLE HOUSING AND COMMUNITY DEVELOPMENT  
 4455 MORENA BLVD, STUIE #107  
 SAN DIEGO, CA 92117

SAN DIEGO, CALIFORNIA

**LANDSCAPE CONCEPT PLAN**



**gmp**  
 LANDSCAPE ARCHITECTURE & PLANNING  
 3176 Lonshead Ave  
 Suite 102  
 Carlsbad, CA 92010  
 gmplandarch.com  
 T 858 558 8977

L-1

DRAWN	KJP
APPROVED	JJP
PLOT DATE	9/11/23
JOB NO.	2300040
SCALE	SEE SHEET
SHEET	01 OF 02

2ND SUBMITTAL 05-01-2023  
 1ST SUBMITTAL 05-08-2023

City of San Diego Development Services 1222 First Ave., MS-501 San Diego, CA 92101		Landscape Calculations Worksheet		FORM DS-5
Vehicular Use Area (VUA) August 2020				
<b>VEHICULAR USE AREA (-6,000 sf) [§142.0406 - §142.0407]</b>				
Planting Area Required	40 sq. ft. per tree			
Plant Points Required	Plant Points Provided	Excess Points Provided		
Total Area 4345 sq. ft. x 0.05 =	28 points	-189 points		
Plant Points Achieved with Trees (50%)		0 points		

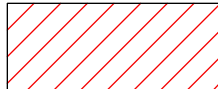








REMAINING YARD [§142.0404 - §142.0405] - 5 Dwelling Units or More			
Planting Area Required	Planting Area Provided	Excess Area Provided	
Total Area 4849 sq. ft. x 30% =	1454 sq. ft.	935 sq. ft.	-519 sq. ft.
Plant Points Required	Plant Points Provided	Excess Points Provided	
Total Area 4849 sq. ft. x 0.05 =	242 points	512 points	270 points
Plant Points Achieved with Trees (50%)		0 points	

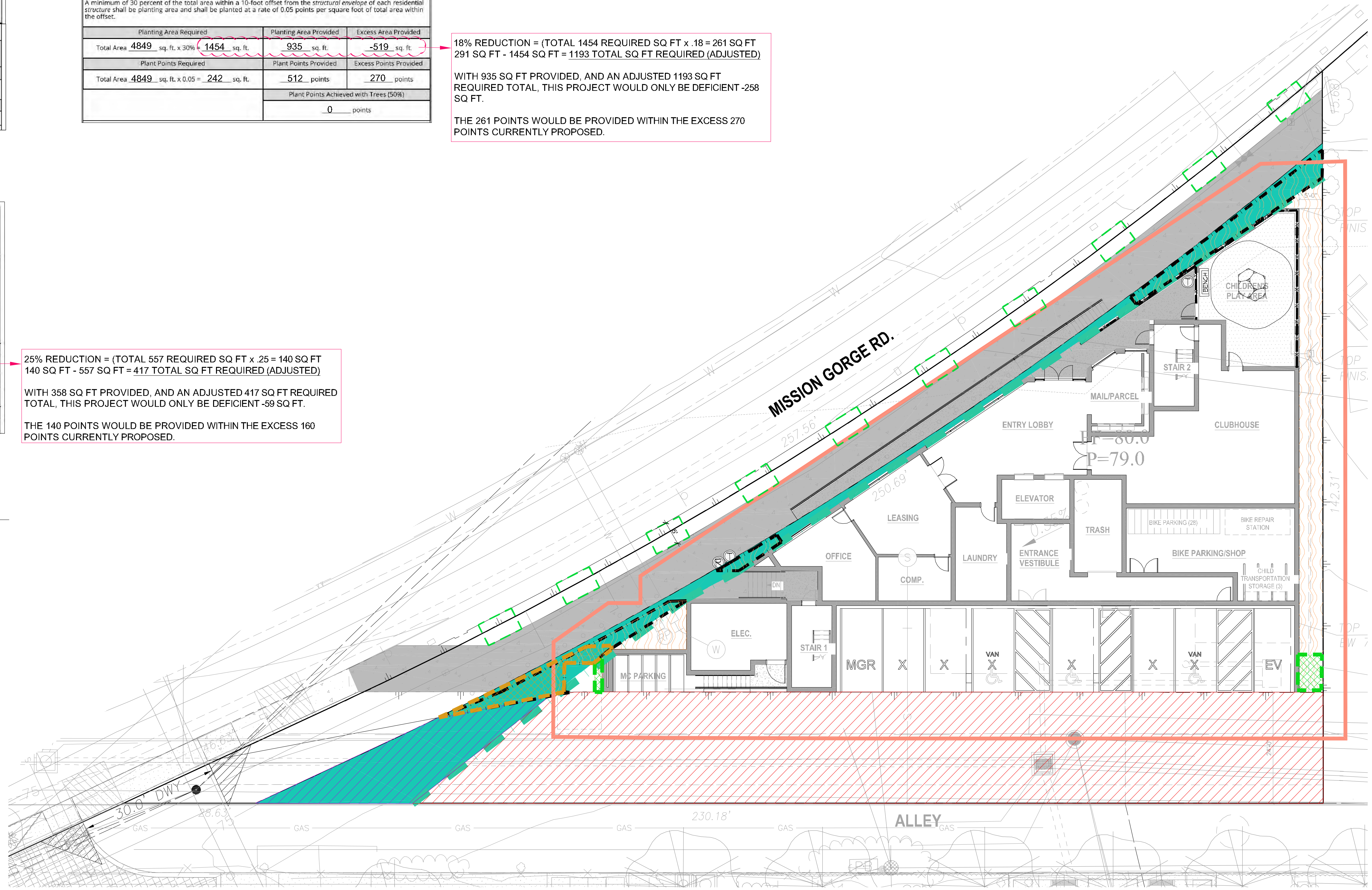
18% REDUCTION = (TOTAL 1454 REQUIRED SQ FT x .18 = 261 SQ FT  
291 SQ FT - 1454 SQ FT = 1193 TOTAL SQ FT REQUIRED (ADJUSTED)  
WITH 935 SQ FT PROVIDED, AND AN ADJUSTED 1193 SQ FT  
REQUIRED TOTAL, THIS PROJECT WOULD ONLY BE DEFICIENT -258  
SQ FT.  
THE 261 POINTS WOULD BE PROVIDED WITHIN THE EXCESS 270  
POINTS CURRENTLY PROPOSED.

City of San Diego Development Services 1222 First Ave., MS-501 San Diego, CA 92101		Landscape Calculations Worksheet		FORM DS-6
Multiple Dwelling Unit Residential & Residential Components of Mixed-Use Development August 2020				
Provide the following information on the Landscape Plans. The Landscape Calculations determine the planting area and plant points required by the Landscape Regulations, Chapter 14, Article 2, Division 4 of the Land Development Code. Refer to §142.0403 Table 142.0403 for proposed and existing plant point schedule.				
At least one-half of the required planting points shall be achieved with trees. If any of the requirements of Landscape Regulations, Section 142.0405(a) 1, 2, and 3 apply to your project, provide a written summary explaining how requirements are being met.				
<b>STREET YARD [§142.0404 - §142.0405] - All Multiple Dwelling Unit Residential Development</b>				
Planting area in the public right-of-way is not counted towards fulfillment of the required street yard planting area.				
Planting Area Required	Planting Area Provided	Excess Area Provided		
Total Area 1114 sq. ft. x 50% =	557 sq. ft.	358 sq. ft.	-199 sq. ft.	
Plant Points Required	Plant Points Provided	Excess Points Provided		
Total Area 1114 sq. ft. x 0.05 =	56 points	216 points	160 points	
Plant Points Achieved with Trees (50%)		0 points		

25% REDUCTION = (TOTAL 557 REQUIRED SQ FT x .25 = 140 SQ FT  
140 SQ FT - 557 SQ FT = 417 TOTAL SQ FT REQUIRED (ADJUSTED)  
WITH 358 SQ FT PROVIDED, AND AN ADJUSTED 417 SQ FT REQUIRED  
TOTAL, THIS PROJECT WOULD ONLY BE DEFICIENT -59 SQ FT.  
THE 140 POINTS WOULD BE PROVIDED WITHIN THE EXCESS 160  
POINTS CURRENTLY PROPOSED.

LEGEND:

- DESIGNATION**
-  VEHICULAR USE AREA
  -  VEHICULAR USE AREA INSIDE STREET YARD
  -  STREET YARD LINE
  -  PLANTING AREA WITHIN VEHICULAR USE AREA
  -  PLANTING AREA WITHIN VEHICULAR USE AREA INSIDE STREET YARD
  -  STREET YARD AREA
  -  PLANTING AREA WITHIN STREET YARD AREA
  -  PLANTING AREA WITHIN REMAINING YARD
  -  10' BLDG OFFSET LINE (REMAINING YARD)



SITE DEVELOPMENT PERMIT  
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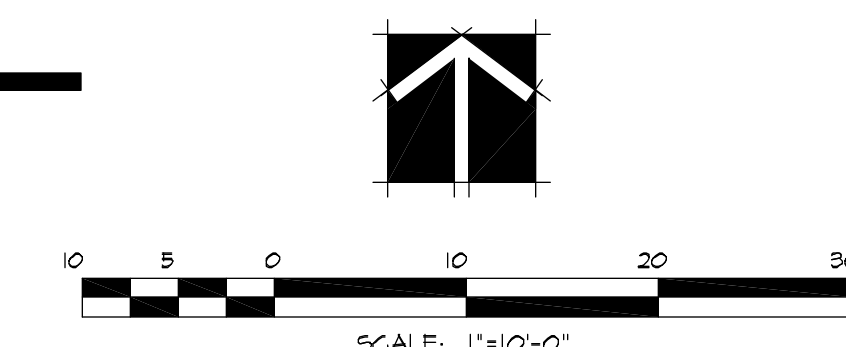
SAN DIEGO, CALIFORNIA

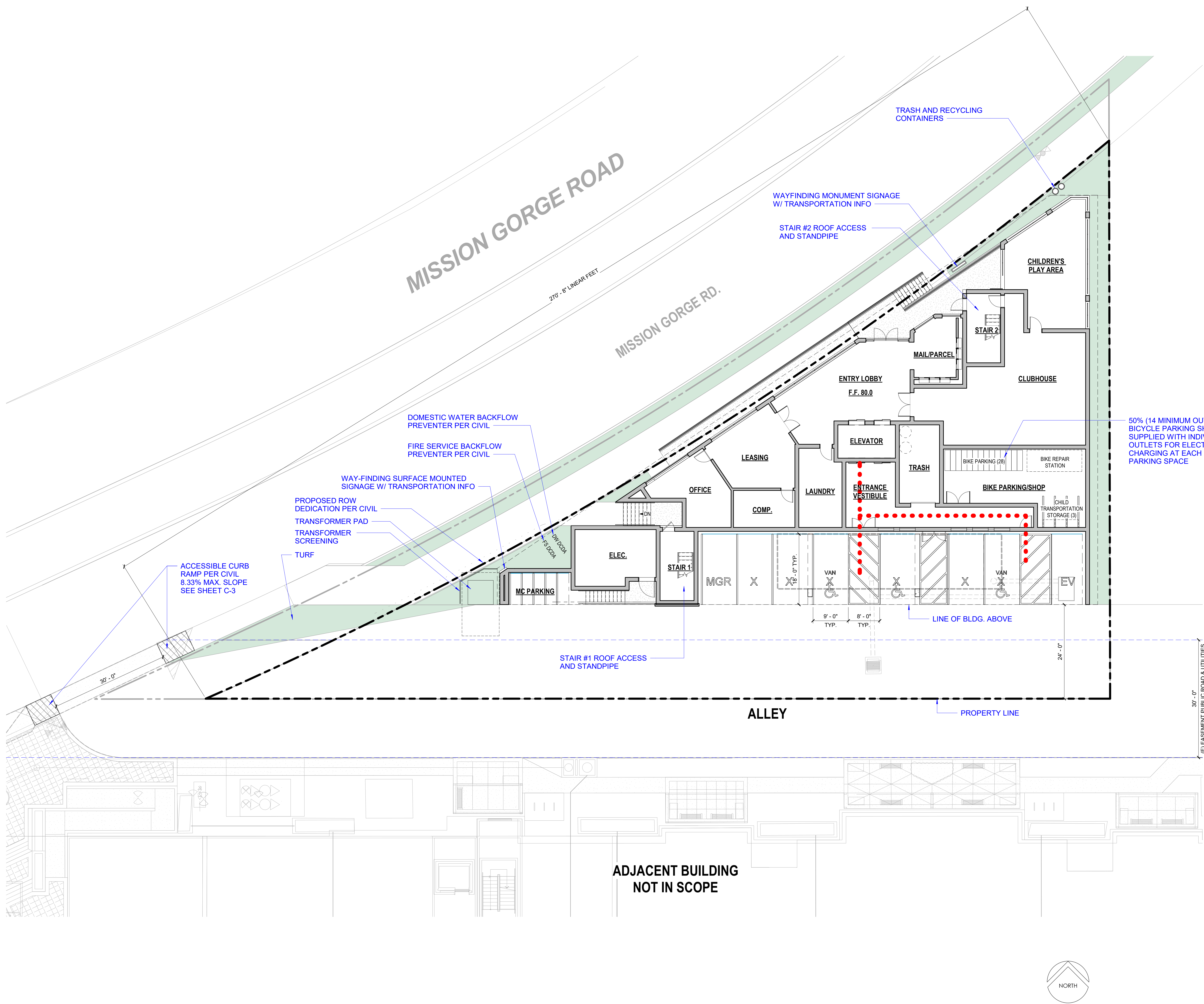
PLANT POINT CALCULATIONS

L-2

DRAWN	KB
APPROVED	JP
PLOT DATE	9/11/23
JOB NO.	23-009-00
SCALE	SEE SHEET
SHEET	02 OF 02

2ND SUBMITTAL 08-01-2023  
 1ST SUBMITTAL 05-08-2023





**PROJECT INFORMATION**

ADDRESS  
5945 MISSION GORGE ROAD  
SAN DIEGO, CA 92120

ZONING  
LOT AREA ± 0.398 AC 17,388 SF

TOTAL GROSS BUILDING AREA 57,196 SF

F.A.R.  
LOT COVERAGE AREA 52.3% 9,100 SF

ENTRY LOBBY / MAIL 908 SF  
LEASING OFFICE 877 SF  
ENTRANCE VESTIBULE 482 SF  
LAUNDRY 253 SF  
BIKE PARKING / SHOP 652 SF  
CHILDREN'S PLAY AREA 612 SF  
CLUBHOUSE 1,061 SF

TOTAL GARAGE AREA LEVEL L-1 3,089 SF

TYPE-I BUILDING  
LEVEL 1  
GROSS AREA 6,011 SF  
NET RENTABLE AREA 1,529 SF  
\*Net rentable area includes Leasing office and Bike Storage

LEVEL 2 (RESIDENTIAL)  
GROSS AREA 7,845 SF  
NET RENTABLE 6,041 SF

TYPE-III BUILDING  
LEVELS 3 TO 7 (RESIDENTIAL)  
GROSS AREA 43,340 SF  
NET RENTABLE AREA 34,320 SF

DENSITY 48 UNITS

**RESIDENTIAL UNIT SUMMARY**

PLAN	DESCRIPTION	QNTY	UNIT MIX	UNIT GROSS
1BR-A	1 BEDROOM + 1 BATH	6	25.0%	684
1BR-B	1 BEDROOM + 1 BATH	6		620
2BR-A	2 BEDROOM + 1 BATH	12	50.0%	823
2BR-B	2 BEDROOM + 1 BATH	6		868
2BR-C	2 BEDROOM + 1 BATH	6		793
3BR-A	3 BEDROOM + 2 BATH	6	25.0%	1,061
3BR-B	3 BEDROOM + 2 BATH	6		1,192
		48		

**PARKING SUMMARY**

PARKING PROVIDED	STANDARD	EV ACC.	VAN ACC.	STD. ACC.	TOTAL
LEVEL L-1	4	1	2	1	8
					8

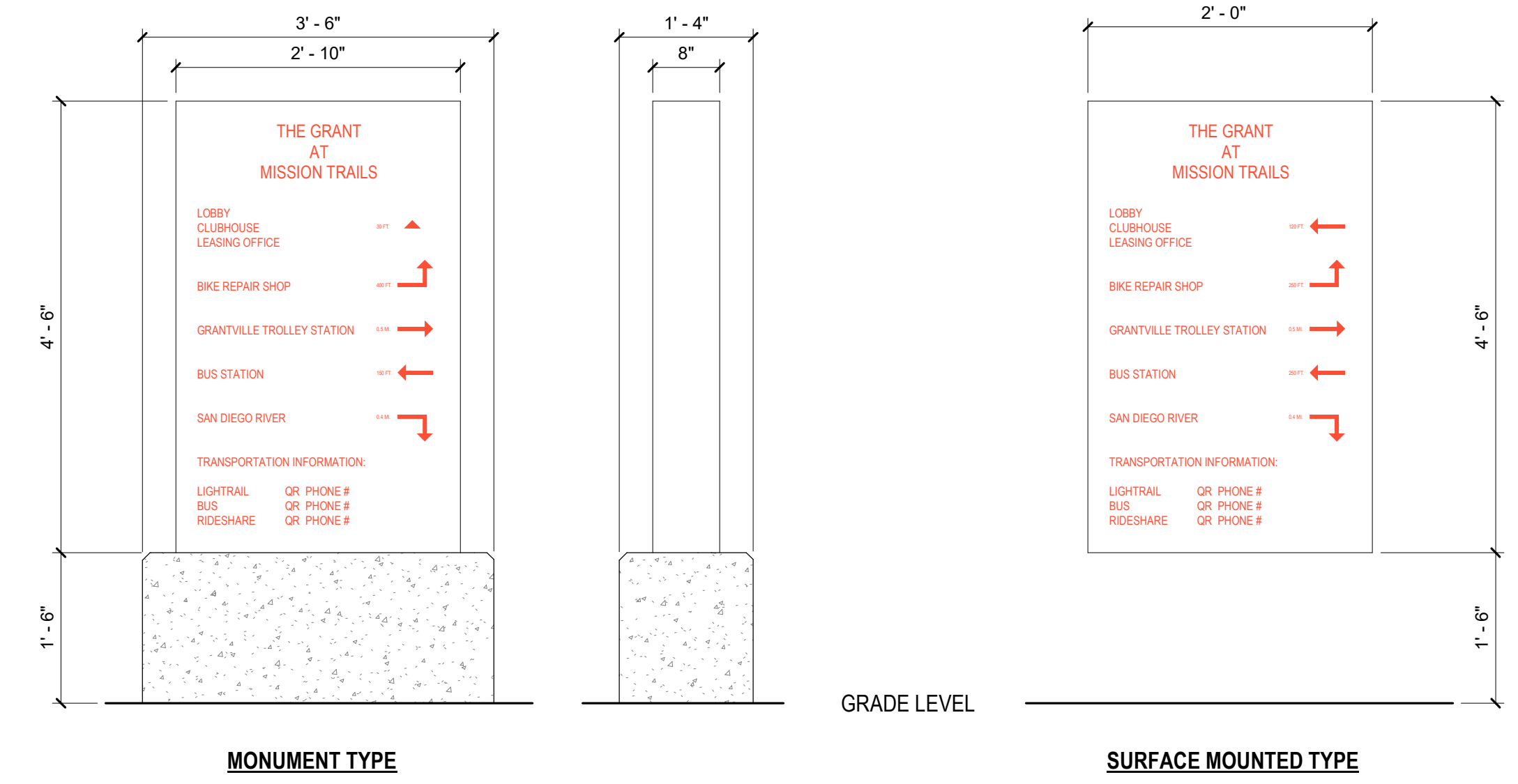
**MOTORCYCLE AND BICYCLE PARKING**

MOTORCYCLE PARKING PROVIDED  
0.1 PER UNIT 3'-0" X 8'-0" MOTORCYCLE PARKING STALL 5

BICYCLE PARKING PROVIDED  
SHORT-TERM ON STREET INVERTED U BIKE RACK 4  
LONG-TERM BIKE STORAGE RACKS 28  
32

**OPEN SPACE**

PRIVATE OPEN SPACE PROVIDED	QNTY	UNIT GROSS
1BR-A	6	342
1BR-B	6	378
2BR-A	12	720
2BR-B	6	0
2BR-C	6	420
3BR-A	6	414
3BR-B	6	0
	48	2,274
TOTAL OPEN SPACE PROVIDED		2,274



1 SITE PLAN  
3/32" = 1'-0"

2 SIGNAGES  
3/4" = 1'-0"



- TO PARAPET 76'-11"
- ROOF T.O. SHEATHING 72'-2"
- LEVEL 7 T.O. SHEATHING 62'-2"
- LEVEL 6 T.O. SHEATHING 52'-2"
- LEVEL 5 T.O. SHEATHING 42'-2"
- LEVEL 4 T.O. SHEATHING 32'-2"
- LEVEL 3 T.O. SHEATHING 22'-2"
- LEVEL 2 T.O. SHEATHING 11'-1"
- LEVEL 1 T.O. SLAB 0'
- FLOODPLAIN 3'-5"
- AVG. GRADE PLANE T.O. SLAB 2'-8"

**TYPICAL LEVEL**

**FRONTAGE MORE THAN 100 FEET**

6 PLANES CONSISTING OF:

- 2 WITH A MINIMUM SEPARATION OF 3 INCHES, AND **A**
- 2 WITH A MINIMUM SEPARATION OF 8 INCHES, AND **B**
- 2 WITH A MINIMUM SEPARATION OF 3 FEET, AND **C**

PLUS

- 1 ADDITIONAL PLANE FOR EACH 50 FEET OF BUILDING FACADE LENGTH OVER 100 FEET (MAXIMUM OF 3 ADDITIONAL PLANES REQUIRED WITH A MINIMUM SEPARATION OF 5 FEET). **D**

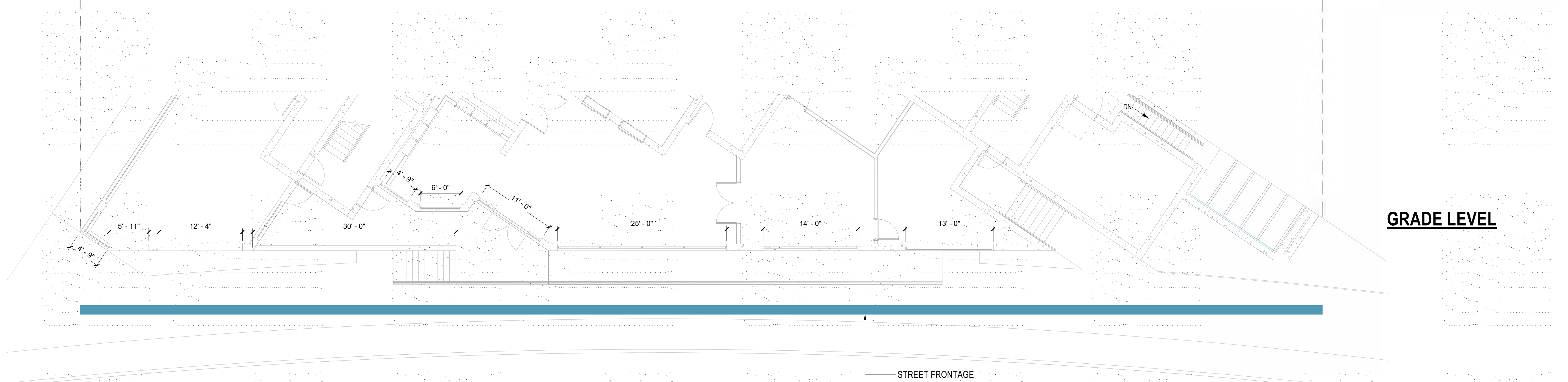
1 OFFSETTING PLANES DIAGRAM  
1/8" = 1'-0"



**FRONTAGE AREA FROM RAISED GRADE PLANE**



**FRONTAGE AREA FROM AVG. GRADE PLANE**



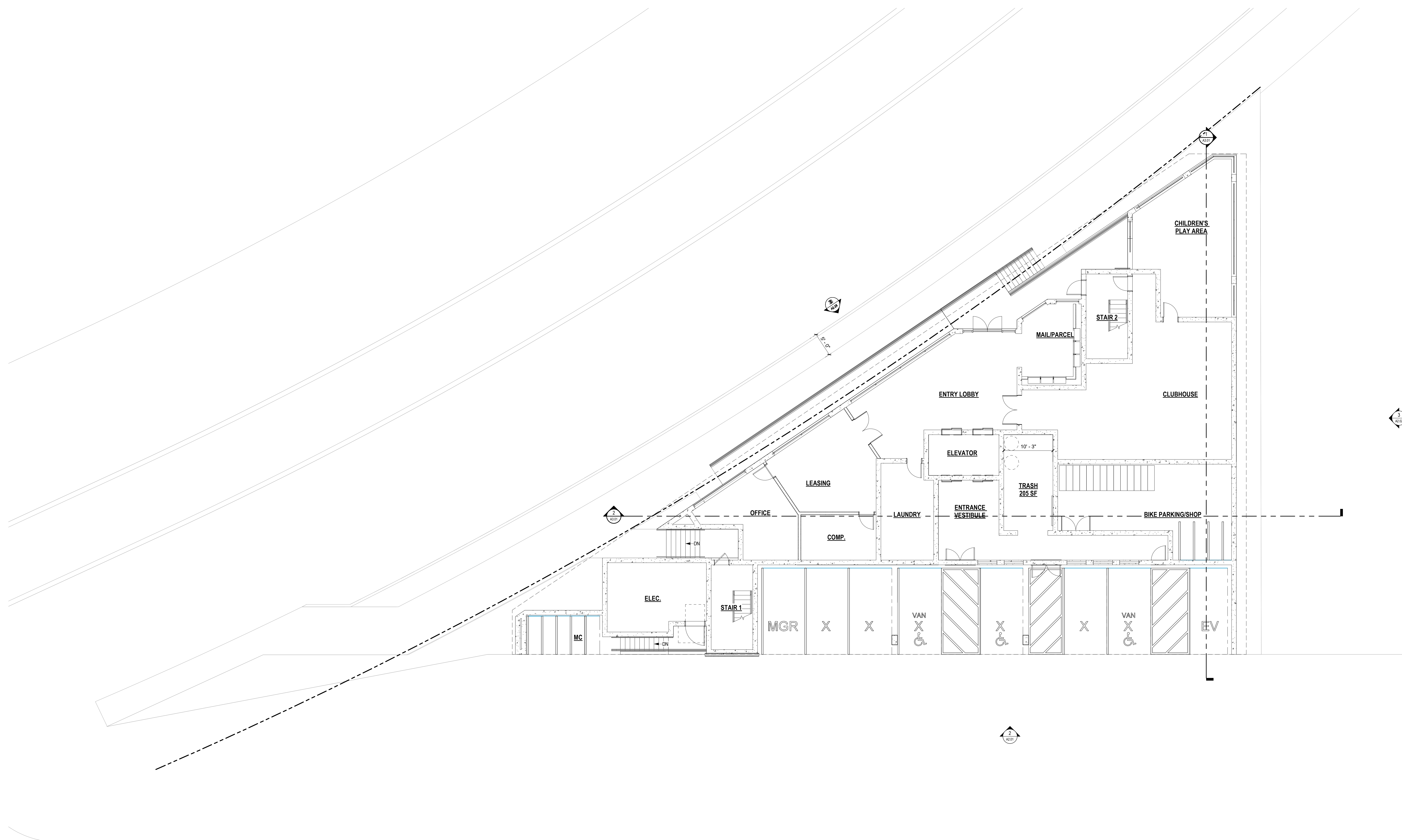
**GRADE LEVEL**

1 FRONTAGE TRANSPARENCY DIAGRAM  
1/8" = 1'-0"





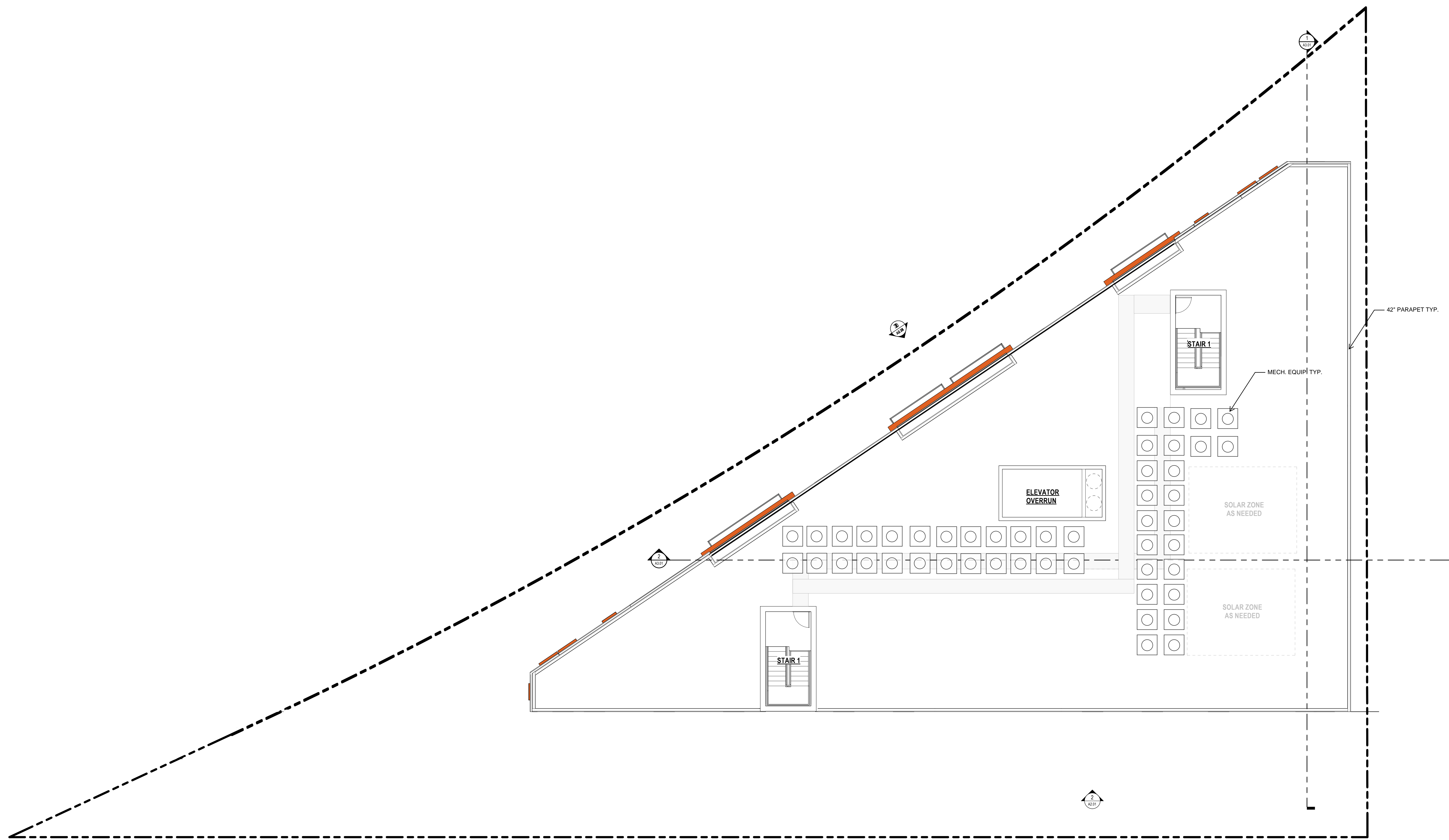
1 ROOF VISUAL BREAK DIAGRAM  
1/8" = 1'-0"



1 FLOOR PLAN - LEVEL 1  
1/8" = 1'-0"



1 FLOOR PLAN - LEVEL 2 TO 7  
 1/8" = 1'-0"



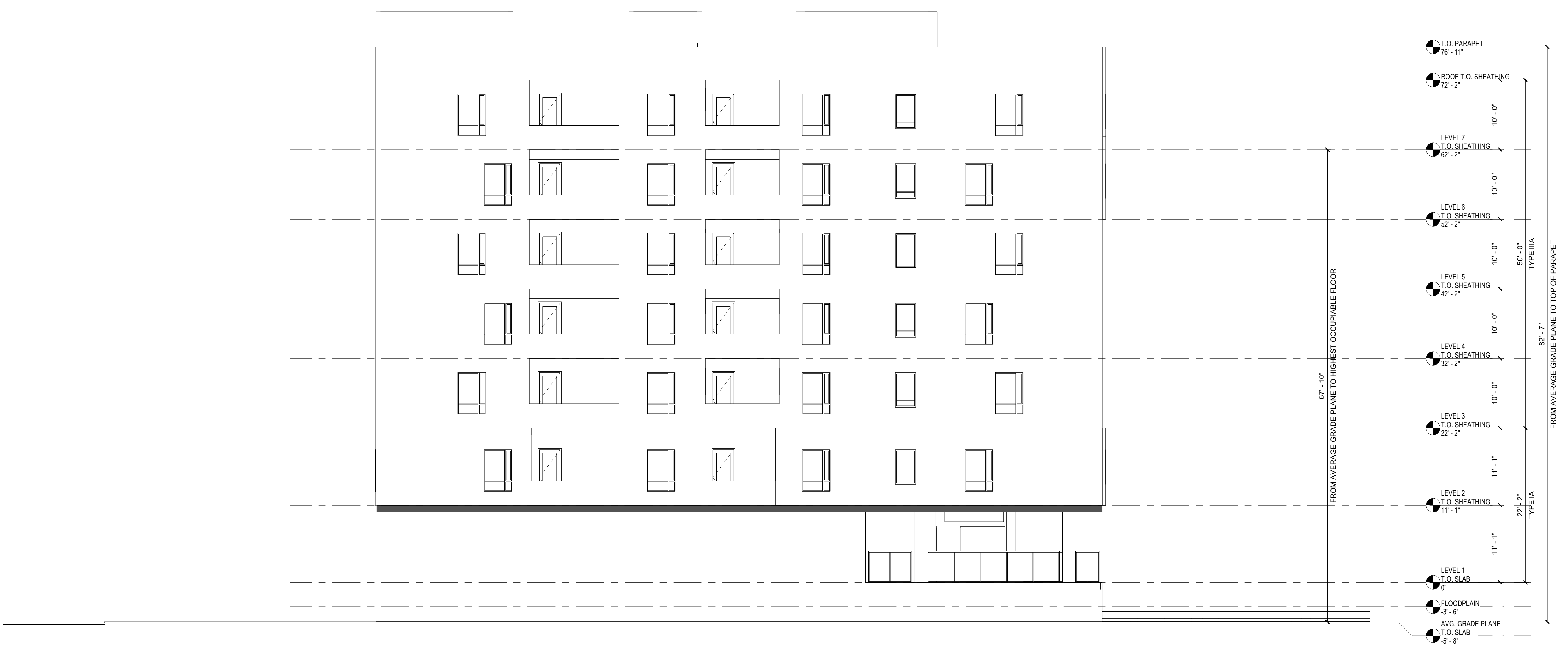
1 ROOF PLAN  
1/8" = 1'-0"



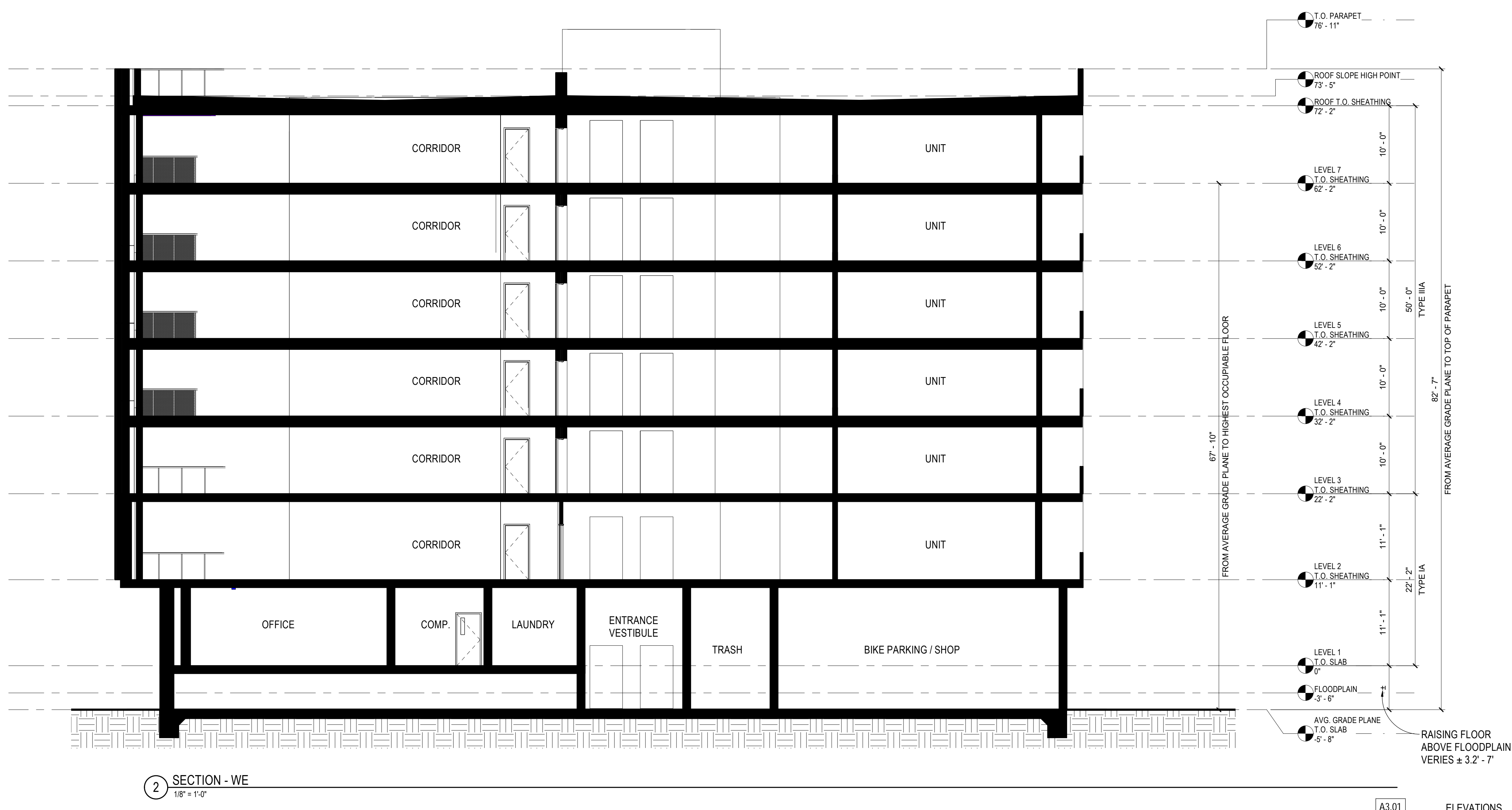
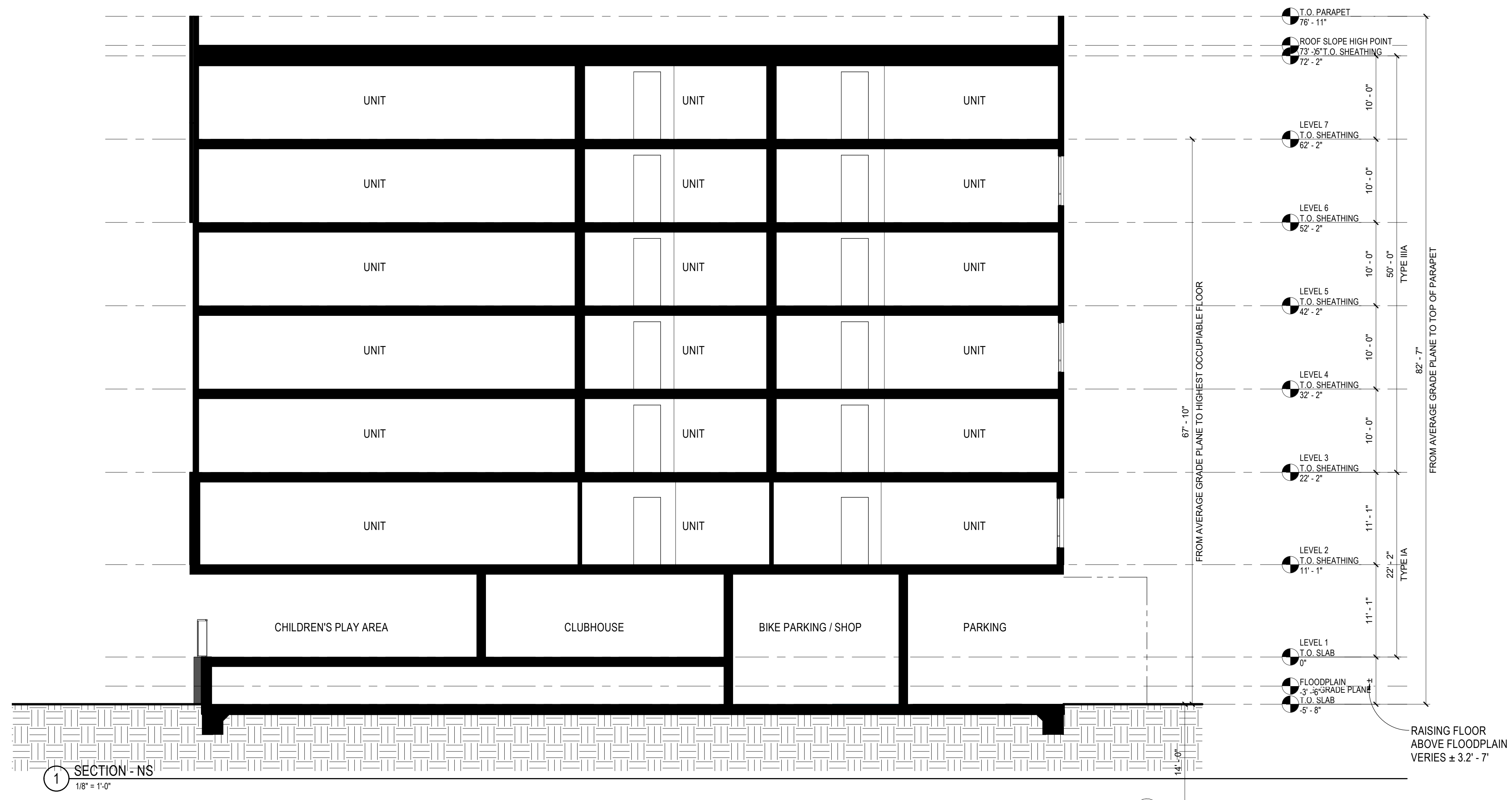
1 ELEVATION - WEST  
1/8" = 1'-0"

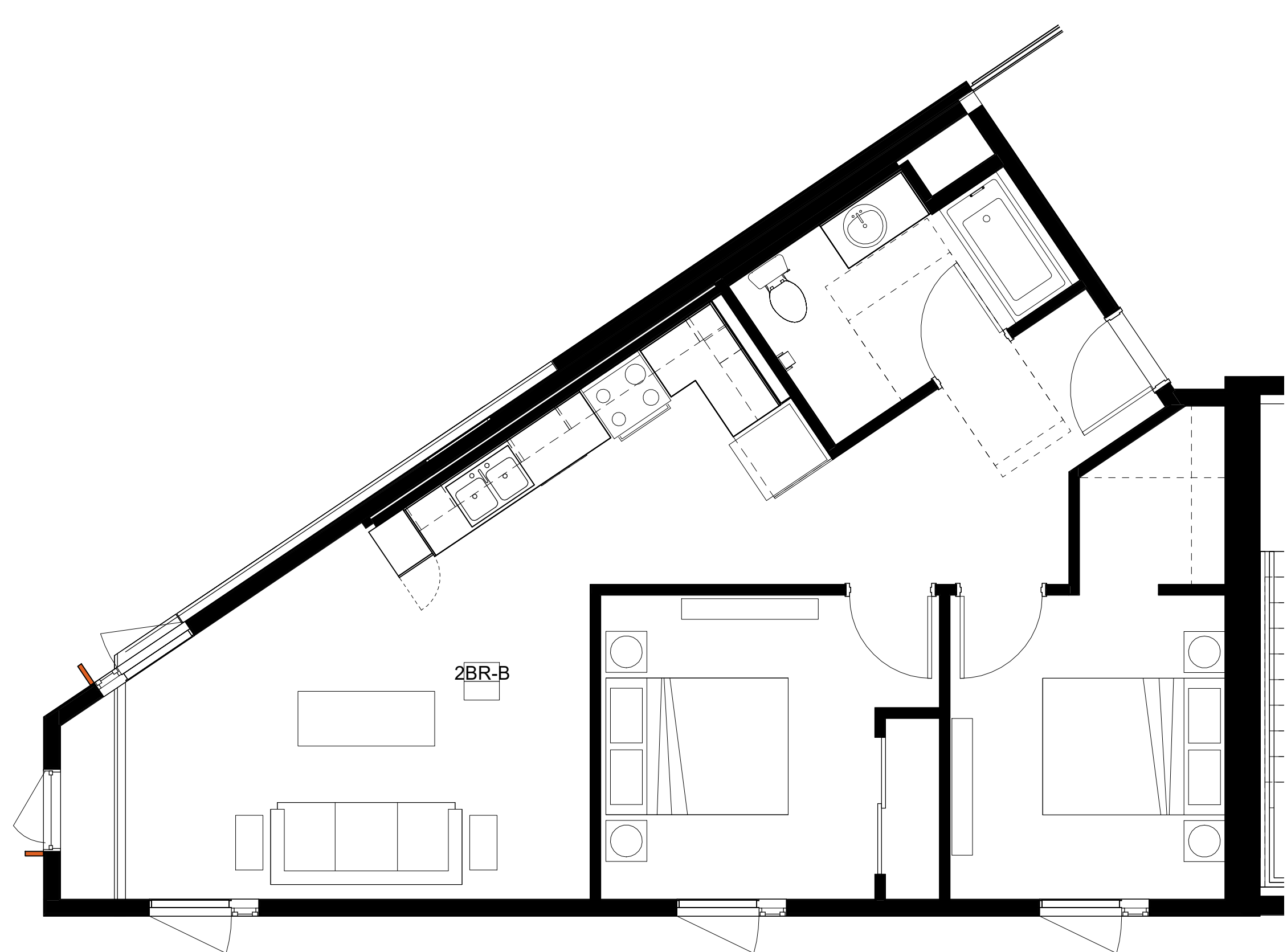


2 ELEVATION - SOUTH  
1/8" = 1'-0"

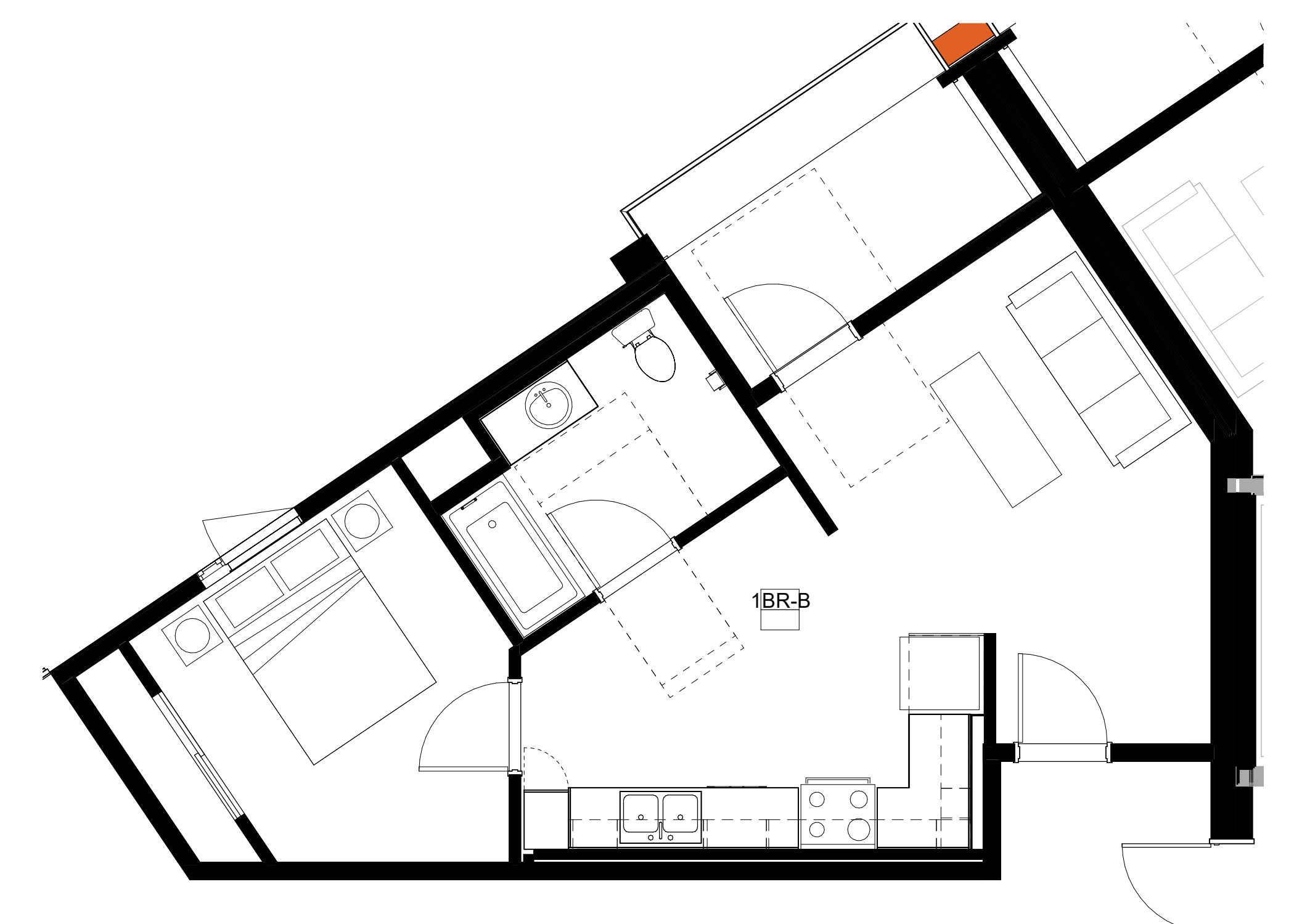


3 ELEVATION - EAST  
1/8" = 1'-0"

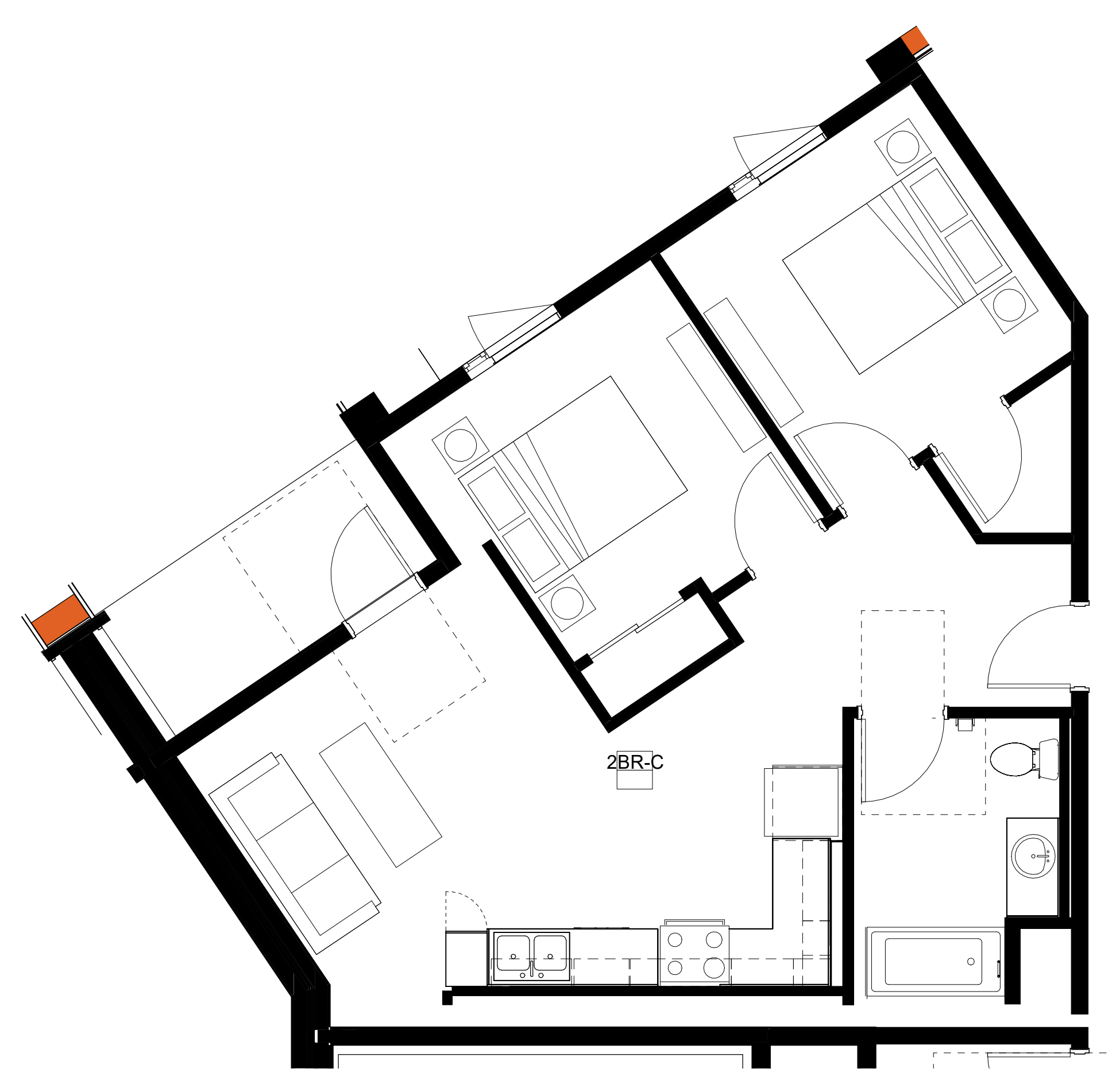




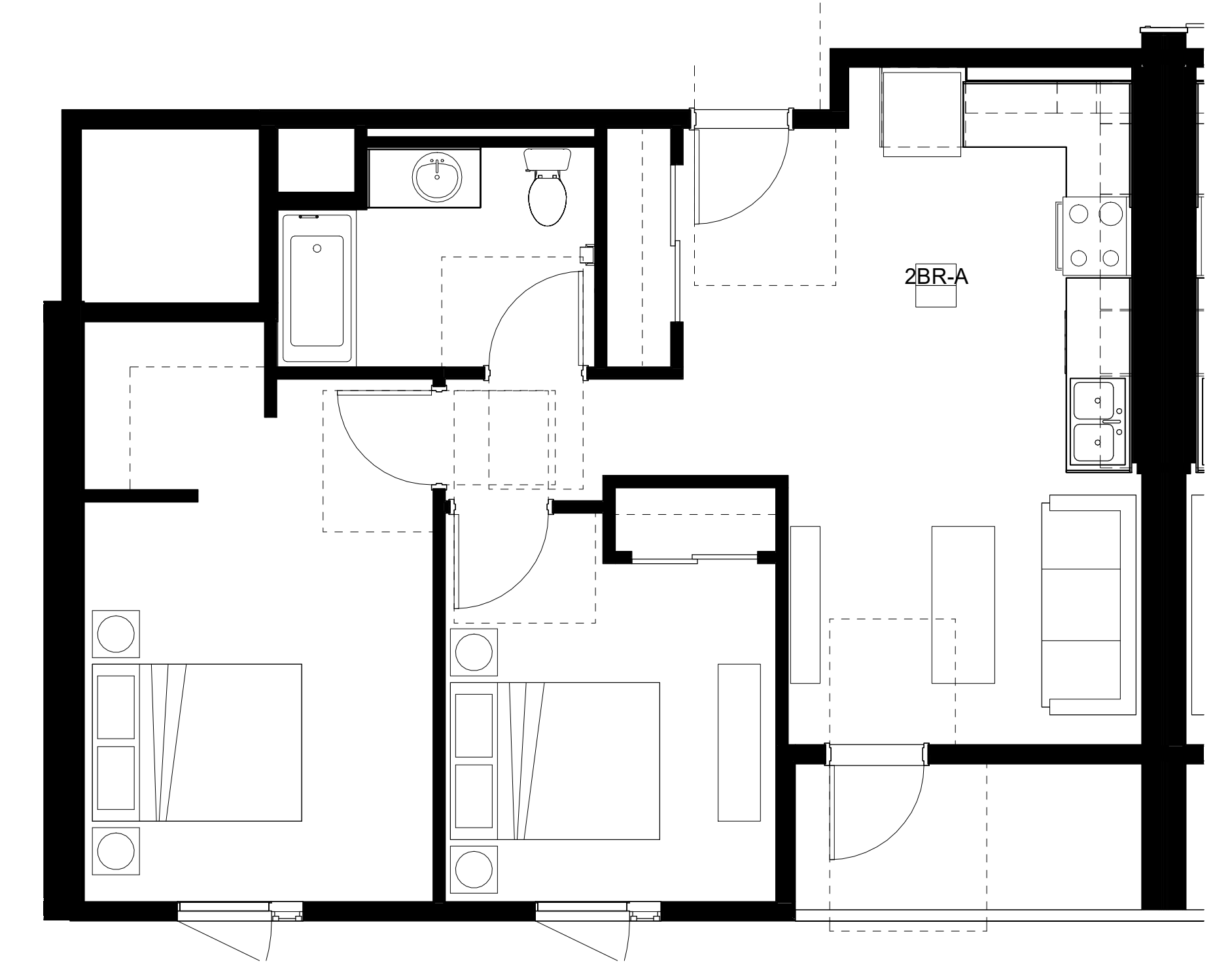
4 UNIT 2BR-B  
1/4" = 1'-0"



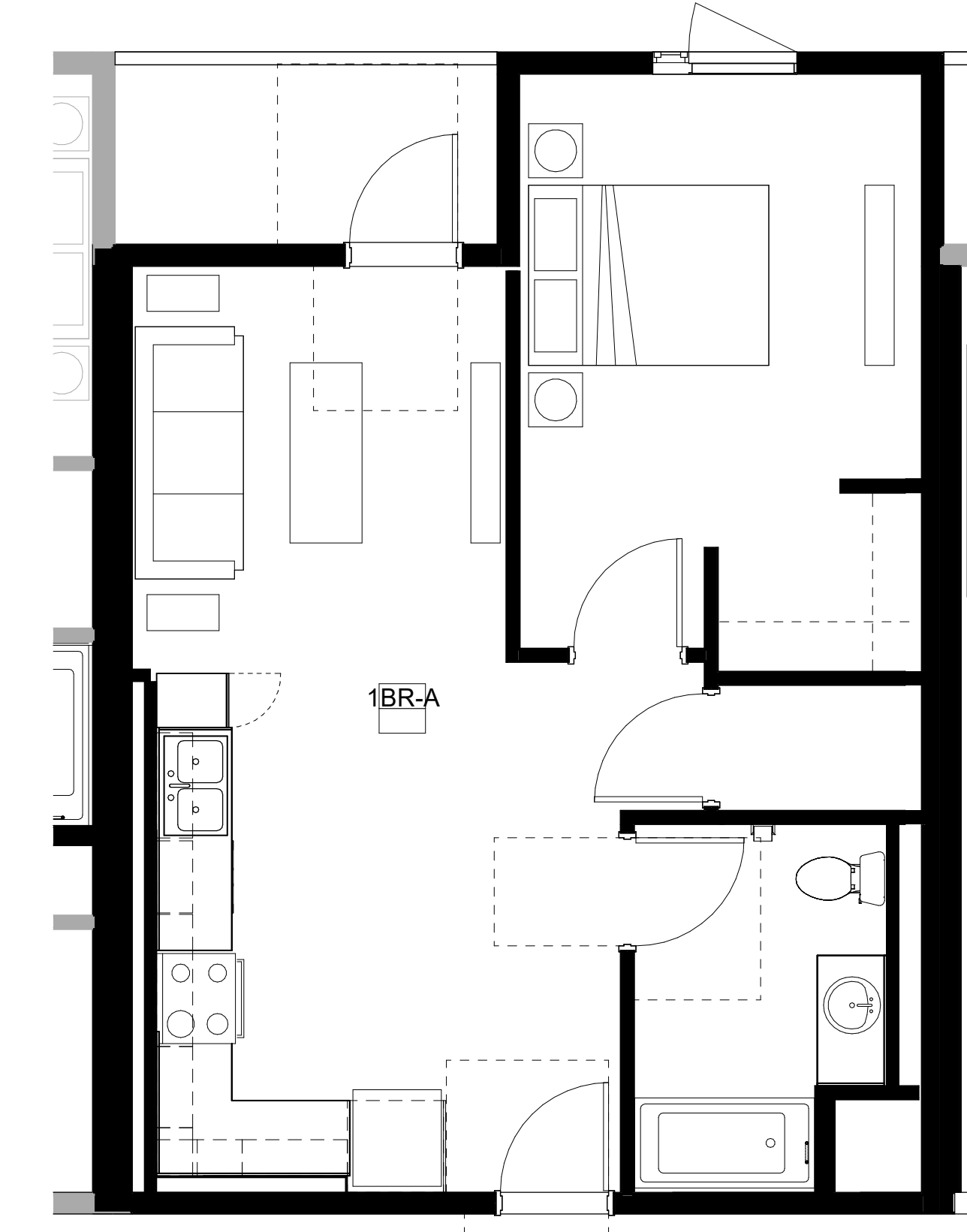
2 UNIT 1BR-B  
1/4" = 1'-0"



5 UNIT 2BR-C  
1/4" = 1'-0"

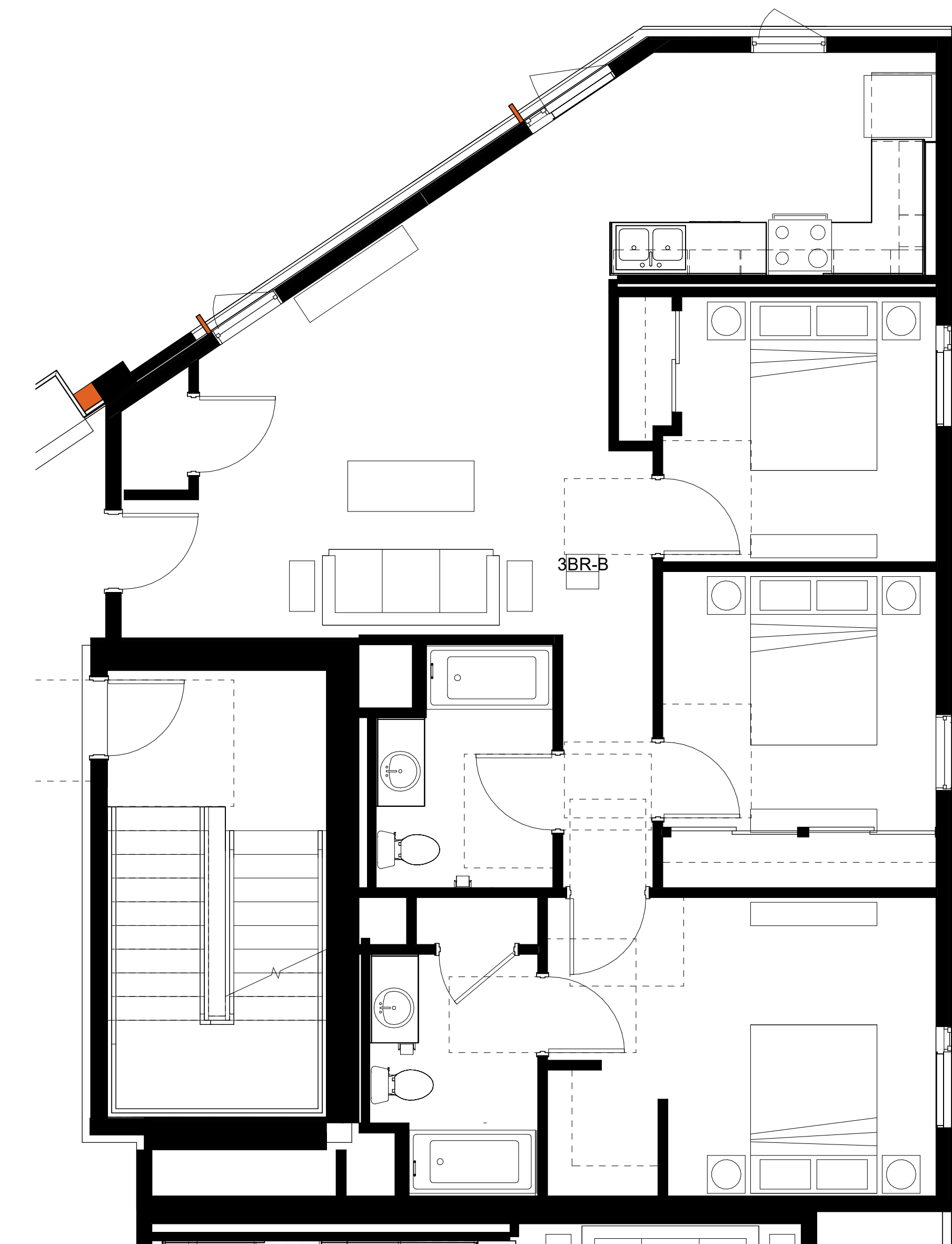


3 UNIT 2BR-A  
1/4" = 1'-0"

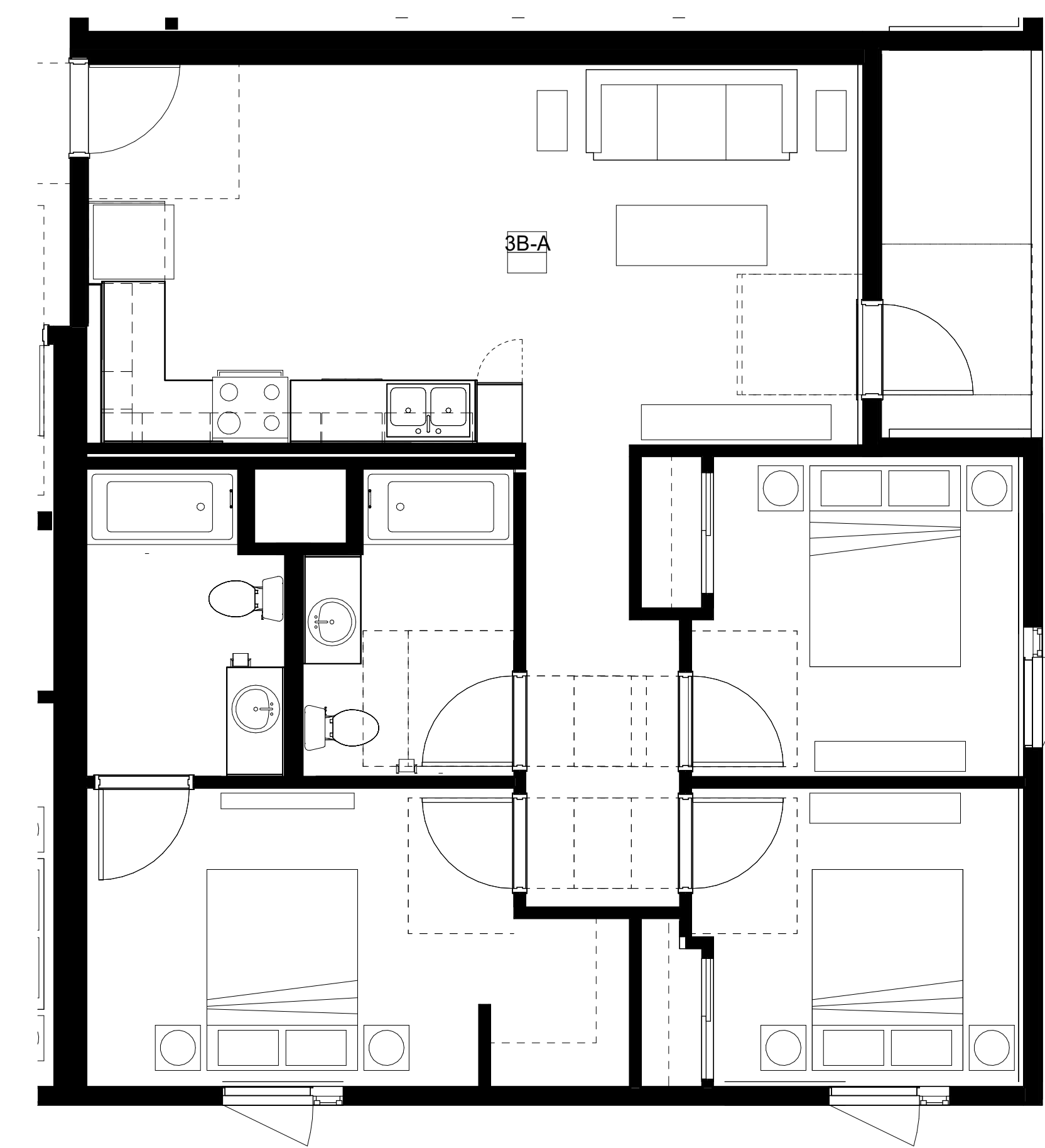


1 UNIT 1BR-A  
1/4" = 1'-0"





② UNIT 3BR-B  
1/4" = 1'-0"



① UNIT 3BR-A  
1/4" = 1'-0"



5945 MISSION GORGE

SAN DIEGO



EXTERIOR PERSPECTIVE



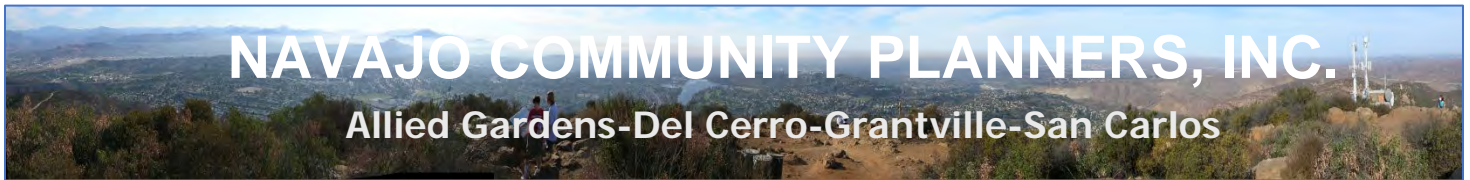
EXTERIOR PERSPECTIVE

Page 3	City of San Diego · Information Bulletin 620		August 2018
	<b>City of San Diego Development Services</b> 1222 First Ave., MS-302 San Diego, CA 92101		<b>Community Planning Committee Distribution Form</b>
	Project Name: The Grant at Mission Trails		Project Number: PRJ-1097856
Community: Navajo			
<p style="text-align: center;">For project scope and contact information (project manager and applicant), log into OpenDSD at <a href="https://aca.accela.com/SANDIEGO">https://aca.accela.com/SANDIEGO</a>.</p> <p style="text-align: center;">Select "Search for Project Status" and input the Project Number to access project information.</p>			
<input type="checkbox"/> Vote to Approve <input type="checkbox"/> Vote to Approve with Conditions Listed Below <input type="checkbox"/> Vote to Approve with Non-Binding Recommendations Listed Below <input checked="" type="checkbox"/> Vote to Deny		Date of Vote: September 13,	
# of Members Yes 10	# of Members No 0	# of Members Abstain 0	
Conditions or Recommendations:			
<input type="checkbox"/> No Action (Please specify, e.g., Need further information, Split vote, Lack of quorum, etc.)			
NAME: David Smith			
TITLE: Chair		DATE: September 14, 2023	
<i>Attach additional pages if necessary (maximum 3 attachments).</i>			

Visit our web site at [www.sandiego.gov/development-services](http://www.sandiego.gov/development-services).

Upon request, this information is available in alternative formats for persons with disabilities.

DS-5620 (08-18) ONLINE FORM



September 14, 2023

City of San Diego  
Development Services Department  
Attn: Benjamin Hafertepe  
1222 1<sup>st</sup> Ave  
San Diego CA 92101  
[bhafertepe@sandiego.gov](mailto:bhafertepe@sandiego.gov)

**SUBJECT: The Grant at Mission Trails, PRJ-1097856**

Dear Mr. Hafertepe:

The Navajo Community Planning Group formally submits this letter stating the motion and it's basis behind such motion, regarding PRJ-1097856 in Grantville. The CPG held a regularly scheduled in-person meeting on September 14<sup>th</sup> 2023 to take an official position on the following requests:

- Waiver of SDR 5: Pedestrian and Bicycle Access through Site
- Waiver of SDR 10: 25% of all bike racks along street frontage
- Waiver of SDR 16: Building setback from property line no further than 15' within parkway and sidewalk.

The motion to Deny the Site Development Permit and requested waivers was unanimously approved (10 Yes 0 No) by the CPG. The basis behind the motion is summarized as follows:

- The proposed development is being granted four (4) incentive waivers by being within the SDA, by which the CPG feels the project should conform to the CPOIZ SDR's and redesign the project..
- The proposed development only achieves to maximize its density and FAR, without providing sound, ample and fair access to on-site parking and transit hubs.
- The proposed development is located in a floodplain with recurring history of flooding, by which the surface level parking for the structure would be inundated.
- The proposed development seeks to house roughly 100 occupants with only 2 ADA parking spaces. No localized off-site parking is readily available to serve this project and those with disabilities.
- The SDA housing policy allowing for a zero-parking ratio is being utilized for this project, merely to reduce cost to the developer, which will place an unmeasurable cost on those occupants wishing to live in this project.

We appreciate your careful review of our concerns and taking the appropriate steps to limit the impacts this project will have on our community. I can be reached at [navajoplanners@gmail.com](mailto:navajoplanners@gmail.com) or 619-990-6783 for more information.

Sincerely,

David S. Smith  
Chair  
Navajo Community Planners, Inc.

Brain Gile  
Vice Chair  
Navajo Community Planners, Inc

CC: Councilmember Raul Campillo ([raulcampillo@sandiego.gov](mailto:raulcampillo@sandiego.gov))