Bowman

Mark Lopez
City of San Diego
Development Services Department
7650 Mission Valley Road
MS# DSD-1A
San Diego, CA 92108

Project Name: 9160 Gramercy Drive, San Diego
Project No.: PRJ-1136506
Date: 12/12/2025

Dear Mark:

This letter is in response to the project issues report for 9160 Gramercy Dr; Project No. PRJ-1136506, dated November 10, 2025.

Engineering

25. Callouts noting that the existing driveway is to be replaced with current city standard curb, gutter and sidewalk have been added to sheet 3.
26. Callouts noting that the existing driveway is to be replaced with current city standard curb, gutter and sidewalk have been added to sheet 3.
27. Noted. The reason for a deviation is noted in the notes on sheet 4.
32. Noted. The existing 18” CPEP storm drain per 33322-11-D is noted as a private storm drain the serves the only the project site with an existing private drainage easement. The storm drain will be removed as part of the proposed project.
33. Noted. The existing 15” storm drain per 33322-11-D is noted as a private storm drain the serves only the project site and will be removed as part of the proposed project.
34. No public storm drain easements are proposed with this project. The existing utility easement on site is for a private storm drain that will be removed as part of the proposed project.

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35. Noted. No public storm drain easements are proposed for this project.

36. No public storm drain easements are proposed for this project.

37. Street Station Callouts have been added to the plans to show spacing between streetlights. Dimensioning streets lights is not practical given all the other information that appears in the plans.

126. Additional text has been added to sheet 3 noting that the existing driveway is to be replaced with current city standard curb, gutter and sidewalk.

127. Noted, this language has been added to the notes on sheet 4. ” THIS DEVIATION WILL BE PROCESSED WITH THE RIGHT OF WAY PERMIT DURING FINAL ENGINEERING.”

128. Per our meeting on 12/11/2025 the onsite storm drain is private. The storm drain in question only serves the project site and will need to be removed to allow for the proposed development. Notes for the removal of the existing storm drain are shown on sheet 3.

129. (37) Station Callouts have been added to sheet 4 of the plans to show spacing between streetlights.

130. Noted. Visibility triangles are shown as requested.

131. Responses to all comments provided within this document.

132. Information only. No response.

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Transportation

41. Noted. Information only, no response.

47. The waiver requested for bicycle parking is required due to the physical constraints on this site because of the site configuration. Meeting this development standard would physically preclude the development of the proposed affordable housing density bonus project. Additionally, the project is not required to provide bicycle parking spaces because all residential units have “a garage accessible only by residents of the dwelling unit” per SDMC table 142-05C. There are two short-term bicycle parking spaces provided for the shopkeeper units. These bike spaces are not proposed to have electrical charging.

48. The raised median is not allowed by DSD- Water and Sewer because there is an existing 8” sewer under the median area of Gramercy. The raised median is no longer proposed for this project. See Comment #00011 from DSD-water and Sewer. No proposed changes to the median or striping in Gramercy at this time. A raised median is pending a decision from PUD.

49. Sidewalk transitions need to stay adjacent to the proposed project frontage. Moving transitions offsite would require adjacent property owners’ permission. No change has been made. Typically, project tie-in for ROW improvements is within the project frontage.

50. A Callout has been added to provide a right turn only sign at the Gramercy Driveway.

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54. 3 Motorcycle spots have been added to the plan. Please see response to 117 regarding loading zones.

55. Two public bicycle parking spaces are shown on sheet 6. One is noted to provide electrical charging.

56. The existing conditions of the curb return do not allow for dual pedestrian ramps to be constructed with this project. There is an existing curb inlet and traffic signal pole to obstruct dual pedestrian ramps. Reconstruction of the curb inlet and traffic signals is not in the scope of the proposed project. A deviation from standard is required and an 8' pedestrian ramp is proposed. The deviation is noted on sheet 4 as note 1.

57. Pedestrian walkways are provided for building entrances to the public ROW. Please see sheet 6 for all walkways.

58. Visibility triangles PER SAN DIEGO MUNICIPAL CODE CH. 11 ART. 3, DIV. 2, PAGE 50 appear on sheet 4&7 of the TME. A 25' visibility triangle has been added to the intersection of Gramercy and Ruffin Road.

59. Sight distance study has been added as sheet 7 to the TM exemption exhibit.

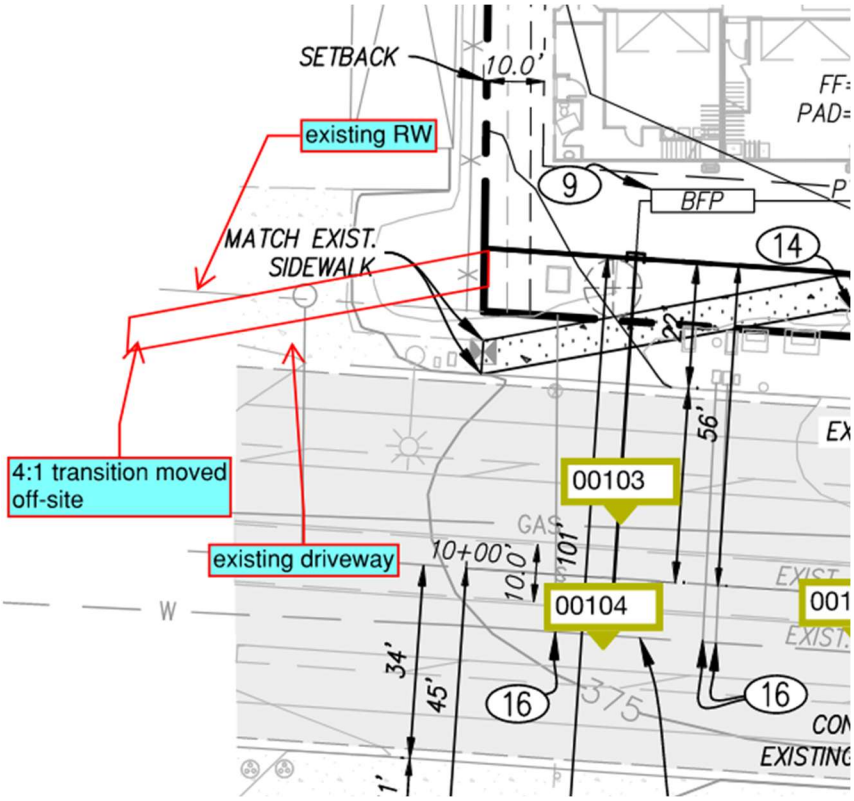
62. Informational only, no response.

113. (#47) The waiver request regarding bicycle parking has been revised. One of the two public bike parking spaces will have electrical charging capabilities. See Sheet 4 and 6.

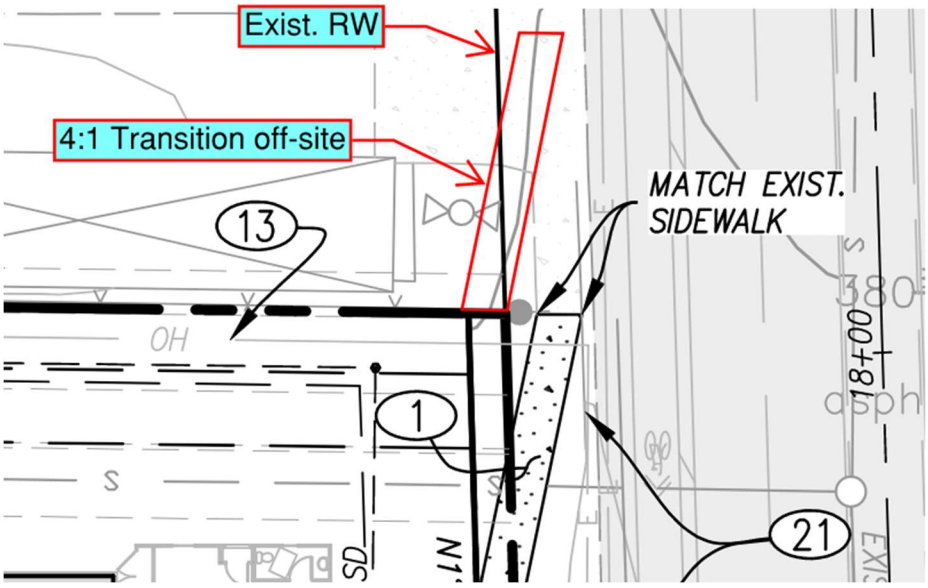
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114. The Raised median is pending a final decision from PUD. The median will be added back into the plans if allowed by PUD. No changes to existing striping are proposed without the addition of a raised median.

115. Extending sidewalk transitions beyond the project frontage would affect neighboring driveways and require work outside of current City Right of Way. See exhibits below



Off-site transition on Ruffin Road would require sidewalk outside of existing right of way.



116. Proposed Median is pending a decision from PUD. No median is proposed based on water and sewer comment 11.

117. 3 Motorcycle parking spaces have been added.

<u>Loading Zones:</u>

The Gramercy project will be a for Sale Townhome project and providing two loading zones is not a practical use for this project. The code (SDMC Section 142.1010) states the purpose of the Loading Zone is to accommodate frequent deliveries, which makes sense for Commercial & Industrial uses. It then identifies multi-family uses without differentiating between for-rent and for-sale.

The indicated purpose of the loading zone for MF is to accommodate move-in, move-out. The frequency of that activity is vastly different in for-rent vs. for-sale. Reports (Redfin,

CLTA, Kelly Real Estate and Scottsmanguide) indicate rental units in San Diego turn (move-in/move-out) every 2.5 to 5 years whereas for-sale units turn every 13-18 years. To accommodate a loading zone that will rarely be utilized requires the elimination of guest parking spots (which are utilized daily) and landscaping/open space (water quality, GHG, lifestyle quality benefits). Also, as a practical matter, when people move in/move-out, they park the moving truck in the street close to the house they're moving in to or out of, which further obviates the need for a designated loading zone. The CC&R will address the rules and regulation regarding homeowner move-ins and circulation.

118. (#55) The two public bike parking spaces are located adjacent to shopkeeper units. Buildings 16 and 17 are designated to be developed as shopkeeper units. Notes are added to Civil and Landscape plans to note shopkeeper locations.

119. DSD-engineering has not objected to the requested deviation and has noted that the deviation will be required with the ROW permit. Note to Re-Stripe of Continental crossing added to sheet 4.

120. Walkways from the Shopkeeper units to the public right of way appear on sheet 6. Accessible units for the proposed development have not been determined at this time. A path of travel will be designed and shown on the final engineering precise grading plans. Internal walkways are shown for current site design.

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121. A 25’ visibility triangle has been added to the intersection of Gramercy and Ruffin Rd. The request note has also been added to note 19.

122. Sight distance study has been updated to 36 mph for Gramercy as directed.

123. Bike lane conflict striping has been added at the proposed driveway on Gramercy Dr.

Map Check

71. Acknowledged. No additional comments from planning.

74. A land surveyor’s stamp and seal have been added to sheet 3. Plans will be signed with final submission.

94. An updated TM Exemption exhibit are provided, a reference copy of the LLA Parcel map is included as “Map Reference Material” with the third submittal

133. Plans will be signed and stamped at final submittal

134. Planning appears to have completed their review after two review cycles. No additional planning comments on the TME.

Water & Sewer

3. A 20’ wide offset sewer easement for the existing 8” sewer main has been added to sheet 4. Please see updated easement line work on sheet 4. An offset sewer easement is proposed to accommodate the project site plan. The Existing 8” sewer has cover ranging from 4’ on the west side to 8’ on the east side project.

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8. The project is requesting a deviation from the standards to connect a new 8” fire service connection to the existing 20” water main. A deviation from Standard has been prepared in is included with the third submittal.

11. Noted, the raised median has been removed from the plan. PUD’s decision allowing the raised median is pending a review of the updated sewer study.

12. Noted.

100. Note 17 revised as requested

101. The proposed water service has been labeled as requested.

102. Arrow has been adjusted

103. Proposed fire service is now labeled.

104. Arrow has been adjusted.

105. All Three (3) private sewer POC’s are now labeled on sheet 4

106. Label corrected.

107. label added.

108. notes updated as requested.

109. notes updated as requested.

110. 10’ proposed sewer easement note updated.

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111. Informational, no response.

112. Informational, no response.

Sewer Study Comments received via email on 11/25/2025

1. The sewer study needs to provide further analysis of the system until the proposed flow reaches 10% of the sewer system's existing flow (using average flow). It is estimated that it will reach 10% at Manhole #103, as noted on the Field Book page H15S (FSN 32934).

BCG Response: An additional average flow analysis of the existing sewer system has been added to the sewer study. The proposed flow is less than 10% of the existing average flow at downstream MH 248. Please see additional analysis and exhibits added to the sewer study.

2. According to our GIS, please see attachment, the segment from MH #132 to MH #133 has a slope of 0.6%. Please update your assumption accordingly unless proven otherwise.

BCG response: The existing sewer slope has been updated to 0.6% per City Records.

3. The study should be signed by Professional Engineer. (you provide stamp, not signed).

BCG Response: The Sewer study has been signed.

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Landscape

COMMENT 00066

Scope: Tentative Map Exemption to consolidate two existing parcels into one parcel for future development of 199 dwelling units. CC-1-3 base zone within the Serra Mesa Community Plan Area.
Response: Comment noted.

COMMENT 00067

Please remove sheets/info related to on-site landscape improvements from this plan set. Staff appreciates the inclusion of landscaping for this project; however, tentative maps are only subject to street tree requirements. Landscape staff will not be reviewing any on-site improvements as part of this submittal. Note: CAP shading requirements will be reviewed at the building plan phase. Based on the current proposal, this requirement will be satisfied.
10/20/2025 Review:
Reissuing.
Response: Comment noted, all on-site improvements have been removed from the plan set.

COMMENT 00068

Trees are required at a rate of 1 tree per 30 linear feet of street frontage, excluding driveways and clearances for bus stops. Please provide a calculation for each street demonstrating that proposed street tree quantities are sufficient.
10/20/2025 Review:
Please provide calculations for each frontage separately. According to the calculations provided, the Gramercy frontage, excluding the curb cut and buss top clearance, is 533' which requires 17 trees. It appears that 16 are shown. Ruffin only provides calculations for a portion of the street. Please factor in the entirety of the frontage and include street trees that are provided on private property as well.

Response: Comment noted, Clarification has been added to plans. Callout has been added to Gramercy Road tree planting identifying shade and accent trees used to satisfy tree count requirements. Ruffin Road has also additional callouts and adjusted legend that identify half of the street has electrical lines running in the middle of the parkway precluding tree planting in the ROW. Per our note we will be planting trees on private property to satisfy the tree requirement along Ruffin Road.

If you have any questions or require additional information, please call me at 619.881.2589, or send an email to crodriguez@bowman.com.