

**LEMON GROVE CITY COUNCIL
AGENDA ITEM SUMMARY**

Item No. 2
Mtg. Date October 4, 2016
Dept. Development Services Department

Item Title: **Public Hearing to Consider Planned Development Permit PDP150-0003, Tentative Map TM0-000-0062, General Plan Amendment GPA-150-0003, and Zoning Amendment ZA1-500-0004 Authorizing a 24-Lot Subdivision and Construction of 20 Dwelling Units on 2.064 Acres at the Southwest Corner of Palm Street and Camino De Las Palmas**

Staff Contact: Eric Craig, Associate Planner
David De Vries, Development Services Director

Recommendation:

- 1) Conduct the public hearing;
- 2) Adopt a resolution (**Attachment B**) approving General Plan Amendment GPA-150-0003 and certifying Mitigated Negative Declaration ND16-04;
- 3) Introduce and conduct first reading of Ordinance No. 440 (**Attachment C**) approving Zoning Amendment (ZA1-500-0004);
- 4) Adopt a resolution (**Attachment D**) conditionally approving Tentative Map TM0-000-0062; and
- 5) Adopt a resolution (**Attachment E**) conditionally approving Planned Development Permit PDP-150-0003.

Item Summary:

The proposed project is located on the southwest corner of Palm Street and Camino De Las Palmas on a 2.064 acre vacant site in the Residential Low and Residential Low/Medium zones. The request is to 1) amend the General Plan land use designation from Transportation to Medium Density Residential (up to 14 dwelling units per acre), 2) amend the Zoning District from Residential Low (RL) and Residential Low/Medium (RL/M) to Residential Medium (RM), 3) approve a Tentative Subdivision Map to authorize a 24-lot subdivision, including 20 residential lots, one private street lot (0.30 acres), and three common area lots, and 4) approve a Planned Development Permit for the development of 14 single-family homes, three twin homes, and two common area parks. The staff report describes the project in detail. The project, as proposed and conditioned, in the resolutions complies with the Municipal Code.

Fiscal Impact:

No fiscal impact.

Environmental Review:

- Not subject to review
- Categorically Exempt

- Negative Declaration
- Mitigated Negative Declaration

Public Information:

- None Newsletter article Notice to property owners within 500 ft.
 Notice published in local newspaper Neighborhood meeting

Attachments:

- A. Staff Report
B. Resolution (GPA-150-0003)
C. Ordinance 440 (ZA1-500-0004)
D. Resolution (TM0-000-0062)
E. Resolution (PDP-150-0003)
F. Mitigated Negative Declaration ND16-04
G. Vicinity Map
H. General Plan Tables CD-1 & 2
I. Letter from the Applicant
J. Exhibit "A"—Project Plans |

Attachment A

LEMON GROVE CITY COUNCIL STAFF REPORT

Item No. 2

Mtg. Date October 4, 2016

Item Title: Public Hearing to Consider Planned Development Permit PDP-150-0003, Tentative Map TM0-000-0062, General Plan Amendment GPA-150-0003, and Zoning Amendment ZA1-500-0004 Authorizing a 24-Lot Subdivision and Construction of 20 Dwelling Units on 2.064 Acres at the Southwest Corner of Palm Street and Camino De Las Palmas

Staff Contact: Eric Craig, Associate Planner
David De Vries, Development Services Director

Application Summary:

APPLICANT/OWNER:	Chris Dahling, Vista Azul, LLC, 8109 Santaluz Village Green South, San Diego, CA 92127
PROPERTY LOCATION:	The site is located on the southwest corner of Palm Street and Camino De Las Palmas (APN: 503-252-42-00).
PROJECT AREA:	2.064 acres (89,887 square feet) gross and 1.752 acres (76,242 square feet) net
EXISTING ZONE:	Residential Low (RL) & Residential Low/Medium (RL/M)
GENERAL PLAN LAND USE DESIGNATION:	Transportation (Special Treatment Area VII, Troy Street/SR-125 Planning Area)
SURROUNDING PROPERTIES:	North: Single-family residential South: Single-family residential East: Vacant Caltrans property and State Route 125 West: Liberty Charter High School and single-family residential
ENVIRONMENTAL IMPACT:	A Mitigated Negative Declaration (MND) of Environmental Impact will be filed subsequent to the adoption and final approval of the proposed project by the City Council. The Initial Environmental Study prepared for this project identified potential impacts with appropriate mitigations associated with Cultural Resources, Geology and Soils, Noise, and Mandatory Findings of Significance. A draft MND was filed with the County Clerk prior to the City Council public hearing.

Attachment A

Background:

This project was originally considered by the City Council on April 19, 2016. At the April 19th hearing, the City Council reviewed and disapproved the project recommending that it be reevaluated. The project proposed 22 units, 16 of which were in the attached, twin-home configuration, and six of which were single-family residences. The project included one common area park and proposed a two-car garage per unit, four guest parking spaces, and six driveway spaces. No private rear yards were provided. The City Council provided feedback that the project density was excessive and the project design should more closely reflect a single-family residential community and there should be increased parks or open space and parking.

In response, the applicant submitted revised project plans for City Council consideration for a 20 unit project, with 14 detached single-family units and six units in the attached twin-home configuration. An additional common area park replaced a single-family residential lot adjacent to the cul-de-sac. The project now provides a passive view park and an active park on-site. The project now exceeds requirements for usable open space and this deviation is no longer requested. Two garage spaces are provided per unit, 14 driveway spaces (eight additional) and six guest parking spaces (two additional) are provided. Private rear yards are also provided. The new project proposes less environmental impacts and less impacts on City public services.

Discussion:

Site and Project Description

Chris Dahrling, Vista Azul, LLC filed a complete application on September 15, 2016.

The property is a vacant 89,887 square foot (2.064 gross acre) parcel, which is a former Caltrans right-of-way that remained after construction of State Route (SR) 125. The proposed project is a request to 1) amend the General Plan Land Use Designation from Transportation to Medium Density Residential (up to 14 dwelling units per acre), 2) amend the Zoning District from Residential Low (RL) and Residential Low/Medium (RL/M) to Residential Medium (RM), 3) approve a Tentative Subdivision Map to authorize a 24-lot subdivision, including 20 residential lots, one private street lot, and three common area lots, and 4) approve an associated Planned Development Permit for the site improvements. This staff report provides a description of the existing site, the proposed project and the conformance to the regulatory framework.

The project proposes 14 single-family units and three twin-homes (six attached units) for a total of 20 dwelling units. It is designed to provide a common area park and two detached single-family residences located along the Palm Street cul-de-sac compatible with the single-family homes to the south along Camino De Las Palmas. Twelve additional detached single-family residences are located along the perimeter of the project site on top of the hill along Palm Street and Camino De Las Palmas. The remaining six dwelling units are composed of three twin-homes, which are grouped together in the center or interior of the site not visible from the public right-of-way. The subdivision proposes 20 residential lots ranging in size from 1,330 square feet to 11,237 square feet and four additional lots that include a lot for the private street (Lot A), two lots providing a separate active and passive common area park (Lot B and Lot D), and a common private parking lot (Lot C). The two common area parks have a combined area of 8,287 square feet that includes a 1,525 square foot turf area surrounded by a walking path on Lot B; and a 2,020 square foot active use area with a play structure, bench, barbecue grill, shade canopy, and picnic table on Lot D. Total net area of the development (excluding the private street) is 1.752 acres. The maximum density for the proposed Medium Residential land use designation is 14 dwelling units per acre, or a maximum of 24 dwelling units. The proposed density is 11.4 dwelling units per acre, 20 total dwelling units.

Attachment A

The proposed private street will take access from the cul-de-sac portion of Palm Street at two locations. The private street provides sidewalks on both sides with rolled curb and gutters. Required guest parking will be provided by a combination of on-street parallel parking (two spaces) and off-street parking areas (four spaces including one ADA-compliant space). Other improvements for the project include a project monument sign on the cul-de-sac portion of Palm Street, hardscape, landscaping and irrigation, lighting, a detention basin at the southeast corner of the site, a six-foot high sound wall behind the proposed units on Lots 1 through 7 and the common area park (Lot B), and stairs and a walkway that provide access from the project to Palm Street to the north.

The State has established Regional Housing Needs Allocation (RHNA) targets for each city in order to ensure adequate housing stock. RHNA targets create a threshold for cities in order to obtain grant and transportation funding. This project works towards the City's goals of meeting its RHNA allotment for market-rate housing or affordable to above-moderate income households. The project also meets housing policies of the Housing Element as it relates to promoting a mix of housing types and encouraging a balanced mix of housing.

Land Use Designation

The existing General Plan land use designation is Transportation, which provides for transportation facilities and associated rights-of-way. The proposed project includes a General Plan Amendment to re-designate the site from Transportation to Medium Density Residential (up to 14 dwelling units per acre). The General Plan Special Treatment Area overlay acknowledged that a future general plan amendment would be required after Caltrans sold excess right-of-way subsequent to construction of SR-125, and anticipated the same designation as adjacent properties. The residential properties directly across the Palm Street cul-de-sac to the south of the project are designated Low/Medium Density Residential (up to 7 du/ac). The properties across Palm Street to the north have a Transportation land use designation and further north and northwest have a Low Density Residential designation (up to 4 du/ac). The site is conducive to a higher density due to its location, which is on a high trafficked collector street, it is directly adjacent to a school on the west, and it is within a quarter mile of a bus stop which is located at Sweetwater Road and Troy Street. There is vacant Caltrans right-of-way across Camino De Las Palmas to the east and across Palm Street to the north.

Zoning District Amendment and Regulations

The property is currently zoned Residential Low (up to 4 du/ac) and Residential Low-Medium (up to 7 du/ac). The project proposes a Zoning Amendment to Residential Medium (up to 14 du/ac).

The Lemon Grove Municipal Code allows applicants to request deviations from development standards through the Planned Development Permit process where it can be found that the project provides equivalent benefits and/or achieves efficiencies in use, structures, transportation and/or utility systems. The applicant proposes a pedestrian-oriented infill development with a mix of housing types (single-family homes and twin-homes), large setbacks from Palm Street and Camino De Las Palmas, bicycle racks for each residence and sited throughout the development, two enhanced common area parks that provide recreational areas for the project, enhanced landscaping throughout the site, and residences that exceed energy efficiency standards. In order to accomplish this project design, the applicant requests various deviations from the Zoning and Subdivision Codes, including deviations to the building envelope, setbacks, lot size and dimensions, building height, and public street requirements.

Attachment A

The following table describes the development standards of the Residential Medium Zone:

Criteria	Residential Medium (RM) Zone Development Standard	Proposed Development Standard and Deviations
Min. Lot Area	6,000 SF (allows multi-family units on one lot)	Lot size ranges from 1,330 square feet to 11,237 square feet
Min. Lot Width/Depth	60-feet by 90-feet	30-feet by 45-feet minimum provided
Setbacks	25-feet (front) 5-feet (side) 20-feet (rear)	3-feet (front)* 0-feet (side)* 6-feet (rear)* *Minimum provided shown. Setbacks vary per lot.
Building Height	25-feet maximum; height extensions up to 10 feet high allowed if all setback are increased 5 feet	32'-11" maximum; two and three stories. Increased setbacks are not proposed.
Max. Building Coverage	None established	Approximately 24% for entire project site
Bicycle Parking	Five required	Three common bike racks provided: 1 in the common parking area (Lot C) and 1 in each common area park (Lot B and Lot D). Bike racks sufficient for two bicycles are provided in each garage (40 racks total).

Building Design

A total of 14 detached single-family residences are proposed. The single-family residences are proposed around the perimeter of the site. Two different floor plans are provided for the single-family dwellings, which range in size from 1,836 to 2,079 square feet of living area. The two units proposed along the Palm Street frontage are two-story houses (Plan 1) and the remaining detached single-family units are all three story structures (Plan 3). The detached two-story homes include three bedrooms and two and one-half bathrooms. The detached three-story homes include four bedrooms and three and one-half bathrooms.

The six units proposed as twin homes would be located at the center of the project site in three structures. All of the twin-home units are three story structures with three bedrooms and three bathrooms. There are two floor plans in the twin home configuration; both plans have 1,925 square feet of living area.

In total, there are four different floor plans for the 20 units. The project elevations indicate three architectural themes (Spanish Revival, Costal Cottage, and Craftsman) with five different earth-

Attachment A

toned exterior color packages, including variations in roof and siding materials, window treatments, entry doors, and garage doors. All proposed units include an attached two-car garage.

The neighboring properties to the south are single-family residences with varying forms and sizes and largely have stucco siding with asphalt shingle roofing with varying window treatments and siding accents consisting of stone or vertical or horizontal wood siding. The project proposes roof, siding, and window treatments as presented in the table below:

Plan Type (# of units)	Description
1A (1 unit); Spanish Revival	Two-story single-family residence with concrete Spanish style tile roof, stucco siding, and shutter window treatments.
1C (1 unit); Coastal Cottage	Two-story single-family residence with concrete tile roof, stucco siding, decorative rock trim, and shutter window treatments.
2A (2 units in 1 twin home); Spanish Revival	Three-story twin homes with concrete Spanish style tile roof, stucco siding, and shutter window treatments.
2B (4 units in 2 twin homes); Craftsman	Three-story twin homes with concrete tile roof, stucco siding, decorative shingle-board siding, and shutter window treatments.
3A (4 units); Spanish Revival	Three-story single-family residence with concrete Spanish style tile roof, stucco siding, and shutter window treatments.
3B (4 units); Craftsman	Three-story single-family residence with concrete tile roof, stucco siding, decorative shingle-board siding, and shutter window treatments.
3C (4 units); Coastal Cottage	Three-story single-family residence with concrete tile roof, stucco siding, decorative rock trim, and shutter window treatments.

Grading

The site is vacant and consists of a relatively flat pad bounded almost entirely by descending slopes that allows for view lots to be created. The slopes vary in gradient from 2:1 (horizontal to vertical) above Palm Street and Camino De Las Palmas, to gentler slopes at gradients of approximately 3:1 to 4:1 above the southern most frontage of Camino De Las Palmas and along the Palm Street cul-de-sac. Existing slope heights vary up to approximately 30 feet, with the tallest slopes near the intersection of Palm Street and Camino De Las Palmas. The entire site is proposed to be graded to provide lots that step down gradually along Palm Street from west to east and along Camino De Las Palmas from north to south. Two to seven-foot high retaining walls will be provided to accomplish the changes in grade (approximately 22.5 feet change in finished pad elevations).

Attachment A

Landscaping/Screening and Usable Open Space

Projects located in residential zones are required to landscape 15 percent of the total lot area. The project proposes a total of 46,362 square feet of landscaping or approximately 60 percent of the net lot area. Proposed landscaping includes 33 street trees on Palm Street, Camino De Las Palmas, and the cul-de-sac portion of Palm Street. The 17 existing palm trees along the public streets will be retained, with 16 new street trees installed along the three adjoining public streets. An additional 83 trees will be planted on the property including five citrus and plum trees as required by the landscape provisions. All landscaping along the street and on-site will be maintained by a private Home Owners Association (HOA).

A minimum of 11,000 square feet of both private and common area usable open space is required to serve the 20 dwellings proposed. Usable open space are generally considered to be flat areas for active or passive recreational activities. The project provides 3,545 sq. ft. of common usable open space through the two common area parks and provides 12,687 sq. ft. of private open space through the private rear yards in each residence. A total of 16,232 sq. ft. of usable open space is provided and exceeds requirements.

Traffic

The Trip Generation Analysis that was prepared for this project estimates the project will generate approximately 220 average daily trips (ADT) per day. Based on the San Diego Traffic Engineers' Council (SANTEC) and the Institute of Transportation Engineers (ITE) document *SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region*, a traffic impact study is not required because the project's trip generation is calculated to be less than 1,000 ADT and less than 100 peak hour trips. Additionally, the Trip Generation Analysis determined that the ADT and number of peak hour trips generated by the proposed project does not trigger Caltrans' threshold for a requirement to analyze State highway facilities.

Approximately 90 percent of the trips generated by the proposed project are expected to be distributed onto Palm Street, with approximately 50 percent heading west into Lemon Grove and 40 percent heading east toward Spring Valley (County of San Diego). Palm Street is designated as a Class II Collector in the Mobility Element of the General Plan, and the addition of approximately 220 vehicle trips is not expected to have any significant traffic impacts.

Off-Street Parking

The off-street parking requirements for projects in the Residential Medium zone are noted in the table below. The project proposes a mix of 14 detached single-family residences and three twin-homes (duplexes, for the purpose of the City's parking requirements). Single-family residences require two parking spaces per dwelling unit, with the spaces required to be garaged. Duplexes of one bedroom or more require two parking spaces per unit, one of which must be covered. Duplexes also require guest parking space at the rate of one space per four dwelling units.

Attachment A

PARKING REQUIREMENTS			
Use (RM Zone Proposed)	Number of Units	Parking Ratio	Spaces Required
Single-Family Residential	14 Single-Family Residences	2/Unit, Garaged	28
Duplex (1+ Bedrooms)	6 Units	2/Unit, One of which must be Covered	12 (6 must be covered)
Guest Parking (Duplex)	6 Units	1/Four Units	1.5
Total Required			42
Parking Provided On-site	20 Units	3/Unit	60

The project proposes two-car garages for all units, plus a total of 20 guest parking spaces, including 14 spaces in private driveways, two parallel spaces on the private street and four spaces within the common parking areas located near the Palm Avenue cul-de-sac. The project is providing 18 more spaces than required. Additionally, eight on-street parking spaces will be along the property’s frontage along the north side of the Palm Street cul-de-sac street and 16 on-street parking spaces will be along the Camino De Las Palmas frontage of the subject property (a total of 24 on-street spaces are provided that are not accounted for in the parking table above). A ceiling-mounted bicycle parking space is provided within each garage; and three common area bicycle racks will be provided; one rack in each of the two common area parks and one rack in the private parking area.

Noise

State Route 125 and Palm Street are the primary noise sources within close proximity of the project. A noise study was conducted for this project. It shows that predicted exterior noise levels at the proposed building façades and outdoor of the several lots generally along Camino De Las Palmas would all exceed the maximum 65 dB CNEL. As a mitigation measure, a six-foot sound wall will be constructed adjacent to these lots. In addition, the noise study showed that a “windows open” condition will not provide adequate interior noise mitigations at all units. Therefore, a “closed window” condition is required for all units subject to noise levels above 60 dBA CNEL to reduce interior noise levels to comply with the City of Lemon Grove requirements. The “windows closed” condition requires that mechanical ventilation be installed to move air within the structure. As a mitigation measure, specific construction assemblies and mechanical ventilation are required to ensure that the interior levels are reduced below 45 dBA CNEL. These mitigation measures have been included as conditions in the Draft Resolution of Approval.

Public Street Dedication and Improvement Requirements

There is existing curb, gutter, and sidewalk along the frontages of Palm Street, Camino De Las Palmas and the Palm Street cul-de-sac. Additional street trees and landscape are proposed within the four to five foot wide landscape parkway behind the sidewalk.

Appropriate street dedication is already provided on Palm Street and Camino De Las Palmas. There is an existing 52 foot right-of-way width on the Palm Street cul-de-sac where a 56 foot

Attachment A

right-of-way width could be required. Staff felt the existing street width was adequate to provide on-street parking, sufficient vehicle travel lanes, and sidewalk and landscape parkway to not warrant additional right-of-way dedication, however, this condition requires that the south side of the Palm Street cul-de-sac be designated “no parking.” The adjoining property owners have agreed to this condition. The cul-de-sac and north side of the street will remain available for on-street parking and 24 on-street parking spaces are along the subject property’s street frontage.

Appropriate requirements have been included in the Draft Resolution of Approval.

Undergrounding of Overhead Utility Lines

Existing overhead utility lines located within the boundaries of the property or within the one-half right-of-way abutting the subject property are required to be placed underground. There is existing power poles located on the property. The service on these poles is to be placed underground, as well as any new services to the project. A condition has been included in the Draft Resolution of Approval requiring the undergrounding of all new services to the proposed project.

Drainage/Water Quality

The applicant prepared a Hydrology Report, a Hydro Modification Management Plan (HMP), and a Storm Water Quality Management Plan (SWQMP) for this project. Low impact design, including permeable pavers in driveways and a detention basin will be used to minimize stormwater impacts and runoff from this project. According to the Hydrology Report prepared for this project, the increase in flow is not anticipated to have significant impacts on the downstream storm drain facilities. The HMP prepared for this project determined that the post-construction hydrologic characteristics of the project simulate the pre-development hydrologic characteristics at the point of compliance as required.

The implementation, construction and on-going maintenance of the project components recommended in these reports are included as conditions in the Draft Resolution of Approval.

Expiration Date of the Planned Development Permit

The Tentative Map and Planned Development Permits will expire within two (2) years if the final map has not been recorded. This requirement has been included in the Resolution of Approval. The General Plan Amendment will be effective after the initial City Council approval and the Zoning Amendment will be effective after City Council approval and upon second reading of the zoning amendment ordinance.

Public Information:

The Notice of Public Hearing was published in the September 8, 2016 edition of the East County Californian and mailed to all property owners within 500 feet of the subject property.

Assembly Bill 52 and Senate Bill 18 Native American Tribal Government Consultation was conducted pursuant to Government Code Sections 6540.2, 65092, 65351, 65352.3, 65352.4, 65562.5 et. seq.

Additionally, the applicant conducted a neighborhood meeting to answer questions of nearby property owners.

The City received no comments in response to the Notice of Public Hearing and Environmental Analysis at the time this staff report was prepared. Staff will provide the City Council at the time of the public hearing with any comments submitted after the distribution of the staff report.

Attachment A

Conclusion:

Staff recommends that the City Council conduct the public hearing, introduce and conduct first reading of the Ordinance No. 440 (**Attachment C**) and approve the resolutions (**Attachments B, D, and E**).

Attachment B

RESOLUTION NO. []

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEMON GROVE, CALIFORNIA APPROVING GENERAL PLAN AMENDMENT GPA-150-003 AMENDING THE GENERAL PLAN LAND USE DESIGNATION FROM TRANSPORTATION TO MEDIUM DENSITY RESIDENTIAL FOR A PROPERTY LOCATED AT THE SOUTHWEST CORNER OF PALM STREET AND CAMINO DE LAS PALMS, LEMON GROVE, CALIFORNIA

WHEREAS, the applicant, Chris Dahrling, Vista Azul, LLC, filed a complete application for approval of a General Plan Amendment (GPA-150-0003) and a Zoning Amendment (ZA1-500-0004) on September 15, 2016 to amend the General Plan from Transportation to Medium Density Residential (up to 14 dwelling units per acre) and to amend the Zoning District from Residential Low and Residential Low/Medium to Residential Medium as part of a request for approval of a Tentative Map (TM0062) and Planned Development Permit (PDP150-0003) to authorize the subdivision of 2.064 acres of land into 25 parcels, including 20 residential lots with 20 dwelling units, a lot for a private street, a lot for common parking, and two lots for common open space; and

WHEREAS, on April 19, 2016, a public hearing was duly noticed and held by the Lemon Grove City Council. At the April 19th hearing, the City Council reviewed and disapproved the project which proposed 22 units, 16 of which were in the attached twin-home configuration, and six of which were single-family residences. The City Council provided feedback that the project density was excessive and the project design should more closely reflect a single-family residential community. In response, the applicant submitted final revisions to the project plans on September 15, 2016 for City Council consideration. The revised project proposes 14 detached single-family units and six units in the attached twin-home configuration (20 units total). An additional common area park replaced a single-family residential lot adjacent to the public cul-de-sac. The new project proposes less environmental impacts and less impacts on City public services; and

WHEREAS, a Mitigated Negative Declaration (MND) of Environmental Impact will be filed subsequent to the adoption and final approval of the proposed project by the City Council. The Initial Environmental Study prepared for this project found that the project would have no significant effect on the environment because identified potentially significant impacts associated with Cultural Resources, Geology and Soils, Noise, and Mandatory Findings of Significance will be mitigated to below a level of significance. A notice of intent to adopt a mitigated negative declaration was filed with the County Clerk prior to the City Council public hearing; and

WHEREAS, on October 4, 2016, a public hearing was duly noticed and held by the Lemon Grove City Council; and

WHEREAS, the City Council finds that the General Plan Amendment is in accordance with Government Code Sections 65350 to 65359 and is consistent with the goals and policies of the General Plan and Chapter 18.40 (General Plan Conformity) of the Municipal Code:

The existing General Plan land use designation is Transportation, which provides for transportation facilities and associated rights-of-way. This site was formerly Caltrans right-of-way which was sold after completion of SR-125. The proposed project includes a General Plan Amendment to redesignate the site from Transportation to Medium Density Residential. The General Plan acknowledged that a future general plan amendment

Attachment B

would be required after Caltrans sold excess right-of-way subsequent to construction of SR-125. The site is conducive to a higher density due to its location, which is on a high trafficked collector street, it is directly adjacent to a school on the west, and it is within a quarter mile of a bus stop; and

NOW, THEREFORE, BE IT RESOLVED that the [City Council] of the City of Lemon Grove, California hereby:

SECTION 1. Finds and determines that the facts set forth in the recitals of this Resolution are declared to be true; and

SECTION 2. Certifies the adequacy of the Mitigated Negative Declaration of Environmental Impact ND16-04; and

SECTION 3. Approves General Plan Amendment GPA-150-0003 amending the General Plan Land Use Designation from Transportation to Medium Density Residential (up to 14 dwelling units per net acre) for the property located at the southwest corner of Palm Street and Camino De Las Palmas (APN No. 503-252-42-00).

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Attachment C

ORDINANCE NO. 440

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LEMON GROVE, CALIFORNIA APPROVING ZONING AMENDMENT ZA1-500-0004 AMENDING THE ZONING DISTRICT FROM RESIDENTIAL LOW (RL) AND RESIDENTIAL LOW/MEDIUM (RL/M) TO RESIDENTIAL MEDIUM (RM) FOR PROPERTY LOCATED AT THE SOUTHWEST CORNER OF PALM STREET AND CAMINO DE LAS PALMAS, LEMON GROVE, CALIFORNIA

WHEREAS, the applicant, Chris Dahrling, Vista Azul, LLC, filed a complete application for approval of a General Plan Amendment (GPA-150-0003) and a Zoning Amendment (ZA1-500-0004) on September 15, 2016 to amend the General Plan from Transportation to Medium Density Residential and to amend the Zoning District from Residential Low and Residential Low/Medium to Residential Medium as part of a request for approval of a Tentative Map (TM0062) and Planned Development Permit (PDP150-0003) to authorize the subdivision of 2.064 acres of land into 24 parcels, including 20 residential lots with 20 dwelling units, a lot for a private street, a lot for common parking, and two lots for common open space; and

WHEREAS, on April 19, 2016, a public hearing was duly noticed and held by the Lemon Grove City Council. At the April 19th hearing, the City Council reviewed and disapproved the project which proposed 22 units, 16 of which were in the attached twin-home configuration, and six of which were single-family residences. The City Council provided feedback that the project density was excessive and the project design should more closely reflect a single-family residential community. In response, the applicant submitted final revisions to the project plans on September 15, 2016 for City Council consideration. The revised project proposes 14 detached single-family units and six units in the attached twin-home configuration (20 units total). An additional common area park replaced a single-family residential lot adjacent to the public cul-de-sac. The new project proposes less environmental impacts and less impacts on City public services; and

WHEREAS, a Mitigated Negative Declaration (MND) of Environmental Impact will be filed subsequent to the adoption and final approval of the proposed project by the City Council. The Initial Environmental Study prepared for this project found that the project would have no significant effect on the environment because identified potentially significant impacts associated with Cultural Resources, Geology and Soils, Noise, and Mandatory Findings of Significance will be mitigated to below a level of significance. A notice of intent to adopt a mitigated negative declaration was filed with the County Clerk prior to the City Council public hearing; and

WHEREAS, on October 4, 2016, a public hearing was duly noticed and held by the Lemon Grove City Council; and

WHEREAS, the City Council finds that the following findings required to approve a Zoning Amendment can be made in accordance with Section 17.28.080(B) of the Municipal Code:

1. That the proposed amendment is consistent with the General Plan, in accordance with Government Code Section 65860, as amended.

The existing General Plan land use designation is Transportation, which provides for transportation facilities and associated rights-of-way. This site was formerly Caltrans right-of-way which was sold after completion of SR-125. The proposed project includes a General Plan Amendment to redesignate the site from Transportation to

Attachment C

Medium Density Residential. As a part of the Special Treatment Area overlay, the General Plan acknowledged that a future general plan amendment would be required after Caltrans sold excess right-of-way subsequent to construction of SR-125.

2. That the public health, safety, and general welfare benefit from the adoption of the proposed amendment.

The site is conducive to a higher density due to its location, which is on a high trafficked collector street, it is directly adjacent to a school on the west, and it is within a quarter mile of a bus stop.]

THE CITY COUNCIL OF THE CITY OF LEMON GROVE, CALIFORNIA DOES ORDAIN AS FOLLOWS:

SECTION 1. Finds and determines that the facts set forth in the recitals of this Ordinance are declared to be true; and

SECTION 2. Approves Zoning Amendment ZA1-500-0004 amending the Zoning District from Residential Low and Residential Low/Medium to Residential Medium for property located at the southwest corner of Palm Street and Camino De Las Palmas (APN No. 503-252-42-00).

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Attachment D

RESOLUTION NO. []

RESOLUTION OF THE LEMON GROVE CITY COUNCIL APPROVING TENTATIVE SUBDIVISION MAP TM0-000-062 (PLANNED DEVELOPMENT) AUTHORIZING THE SUBDIVISION OF A 2.064 ACRE PARCEL INTO TWENTY RESIDENTIAL LOTS, ONE COMMON LOT FOR A PRIVATE STREET, ONE COMMON LOT FOR PARKING, AND TWO COMMON LOTS FOR OPEN SPACE ON AN UNDEVELOPED SITE AT THE SOUTHWEST CORNER OF PALM STREET AND CAMINO DE LAS PALMAS, LEMON GROVE, CALIFORNIA.

WHEREAS, the applicant, Chris Dahrling, Vista Azul, LLC, filed a complete application for a Tentative Map (TM0-000-062) on September 15, 2016 to authorize the subdivision of 2.064 acres of land into 24 parcels, including 20 residential lots with 20 dwelling units, a lot for a private street, a lot for common parking, and two lots for common open space; as part of an application for a Planned Development Permit (PDP150-0003), a General Plan Amendment (GPA-150-0003) and a Zoning Amendment (ZA1-500-0004); and

WHEREAS, on April 19, 2016, a public hearing was duly noticed and held by the Lemon Grove City Council. At the April 19th hearing, the City Council reviewed and disapproved the project which proposed 22 units, 16 of which were in the attached twin-home configuration, and six of which were single-family residences. The City Council provided feedback that the project density was excessive and the project design should more closely reflect a single-family residential community. In response, the applicant submitted final revisions to the project plans on September 15, 2016 for City Council consideration. The revised project proposes 14 detached single-family units and six units in the attached twin-home configuration (20 units total). An additional common area park replaced a single-family residential lot adjacent to the public cul-de-sac. The new project proposes less environmental impacts and less impacts on City public services; and

WHEREAS, a Mitigated Negative Declaration (MND) of Environmental Impact will be filed subsequent to the adoption and final approval of the proposed project by the City Council. The Initial Environmental Study prepared for this project found that the project would have no significant effect on the environment because identified potentially significant impacts associated with Cultural Resources, Geology and Soils, Noise, and Mandatory Findings of Significance will be mitigated to below a level of significance. A notice of intent to adopt a mitigated negative declaration was filed with the County Clerk prior to the City Council public hearing; and

WHEREAS, a public hearing was duly noticed and held by the Lemon Grove City Council on October 4, 2016; and

WHEREAS, the City Council finds that the tentative map is consistent with the Lemon Grove General Plan because it proposes lots for 20 dwelling units at a density of 11.4 dwelling units per acre on a 1.752 net acre parcel of land in the Medium Density Residential land use designation of the Lemon Grove General Plan which allows a maximum of 14 dwelling units per net acre; and

WHEREAS, the City Council finds that the tentative map complies with the findings of fact required to approve this project pursuant to Municipal Code Section 16.16.400 because the project complies with the time limitations of the State Subdivision Map Act; the existing lot is a legal lot; the proposed subdivision creates more than five lots; the proposed subdivision complies with the requirements of the Subdivision Ordinance; the map and design or

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improvements are consistent with applicable general and specific plans; the site is physically suitable for the type of development; and the site is physically suitable for the proposed density of development; and

WHEREAS, the City Council has considered said Tentative Map and recommendations of the Planning Department, City Engineer, and the Lemon Grove Fire Department with respect thereto and has determined that the conditions hereinafter enumerated are necessary to insure that the subdivision and the improvements thereof will conform to all ordinances, plans, rules, and improvement and design standards of the City of Lemon Grove; and

WHEREAS, the City Council has considered said Tentative Map and recommendations of the Planning, Engineering, and Stormwater Divisions, and the Heartland Fire District with respect thereto and has determined that the conditions hereinafter enumerated are necessary to ensure that the subdivision and the improvements thereof will conform to all ordinances, plans, rules, and improvement and design standards of the City of Lemon Grove; and

WHEREAS, the City Council has considered Planned Development Permit PDP-150-0003 including site, architectural, and landscape plans dated received September 15, 2016 associated with Tentative Map TM0-000-0062; and

WHEREAS, in accordance with Section 16.12.280, the City Council finds that it is impractical in this particular case for this subdivision to conform fully to the Design Standards of the Subdivision Ordinance because the Subdivision Ordinance does not account for lots sized for planned developments and waivers granted as part of the approval of this project are found to conform to the spirit and purpose of the Subdivision Map Act and of the Subdivision Ordinance of the Municipal Code; and

WHEREAS, the City Council hereby makes the following findings:

1. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat because the property has no environmentally protected resources as discussed in the Mitigated Negative Declaration; and
2. The proposed Tentative Subdivision Map (TM0-000-0062) is consistent with the Medium Density Residential land use designation (up to 14-dwelling units per net acre) of the General Plan; and
3. The site is physically suitable for the proposed density of development because public and private utilities will be available to serve the proposed density; and
4. The design of the subdivision or the type of improvements will not cause serious public health problems because public services (e.g., sewer, water, gas, and electricity) will be provided to the subdivision; and
5. The design of the subdivision or type of improvements do not conflict with easements, acquired by the public at large, for access through, or use of property within the proposed subdivision as defined under Section 66474 of the Government Code, State of California; and
6. The design and improvements of the proposed subdivision map comply with the requirements of the State Subdivision Map Act and the Subdivision Ordinance except as specifically waived or modified for the requested deviations in accordance with Section 16.12.280 and pursuant to the Planned Development Permit process; and

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NOW, THEREFORE, BE IT RESOLVED that the [City Council] of the City of Lemon Grove, California hereby:

SECTION 1. Finds and determines that the facts set forth in the recitals of this Resolution are declared to be true; and

SECTION 2. Waives or modifies the following Design Standards in accordance with Section 16.12.280:

1. Section 16.12.220B (Minimum Lot Area of 6,000 sq. ft.) to allow 20 planned development lots with areas ranging from 1,330 square feet to 11,237 square feet.
2. Section 16.12.220C (Lots Shall Front on Dedicated Street) to allow 20 planned development lots to not front on a dedicated street.
3. Section 16.12.220D (Minimum Lot Width and Depth of 60 feet by 90 feet) to allow 20 planned development lots with minimum dimensions of less than sixty feet by ninety feet.
4. Section 16.12.220H (The side lines of all lots shall be at right angles or radial to the street upon which the lots front with a maximum deviation of up to ten degrees allowed) to allow planned development lots accommodating for garage access and enhanced pedestrian paths.
5. Section 16.12.220I (Lot depth shall be no greater than three times the average width) to allow slope and open space behind proposed residences to be a part of individual residential lots, but maintained by the Homeowner's Association.

SECTION 3. Conditionally approves Tentative Map TM-000-0062 in association with Planned Development Permit PDP-150-0003 and the grading, site, landscape, and architectural plans dated received September 15, 2016 (incorporated herein by reference as Exhibit "A") pursuant to the City of Lemon Grove Subdivision Ordinance (Title 16 of the Municipal Code) and contingent upon the second reading and final approval of an ordinance approving Zoning Amendment ZA1-500-0004. The approval conditionally authorizes the development of a vacant site with a 20 unit planned development with an associated private street and common area located on the southwest corner of Palm Street and Camino De Las Palmas, Lemon Grove, California (APN No. 503-252-42-00). The subdivider shall comply with all applicable provisions of the Subdivision Map Act, the City of Lemon Grove Subdivision Ordinance, and the following conditions of approval:

NO PARCEL SHOWN ON THIS APPROVED TENTATIVE SUBDIVISION MAP SHALL BE LEASED, SOLD, CONVEYED, OR TRANSFERRED, UNLESS AND UNTIL A SUBDIVISION MAP APPROVED BY THE CITY ENGINEER HAS BEEN FILED IN THE OFFICE OF THE COUNTY RECORDER.

- A. WITHIN FIVE DAYS OF APPROVAL, THE SUBDIVIDER/APPLICANT SHALL COMPLY WITH THE FOLLOWING:
 1. Submit the appropriate payment for the CEQA filing fee (Department of Fish and Game MND and County Clerk Processing Fee).
 2. Pay all outstanding fees for City permits related to this project.
- B. PRIOR TO ISSUANCE OF A GRADING OR IMPROVEMENT PERMIT AND/OR DURING GRADING ACTIVITY, THE SUBDIVIER/APPLICANT SHALL COMPLY WITH THE FOLLOWING:
 1. All physical elements of the proposed project shown on the approved plans dated September 15, 2016 except as noted herein, shall be located substantially where

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- they are shown and shall be constructed in accordance with applicable Lemon Grove City Codes to the satisfaction of the Development Services Director.
2. Obtain a grading permit from the City prior to any grading activities. The grading permit shall constitute an authorization to do only that work which is described or illustrated on the application for the permit, or in the plans and specifications approved by the City Engineer.
 3. All grading permit fees and deposits shall be paid and all actions necessary preceding the issuance of the grading permit shall be completed.
 4. Coordinate with Helix Water District for the installation of water facilities and ensure that all of the appropriate permits are obtained.
 5. Obtain an encroachment permit for the installation of private facilities and/or for grading work in/or adjacent to the public right-of-way.
 6. Building permits shall be submitted with the grading plans for retaining and freestanding walls where required. Except as noted in this condition, building permits shall be termed building permits for post-grading activities in the resolutions approving this project.
 7. A minimum four foot separation shall be provided between buildings and building posts and proposed retaining walls, freestanding walls and fences.
 8. Safety fencing shall be required at the top of retaining walls and slopes and shall be shown on all Grading Plans where appropriate.
 9. A private Storm Water Facility and Best Management Practice maintenance agreement shall be recorded for the future repair and rehabilitation of the proposed private drainage and storm water treatment. The City will provide the template for the agreement.
 10. As a part of the grading permit submittal, a private improvement, grading, and drainage plan shall be submitted showing all of the proposed and existing on-site improvements. The plan shall be prepared in accordance with the City's standard requirements by a Registered Civil Engineer. All necessary measures for prevention of storm water pollution and hazardous material run-off to the public storm drain system from the proposed development shall be implemented with the design of the grading.
 11. A public improvement plan as a part of an improvement plan check, shall be submitted with applicable deposit (plan check fee) showing all of the proposed and existing improvements within the public right-of-way. The plan shall be prepared in accordance with the City's standard requirements by a Registered Civil Engineer. Striping and word legends for a five-foot wide bike lane shall be provided along the south side of Palm Street for the property frontage per CA-MUTCD Detail 39 and intersection striping per CA-MUTCD Detail 39. The signage is R81 (CA). Palm Street shall be red curbed and marked "No Parking" to the satisfaction of the Development Services Director.
 12. As-built drawings shall be submitted to SDG&E to energize all of the required street lights.
 13. Submit the street improvement and grading plans to Helix Water for review and signature.
 14. All utilities shall be shown on the grading plans.

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15. Prior to the issuance of a grading permit, a deposit shall be paid to cover the City's expenses, costs, and overhead for the field inspection, office engineering, and administration of the work performed, including landscape and irrigation work. The amount of the deposit shall be as determined by the City Engineer.
16. All existing survey monuments shall be shown on the grading plan.
17. Evidence indicating that arrangements have been made for the preservation and/or relocation of existing monuments shall be submitted to the City Engineer prior to the issuance of a grading permit.
18. All grading plans shall be signed by a registered civil engineer and by the soil engineer.
19. Conditions imposed by the City shall be shown on the grading plans under the heading "General Notes."
20. The subdivider shall execute a Subdivision Improvement Agreement and a Subdivision Improvement Security in accordance with Section 16.12.200. A cost estimate for all of the proposed grading, drainage, street improvements, landscaping, and retaining and freestanding walls work proposed shall be submitted with the grading and improvement plans. A separate cost estimate shall be submitted for work proposed within the public right-of-way. Templates for these agreements are available from the City. The applicant shall post a security with the City comprised of a cash deposit of a combination of cash deposit and corporate surety bond of a surety authorized to do business in the state. An instrument of credit or other security pledging the performance of the work, may be submitted in lieu of the surety bond to insure installation of required structures, drains, landscaping, irrigation and other improvements shown on the grading plan. Such funds are trust funds for the purposes of satisfying the cost of correcting any deficiency, hazard or injury created by the work or lack of maintenance thereof. An irrevocable standby letter of credit issued by a financial institution subject to the regulation by the state or federal government may be posted in lieu of the surety bond, instrument of credit or other security. The estimated cost of the work shall be determined by the City Engineer after reviewing the civil engineer's estimate. The total amount of the security shall be equal to one hundred fifty percent of the estimated cost of the grading work authorized by the permit plus an additional sum equal to one hundred percent of the estimated cost for the construction of public street improvements including landscaping and irrigation; and on-site drainage structures or facilities, including standard terrace drains, slope planting, irrigation system, erosion control devices, retaining walls and similar facilities authorized by the permit.
21. Three copies of a preliminary soils engineering report shall be submitted with the application of a grading permit. Each report shall be prepared by a soil engineer and contain all information applicable to the project in accordance with generally accepted geotechnical engineering practice. The preliminary soil engineering report shall include, but not be limited to, the requirements outlined within 18.08.120(A). All recommendations outlined in the soils report shall be imbedded into the grading plans. The grading plans shall include site monitoring and inspections to ensure recommendations of the Geotechnical Evaluation are adhered to. The Evaluation recommends that undocumented fill, colluvium and bedrock be removed. Removal depths are estimated at two to seven feet with variation. Properly designed site drainage is required to reduce erosion damage to the planned improvements. Typical erosion control measures will be required during site grading.

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22. The soil engineer and engineering geologist should refer to the geologic conditions element of the Lemon Grove General Plan in preparing the reports required in 18.08.120.
23. Recommendations contained within approved reports and technical analyses shall be incorporated into the grading plan and specifications and shall become conditions of the grading permit.
24. Submit a truck hauling route with diagram showing streets. This should include the source of borrow and/or disposal and any BMPs tied to the imported material.
25. Submit a final Hydrology Report and Storm Water Quality Management Plan (SWQMP) to determine and analyze the increased volume of storm water runoff as a result of the proposed design. Analysis of the downstream onsite detention basin must be based on hydrology calculations. Any modifications must be reflected on the plans. This report should contain calculations and diagrams of pre and post-development conditions. The SWQMP shall be completed and approved prior to the issuance of any other permits. Grading and site improvements shall be in accordance with the SWQMP for the proposed project. The SWQMP shall specify implementation of BMPs required in 8.48 and 18.08 of Municipal Code and the BMP Design Manual. Provide evidence that treatment Best Management Practices (BMPs) are adequately sized for the increase in impervious surfaces.
26. Plans for an erosion control system shall be prepared and submitted for the review and approval of the City Engineer and Water Quality Coordinator as a part of any application for a construction permit. The erosion control system shall comply with the requirements of the latest state general construction stormwater permit and any amendments thereto, the MS4 Permit, Lemon Grove Municipal Code Chapter 8.48, and 18.08.170.
27. A private Stormwater Facilities and Best Management Practices maintenance agreement shall be submitted for the future repair and rehabilitation of the proposed private drainage and stormwater treatment facilities prior to the issuance of a grading or improvement permit.
28. An agreement not-to-oppose the formation of a future utility undergrounding district will be required to be submitted prior to issuance of grading or improvement permits.
29. An agreement not-to-oppose the formation of a future street improvement district will be required to be submitted prior to issuance of grading or improvement permits.
30. The developer shall submit erosion and sediment control plans with construction Best Management Practices (BMPs) and an irrigation plan for review and approval by the Water Quality Coordinator, which will be required to be abided by during grading activities.
31. The applicant shall submit sewer lateral plans with the improvement plans. These sewer lateral plans shall be submitted to the satisfaction of the City Engineer.
32. The structural pavement section for the private access located on the subject property shall be based on the soils report prepared by a Geotechnical Engineer to the satisfaction of the City Engineer.
33. Parking spaces shall be of the dimensions outlined in Chapter 17.24.010 of the Lemon Grove Municipal Code unless specified otherwise by the Development Services Director.

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34. Improvements, where applicable, shall conform to the San Diego Regional Standard Drawings unless otherwise specified by the City Engineer.
35. The subdivider shall provide proof satisfactory to the Director of Public Health that there exists an adequate potable water supply available to each lot or parcel, and that the subdivider install or agree to install water supply pipes of a minimum six inches in diameter, provided that the City Engineer may require such other diameter of water supply pipe as may be recommended by Helix Water District.
36. Sight distance requirements along streets and at all intersections shall conform to the intersectional sight distance criteria as provided by the Caltrans Highway Design Manual.
37. The subdivider shall provide the City Engineer with letters from the serving utility companies stating that arrangements satisfactory to the utility have been made to serve all parcels created.
38. A private Sewer Maintenance Agreement shall be submitted for the future repair and rehabilitation of the proposed private sewer prior to the issuance of grading or improvement permits. The City will provide the template for the agreement.
39. The Sewer main for this project shall be designated as private, not public.
40. Each dwelling unit of the proposed subdivision shall be connected to a sewer of the Lemon Grove Sanitation District.
41. Provide the City with a final drainage/hydrology report indicating that the site design is in accordance with the report and the National Pollutant Discharge Elimination System (NDPES) permit. On-site drainage shall be in compliance with the NDPES permit.
42. Submit a maintenance agreement for the on-going maintenance of the private street and access improvements, parking and other proposed paved areas, fencing, landscape and irrigation (private and within the public right-of-way along the property's frontage), drainage and water quality facilities required by the SWQMP, and recreational and other facilities as specified to be reviewed and approved by the City Engineer and Director of Development Services. This maintenance agreement shall be adhered to by the HOA and incorporated into the CC&Rs to the satisfaction of the Director of Development Services and City Engineer.
43. All plans and technical studies required to be submitted to the Engineering Department for review and approval shall be prepared by a California Registered Professional Engineer or applicable utility provider.
44. The permittee shall be responsible to maintain in an obvious and accessible location on the site, a copy of the grading and improvement permit and grading plans bearing the approval of the City Engineer.
45. After grading permit issuance, but prior to any land development work involving grading, brushing or clearing, there shall be a pre-grading meeting. Prior to pouring curbs and gutters or placement of base materials, there shall be a pre-paving meeting held on the site. The permittee, or his or her agent, shall notify the City Engineer at least two working days prior to the meeting and shall be responsible for notifying all principals responsible for grading and paving related operations. The Storm Water Coordinator shall be a part of the meeting. A qualified paleontologist, archaeologist, and culturally affiliated Native American with cultural resource

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knowledge shall be present at the pre-grading meeting to consult with the grading and excavation contractors.

46. All land development work shall be performed by a contractor licensed by the state to perform the types of work required by the permit.
47. The property owner shall pay the City for all costs of placing, repairing, replacing or maintaining a city-owned facility within the public right-of-way when the city facility has been damaged or has failed as a result of the construction or existence of the owner's land development work during the progress of such work. The costs of placing, replacing or maintaining the city-owned facility shall include the cost of obtaining an alternate easement if necessary. The City may withhold certification of the completion of a building or other work where a notice has been issued.
48. In accordance with Municipal Code Sections 12.10.080 and 16.12.240, the property owner(s) shall underground all existing utility distribution facilities, including telecommunication lines, on and along the frontage of the subject property as required by the City Engineer. The property owner(s) shall make the necessary arrangements with each of the serving utilities, including licensed communication operators for the installation or relocation of such facilities. No new overhead poles shall result from undergrounding activities.
49. Submit private street improvement plans with roadway cross-sections with rolled curb configuration on both sides to the Fire Marshal for review and approval. Minimum 20 foot fire lane for emergency access required. A four to six inch curb is permissible.
50. Prior to combustibles being brought to the site, the developer shall provide written certification from the Water Purveyor, dated within the last thirty days, that:
 - a. All public fire hydrants required of the project have been installed, tested, and approved by the Water Purveyor; and
 - b. Are permanently connected to the public water main system; and
 - c. Are capable of supplying the required fire flow as required by Heartland Fire & Rescue.
51. Group R-3 and U Occupancies: An approved water supply capable of supplying the required fire flow for fire protection shall be provided to all premises upon which facilities, buildings, or portions of buildings are hereafter constructed or moved into or within the jurisdictions. When any portion of the facility or building protected is in excess of 400 feet (122 mm) from a water supply on a public street, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains capable of supplying the required flow shall be provided when required by the Fire Code official. The size of fire hydrant outlets shall be a minimum of one 4 inch and one 2-½ inch NST outlet or greater as required by the Fire Code official.
52. In order to mitigate any impacts that grading may cause to paleontological and archaeological resources the following conditions shall be complied with:
 - a. The subdivider/applicant shall conduct a cultural resources records search and a Sacred Lands File search of the project area to determine if there is likelihood for on-site Native American cultural resources. A copy of a letter regarding the records search shall be provided to the Development Services Department prior to issuance of grading or improvement permits. The report shall provide

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recommendations for further analysis and those recommendations shall be implemented as a part of the mitigation measures.

- b. A qualified paleontologist, archaeologist, and culturally affiliated Native American with cultural resource knowledge shall be present at the pre-grading meeting to consult with the grading and excavation contractors. A qualified paleontologist is defined as an individual with a Bachelor's or higher degree in paleontology or geology experienced in pale ontological techniques and procedures.
 - c. A qualified paleontologist, archaeologist, and culturally affiliated Native American with cultural resource knowledge shall be present at all times during the original cutting of previously undisturbed sediments of the Mission Valley Formation. These monitors shall inspect an excavation which exposes sediments of the Mission Valley Formation. Said monitors shall salvage remains as they are uncovered.
 - d. A Kumeyaay Cultural Monitor shall be on-site for ground disturbing activities to inform the Viejas Band of Kumeyaay Indians of any new developments such as the inadvertent discovery of cultural artifacts, cremation sites, or human remains.
 - e. The paleontologist, archaeologist, and culturally affiliated Native American with cultural resource knowledge shall be allowed to temporarily direct, divert or halt grading to allow recovery of fossil and artifact remains. If cultural resources are discovered during site preparation and/or grading, then any further work shall cease and programs and procedures shall be initiated as outlined in CEQA guidelines 15064.5.
 - f. The paleontologist, archaeologist, and culturally affiliated Native American with cultural resource knowledge shall document the stratigraphic and geologic context of salvaged fossil and artifact remains.
 - g. The paleontologist, archaeologist, and culturally affiliated Native American with cultural resource knowledge shall clean, repair and sort salvaged fossils and artifacts for eventual donation.
 - h. Prior to final inspection, a report shall be prepared summarizing the results of the mitigation program and submitted to the Development Services Director. This report will include a discussion of methods employed, fossils and artifacts recovered, geologic context of fossil and artifact remains and the significance of the mitigation program.
 - i. Donate all curated fossil and artifact specimens to an institution with a proven history of professional, long term care and storage of paleontological and archaeological collections, such as the San Diego Natural History Museum.
53. One temporary on-site sign legible from the major vehicle travel lanes adjacent to the project shall be posted on the property for the duration of all construction on-site. The sign shall be a minimum of six feet high, six feet wide, and not to exceed 64 square feet total for two sides or 32 square feet for one side. Such sign shall include the permit numbers, property location and APN number, a site plan and description of the project, project name, and the developer's name, address and telephone number. Such sign shall be removed prior to grading permit final. Signs shall be maintained in good condition at all times.
54. Private residential, public residential, commercial and industrial fire access roads shall provide an access roadway with a minimum unobstructed width of 20-feet wide

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and a minimum 13'6" vertical clearance. All fire apparatus access roadways must be maintained unobstructed and drivable by fire apparatus throughout the construction process. Access roadways shall be capable of holding an imposed load of 75,000 pounds including in adverse weather conditions.

55. Grades for driveway and fire apparatus access roads shall not exceed 10 percent. Fire Department approval and additional conditions are required for grades up to 20 percent maximum. Angle of approach and departure for driveways shall not exceed five (5) percent.
56. Fire lane designations shall be required for all fire access roadways as determined by Heartland Fire & Rescue. Posted signs shall be required for all fire access roadways as determined by Heartland Fire & Rescue. Posted signs which state "FIRE LANE, NO PARKING" shall be installed every 50 feet. Curbs shall be painted red and stenciled with white letters indicating the same on the face and top of any curb as directed by Heartland Fire & Rescue. All fire lanes shall be marked and identified prior to Certificate of Occupancy. Fire lane maintenance must be addressed in the CC&R's for the project.
57. All required fire apparatus access roads, fire lanes, fire department turn-around and entry/exit drives shall have a minimum 28-foot turning radius for fire apparatus depending on size, location, and type of project. Site plans shall provide a fire department turning radius template along the access roadway or within a detail confirming that the radius meets Heartland Fire & Rescue requirements.
58. Roadway design features (speed humps, bumps, speed control dips, etc.) which may interfere or delay emergency apparatus responses shall not be installed or allowed to remain on the emergency access roadways.

C. PRIOR TO ISSUANCE OF A BUILDING PERMIT, THE SUBDIVIDER/APPLICANT SHALL COMPLY WITH THE FOLLOWING:

1. All physical elements of the proposed project shown on the approved plans dated September 15, 2016 except as noted herein, shall be located substantially where they are shown and shall be constructed in accordance with applicable Lemon Grove City Codes to the satisfaction of the Development Services Director.
2. Pay all outstanding fees prior to issuance of a building permit(s) for new dwelling units authorized by this tentative map.
3. Per Ordinance 372 a Uniform Transportation Mitigation Fee for each unit must be paid at the time of building permit issuance. The fee is subject to annual increase and the actual fee will be calculated at the time of payment.
4. Obtain sewer permits and pay capacity fees for 20 dwelling units or as modified by the Lemon Grove Sanitation District prior to the issuance of a building permit. The permit requires a capacity fee plus prorated sewer service fees be paid at the time of permit issuance.
5. Pay appropriate school, parkland, diversion deposit, and other fees as applicable.
6. Submit for Development Services Director approval, a detailed landscape and irrigation plan. Provide reference sheets for the grading and landscape erosion control plans. The plan shall indicate all surface improvements including, but not limited to, the design and locations of all walls, fences, driveways, walkways, botanical and common names of all plant materials, number, size and location of all plantings; all irrigation lines including valves and back-flow devices; and soil

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- amendments. Said landscape plan shall comply with the requirements of Section 17.24.050(B) and Chapter 18.44 of the Municipal Code. The landscape plan shall be in substantial conformance to the approved landscape concept plan.
7. Water supply, access, and fire protection system requirements shall meet City of Lemon Grove Fire Department standards.
 8. An 18 foot wide by 19 foot clear space is required within all required two-car garages. Bike racks for two bicycles shall be installed in each garage. Driveways shall be a minimum of 18 feet wide by 19 feet deep if used for parking.
 9. Future development shall comply with all applicable California Building Codes.
 10. The project shall comply with applicable provisions of the current California Building and Fire Codes.
 11. All new utility distribution facilities, including cable television lines, within the boundaries of any new subdivision or within any half street abutting a new subdivision shall be placed underground. The subdivider shall coordinate with the necessary cable television operators for the installation of such facilities. Transformers, terminal boxes, meter cabinets, pedestals, concealed ducts, and other facilities necessarily appurtenant to such underground utilities and street lighting systems may be placed above ground unless directed otherwise by the City Engineer. All proposed structures on the subject property shall connect to the utility system via underground system.
 12. Submit a written statement signed by the civil engineer reporting that the site is rough graded in conformance with the approved grading plan, as modified or amended by any construction changes approved by the city engineer, and which specifically states the items which were performed under his/her supervision, and are shown correctly on the as-graded drawings.
 13. Prior to issuance of building permits, incorporate best management practices including site design, source control and treatment control, construction and on-going maintenance identified in the SWQMP and Drainage Report into the Building Plans.
 14. Provide the City with, upon completion of the grading, a compaction report from the geotechnical firm and a letter from a licensed civil engineer that the grading and elevations of the pad were done in accordance with the approved grading plans and prior to the issuance of building plans.
 15. Fire apparatus access roads (all roads in the project) shall be paved and accessible and fire hydrants shall be capable of flowing required GPM and shall be tested and accepted by the Fire Department prior to dropping any lumber for construction.
 16. Any gate or barrier across a fire access roadway, whether manual or automatic, must meet the Heartland Fire & Rescue requirements and have specific plans and permits approved prior to installation. Knox brand key-operated electric key switch keyed to Heartland Fire & Rescue specification are required. The Knox switch shall override all gate functions and open the gate. Other access control systems such as Opticom, siren, etc. shall be permitted with the approval of Heartland Fire & Rescue.
 17. Provide plans on Auto CAD (any release) for pre-fire planning use by the Fire Department. Information shall include locations of all exits, stairwells, and roof access. Also, gas, electrical, water, fire sprinkler, and standpipe valves and shutoffs, and elevator and electrical equipment rooms, fire alarm panels, remote annunciators, and RTU/HVAC detectors.

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18. All pedestrian paths shall be Title 24 compliant and ADA accessible to persons with disabilities if applicable.
19. Driveways shall drain into landscape areas.
20. Provide proof of utility easement vacation.

D. DURING GRADING ACTIVITY AND PRIOR TO GRADING PERMIT FINAL APPROVAL, THE SUBDIVIDER/APPLICANT SHALL COMPLY WITH THE FOLLOWING:

1. All physical elements of the project shown on the approved grading, improvement and related plans shall be located substantially where they are shown and shall be constructed in accordance with appropriate Lemon Grove City Codes.
2. All trash, debris, and waste materials should be disposed of offsite, in accordance with current local, state, and federal disposal regulations. Any materials containing petroleum residues encountered during property improvements should be evaluated prior to removal and disposal, following proper procedures. Any buried trash/debris encountered should be evaluated by an experienced environmental consultant prior to removal.
3. Soil sampling and analysis for the presence of organochlorine pesticides in soil shall be performed.
4. Soil sampling and analysis for the presence of lead in soil shall be performed.
5. For any work within the public right-of-way, the subdivider shall secure an encroachment permit to work within the City right-of-way and place a special deposit with the City to ensure that any damage to the existing roadway or other public improvements is repaired in a timely manner. The subdivider shall be responsible for all unforeseen costs related to work performed in the right-of-way.
6. The development and preparation of the site shall conform to all recommendations of the approved geotechnical reports submitted to the City.
7. The drainage structures, bio retention areas, underground storage pipes, and outlet structures identified in the Standard Water Quality Management Plan (SWQMP) shall be installed. Any modifications to the bio retention areas shall require modifications to the SWQMP and review and approval by the City Engineer.
8. Provide the City with a final drainage/hydrology report/letter indicating that the site design is in accordance with the report and the National Pollutant Discharge Elimination System (NPDES) permit.
9. The fire hydrant system shall be tested to ensure adequate fire flow. The required fire hydrant flow shall be 1,500 GPM for a 2-hour duration at 20 PSI residual operating pressure. Documentation is required from the Water Purveyor verifying that the system is capable of meeting the required fire flow prior to building permit issuance. If the system is not capable of meeting the required fire flow documentation shall be provided showing financial arrangements have been made and water system improvement plans have been submitted and approved by Heartland Fire & Rescue and the Water Purveyor to upgrade the existing system prior to release of building permits. The terms and conditions of the Tentative Subdivision Map shall be binding upon the permittee and all persons, firms, and corporations having an interest in the property subject to this Planned Development Permit and the heirs, executors, administrators, successors, and assigns of each of them, including municipal corporations, public agencies, and districts. Fire hydrants

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- shall be painted per Heartland Fire & Rescue and the local Water Purveyor standards and be maintained free of obstructions. Blue reflective raised pavement markers shall be installed on the pavement at approved locations marking each fire hydrant.
10. Public and private water utility mains must provide the level of reliability/redundancy determined necessary by Heartland Fire & Rescue and the local Water Purveyor Engineer.
 11. The subdivider shall construct or shall cause to be constructed, at his/her own cost, a street lighting system conforming to the City standards.
 12. Street signs for private and public streets meeting the requirements of the City Engineer standards shall be installed at all intersections prior to final occupancy approval.
 13. A street naming request application shall be completed to rename the Palm Street cul-de-sac to Palm Court or another mutually agreed upon name by the effected property owners. An additional request shall be completed for the proposed private street. Appropriate signage shall be required to be installed.
 14. The installation of gas, electric, sewer, and water lines and any other below surface utilities is required to take place before the installation of any concrete curbs, gutters, sidewalks, and surfacing of the streets (including repair or replacement). Sewer and water lines shall not be laid in the same trench in any part of this subdivision.
 15. Metallic identification tape shall be placed between the bottom layer of the finished surface and the top of all irrigation lines in the public right-of-way.
 16. The contractor/permittee conducting any earth moving operation shall be responsible for controlling dust created by its grading operation or activities at all times.
 17. Reporting for earthwork, asphalt, and concrete testing shall be required and prepared in accordance with the latest version of the "Greenbook" Standard Specifications for Public Works Construction. Reports shall be submitted to the City for review and approval prior to the applicant's request for final inspection on the grading or improvement permits. The reports shall be signed and stamped by a California registered engineer.
 18. All flammable vegetation shall be removed from each building site with slopes less than 15% at a minimum distance of thirty (30) feet from all structures or to the property line, whichever is less to the satisfaction of the Deputy Fire Marshal and Development Services Director.
 19. A pad certification and compaction report shall be submitted to the City for review and approval prior to the applicant's request for final inspection on the grading permit.
 20. The subdivider shall submit record drawings (as-builts) and engineering documentation with applicable fees for all public improvements to the City to the satisfaction of the City Engineer.
 21. Submit a certification letter stating that the grading was done per the approved plan or an as-graded version of the grading plan (as-graded drawings) prepared, signed and dated by the responsible civil engineer which shall include original and "as-graded" ground surface elevations, pad elevations, slope ratios, and elevations and locations of all surface and subsurface drainage facilities, location and scaled

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sections of all buttress/stabilization and fills, subdrains and general location and depth of all areas or removal of unusable soil.

22. Submit a final soils engineering report prepared by a soil engineer, including type of field testing performed, compaction reports, final pad elevations, suitability of utility trench and retaining wall backfill, the maximum allowable soil bearing pressure and the required pavement structural sections, summaries of field laboratory tests and other substantiating data, and comments on any changes made during grading and their effect on the recommendations made in the preliminary soils engineering report. Each field density test shall be identified, located on a plan or map, the elevation of the test, and the test method of obtaining the in-place density described.
23. Final approval shall not be given until all work, including installation of all drainage facilities and their protective devices, required irrigation system installed protective devices, required planting, and all erosion control measures have been completed in accordance with the final approved grading plan and the as-graded drawing, required reports and statements of compliance consistent with section 18.08.030 and Chapter 18.44 of the Lemon Grove Municipal Code have been submitted.
24. The Developer and Current and Future Property Owners shall adhere to the recommendations of the requirements of the Storm Water Quality Management Plan (SWQMP) prepared for this project to the satisfaction of the Water Quality Program Coordinator.
25. The exterior boundary of the subdivision and all lot corners shall be monumented with permanent monuments in accordance with Section 16.12.250 to the satisfaction of the City Engineer.

E. PRIOR TO BUILDING FINAL, THE SUBDIVIDER/APPLICANT SHALL COMPLY WITH THE FOLLOWING:

1. All physical elements of the project, including public street improvements, shown on the approved building, landscape, grading, improvement and related plans shall be located substantially where they are shown and shall be constructed in accordance with appropriate City Codes.
2. Permanent residential three-dimensional street numbers, minimum 4 inches in height, shall be provided on the address side of the building at the highest point and furthest projection of the structure. The address shall be visible from the street and shall not be obstructed in any manner.
3. Comply with the new "solar ready" requirements in Title 24 (Section 110.10). This includes reserved solar zones on the roof, conduit installation, 200 amp service, etc.
4. Prior to Fire Department clearance for occupancy, an automatic fire sprinkler system shall be installed. The system shall comply with NFPA #13-D Standard for Automatic Fire Sprinkler Systems-Single Family Dwelling. Three (3) sets of plans, hydraulic calculations, and material specifications sheets for all equipment used in the system shall be submitted by a State of California Licensed C-16 Contractor for review, approval, and permits issued prior to commencing work.
5. Demonstrate to the satisfaction of the Development Services Director that the required noise barriers/sound walls as shown on Exhibit "A" have been installed and provide noise mitigation at or below the City of Lemon Grove 65 dBA CNEL exterior noise level standards for the outdoor areas as described in the Noise Evaluation Report (dated November 10, 2015) prepared for this project.

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6. All dwelling units shall comply with the interior noise level requirements of California Code Title 24. Exterior walls and roof assemblies shall have a STC rating of 46 or better in accordance with the acoustical analysis. Exterior doors shall have a minimum STC rating of 28 in accordance with the acoustical analysis. The glass assemblies (windows, fixed windows, and glass doors) of the perimeter units having direct line of sight to State Route 125 shall require a Sound Transmission Class (STC) rating of 31 to reduce the interior noise levels below 45 dBA CNEL in accordance with the acoustical analysis. Other glass assemblies shall be dual-paned with acoustical sealant around the exterior edges to have an STC rating of 26 or higher in accordance with the acoustical analysis.
 7. A closed window condition is required with mechanical ventilation installed to move air within the structure in accordance with the acoustical analysis.
 8. The developer/owner shall be required to repair and/or replace any damaged public improvements fronting the project and within 100 feet to the satisfaction of the City Engineer.
- F. PRIOR TO RECORDATION OF A FINAL MAP, THE SUBDIVIDER/APPLICANT SHALL COMPLY WITH THE FOLLOWING:
1. All physical elements of the project, excepting improvements for buildings, including public street improvements, shown on the approved building, landscape, grading, improvement and related plans shall have obtained final approval or appropriate securities associated with such improvements shall be provided for in accordance with appropriate City Codes.
 2. Submit a copy of the Preliminary Title Report, Subdivision Guarantee and Tax Clearance Certificate no more than 60 days in advance of the recordation of the Final Map to the City Engineer for review.
 3. The subdivider shall provide the City Engineer with one reproducible Mylar copy of the final map for recordation.
 4. Provide proof of the utility easement vacation.
 5. Each parcel shall be subject to inclusion into the Lemon Grove Roadway Lighting District which includes an annual assessment.
 6. A formal written request to add street lights to the Lemon Grove Lighting District shall be submitted to the City of Lemon Grove Lighting District prior to permanently energizing. If required, a deposit for the initial operation costs expended by the Lighting District for the subject property shall be submitted until the units are placed on the Tax Assessor's yearly statement.
 7. Water improvement plans shall be approved by Heartland Fire & Rescue prior to recordation. The developer shall furnish Heartland Fire & Rescue with three (3) copies of the water improvement plans designed by a Registered Engineer and/or Licensed Contractor. On-site fire service mains shall have a minimum of eight (8) inch water mains with six (6) inch laterals and risers. Larger pipes may be required to meet required fire flow requirements. Fire hydrants shall provide one 4-inch port and 2- 2 ½ ports and must be an approved fire hydrant type.
 8. Backflow prevention devices for private building sewers shall be required pursuant to Section 710.0 of the CBC (2000 UPC).

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9. Pay \$85 for the preparation and recordation of each document as required for the subject permit.
10. The subdivider shall comply with Section 66436 of the Government Code by furnishing to the City Engineer a certification from each public utility and each public entity owning easements within the proposed subdivision stating that: a) they have received from the developer a copy of the proposed final map; b) they object to/do not object to the filing of the map without their signature. In addition, the subdivider shall furnish proof to the satisfaction of the City Engineer that no new encumbrances have been created that would subordinate the City's interest over areas to be dedicated for public road purposes since submittal of the tentative map.
11. The protection of the public interest requires that the subdivider, contractors, builders, lot or parcel owners, and other persons, firms, and corporations concerned with the development of said subdivision conform to the following standards, and all permits required by the City of Lemon Grove will be issued pursuant to such standards:
 - a. All domestic water supplied for this subdivision shall come from Helix Water District.
 - b. All buildings constructed for this subdivision shall be connected to the public sewer system of the Lemon Grove Sanitation District.
 - c. The project shall comply with applicable provisions of Title 15 (Buildings and Construction).
 - d. Proper drainage shall be maintained throughout this subdivision as to prevent ponding and/or storage of surface water and shall be in compliance with the NPDES permit to the satisfaction of the Water Quality Coordinator and the City Engineer.
12. The final map shall show or provide for the following:
 - a. The design and area of all lots and the design of the final map shall be in substantial conformance to that shown on the approved tentative map to the satisfaction of the Development Services Director.
 - b. The final map shall indicate that this project is a planned development for twenty (20) dwelling units.
 - c. The final map shall include the signature of the Development Services Director prior to recording and other items required in Title 16.
 - d. The final map shall identify any easements indicated within the Title Report, proposed on the approved Tentative Map, and as required by the Lemon Grove Fire Department or City Engineer.
 - e. The Final Map shall include all easements as shown on Tentative Subdivision Map TM0-000-0062, including but not limited to private sewer, drainage, utility and open space, and public access and emergency access easements.
 - f. A note shall be placed on the final map indicating that domestic water supplied for this project shall come from Helix Water District.
13. Covenants, Conditions and Restrictions (CC&Rs) shall be submitted to the City for review and shall be written to the satisfaction of the Development Services Director and the City Engineer. The CC&Rs shall include the conditions herein to the

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satisfaction of the Fire Marshal, Water Quality Program Coordinator, City Engineer, and Development Services Director and shall be recorded prior to or concurrent with the final map and shall include but not be limited to the following:

- a. The Developer, Current and Future Property Owners shall adhere to the CC&Rs approved for this project.
- b. The formation of a home owner's association (HOA) with maintenance responsibilities is required.
- c. A Best Management Practices (BMP's) and a Private Driveway and Drainage Maintenance Agreement to the satisfaction of the City Engineer. The maintenance and the preservation of drainage and BMP facilities shall be included.
- d. The CC&Rs shall identify and implement the BMP's identified in the SWQMP prepared for this project and state that the Developer, Current and Future Property Owners shall comply with the recommendations of the SWQMP prepared for this project to the satisfaction of the Water Quality Program Coordinator and the City Engineer. Funding of the long term maintenance of all facilities required by the SWQMP shall be included in the annual HOA budget.
- e. A long-term operation and maintenance program (OMP) will be a requirement and the responsibility of HOA to maintain. Funding for the program is required to be accounted for in the annual budget of the HOA.
- f. The CC&Rs shall include on-going maintenance of landscaping and irrigation (private and within public right-of-way) of slopes, parkways, open space and park areas as illustrated on approved landscape and irrigation plans (Exhibit A). This Exhibit A shall be included in the CC&Rs. All landscaping shall be well maintained in a healthy growing condition at all times in substantially the same condition as approved in accordance with the approved landscape and irrigation plans. Sprinkler heads shall be adjusted so as to prevent overspray upon the public sidewalk or the street. The proposed sprinkler heads shall be installed behind the sidewalk, and the irrigation mainline upon private property only, as required by the City. The HOA or, its successors or assigns, shall remove and relocate all irrigation items from the public right-of-way at no cost to the City, and within a reasonable time frame upon a written notification by the City Engineer. An Encroachment, Maintenance, and Removal Agreement shall be signed and recorded prior to recordation of the final map or building permitting. The City will provide the template for the agreement.
- g. Immediate removal of graffiti and any other type of offensive debris is required.
- h. All garage doors shall be automatic roll-up type doors and equipped with remote control devices.
- i. All garages shall be available for required off-street parking (18 foot wide by 19 foot deep interior clear space) at all times.
- j. No parking is permitted within the private street, pedestrian pathways, or designated fire lane area at any time. Parking on-site is only permitted within designated parking spaces and within the dwelling units' garages. Parking within driveways less than 19 feet in depth is prohibited.
- k. Maintain the drainage facilities and any access easements (where they occur) on the property.

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- l. All light fixtures shall be designed, shielded and adjusted to reflect light downward, away from any road or street, and away from any adjoining premises.
- m. The property shall comply with all performance standards relating to the generation of noise, glare, dust, and odor.
- n. If any fire hydrant is taken "OUT OF SERVICE," Heartland Fire & Rescue shall be notified immediately and the hydrant marked, bagged, or otherwise identified as "OUT OF SERVICE" as directed by the Fire Marshal.
- o. Designated fire apparatus streets and turn-arounds shall be maintained accessible and usable by emergency vehicles. Usable conditions include but are not limited to the following:
 - i. An all-weather road surface shall be maintained.
 - ii. Road shall support imposed loads of fire apparatus at 75,000 pounds.
 - iii. No parking-fire lane signs shall be repaired or replaced as needed.
 - iv. Fire lanes shall remain free at all times of any obstruction including but not limited to: vehicles, storage, debris, etc.
 - v. Fire lane or hammerhead turn-around shall maintain an unobstructed width of 20 feet and a minimum 13' 6" vertical clearance.
 - vi. Grades exceeding 12 percent shall be concrete with a deep broom finish perpendicular to the access roadway.
 - vii. Fire Department approval and conditions are required for fire apparatus access roads with grades between 10 percent and 20 percent.
 - viii. All required fire access roads and turn arounds shall have a minimum 28 foot turning radius
- p. Trees shall not grow within five feet of any proposed chimneys.
- q. Safety features including fire sprinklers, ignition resistant construction, smoke and carbon monoxide detectors and fire resistive landscaping shall be maintained in accordance with California Fire Code, California Building Code, California Vehicle Code (fire lanes), City Municipal Code and any other applicable codes.
- r. All trash and recycling receptacles are required to be within the individual residences of the proposed planned development at all times, except that one recycling container and one refuse container per dwelling unit is permitted directly outside of the individual dwelling unit's garage within ten hours of the trash pick-up times specified by EDCO waste and recycling company.
- s. Rooftop mechanical equipment, including but not limited to heating, air conditioning and ventilating equipment, shall be screened so that it may not be seen from the level of adjacent streets and sidewalks.
- t. The use of barbed wire or razor ribbon on any fences, gates, or walls is prohibited.
- u. Ongoing maintenance of the onsite private sewer is required.

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- v. The CC&Rs shall clearly establish the responsibilities of the individual home owners and the HOA with regard to the continuing maintenance and preservation of the project.
 - w. The CC&Rs shall specifically limit the number of dwelling units to twenty (20) on the site.
 - x. The CC&Rs shall give the City the right but not the duty to enter the premises to do maintenance and levy assessments if the home owners fail or refuse to maintain said facilities, and shall forbid amendments to the CC&Rs without express written consent of the City.
 - y. Common open space areas shall be well maintained at all times (e.g., bike racks, barbeques, tables, landscape, signage, and public art features).
 - z. Street trees along the roadway shall not obstruct the ability of fire apparatus access and fire department aerial operations. Tree height and type should be considered in the ultimate landscape design.
- G. The terms and conditions of the Tentative Subdivision Map shall be binding upon the permittee and all persons, firms, and corporations having an interest in the property subject to Planned Development Permit PDP-150-0003 and the heirs, executors, administrators, successors, and assigns of each of them, including municipal corporations, public agencies, and districts.
- H. This Tentative Subdivision Map approval expires on October 4, 2018 or such longer period as may be extended by State Law or through time extensions approved by the Development Services Director or City Council. A Final Map must be recorded within **two (2) years** (excluding extensions granted by State Law) from the date of approval unless time extension is granted.
- I. The subdivider shall indemnify, protect, defend, and hold harmless, the City and any agency thereof, and/or any of its officers, employees, and agents from any and all claims, actions, or proceedings against the City, or any agency or instrumentality thereof, or any of its officers, employees, or agents to attack, set aside, void, or annul, an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board, or legislative body, including actions approved by the voters of the City, concerning the project. City shall promptly notify the applicant/subdivider of any claim, action, or proceeding brought within this time period, and City shall further cooperate fully. |

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RESOLUTION NO. []

RESOLUTION OF THE LEMON GROVE CITY COUNCIL APPROVING PLANNED DEVELOPMENT PERMIT PDP-150-0003 AUTHORIZING THE DEVELOPMENT OF A TWENTY UNIT PLANNED DEVELOPMENT ON A 2.064 ACRE UNDEVELOPED SITE AT THE SOUTHWEST CORNER OF PALM STREET AND CAMINO DE LAS PALMAS, LEMON GROVE, CALIFORNIA.

WHEREAS, the applicant, Chris Dahrling, Vista Azul, LLC, filed a complete application for a Planned Development Permit (PDP-150-0003) and a Tentative Subdivision Map (TM0062) on September 15, 2016 to authorize the subdivision of 2.064 acres of land into 24 parcels, including 20 residential lots with 20 dwelling units, a lot for a private street, a lot for common parking, and two lots for common open space; and construction of 20 dwelling units, as part of a request for approval of a General Plan Amendment (GPA-150-0003) and a Zoning Amendment (ZA1-500-0004) to amend the General Plan Land Use Designation from Transportation to Medium Density Residential and to amend the Zoning District from Residential Low and Residential Low/Medium to Residential Medium; and

WHEREAS, on April 19, 2016, a public hearing was duly noticed and held by the Lemon Grove City Council. At the April 19th hearing, the City Council reviewed and disapproved the project which proposed 22 units, 16 of which were in the attached twin-home configuration, and six of which were single-family residences. The City Council provided feedback that the project density was excessive and the project design should more closely reflect a single-family residential community. In response, the applicant submitted final revisions to the project plans on September 15, 2016 for City Council consideration. The revised project proposes 14 detached single-family units and six units in the attached twin-home configuration (20 units total). An additional common area park replaced a single-family residential lot adjacent to the public cul-de-sac. The new project proposes less environmental impacts and less impacts on City public services; and

WHEREAS, a Mitigated Negative Declaration (MND) of Environmental Impact will be filed subsequent to the adoption and final approval of the proposed project by the City Council. The Initial Environmental Study prepared for this project found that the project would have no significant effect on the environment because identified potentially significant impacts associated with Cultural Resources, Geology and Soils, Noise, and Mandatory Findings of Significance will be mitigated to below a level of significance. A notice of intent to adopt a mitigated negative declaration was filed with the County Clerk prior to the City Council public hearing; and

WHEREAS, a public hearing was duly noticed and held by the Lemon Grove City Council on October 4, 2016; and

WHEREAS, the City Council has determined that the following Planned Development Permit findings of fact, as required by Section 17.28.030(C), can be made as follows:

1. That the development is not detrimental to the public interest, health, safety, or general welfare.
 - a. The City Council finds that the design of the proposed project complies, or will be made to comply with all of the applicable requirements of the City Zoning Ordinance relating to public safety and no such detriment should occur.
2. That the development complies with applicable provision of the Zoning Ordinance (Title

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- 17) and/or deviations that comply with applicable provisions in subsection D of the Planned Development Permit regulations (Section 17.28.030).
 - a. The City Council finds that the proposed project complies with, or conditions have been included for this project to require it comply with the Zoning Ordinance requirements relating to off-street parking, screening, and landscaping and waivers or modifications to the minimum lot area, width, and depth, setbacks, and landscape requirements are offset by the provision of enhanced pedestrian and bicycle improvements and recreational/outdoor amenities.
3. That the development is consistent with general plan policies and standards and other applicable plans or policies adopted by the City Council.
 - a. The City Council finds that the Planned Development is consistent with the General Plan policies and standards because the project includes a General Plan Amendment to Residential Medium which allows the residential development at the form and scale proposed; and
4. That the development density or intensity does not exceed general plan limitations.
 - a. The City Council finds that the Planned Development is consistent with the Lemon Grove General Plan because it proposes 20 dwelling units at a density of 11.4 dwelling units per acre on a 1.752 net acre parcel of land in the Medium Density Residential land use designation of the Lemon Grove General Plan which allows a residential development with a maximum of 14 dwelling units per net acre; and
5. That the existing infrastructure such as utilities, transportation systems, and communications networks adequately serve the development or will be upgraded to efficiently accommodate the additional burdens imposed.
 - a. The City council finds that appropriate public services (e.g., sewer, water, gas, and electricity) exist to the subject property and that improvements proposed for the project allow for safe circulation of pedestrian, bicyclists, and motor vehicles and improve the general welfare of the community; and

WHEREAS, the City Council has determined that the following deviations as permitted by the Planned Development Permit regulations (Section 17.28.030D) are adequately offset by equivalent benefits associated with enhanced pedestrian, landscape, bicycle, and recreational/outdoor amenities:

1. A deviation of Section 16.16.291A (Residential Lot Design Standards) to allow the reduction of the minimum building envelope (minimum 28' wide by 50' deep is required, 25'-11" wide by 35'-6" is provided); and
2. A deviation of Section 17.16.030D3 (Minimum Yards) to allow reduced setbacks (minimum 25' front, 5' side, and 20' rear is required, minimum 3' front, 0' side, 5' rear is provided); and
3. A deviation of Section 17.16.030D1 (Minimum Site Area) to allow reduced lot size (minimum 6,000 sq. ft. required, minimum 1,338 sq. ft. provided); and
4. A deviation of 17.16.030D2 (Minimum Site Width and Depth) to allow reduced lot dimensions (minimum 60' wide by 90' deep required, minimum 25' wide by 45' deep provided); and
5. Deviations of Section 16.12.220 related to all units fronting on a dedicated public street, where instead a private street is provided with pedestrian paths on both sides as follows:

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- a. Minimum 56' wide public street right-of-way required; 29.5' private street lot width provided; and
 - b. Minimum 5' landscaped parkways required; no landscaped parkways provided; and
 - c. Parking on both sides of street required; no parking on private street provided except one parallel space; and
6. A deviation of Section 17.16030D4a (Maximum Building Height) to allow increase in building height (maximum 25' allowed, maximum 33'-8" provided); and
 7. A deviation of Section 16.12.230E to allow reduced street entrance separation (200' required, 190' provided); and
 8. A deviation of Section 16.12.220I to exceed the maximum depth to width lot ratio (3:1 maximum required, 4.3:1 provided); and
 9. A deviation of Section 17.24.010F to allow a reduced parking aisle (24' required, 22.5' provided); and

WHEREAS, the City Council has considered Tentative Subdivision Map TM-000-0062, associated with Planned Development Permit (PDP150-0003); and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lemon Grove, California hereby:

SECTION 1. Finds and determines that the facts set forth in the recitals of this Resolution are declared to be true; and

SECTION 2. Approves the following deviations of Development Standards in accordance with Section 17.28.030D (Deviations):

1. A deviation of Section 16.16.291A (Residential Lot Design Standards) to allow the reduction of the minimum building envelope (minimum 28' wide by 50' deep is required, 25'-11" wide by 35'-6" is provided); and
2. A deviation of Section 17.16.030D3 (Minimum Site Width and Depth) to allow reduced setbacks (minimum 25' front, 5' side, and 20' rear is required, minimum 3' front, 0' side, 5' rear is provided); and
3. A deviation of Section 17.16.030D1 (Minimum Site Area) to allow reduced lot size (minimum 6,000 sq. ft. required, minimum 1,367 sq. ft. provided); and
4. A deviation of 17.16.030D2 (Minimum Site Width and Depth) to allow reduced lot dimensions (minimum 60' wide by 90' deep required, minimum 25' wide by 45' deep provided); and
5. Deviations of Section 16.220 related to all units fronting on a dedicated public street, where instead a private street is provided with pedestrian paths on both sides as follows:
 - a. Minimum 56' wide public street right-of-way required; 29.5' private street lot width provided; and
 - b. Minimum 5' landscaped parkways required; no landscaped parkways provided; and
 - c. Parking on both sides of street required; no parking on private street provided except one parallel space; and
6. A deviation of Section 17.16030D4a (Maximum Building Height) to allow increase in building height (maximum 25' allowed, maximum 33'-8" provided); and

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7. A deviation of Section 16.12.230E to allow reduced street entrance separation (200' required, 190' provided); and
8. A deviation of Section 16.12.220I to exceed the maximum depth to width lot ratio (3:1 maximum required, 4.3:1 provided); and
9. A deviation of Section 17.24.010F to allow a reduced parking aisle (24' required, 22.5' provided); and

SECTION 3. Conditionally approves Planned Development Permit PDP-150-0003 in conjunction with Tentative Map TM-000-0062 and the grading, site, landscape, and architectural plans dated received September 15, 2016 (incorporated herein by reference as Exhibit A), except as noted herein. This approval authorizes the development of a 2.064 acre parcel into 20 dwelling units with associated common area improvements and a private street on an undeveloped site at the southwest corner of Palm Street and Camino De Las Palmas, Lemon Grove, California (APN No. 503-252-42-00). Except as amended, the approval of this project shall be subject to the following conditions:

- A. **PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE CONSTRUCTION AUTHORIZED BY PLANNED DEVELOPMENT PERMIT PDP-150-0003:**
 1. All physical elements shown on the approved plans shall be located substantially where they are shown and shall be constructed in accordance with the Municipal Code. The Development Services Director has the authority to allow modifications to the approved plans when the modifications are found to be in substantial conformance (minor deviations in colors, roof and siding material acceptable) and in compliance with the Municipal Code and General Plan.
 2. Pay parkland fees, school fees, Helix Water District Capacity fees, Regional Transportation Congestion Improvement Program (RTCIP) fees, sewer connection fees, and other applicable development fees.
 3. Record the Final Map for TM-000-0062 unless otherwise determined by the Development Services Director.
 4. A two-car garage is required for each single-family residence with appropriate access.
 5. An 18 foot wide by 19 foot clear space is required within all required two-car garages.
 6. All garage doors shall be equipped with an automatic roll-up garage door and remote control.
 7. Show the location, height, and materials of all fencing.
 8. Submit a landscape documentation package for landscape on-site and within the public right-of-way. The documentation package shall include a detailed landscape and irrigation plan for the entire project. Provide reference sheets for the grading and landscape erosion control plans. The plan shall indicate all surface improvements including but not limited to the design and locations of all walls, fences, driveways, walkways, botanical and common names of all plant materials, number, size and location of all plantings; all irrigation lines including valves and back-flow devices; and soil amendments. Said landscape plan shall comply with the requirements of Section 17.24.050(B) and Chapter 18.44 of the Municipal Code. The landscape plan shall be in substantial conformance to the approved landscape concept plan.
 9. The building plans for the proposed residential units shall include a color and materials board to the satisfaction of the Development Services Director.

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10. All light fixtures shall be designed, shielded and adjusted to reflect light downward, away from any road or street, and away from any adjoining premises.
 11. Vehicular sight distance of all driveway entrances shall be to the satisfaction of the City Engineer.
 12. Each dwelling unit in the development shall be protected with an approved automatic fire suppression sprinkler system to the satisfaction of the Fire Marshal.
 13. The private driveway is to be designated as a Fire Lane. Fire lanes (20-foot clear with no parking) and fire lane markings shall be provided to the satisfaction of the Lemon Grove Fire Department along the private vehicular driveway within the project. The fire lane will be designated per City Fire Department standards and shall be marked and posted "No Parking-Fire Lane" every 50 feet and the curb shall be painted red to the satisfaction of the Heartland Fire & Rescue. A final inspection by the Fire Department shall be required to confirm compliance with this requirement prior to the construction with combustible materials and final occupancy.
 14. The south side of the Palm Street cul-de-sac street, not the cul-de-sac portion, shall be marked and posted "No Parking-Fire Lane" every 50 feet and the curb shall be painted red to the satisfaction of the City of Lemon Grove Fire District. A final inspection by the Fire Department shall be required to confirm compliance with this requirement prior to the construction with combustible materials and final occupancy.
 15. All access roadways and driveways shall maintain a minimum vertical clearance of 13'-6" to the satisfaction of the Fire Marshal.
 16. Install only high efficiency appliances, use only high-efficiency watering technologies, and landscape using low-water-use plants as follows:
 - a. Install the following indoor fixtures:
 - i. High-efficiency toilets (1.28 gallons or less per flush);
 - ii. High-efficiency dishwashers (Energy Star, WaterSense or equivalent);
 - iii. High-efficiency clothes washers (3.7 water factor or lower); and
 - iv. Low-flow shower heads (2.0 gallons per minute or less).
 - b. Install dedicated meters for common area outdoor water use. Enroll all new irrigation meters (except those at single-family residences) in the Helix Water Budget Program and provide documentation of irrigated landscape area at the time of meter purchase.
 - c. Install automatic irrigation controllers with a rain sensor that utilize either evapotranspiration (weather-based) or soil moisture data and install high-efficiency, matched-precipitation rate sprinkler nozzles at all residential landscapes and common areas.
 17. The project shall comply with all applicable provisions of the California Fire Code and the California Building Code.
- B. PRIOR TO FINAL APPROVAL OF A BUILDING PERMIT FOR THE CONSTRUCTION AUTHORIZED BY PLANNED DEVELOPMENT PERMIT PDP-150-0003:**
1. All physical elements of the project shown on the approved building, landscape, and related plans shall be located substantially where they are shown and shall be

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constructed in accordance with appropriate Lemon Grove City Codes to the satisfaction of the Development Services Director.

2. The color palette shall be consistent with the conceptual drawing on the approved plans dated September 15, 2016 and the color and materials board to the satisfaction of the Development Services Director.
3. Schedule a Helix Water District inspection for compliance with water efficiency requirements.
4. E-file FAA Form 7460-2 to the Federal Aviation Administration, Notice of Actual Construction or Alteration within five days after the construction reaches its greatest height.

C. UPON ESTABLISHMENT OF USE IN RELIANCE WITH TENTATIVE MAP:

1. Comply with all of the Conditions of this resolution and the requirements of Tentative Map TM-000-0062, as applicable.
2. All physical elements of the project shown on the approved grading, improvement, building, landscape, and related plans shall be maintained and located substantially where they are in accordance with appropriate City Codes.
3. The City approved CC&Rs shall be abided by at all times.
4. All landscaping shall be well maintained and adequately watered at all times. The landscaping located on the subject property shall be maintained in a healthy and growing condition at all times. All on-site & off-site landscaped areas shall be planted and irrigated by a permanent irrigation system.
5. The proposed facility shall fully comply with the requirements of the California Fire Code to the satisfaction of the Fire Chief.
6. All screening fences/walls and retaining and sound walls on the subject property shall be maintained in good condition at all times.
7. All light fixtures shall be designed, shielded and adjusted to reflect light downward, away from any road or street, and away from any adjoining premises.
8. All graffiti shall be removed or painted over with a paint that closely matches the color of the exterior of the building within 48 hours of the discovery of the graffiti.
9. Provide water-use efficiency data upon request to the Helix Water District for six years following installation/development.
10. Any deviations proposed from the approved plans relating to the construction of facilities and maintenance of improvements shall substantially conform to the approved plans dated September 15, 2016 to the satisfaction of the Development Services Department.

D. This approval of this Planned Development Permit will expire two (2) years from the date of approval or such longer period as may be extended by State Law (the Planned Development Permit will be extended automatically with any extensions required of Tentative Map TM-000-0062 in accordance with State Law).

E. The terms and conditions of the Planned Development Permit shall be binding upon the permittee and all persons, firms, and corporations having an interest in the property subject to this Planned Development Permit and the heirs, executors, administrators, successors, and assigns of each of them, including municipal corporations, public agencies, and districts.]

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**INITIAL STUDY / ENVIRONMENTAL CHECKLIST
ENVIRONMENTAL ASSESSMENT NO. ND16-04
FOR THE
VISTA AZUL PROJECT
SOUTHWEST CORNER OF CAMINO DE LAS PALMAS AND PALM
STREET
LEMON GROVE, CALIFORNIA**

Prepared by:
Lemon Grove Planning Staff
3232 Main Street
Lemon Grove, CA 91945
(619) 825-3805

September 8, 2016

**City of Lemon Grove
Initial Study / Environmental Checklist**

This Initial Study / Environmental Checklist has been prepared pursuant to the California Environmental Quality Act (CEQA) [Public Resources Code §21000, et seq.] and the 2016 State CEQA Guidelines [California Code of Regulations §15000, et seq.]. This Initial Study / Environmental Checklist determines that the Vista Azul project will result in no impacts or less than significant impacts (with mitigation) on the environmental resources and issues evaluated herein, and hence would not have a significant impact on the environment.

This document is being made available for a 20-day public review comment period, beginning September 8, 2016 and ending September 29, 2016. Comments regarding this Initial Study/ Environmental Checklist must be made in writing to: David De Vries, Director of Development Services, City of Lemon Grove, and 3232 Main Street, Lemon Grove, California 91945. Comments must be received by 5:00 P.M. on the last day of the public review period.

- 1. Project Title:** Vista Azul; ND16-04
- 2. Lead Agency Name and Address:** City of Lemon Grove
3232 Main Street
Lemon Grove, CA 91945

- 3. Contact Person and Phone Number:** David De Vries
Director of Community Development
City of Lemon Grove
3232 Main Street
Lemon Grove, CA 91945
(619) 825-3800

- 4. Project Location:** Southwest corner of Camino De Las Palmas
and Palm Street
APN: Lemon Grove, CA 91945
503-252-42-00
- 5. Project Applicant:** Vista Azul, LLC
Attn. Christopher Dahrning
8109 Santa Luz Village Green
San Diego, CA 92127

- 6. General Plan Designation:** Transportation Land Use Designation and
Special Treatment Area (STA) VII, Palm
Street/SR-125 Planning Area.
- 7. Zoning Designation:** Residential Low (RL) and Residential
Low/Medium (RL/M)
- 8. Project Description:**
The project site is former Caltrans right-of-way from the State Route (SR) 125. The proposed project is a request to amend the General Plan Land Use Designation from Transportation to Medium Density Residential; to amend the Zoning District from Residential Low (RL) and Residential Low-Medium (RLM) to Residential Medium (RM); a Tentative Subdivision Map to authorize a 24-lot subdivision on an 89,887 square foot (2.064 gross acre) parcel, including 20 residential lots, one private street lot (0.30 acres),

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and three common area lots; and a Planned Development Permit. Total net area excluding the private street is 1.757 acres. The maximum density for the Medium Residential land use designation is 14 dwelling units per acre, or a maximum of 24 dwelling units for this 1.757 net acre site. The project proposes a total of 20 dwelling units, including 14 single-family units and six twin-homes, and two common open space lots with a turf area, walking path, play structure, and benches. The proposed private street would take access from the cul-de-sac portion of Palm Street at two locations. Required guest parking will be provided by on-street parallel parking and a common parking area. Private street improvements include sidewalks on both sides of the street, rolled curb and gutter, and decorative street lights. A detention basin is proposed at the southeast corner of the site. A total of 13,620 cubic yard of grading is proposed, including 3,850 cubic yards of fill and 9,770 cubic yards of export. Proposed landscaping includes street trees on Palm Street and Camino De Las Palmas; landscaping on the project's perimeter slope areas, and internal landscaping on all private Home Owners Association areas. Enhanced landscaping is proposed on the corner of Palm Street and Camino De Las Palmas.

9. Setting and Surrounding Land Uses:

The project site is in a developed urban residential area. It is a roughly triangular-shaped undeveloped lot located on the southwest corner of the intersection of Palm Street and Camino De Las Palmas, west of State Route 125 (SR-125). Properties to the south and north are developed with single-family residences; property to the east is vacant Caltrans right-of-way; and property southwest of the site is a school (Liberty Charter High School).

10. Approvals Required:

Planned Development Permit No. PDP-150-0003, Tentative Subdivision Map No. TM0-000-0062, General Plan Amendment No. GPA-150-0003, and Zoning Amendment No. ZA1-500-004

11. Other public agencies whose approvals are required (e.g., permits, financing approval, or participation agreement):

None.

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

Based upon the initial evaluation presented in the following Initial Study / Environmental Checklist, it is concluded that the Project **would** result in the following potentially significant adverse environmental impacts to the following resource areas:

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

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DETERMINATION:

On the basis of this initial evaluation: (To be completed by the Lead Agency)

- I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT (EIR) is required, but it must analyze only the effects that remain to be addressed.
- I find that although the project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or (MITIGATED) NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or (MITIGATED) NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Prepared by David De Vries, Development Services Director, AICP, September 8, 2016

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur then, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

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4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses”, as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or (mitigated) negative declaration pursuant to Section 15063(c)(3)(D) of the CEQA Guidelines. In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated”, describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Impact Terminology

The following terminology is used to describe the potential level of significance of impacts:

- A finding of ***no impact*** is appropriate if the analysis concludes that the project would not affect the particular resource in any way.

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- An impact is considered a ***less than significant impact*** if the analysis concludes that it would not cause substantial adverse change to the environment and requires no mitigation.
- An impact is considered ***less than significant with mitigation incorporated*** if the analysis concludes that it would not cause substantial adverse change to the environment with the inclusion of environmental commitments that have been agreed to by the applicant.
- An impact is considered a ***potentially significant impact*** if the analysis concludes that it could have a substantial adverse effect on the environment and requires mitigation.

I. AESTHETICS

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist:

a-b: No Impact. The project site is not located within or near a designated scenic vista or a State Scenic highway.

c-d: Less than Significant. The site is located in a developed urbanized area. It is undeveloped and previously graded, with a few shrubs on a portion of the south property line that will be removed. Landscaping is proposed on the project's perimeter slope areas, and internal landscaping will be provided on all private Home Owners Association areas. Enhanced landscaping is proposed on the corner of Palm Street and Camino De Las Palmas. The project will be required to comply with the City's landscape requirements. The two existing overhead utility distribution lines are required to be placed underground prior to approval of the final map. The project proposes construction of 20 two- and three-stories residences, which, since the site is currently vacant, will change the look of the property. Night time lighting of new residences may occur as a result of this project. Glare onto adjacent public-rights-of-ways is required to be reduced to a level of no impacts by municipal code requirements. Aesthetic impacts are expected to be less than significant.

Source: 1, 2, 3, 4, 5

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II. AGRICULTURAL AND FOREST RESOURCES

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist:

a–e: No Impact. The project site is located in an existing urbanized area with no agricultural or forest resources within the vicinity. The site was previously graded, and no agricultural or forestry uses are located on-site. The project site is not zoned for agricultural or forestry purposes; nor is there a Williamson Act Contract associated with the site or vicinity. Therefore, the project would not convert Important Farmland, conflict with agricultural zoning, or otherwise cause the conversion of farmland or forest land to non-agricultural/non-forest use. The project would have no agricultural resource impact.

Source: 1, 2, 3, 4, 5, 6

III. AIR QUALITY

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist:

a-e: Less Than Significant Impact. Section 15125(B) of the CEQA Guidelines contains specific reference to the need to evaluate any inconsistencies between the proposed project and the applicable air quality management plan, i.e., the San Diego Regional Air Quality Strategy (RAQS). Included in the RAQS are transportation control measures (TCMs). The RAQS and TCM set forth the steps needed to accomplish attainment of state and federal ambient air quality standards. The primary concern for assessing impacts on the RAQS is whether the project is consistent with the growth assumptions used to develop the plan.

San Diego Air Pollution Control District (SDAPCD) relies on land use designations contained in local general plan documents and the San Diego Association of Governments (SANDAG) regional transportation plans to prepare air quality plans. SDAPCD refers to approved general plans to forecast, inventory, and allocate regional emissions from land use and development-related sources. These emissions budgets are used in statewide air quality attainment planning efforts. As such, projects that propose development that is equal to or less than population growth projections and land use intensity are inherently consistent. Projects that propose development that is greater than anticipated in the growth projections warrant further analysis to determine consistency with RAQS and the State Implementation Plan (SIP).

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The proposed project would allow for medium density residential development within the proposed Residential Medium Zone. The existing Transportation land use designation and zoning would permit development of the site with a park and ride lot, or with transportation-compatible retail commercial uses.

The proposed change from a land use designation that permits transportation and commercial uses, to one that permits residential uses, would result in less intensive land uses, which generate fewer daily vehicle trips than those currently anticipated by the air quality plans. Thus, project emissions would be less than emissions accounted for in regional plans, including RAQS and the SIP. Impacts would be less than significant.

While the proposed project may result in a slight increase in vehicular traffic and a slight increase in air quality impacts to the region, the Master Environmental Impact Report (MEIR) for the City of Lemon Grove's General Plan anticipates air quality impacts associated with the build out of Lemon Grove but not to a level of significance. The cumulative air quality impacts will remain significant and unmitigated. However, this project is not considered to result in a cumulatively considerable net increase of any criteria pollutant. Standard conditions of project approval will require the control of dust during site grading and construction.

During construction, diesel equipment may generate some nuisance odors; however, due to the distance of sensitive receptors from the project site, odors associated with project construction would not be significant. As a single-family residential use, the project would not generate objectionable odors. Therefore, odor impacts would be less than significant.

Source: 1, 2, 4, 7

IV. BIOLOGICAL RESOURCES

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist:

a-f: No Impact. The subject is located in a developed urban area surrounded by single-family residential and school land uses. This site is a former Caltrans right-of-way and the entire site was previously graded as part of construction of SR-125. The MEIR for the City of Lemon Grove’s General Plan confirms there are no known sensitive biological resources, riparian habitat, or wetlands on the subject property.

Source: 1, 2, 4, 5

V. CULTURAL RESOURCES

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code, Section 21074	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist:

a-e: Less than Significant Impact with Mitigation.

The subject property is currently vacant. There are no known cultural resources located on the property. There are no known human remains or those interred outside of formal cemeteries on the subject property or in the surrounding area. Two prehistoric sites were recorded by Caltrans within STA VII during the evaluation of the "Area of Potential Effect" for the proposed SR-125. Neither site was determined to be eligible for inclusion on the National Register of Historic Places. The presence of prehistoric resources within a portion of this STA indicates there may be the potential for additional resources. In addition, the site is underlain by Tertiary (Eocene)-age sedimentary bedrock, belonging to the Mission Valley formation, which has a medium to high potential to contain paleontologic resources. This formation typically contains a rich middle Eocene molluscan fauna. The geotechnical investigation prepared for this project determined that grading and trenching of the project site is expected to impact the Mission Valley formation. In order to mitigate any impacts that grading may cause to paleontologic and archaeological resources the following conditions will be included in the project approval requiring: 1) The project proponent shall conduct a cultural resources records search and a Sacred Lands File search of the project area to determine if there is likelihood for on-site Native American cultural resources. A copy of a letter regarding the records search shall be provided to the Development Services Department prior to issuance of grading or improvement permits. The report shall

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provide recommendations for further analysis and those recommendations shall be implemented as a part of the mitigation measures. 2) A qualified paleontologist, archaeologist, and culturally affiliated Native American with cultural resource knowledge shall be present at the pre-grading meeting to consult with the grading and excavation contractors. A qualified paleontologist is defined as an individual with a Bachelor's or higher degree in paleontology or geology experienced in pale ontological techniques and procedures. 3) A qualified paleontologist, archaeologist, and culturally affiliated Native American with cultural resource knowledge shall be present at all times during the original cutting of previously undisturbed sediments of the Mission Valley Formation. These monitors shall inspect an excavation which exposes sediments of the Mission Valley Formation. Said monitors shall salvage remains as they are uncovered. 4) The paleontologist, archaeologist, and culturally affiliated Native American with cultural resource knowledge shall be allowed to temporarily direct, divert or halt grading to allow recovery of fossil and artifact remains. 5) The paleontologist, archaeologist, and culturally affiliated Native American with cultural resource knowledge shall document the stratigraphic and geologic context of salvaged fossil and artifact remains. 6) The paleontologist, archaeologist, and culturally affiliated Native American with cultural resource knowledge shall clean, repair and sort salvaged fossils and artifacts for eventual donation. 7) Prior to final inspection a report shall be prepared summarizing the results of the mitigation program and submitted to the City of Lemon Grove Development Services Director. This report will include a discussion of methods employed, fossils and artifacts recovered, geologic context of fossil and artifact remains and the significance of the mitigation program. 8) Donate all curated fossil and artifact specimens to an institution with a proven history of professional, long term care and storage of paleontological and archaeological collections, such as the San Diego Natural History Museum. With implementation of the mitigation measures specified above, potential impacts to cultural resources would be less than significant. 9) A Kumeyaay Cultural Monitor must be on site for ground disturbing activities to inform the Viejas Band of Kumeyaay Indians of any new developments such as the inadvertent discovery of cultural artifacts, cremation sites, or human remains.

Source: 1, 2, 4, 8

VI. GEOLOGY AND SOILS

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</p> <p>ii. Strong seismic ground shaking?</p> <p>iii. Seismic-related ground failure, including liquefaction?</p> <p>iv. Landslides?</p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>
<p>b. Result in substantial soil erosion or the loss of topsoil?</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>
<p>c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>
<p>d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>

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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist:

a: Less than Significant Impact. The site is located within the seismically active southern California region. The Rose Canyon Fault Zone is the nearest active fault system to the project site and lies approximately 7.5 miles to the west. Given the proximity of the Rose Canyon fault system, a strong earthquake on this fault could produce severe ground shaking at the project site, but would be unlikely to produce ground rupture. Despite the potential of the Rose Canyon fault system to produce severe ground shaking at the project site, impacts to the project would be reduced through adherence to requirements specified in the Alquist–Priolo Act, the Uniform Building Code, Title 24 of the California Building Code, and all development regulations of the City. Compliance with these building standards would minimize impacts associated with seismic hazards.

b–d: Less than Significant With Mitigation. There are no known unstable soils in the area of the subject property. According to the Geotechnical Evaluation, the site appears to be underlain with Eocene-age sedimentary bedrock, consisting of interbedded sandstone and claystone belonging to the Mission Valley Formation. Thin, surficial deposits of colluvium and undocumented fill overlie bedrock locally, within the southern and southwestern portions of the site. Due to the relatively compressible nature of undocumented fill, colluvium, and weathered bedrock, these materials are considered unsuitable for the support of the settlement-sensitive improvements (i.e., residential foundations, concrete slab-on-grade floors, site walls, exterior hardscape, etc.) and/or engineered fill in their existing state. As such, the Geotechnical Evaluation recommends that these materials be removed (removal depths are estimated at two to seven feet, with variation), moisture conditioned, and re-compacted prior to foundation and improvements. According to the Geotechnical Evaluation, site soils are considered erosive. Thus, properly designed site drainage is necessary in reducing erosion damage to the planned improvements. Typical erosion control measures will be required during site grading. The subject project will be required to be connected to the Lemon Grove municipal sewer system. Incorporation of the recommendations presented in the Geotechnical Evaluation into the design and construction considerations of the project would reduce the mitigation to below a level of significance.

e: No Impact. The project would be served by the City’s wastewater system and would not require the use of septic systems. No impact related to septic system soil issues would occur.

Source: 1, 2, 4, 8, 9

VII. GREENHOUSE GAS EMISSIONS

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist:

a–b: Less Than Significant Impact.

The proposal to develop the project site with 20 new single-family homes is below the threshold of significance established by the Californian Air Pollution Control Officers Association (CAPCOA) for greenhouse gas emissions. According to the CAPCOA White Paper published in January 2008, it is presumed that the construction and operational greenhouse gas emissions for single-family projects of less than 50 units would not exceed 900 metric tons of CO₂-equivalent emissions per year, and would therefore have a less-than-cumulatively considerable impact to the environment. Pursuant to California Assembly Bill 32, the State must reduce greenhouse gas emissions by at least 16% in order to roll back the level of emissions for the year 2020 to those levels that existed in 1990. CAPCOA has determined that any project which generates less than 900 metric tons of CO₂-equivalent emissions per year is below the level necessary to achieve the 16% reduction in anticipated state-wide emissions for the year 2020 under the “business as usual” scenario. Therefore, the impact is less than significant.

During grading and project construction, a temporary increase in operational emissions may occur. Operational emissions include mobile source emissions and building emissions. The San Diego Air Pollution Control District Rule 55 requires compliance with standard fugitive dust control best management practices which will be required as a part of normal practices. The impact is expected to be less than significant.

Source: 1, 2, 4, 10

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VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist:

a–h: No Impact. The site is to be developed as a residential project and will not create a hazardous environment through the use or transport of hazardous materials. There are no known hazardous material sites within the City. The site is not located within an airport land use plan or within two miles of a public airport or public use airport and no such detriment should occur. The proposed project will not impair implementation of or physically interfere with any emergency response plan or evacuation plan because the project design and access has been reviewed and approved by the Fire Department. The project is located within an urbanized area and there are no wildlands located within the vicinity of the subject property.

Source: 1, 2, 4

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IX. HYDROLOGY AND WATER QUALITY

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Contribute to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist:

a-f: Less than Significant Impact. The project does not substantially degrade groundwater supplies or interfere substantially with groundwater recharge. Low impact design, including permeable pavers in driveways and a detention basin will be used to minimize new stormwater created from this project by proposed impervious roof surfaces. According to the Hydrology Report prepared for this project, under conditions proposed by the project, the increase in flow is not anticipated to have significant impacts on the downstream storm drain facilities. The design of the project has been reviewed by the City of Lemon Grove Engineering Department in order to assess the need for drainage improvements, which have been included into the design of the project. The subject property is not located within a flood zone and is not subject to flooding.

The Major Stormwater Management Plan (Major SWMP) concluded that the project does not pose an “exceptional threat to water quality” and is not required to use Advanced Treatment BMPs. The Hydromodification Plan prepared for this project determined that the post-construction hydrologic characteristics of the project simulate the pre-development hydrologic characteristics at the point of compliance, and the project is not required to manage Hydromodification impacts. The Major SWMP determined that it is a “priority development project” and requires a standard urban storm water mitigation plan (SUSMP). Standard best management practices will be adhered to.

Drainage patterns will be altered as a result of the project, but not to a level of significance, and the project to be designed and constructed consistent with the conceptual grading plan and drainage study.

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g-j: No Impact. The project site is not located within an area prone to flooding. Moreover, the project site is located more than 7.3 miles from the coast at an elevation of 490 feet above sea level. As such there is no threat to the site from seiche, tsunami, or mudflow.

Source: 1, 2, 4, 8, 11, 12, 13, 14

X. LAND USE AND PLANNING

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist:

a: No Impact. The project proposes development of an existing vacant parcel that is bordered on three sides by public streets and is surrounded by residential uses and a school. As such, it will not divide the community.

b: Less than Significant. The existing General Plan designation for this property is Transportation, which provides for rights-of-way for transportation facilities. This site was formerly Caltrans right-of-way which was sold after completion of SR-125. The proposed project includes a General Plan Amendment to re-designate the site from Transportation to Medium Density Residential. The General Plan acknowledged that a future general plan amendment would be required after Caltrans sold excess right-of-way subsequent to construction of SR-125, and anticipated the same designation as the designation of adjacent properties. The project proposes a residential land use designation of Residential Medium (up to 14 du/ac). The residential properties directly across Palm Street to the south of the project are designated Residential Low-Medium (up to 7 du/ac). The properties across Palm Street have a Transportation land use designation and Residential Low designation (up to 4 du/ac). The project is adjacent to a school, within a quarter mile of a bus stop and is adjacent to a high trafficked collector street; factors which are more conducive to higher density residential development. The project is designed to provide detached single-family residences along Palm Street cul-de-sac across from the existing single-family residences to the south, and three additional detached single-family residences at the northwest end of the project site across from the single-family residences on the north side of Palm Street. The remaining 16 dwelling units

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are composed of eight twin-homes, which are located along the remainder of Palm Street, along Camino De Las Palmas, and in the center of the site. Impact is expected to be less than significant.

c: No Impact. There are no habitat conservation plans in effect within the vicinity of the project.

Source: 1, 2, 4

XI. MINERAL RESOURCES

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist:

a-b: No Impact. There are no known mineral resources of significance or categorized as locally important on the project site or within the City. As a result, there would be no impact to mineral resources associated with implementation of the project.

Source: 1, 2, 8

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XII. NOISE

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Expose persons to or generate excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist:

a: Less Than Significant Impact with Mitigation. State Route 125 and Palm Street are the primary noise sources within close proximity of the project. Figure N-2 (2015 Noise Contours) in the General Plan indicates that the subject property is located within an area of 70 dB CNEL or less noise levels. The MEIR for the General Plan states that projects with existing noise levels below 60 dB CNEL are normally acceptable or satisfactory for the area and no conditions are

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required, but that noise studies are required for projects exceeding 60 dB CNEL. A noise study was conducted for this project. It shows that predicted exterior noise levels at the proposed building façades and outdoor of the units adjacent to Palm Street and Camino De Las Palmas would be between 64 and 68 dB CNEL. Proposed lots 1 through 6, which are adjacent to Camino De Las Palmas and directly parallel to Sr-125, Lot B, which is an open/recreational space, and Lot 7, which has frontage on Palm Street just west of the intersection of Palm Street and Camino De Las Palmas, all exceed the maximum 65 dB CNEL. As a mitigation measure, a six-foot sound wall will be constructed adjacent to these lots. The noise study showed that a “windows open” condition will not provide adequate interior noise mitigations at all units. Therefore, a “closed window” condition is required for all units above 60 dBA CNEL to reduce interior noise levels to comply with CCR Title 24 and the City of Lemon Grove requirements. The “windows closed” condition requires that mechanical ventilation be installed to move air within the structure. As a mitigation measure, the noise study determined that a Sound Transmission Class (STC) rating of 31 will be needed for the glass assemblies (windows, fixed windows, and glass doors) of the perimeter units having direct line of sight to SR 125 to reduce the interior noise levels below 45 dBA CNEL. The remainder of the proposed units will have noise levels that are 5 dBA CNEL lower and STC ratings of 28 for those glass assemblies would reduce the noise levels below the 45 dBA CNEL threshold. Conformance with the City’s Noise Abatement and Control ordinance (Chapter 9.24 of the Lemon Grove Municipal Code) is required for operation of any single or combination of powered construction equipment at any construction site. With implementation of the mitigation measures specified above, potential noise impacts would be less than significant.

b: Less than Significant Impact. The proposed project which is single-family residential in nature will not expose persons to, or generate, excessive ground borne vibration or ground borne noise levels. Construction activities may create minor ground borne vibrations during the construction process, but any such vibrations would be temporary in nature and less than significant.

c-d: Less than Significant Impact. The proposed project which is single-family residential in nature will not introduce significant noise sources in the vicinity that are inconsistent with the existing residential development of the area.

e-f: No Impact. The project site is not within an airport land use plan, is more than six miles from the nearest airport, and more than nine miles from the nearest private air strip.

Source: 1, 2, 4, 15

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XIII. POPULATION AND HOUSING

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist:

a: Less Than Significant Impact. The proposed development is located in an urbanized, residential area. The project proposes a medium density detached residential housing project which would assist the City of Lemon Grove in meeting its Regional Housing Needs Assessment (RHNA). The project site already has roadway access and would not require the extension of infrastructure to serve the project site. Further, the surrounding area is already built out and the project would not induce substantial population growth. Thus, the project would not indirectly induce growth. The proposed project would, however, result in a minor population increase, which would not be considered substantial. Therefore, impacts would be considered less than significant.

b-c No Impact. The project site does not contain housing; thus, the project would not displace existing housing or people.

Source: 1, 2, 4

XIV. PUBLIC SERVICES

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist:

a(i-v): Less Than Significant Impact. The project is located on an infill site in a highly urbanized community well served with sewer and water lines, streets, storm drains and other public utilities. In addition, the project site is served by Heartland Fire & Rescue, a joint powers authority delivering fire protection and emergency medical services to the cities of El Cajon, Lemon Grove, and La Mesa. Police protection is provided by the San Diego County Sheriff's office in Lemon Grove.

The proposed project will not result in a significant increase in the demand for public services and facilities. The Fire Department, San Diego Gas & Electric, EDCO disposal service, Helix Water District, the Lemon Grove Sanitation District, School Districts, and the Sheriff's Department have reviewed the proposed project and determined that existing services are adequate to serve the increase in households proposed by the project.

Source: 1, 2, 4

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XV. RECREATION

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist:

a–b: Less Than Significant Impact. The proposed project will not likely cause a significant increase in the demand on recreational services in the community. Standard conditions of approval require the developer to pay a Parkland dedication in lieu fee for each proposed dwelling unit. In addition, the project proposes an on-site common open space with play equipment and seating areas.

The project proposes 20 residential units with small private yards, common open space, and park areas. More specifically, the project park areas include a 5,085 square foot turf play area surrounded by a pedestrian path, and a 3,256 square foot playground with playground equipment, a shade structure, a picnic table, and a bicycle rack. In addition, the project site includes enhanced landscaping around the project perimeter that contributes additional open space.

The closest existing public parks, Goodland Acres Park and Lemon Grove Park, are approximately 0.5 and 0.4 miles respectively from the project site. While the project would be residential, it would include adequate parkland to serve the development. The project would not significantly increase the use of existing parks such that deterioration would accelerate; nor would it require the addition or expansion of park facilities. Thus, recreation impacts would be less than significant.

Source: 1, 2, 4

XVI. TRANSPORTATION / TRAFFIC

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist:

a-f: Less Than Significant Impact.

The Trip Generation Analysis that was prepared for this project estimates it would generate approximately 220 average daily trips (ADT) per day. Based on the San Diego Traffic Engineers' Council (SANTEC) and the Institute of Transportation Engineers (ITE) document *SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region*, a Traffic Impact Study is not required because the project's trip generation is calculated to be less than 1,000 ADT and less than 100 peak hour trips. Additionally, the Trip Generation Analysis determined that the ADT and number of peak hour trips generated by the proposed project does not trigger Caltrans' threshold for a requirement to analyze State highway facilities.

Approximately 90 percent of the trips generated by the proposed project are expected to be distributed onto Palm Street/Troy Street, with approximately 50 percent heading west on Palm Street into Lemon Grove and 40 percent heading east on Troy Street toward Spring Valley (County of San Diego). Palm Street/Troy Street is designated as a Class II Collector in the Mobility Element of the General Plan and is forecasted to carry 9,000-10,000 trips per day. The addition of approximately 220 vehicle trips is found to not have an impact on adjacent roadway segments and intersections.

Project access is proposed from two private driveways on the southerly cul-de-sac segment of Palm Street. The Fire Department and Engineering Department have determined that access is adequate for emergency vehicles. The proposed project meets the City's parking requirements. The project as designed complies with standard private street design requirements as it relates to the travel lanes. A sight distance analysis was provided and indicates there are no potential sight distance issues that will result from project improvements. The subject property is not located within the vicinity of a private airstrip or public airport. Transportation and traffic impacts are expected to be less than significant.

Source: 1, 2, 4, 16

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulation related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Explanation of Checklist:

a–g: Less than Significant Impact.

The subject property is served by the City of Lemon Grove Sanitation District. The proposed project will not result in a substantial increase in the demand for sanitary services. Standard conditions of project approval will require that the project obtain sewer permits, pay sewer service and connection fees, and connect to the Sanitation District.

The existing site is a dirt pad with steep areas sloping down toward the existing streets. A larger pad will be graded to construct the proposed project which will require retaining walls in various locations within the project site. The proposed dwelling units will drain onto the proposed permeable paver driveway (the private internal street), where the runoff will be conveyed via curb and gutter on both sides of the street and will enter an on-site storm drain system. The storm drain will discharge into the proposed on-site detention basin with an outlet structure, which is connected via storm drain to the existing curb inlet on the corner of Palm Street and Camino De Las Palmas where it enters the existing storm drain system. Runoff from the rooftops will be directed to the landscaped areas before being conveyed onto the permeable paver driveway. The graded slopes will be planted and irrigated and flat areas will be landscaped to help reduce runoff from the site. The Major SWMP prepared for this project determined that it is a “priority development project” and requires a standard urban storm water mitigation plan (SUSMP). The project is not within the environmentally sensitive areas as defined on the maps in Appendix A of the *County of San Diego Standard Urban Storm Water Mitigation Plan for Land Development and Public Improvement Projects*. Temporary construction Best Management Practices (BMPs) will be implemented during construction of the project. Standard conditions of approval will require that the project constructs improvements consistent with City Engineering requirements.

The proposed project will not result in a significant increase in demand for domestic water supplies. Standard conditions of project approval will require that the project obtain water service permits, pay the water service and connection fees, and connect to the Helix Water District.

The proposed project will not result in a substantial increase in the generation of solid waste. The project will be required to comply with all federal, state, and local statutes and regulations regarding solid waste. Impacts to utilities and service systems are expected to be less than significant.

Source: 1, 2, 4, 8, 12, 13, 14

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

Does the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist:

a: Less Than Significant Impact with Mitigation. As discussed throughout the above portions of the Initial Study Checklist, the project would have no impact on biological resources. However, the project may have the potential for significant impacts to cultural and fossil resources. Mitigation is required to avoid any such impacts, should such resources be discovered during the grading process. Therefore, conditions of project approval shall include on-site monitoring by a qualified paleontologist, archaeologist, and culturally affiliated Native

Attachment F

American with cultural resource knowledge during the grading process. Additional conditions shall require that if any cultural, pre-historic, or historic resources are discovered at the site, grading shall be discontinued until said resources have been documented, collected, and preserved prior to the continuation of construction activities.

b: Less Than Significant Impact. As discussed above and throughout this checklist, the project will result in less than significant impacts to air quality, greenhouse gas emissions, and traffic. Such impacts are not anticipated to be individually or cumulatively significant because the project is consistent with the growth assumptions of local, regional, and statewide air quality plans, greenhouse gas reduction goals, and traffic management plans.

c: Less Than Significant Impact with Mitigation. As discussed above in Section XII (Noise), the project has the potential to have significant noise impacts to future residents because of the project site's proximity to State Route 125. However, project conditions of approval will require mitigation in the form of sound walls and sound attenuating construction methods which will reduce noise to levels below the thresholds of significance.

XIX. DETERMINATION AND PREPARERS

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE FEE DETERMINATION (Fish and Game Code Section 711.4, Statutes of 2006 – SB 1535)

- It is hereby found that this project involves no potential for any adverse effect, either individual or cumulatively, on wildlife resources and that a "Certificate of Fee Exemption" shall be prepared for this project.
- It is hereby found that this project could potentially impact wildlife, individually or cumulatively, and therefore, fees in accordance with Section 711.4(d) of the Fish and Game Code shall be paid to the County Clerk.

XX. REFERENCES

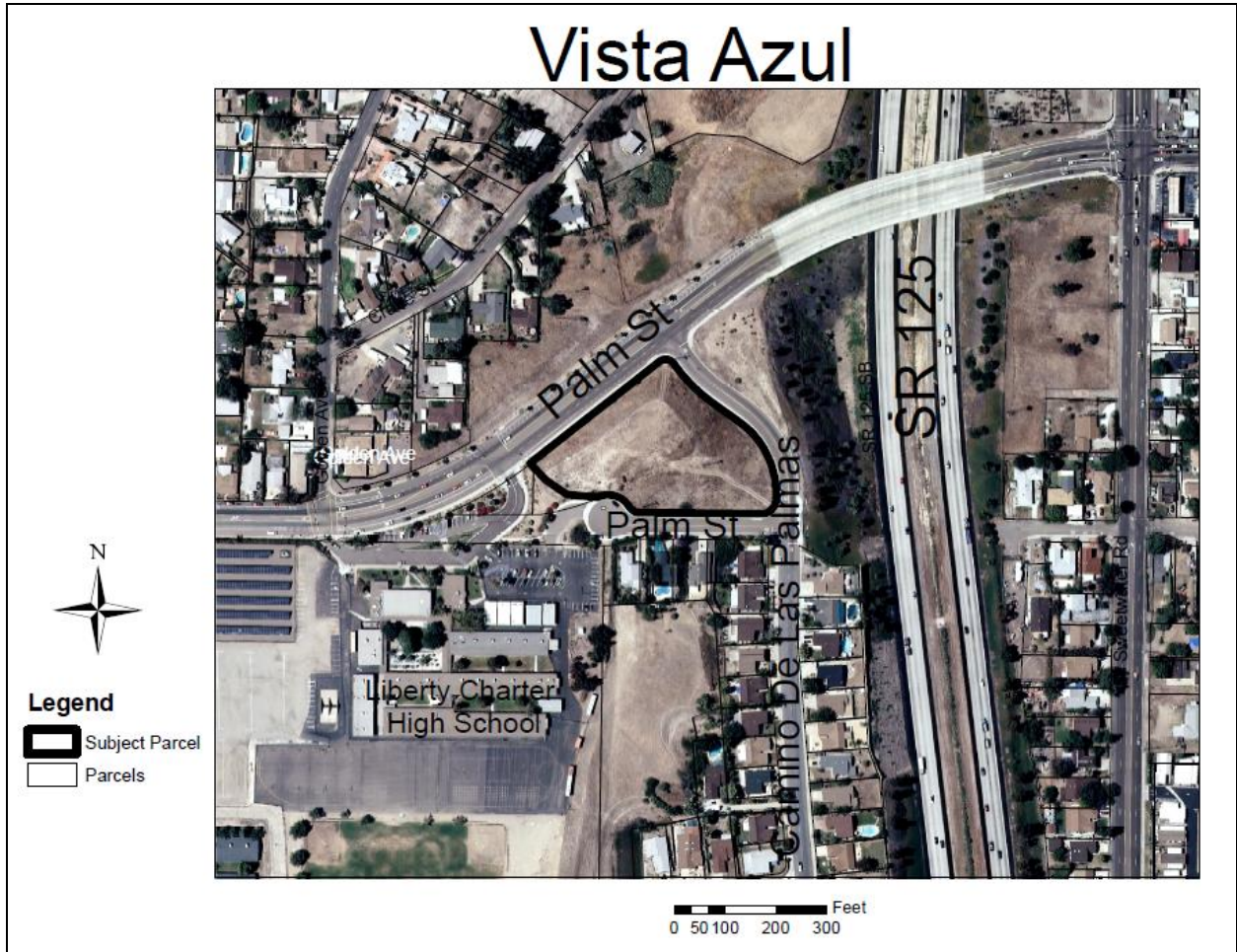
Section 15150 of the State CEQA Guidelines permits an environmental document to incorporate by reference other documents that provide relevant data. The documents listed below are hereby incorporated by reference. The pertinent material is summarized throughout this Initial Study / Environmental Checklist where that information is relevant to the analysis of impacts of the Project. The following references were used in the preparation of this Initial Study / Environmental Checklist and are available for review at the City Hall located at 3232 Main Street, in Lemon Grove.

<u>Reference #</u>	<u>Document Title</u>
1.	City of Lemon Grove General Plan
2.	Master Environmental Impact Report for the Lemon Grove General Plan
3.	City of Lemon Grove Municipal Code
4.	PDP-150-0003/TM0-000-0062/GPA-150-0003/ZA1-500-004 Application Packet
5.	Site inspections conducted by staff from the City of Lemon Grove
6.	Department of Conservation, Farmland Mapping and Monitoring Program website: http://www.conservation.ca.gov/dlrp/fmmp
7.	San Diego Air Pollution Control District's Regional Air Quality Standards (RAQS) available at: http://www.sdapcd.org/content/sdc/apcd/en/air-quality-planning.html
8.	Geotechnical Evaluation, by GeoSoils, Inc. (10/2/2015)
9.	Department of Conservation's Alquist-Priolo Earthquake Fault Zoning Map available at: http://www.conservation.ca.gov/cgs/rghm/ap
10.	CAPCOA White Paper, published January, 2008.
11.	FEMA Flood Insurance Rate Map Panel No. 06073C1910G May 16, 2012
12.	Hydrology Report, by Landmark Consulting (09/23/2015)
13.	Major Stormwater Management Plan, prepared by Landmark Consulting (02/04/2015)
14.	Hydro Modification Plan (HMP), prepared by Landmark Consulting (09/18/2015)
15.	Exterior and Interior Noise Evaluation, by LDn Consulting, Inc. (11/10/2015)
16.	SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region

Individuals and Organizations Consulted

David De Vries, Development Services Director, City of Lemon Grove
Jeremiah Harrington, Assistant Engineer, City of Lemon Grove
Chris Jensen, Fire Marshal, Heartland Fire and Rescue
Kurt Culver, President and CEO, Esgil
Patricia Bluman, City Place Planning
Eric Craig, Associate Planner, City of Lemon Grove
Malik Tamimi, Management Analyst, City of Lemon Grove

VICINITY MAP AND AERIAL PHOTOGRAPH



Attachment H

**TABLE CD-1
PROPOSED LAND USE CATEGORIES AND DENSITIES/INTENSITIES**

Land Use Categories	Maximum Development Per Net Acre (a, b, c)	Expected Development Per Net Acre (d)	Land Use Category Description
Low Density Residential	4 DUs/acre	3 DUs/acre	Detached houses. Typical uses include uses such as accessory dwelling units, churches, day care, open space, public facilities, home businesses and others which are compatible with the surrounding neighborhood.
Low/Medium Density Residential	7 DUs/acre	5.25 DUs/acre	Detached houses. Typical uses include uses such as accessory dwelling units, churches, day care, open space, public facilities, home businesses and others which are compatible with the surrounding neighborhood.
Medium Density Residential	14 DUs/acre	14 DUs/acre	Detached and attached houses, including duplexes and town houses, and limited condominiums and apartments. Typical uses include uses such as accessory dwelling units, churches, day care, open space, public facilities, home businesses and others which are compatible with the surrounding neighborhood.
Medium/High Density Residential	29 DUs/acre	24.5 DUs/acre	Duplexes, town houses, condominiums and apartments. Typical uses include uses such as accessory dwelling units, churches, day care, open space, public facilities, home businesses and others which are compatible with the surrounding neighborhood.
Mixed Use	43 DUs/acre and 2.0:1 FAR	20 DUs/acre; 1.25:1 FAR	Mix of residential (condominiums and apartments), retail and office uses within the same building, lot or area, with the intent of creating lively pedestrian-oriented villages near the trolley stations. Retail includes entertainment and neighborhood-serving businesses. Where mixes of uses occur within the same building, locate retail uses on the street level.
Retail Commercial	1.0:1 FAR	0.5:1 FAR	Retail operations providing a broad range of goods and services, catering to both local and regional customers. Includes shopping centers, department stores, grocery stores, professional services and other compatible retail businesses that are auto-oriented.
General Business	1.2:1 FAR	0.6:1 FAR	Professional office, wholesale businesses, research and development, high technology production, and sales. Includes commercial uses that support business uses.

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Land Use Categories	Maximum Development Per Net Acre (a, b, c)	Expected Development Per Net Acre (d)	Land Use Category Description
Industrial	0.7:1 FAR	0.5:1 FAR	Mixture of manufacturing, processing, warehousing and storage uses that do not generate appreciable air and water pollutants, noise, hazardous materials and odors that might be offensive to residents and other businesses.
Public/Institutional Facilities	1.0:1 FAR	0.4:1 FAR	Public uses and service facilities, such as government offices and facilities, schools, public utilities, post office, libraries, fire and law enforcement stations, social service facilities and churches.
Parks/Recreation	0.5:1 FAR	0.1:1 FAR	Community and neighborhood parks, public recreation and community centers.
Transportation	N/A (e)	N/A	Streets, freeway and trolley corridors and stations, bus facilities, "park-and-ride" lots and associated rights-of-ways. If Caltrans permits development within the right-of-way after SR-125 freeway is constructed, the development must conform to the following designations: east and west of SR-125 - Retail Commercial, and south of the Broadway commercial corridor - same designation as the designation of adjacent properties.
Special Treatment Areas - Overlays I Downtown Village II Massachusetts Station III Regional Commercial IV Western Central Avenue Residential V Federal Boulevard Automobile Sales District VI Central Lemon Grove Avenue VII Troy Street/SR-125 Planning Area VIII Eastern Central Avenue Residential			

- (a) The density of residential development is expressed in dwelling units per acre (DUs/acre). The intensity of non-residential development is expressed in floor area ratio (FAR), which is the ratio of building floor area to the land area.
- (b) The maximum development represents the greatest level of development that can occur on individual parcels of land.
- (c) The maximum density within the residential categories may be exceeded for projects providing affordable housing, in accordance with the density bonus provisions of Section 65915 of the California Government Code.
- (d) The expected development reflects the fact that the development which has occurred to date has not reached the maximum allowed density or intensity, and future development is also expected to be less dense/intense than the permitted maximum. The expected development provides a more realistic picture of future development within the land use categories, and is therefore used to project population and buildout data.
- (e) In general, development will not occur within transportation rights-of-way. Through negotiations with Caltrans, development may occur in the future SR-125 freeway right-of-way, near the SR-94 freeway. Such development will be subject to Caltrans lease requirements, and must be consistent with the Lemon Grove General Plan.

CD-20

TABLE CD-2
LAND USE PLAN DEVELOPMENT POTENTIAL

LAND USE CATEGORY	ACRES	MAXIMUM DEVELOPMENT (a)	EXPECTED DEVELOPMENT (a)	DWELLING UNITS	THOUSAND SQUARE FEET	POPULATION (b)
<i>Low Density Residential</i>	146.9	Up to 4 du/ac	3 du/ac	442		1,224
<i>Low/Medium Density Residential</i>	1,160.8	4.1 - 7 du/ac	5.25 du/ac	6,094		16,881
<i>Medium Density Residential</i>	67.6	7.1 - 14 du/ac	12 du/ac	812		2,248
<i>Medium/High Density Residential</i>	75.0	14.1-29 du/ac	25 du/ac	1,875		5,194
<i>Mixed Use</i>	27.7	43 du/ac, 2.0:1 FAR	20 du/ac, 1.25:1 FAR	554	1,508.3	1,535
<i>Retail Commercial</i>	130.2	1.0:1 FAR	0.5:1 FAR		2,835.8	
<i>General Business</i>	46.4	1.2:1 FAR	0.6:1 FAR		1,212.7	
<i>Industrial</i>	32.2	0.7:1 FAR	0.6:1 FAR		841.1	
<i>Public/Institutional</i>	146.0	1.0:1 FAR	0.4:1 FAR		2543.9	965
<i>Parks/Recreation</i>	36.6	0.5:1 FAR	0.1:1 FAR		159.6	
<i>Transportation</i>	636.5	N/A	N/A			
TOTAL	2,506.0			9,777	9,101.3	28,046

(a) The maximum development and expected development is based on net acres.

(b) Population estimates are based on 2.77 persons per unit for the residential uses based on 1995 population data published by the California Department of Finance. For the institutional uses, the population estimate is based on the group quarters estimate for 2015 from SANDAG Series 8.

VISTA AZUL PROJECT LETTER TO CITY COUNCIL AUGUST 30, 2016

Our development group, Vista Azul, LLC, has been working closely with David DeVries and Lydia Romero over the past 18 months to develop our proposed Vista Azul project located at the intersection of Palm Street and Camino de las Palmas. Vista Azul is a pedestrian oriented community clustering a total of 20 homes with beautiful views of Mt. Miguel and the hills of South Bay. This project will promote resident interaction within the community as well as resident connectivity outside the community. The combination of single family detached homes (14) and twin-homes (6) will be designed with front porches, covered stoops, patios, balconies and decks. A pleasant and expanded sidewalk will sweep along both sides of the internal road connecting the homes along that roadway.

There will be two (2) dedicated common area green spaces. The active open space area will be situated along the Palm Street cul de sac between Lots 14 and 20. This open space includes a play structure, a shade sail, benches, BBQ and picnic tables. The passive open space area will be situated between Lots 6 and 7 and will include benches, turf, and panoramic views out to the south and east. Bike racks will be located at the active open space area, the passive open area and adjacent to the parking area near Lot 13.

The community will have broader setbacks from the public streets with enhanced landscaping. The setbacks will vary to create a more interesting building edge along the public streets, including over thirty street trees and landscaped slope areas. In addition, there will be a sidewalk that connects the current Palm Street cul de sac to Palm Street along the western boundary adjacent to the Liberty Charter School.

The homes will have articulated elevations with appropriate and consistent details that reflect the varied design styles of the elevations on all sides of the homes. These details include shutters, siding, out-lookers, knee braces and glass balcony guardrails.

The homes will have three (3) different elevation styles, including Spanish Revival, Craftsman and Coastal Cottage -- each with varying materials and five (5) distinct color schemes. The roofs are varied with both flat and barrel tile. The intent is to have our new community blend into the existing fabric of the surrounding neighborhood, yet with a fresh and updated appeal.

The building elevations also have varying heights, from two stories at 24 feet and three stories at 33 feet. These heights are in concert with the expanded street setbacks and are offset from many of the building planes. In addition, the homes have an abundance of covered front porches, patios, covered and uncovered decks and balconies that create additional outdoor living space for the homeowners to enjoy.

Attachment I

To accommodate additional bicycle storage, each home will be equipped with bicycle racks or hooks in the private two car garages. To keep the neighborhood common area free from large, unsightly trash dumpsters, all of the trash and recycling bins will have a storage space within the confines of each garage.

The homes will exceed the minimum green standards with energy efficient materials such as windows, roof materials and insulation. The heating and air-conditioning units will be high efficiency, meeting or exceeding the Title 24 requirements. High efficiency plumbing fixtures, fittings and tank-less water heaters will be standard. Energy Star appliances and LED lighting fixtures will be included as standard features for resource conservation.

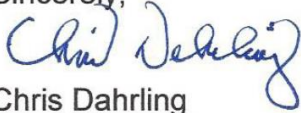
The landscape is designed with drought tolerant plants and trees with efficient irrigation systems. The streetscape will be enhanced along the three (3) public streets abutting the community with a significant number of tree canopies.

There are a total of five (5) Equivalent Benefits per Code 17.28.030 and four (4) Additional and Enhanced Benefits included with in our project submittal. Most of these benefits have been articulated in this narrative. A complete list is located on the front page of the Tentative Map.

In addition, three (3) significant power poles and approximately 400 feet of overhead electric lines will be undergrounded as a part of the overall project design enhancing the view for all the residents in this area of the City.

We look forward to the Vista Azul project being approved by the Lemon Grove City Council and becoming a beautiful addition to the Palm Street and Camino de las Palmas neighborhoods. Thank you.

Sincerely,



Chris Dahrling
Vista Azul, LLC
Member

EXHIBIT "A" – PROJECT PLANS