THE CITY OF SAN DIEGO

Report to the Historical Resources Board

DATE ISSUED: April 13, 2022 REPORT NO. HRB-22-010

HEARING DATE: April 28, 2022

SUBJECT: **ITEM #01 – 611 Island - Site Development Permit/Neighborhood Development Permit No. 687976**

RESOURCE INFO: California Historical Resources Inventory Database (CHRID) link

OWNER/APPLICANT: Island Sky Place, LLC

LOCATIONS: 611 Island Avenue (south side of Island Avenue between Sixth Avenue and Seventh Avenue in the East Village neighborhood of the Downtown Community Plan area, Council District 3, APN 535-116-01-00)

DESCRIPTION: Recommend to the Planning Commission adoption of the mitigation measures and findings associated with the Site Development Permit (SDP) as presented or recommend inclusion of additional permit conditions related to a designated historical resource.

STAFF RECOMMENDATION

Recommend to the Planning Commission approval of the findings and mitigation measures associated with the SDP related to the designated historical resource currently located at 611 Island Avenue (HRB Site No. 159, the Klauber-Wangenheim Building) as presented.

BACKGROUND

San Diego Municipal Code (SDMC) Section 126.0503(b)(2) requires a recommendation from the Historical Resources Board (HRB) prior to the Planning Commission decision on a SDP when a historical district or designated historical resource is present. The HRB has adopted the following procedure for making recommendations to decision-makers (Historical Resources Board Procedures, Section II.B):

> When the HRB is taking action on a recommendation to a decision- maker, the Board shall make a recommendation on only those aspects of the matter that relate to the historical aspects of the project. The Board's recommendation action(s) shall relate to the cultural resources section, recommendations, findings and mitigation measures of the final environmental document, the SDP findings for historical purposes, and/or the project's compliance with the Secretary of the Interior's Standards for Treatment of Historic Properties.

If the Board desires to recommend the inclusion of additional conditions, the motion should include a request for staff to incorporate permit conditions to capture the Board's recommendations when the project moves forward to the decision maker.

Designated in 1982, the Klauber-Wangenheim Building is currently listed in the City of San Diego Register of Historical Resources as HRB Site No. 159 ("Resource"). The Resource was constructed in 1929 by the Klauber-Wangenheim Company, an investment company with business as a wholesale grocer. The building at 611 Island Avenue was used as a warehouse and center for the company's operations and administration until 1980. It is a four-story building constructed by William H. Wheeler, Master Architect that served as the President of the State Board of Architecture and the San Diego Architectural Association. The exterior of the Resource is comprised of concrete and brick with decorative cast-in-stone sculpture accents and steel frame windows and the interior features natural wood beams and sky lights. It is considered an example of the industrial architectural style popular in the United States during the 1920s and reflects the early character of East Village and the industrial development of San Diego during the first half of the twentieth century. The Resource is currently used as a commercial storage facility.

The Resource is located on the south side of Island Avenue between Sixth Avenue and Seventh Avenue (Attachment 2) within the Ballpark Sub-District of the East Village neighborhood of the Downtown Community Plan (DCP) area. In the DCP, the East Village neighborhood is envisioned as a thriving residential and mixed-use community, attaining the highest residential intensities in Downtown. The Ballpark Sub-District is envisioned as a Downtown-wide entertainment and cultural attraction as well as a residential and commercial district with supporting amenities.

PROJECT DESCRIPTION

The Project consists of a 37-story, 430-foot tall mixed-use development comprised of 443 DU, 985 SF of commercial space on the ground level, and two levels of subterranean parking garage containing 52 parking spaces. The Resource is proposed to retain its historic façade, while the interior is proposed to be demolished and reconstructed to house the residential lobby, a bike storage room, a commercial lease area, and other building operations functions on the ground level and 72 residential DU on Levels 2-4 (24 DU per level). The west side of the rooftop of the Resource is proposed to contain an outdoor amenity space for residents that includes landscaping, barbeques, lounging areas, and a pet relief area (Attachment 3, Sheet L3). The tower of the Project is proposed along the east side of the Resource beginning on Level 5. The façade of the tower is setback 5'-3" from the face of the north façade of the Resource and 5'-5" from the face of the east façade of the Resource (Attachment 3, Sheet P15) to create a distinct separation between the concrete walls of the Resource below and the new construction of the tower above, which is comprised primarily of glazing (Attachment 3, Sheet P30).

Modifications to the Resource's exterior include the new aluminum-framed windows on the upper floors on each elevation. On the ground level of the north and east elevations (Attachment 3, Sheet P25-P26), storefront glazing systems are proposed within the existing bays to replace the current steel roll-up doors. On the east elevation, the historical loading dock and elevated deck are proposed to be shortened for a garage entry and utility area at the southeast corner of the Resource.

As part of the Project, a Neighborhood Development Permit (NDP) is requested to allow the encroachment of the existing historical loading dock and elevated deck by 7'-4" into the public right-of-way along Seventh Avenue (Attachment 3, Sheet P7).

The Project is also utilizing the Affordable Housing Regulations (AHR) (Chapter 14, Article 3, Division 7 of the SDMC) by providing 5% of the total DU in the Base FAR (211 DU) for rent by very low income households at a cost that does not exceed 30% of 50% of the area median income (AMI), totaling 11 DU, which entitles the Project to one incentive and unlimited waivers to deviate from the development regulations of the municipal code and earning a 100% FAR bonus as a micro-unit development and a 10% FAR bonus for no requests for deviations from height or setback requirements. The Project proposes a total FAR of 16.72 and the use of one incentive and three waivers to deviate from the development regulations, as described on the Project Data Sheet (Attachment 1). The full Development Plans for the Project are included as Attachment 3.

ANALYSIS

The Project proposes substantial alterations to the Klauber-Wangenheim Building, including the construction of a 37-story residential tower above it. The proposed substantial alteration of the Resource is not consistent with the Secretary of Interior Standards for the treatment of historical properties which is, by definition, a substantial alteration requiring an SDP, consistent with SDMC Section 143.0250(a)(3). Specific SDP Supplemental Findings are required for projects proposing substantial alterations to a designated historical resource or within a historical district, including findings that require analysis of alternatives that could minimize the potential adverse effects on the Resource.

The required SDP Supplemental Findings regarding the Project's proposed substantial alteration to the Klauber-Wangenheim Building and supporting information are below. The Applicant-submitted Draft SDP findings are included as Attachment 7.

1. **There are no feasible measures, including a less environmentally damaging alternative, that can further minimize the potential adverse effects on the designated historical resource or historical district.**

   The Klauber-Wangenheim Building, HRB Site No. 159 ("Resource") was designated in 1982 based on its association with one of San Diego's pioneering families, the Klaubers, and the mercantile business which they conducted at the site. The site is the location of the first Klauber-Wangenheim trading post on which the Resource was later constructed as a warehouse. Additionally, the Resource is significant for its association with Master Architect William H. Wheeler The building is also a good example of the warehouse industrial architectural style popular in the United States in the 1920s and is reflective of the early character of the East Village neighborhood.

   The proposed Project (Base Project) retains the existing façade of the Resource, adds two levels of subterranean parking below and 33-story residential tower above the Resource, with a 5'-3" setback on the north façade and a 5'-5" setback on the east façade. The proposed removal of the Resource's existing roof is not consistent with the Secretary of the Interior's Standards (Standards). Additionally, the ramp and loading dock platform on the east façade

will be removed and reconstructed to provide access to the new garage entry and conform with accessibility and building code requirements. The construction of the 33-stories above the Resource is not consistent with the Standards due to the proposed massing, size, scale and proportion of the tower in relation to the Resource.

The Applicant retained the London Moeder Advisors (LMA) to conduct an economic analysis to evaluate the Base Project and five alternatives. The variables studied in the alternative analysis were the setback of the tower from the façade of the Resource and the height of the proposed tower. The setback and height were studied because they have the most visual impact on the historic structure. All alternatives retained either the whole Resource or its original facades. The LMA analysis used the Internal Rate of Return (IRR) and Yield of Cost (YOC) as measures to determine the economic feasibility of each alternative. The five alternatives that were evaluated for their respective IRR and YOC versus that of the Base Project are summarized in the table below:

Alternative	**Description**
BASE	Rehabilitate the Resource and build a 37-story, 443-unit tower above setback five feet from the north façade and five feet from the east façade.
1	Rehabilitate the Resource and build a 41-story, 393-unit tower above setback five feet from the north façade and ten feet from the east façade.
2	Rehabilitate the Resource and build a 41-story, 393-unit tower above setback ten feet from the north façade and ten feet from the east façade.
3	Rehabilitate the Resource and build a 41-story, 390-unit tower above setback ten feet from the north façade and 20 feet from the east façade.
4	Rehabilitate the Resource and build a 40-story, 398-unit tower above setback 15 feet from the north façade and 15 feet from the east façade.
5	Rehabilitate the Resource and adaptively reuse it with ground level retail and office on the two upper levels (no residential, no new construction).

The LMA analysis also considered rehabilitating the Resource and converting the existing interior space to residential units; however, due to the building's original function as a warehouse, converting the interior space to residential units would require significant structural and utility upgrades that would increase construction costs by 16% on a square foot basis, so that concept was not further evaluated as an alternative as it would be less economically feasible than Alternative 5.

As demonstrated by the LMA analysis, the Base Project was the only economically feasible option. In contrast, the LMA analysis concluded that the alternatives were not economically feasible. Specifically, the LMA analysis concluded that Alternatives 1, 2, 3 and 4, all of which retained the Resource's historic facades and had larger tower setbacks than the Base Project, were not economically feasible due to their failure to meet the minimum IRR and YOC needed

to achieve project financing (see Finding No. 3 below). The decrease in units from the Base Project combined with the high cost of high-rise construction, subterranean parking and acquisition makes each of these alternatives infeasible. The alternative that would have the least adverse impact on the Resource, Alternative 5, which evaluated the rehabilitation and reuse of the Resource without new construction, also did not meet the minimum IRR and YOC needed to achieve project financing due to the high cost of acquisition (see Finding No. 3 below). The LMA analysis concluded that the Base Project, which proposes five-foot setbacks on both the north and east facades and a 37-story residential tower constructed above, was the only economically feasible project with minimal adverse impacts to the Resource. Therefore, there are no other feasible measures, including a less environmentally damaging alternative, that would further minimize the potential adverse effects on the Resource.

2. **The deviation is the minimum necessary to afford relief and accommodate the development and all feasible measures to mitigate for the loss of any portion of the historical resource have been provided by the applicant.**

While the use of this site for purposes other than its historical use (warehousing, which is not permitted as constructed by current zoning (see Table 156-0308-A of the San Diego Municipal Code)) will likely result in substantial alterations to the Resource, the proposed Project will take steps to mitigate this impact. Historical resource mitigation measures have been developed and adopted within the Downtown Final Environmental Impact Report (Downtown FEIR), with which the Project has been evaluated against and deemed consistent. The Mitigation Monitoring and Reporting Program (MMRP) for the Downtown FEIR requires the implementation of a documentation program submitted to City Historic Resources Division staff for review and approval, a pre-construction meeting, implementation of the Treatment Plan and monitoring to ensure appropriate execution of the plan.

In order to mitigate for the impacts to the Resource, the applicant will be required to submit Historic American Building Survey (HABS) documentation, a Treatment Plan, and a Monitoring Plan. A set of HABS drawings and photos documenting the Resource will be created prior to the beginning of construction to document the historically significant building in its current condition. A copy of this documentation will be archived with the City and other depositories as outlined in the MMRP. The Treatment Plan and accompanying drawings outline how the existing historical facades will be modified in order to accommodate the new development. Existing character-defining features, such as the steel-framed windows, cast-stone shields and medallion, fire escapes and rooftop flagpole will be preserved and repaired as needed. Any steel-framed windows that are beyond repair will be replaced in-kind. The existing historical loading dock will be removed and reconstructed in order to accommodate garage access and bring the Project into compliance with ADA and building code requirements. The non-historical steel roll up doors on the east façade will be removed and replaced with new glazed storefronts to accommodate the building's new use. Additionally, non-historical window openings will be infilled with new aluminum windows that are appropriately differentiated from the historic window openings. The Monitoring Plan establishes specific timeframes within the construction timeline of the Project in which a Historical Monitor will be present. The Monitor will document these visits to the site and submit reports to City staff for review. A pre-construction meeting will be held on-site in

order to clarify selective demolition methods and protection of the Resource during construction.

The construction of the 33-stories of the residential tower above the Resource contributes to the loss of historical context; however, the LMA analysis concluded that the Base Project was the only economically feasible alternative due to the high costs of acquisition and construction. While the Base Project provides only 5'-5" and 5'-3" setbacks from the north and east facades, the new residential tower incorporates several design features that provide a distinction between the historical façade and the new construction. The exterior of the new residential tower will be clad in a window-wall glazing system which will provide juxtaposition to the board-formed concrete of the historical warehouse façade of the Resource below. The new fifth level will have an exterior entirely composed of windows which will provide a visual distinction between old and new construction. Additionally, there will be no new construction over the western portion of the building so that there is still a semblance of the original scale and massing of the historical structure when the site is approached from the west. With 443 DUs on an approximately 20,000 SF site, the Project is providing a high-intensity development that is consistent with a dense, urban, Downtown environment and the goals of the DCP for high overall intensities that use land efficiently in order to meet employment and population targets (DCP, 3.2-G-5). The proposed tower setbacks allow for the maximization of buildable floor area on the constrained lot, which allows for the number of DU to make the Project economically feasible, as demonstrated in the LMA analysis, while at the same time retaining the Resource on-site, which is consistent with the goals and policies of the DCP to integrate historical resources into the Downtown fabric while achieving policies for significant development and population intensification (DCP, 9.2-G-1). Therefore, the Project is designed with the minimum necessary deviation to afford relief to and accommodate the development and all feasible measures to mitigate for the loss of any portion of the historical resource have been provided by the applicant.

3. **The denial of the proposed development would result in economic hardship to the owner. For purposes of this finding, "economic hardship" means there is no reasonable beneficial use of a property and it is not feasible to derive a reasonable economic return from the property.**

To demonstrate the financial feasibility of the Project, the Applicant retained London Moeder Advisors (LMA) to conduct an economic analysis of the proposed Project ("Base Project") and five designs for potential alternative designs with less impact on the Resource. The LMA analysis used the IRR and YOC as measures to determine the economic feasibility of each alternative. As stated in the analysis, for a rental residential project to be economically feasible, it must achieve a minimum IRR of 13-15% and a YOC of 5.5% or higher. Based on LMA's expert experience performing feasibility analyses and consulting on hundreds of other real estate projects, anything below these thresholds would be unlikely to attract investors and achieve project financing in today's market. The table below summarizes the conclusions of the LMA analysis for each alternative for these metrics.

Alternative	IRR Min: 13-15%	YOC Min: 5.5%
Base	**13.71%**	**5.5%**
1	12.15%	5.19%
2	12.16%	5.19%
3	12.03%	5.16%
4	12.65%	5.2%
5	5.11%	4.5%

Alternatives 1 through 4 analyzed positioning a proposed residential tower at various setback distances from the historic façade of the Resource, ranging from five feet to 20 feet. Alternative 5 analyzed the rehabilitation and reuse of the Resource with ground level retail and office space on the upper three levels, without the construction of any new residential development on the site. The current use of the property as a public storage facility (no housing units and few on-site employees) is an underutilization of the site in a location where the DCP encourages maximization of density and housing opportunities in order to meet the population and employment targets of the DCP (DCP, 3.2-G-1). The DCP targets an ultimate East Village population of 46,000. The Base Project and four alternatives proposing a residential component contain no less than 390 DU (the Base Project proposes 443 DU), which are high-intensity land uses that are consistent with a dense, urban, Downtown environment and the goals of the DCP for high overall intensities that use land efficiently in order to meet employment and population targets (DCP, 3.2-G-2). In contrast, maintenance of the existing public storage facility at this location prevents the advancement of the goals and policies of the DCP.

The LMA Analysis concluded that only the Base Project with five-foot tower setbacks is the only economically feasible project, as the four alternatives with residential components (each providing 10-12% less DUs compared to the Base Project, as described in the table in Finding No. 1 above) fail to meet the minimum IRR and YOC to successfully attract investors and achieve project financing. The IRR and YOC of Alternative 5, which proposed no new construction or residential development and proposed rehabilitation and reuse of the building with retail and office, was significantly lower than the other alternatives, as demonstrated in the table above and determined to be economically infeasible. Since all alternatives to the Base Project that were analyzed failed to meet the minimum thresholds for financial feasibility and the current use prevents the advancement of the goals and policies of the DCP, there is no other reasonable beneficial use of the property from which to derive a reasonable economic return besides the Base Project as demonstrated in the table above.
The denial of the proposed development would result in economic hardship to the owner, who has already invested in the acquisition and preliminary development of this property in order to develop much needed housing and affordable housing in the DCP area. There are no reasonable beneficial uses of the Resource and without a substantial alteration of the Resource, it is not feasible to derive a reasonable economic return from the property.

City Staff from the Urban Division and Historic Resources Division believe that there is sufficient evidence to support the SDP Supplemental Findings related to the Resource. In addition, Staff believes that the proposed mitigation measures of the Mitigation Monitoring and Reporting Plan (MMRP) (Attachment 5) and draft permit conditions (Attachment 4) are sufficient to mitigate to

below a level of significance of impacts of the substantial alteration of the Klauber-Wangenheim Building.

CONCLUSION

Staff recommends that the HRB recommend to the Planning Commission adoption of the mitigation measures and findings associated with the SDP related to the designated historical resource.

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Urban Division, DSD

Suzanne Segur
Senior Planner
Land Development Review Division, DSD

Attachments:

1. Project Data Sheet
2. Project Location Map
3. Development Plans
4. Draft Permit with Conditions
5. Downtown FEIR Environmental Evaluation Checklist
6. London-Moeder Advisors Economic Analysis of Alternatives
7. Applicant-submitted Draft SDP Findings
8. Historical Resource Technical Report
9. Historic American Building Survey (HABS) documents
10. Historical Resource Treatment Plan with drawings
11. Historical Resource Monitoring Plan
12. Community Planning Group Recommendations

ATTACHMENT 1

PROJECT DATA SHEET
PROJECT NO. 687976

Project Address	611 Island Avenue
Assessor's Parcel No.	535-116-01-00
Site Area	20,063 SF
Community Plan Area	Downtown
Land Use District	Centre City Planned District—Employment/Residential Mixed-Use
Min. FAR Base Max. FAR Max. FAR w/CCPDO Bonuses Max. FAR w/Affordable Housing Regulations (AHR)	3.5 6.0 8.0 16.8
Proposed FAR	16.72
FAR Bonuses Proposed	+1.0 – FAR Payment Program +1.0 – 5% Three-Bedrooms +8.0 – AHR Micro-Unit Development +0.8 – AHR No height/setback deviations
Total Above-Grade Gross Floor Area	335,541 SF
Stories/Height	37 stories / 430 feet
Number of Dwelling Units	443
Amount of Non-Residential Space	985 SF
Housing Units Summary	Total 443 Studios 78 1 Bedroom 164 2 Bedroom 178 3 Bedroom 23
Number of Buildings over 45 Years Old	1 – Klauber-Wangenheim Building, HRB Site No. 159
Inclusionary Affordable Housing Compliance	Compliance with the Inclusionary Housing Ordinance will be provided on-site with 11 affordable units.
On-Site Parking	Automobile 52 Motorcycle 6 Bicycle 212
Adjacent Properties	North – Bar, Surface parking lot South – 12-story hotel, 10-story hotel East – 16-story office tower West – Nightclub
Deviations	See below*
Community Planning Group Recommendation	Presented to Downtown Community Planning Council on October 20, 2021 and voted 11-2 to recommend approval.

* A Project proposing development that is consistent with the requirements of the AHR is entitled to one incentive (Table 143-07A) and unlimited waivers (Sec. 143.0743(e)) to deviate from the development regulations. The Project proposes one incentive and three waivers as follows:

1. *Incentive – Sec. 156.0310(g)(3) Private Open Space* – Reduce number of required DU with private open space (balconies) from 50% of DU (222 DU) to 9.7% of DU (43 DU)
2. *Waiver – Sec. 142.0560(j)(3) Driveway and Access Regulations* – Reduce required distance from south property line to the driveway on Seventh Avenue from three feet to zero feet.
3. *Waiver – Sec. 156.0310(d)(3)(A) Tower Lot Coverage* – Increase maximum tower lot coverage from 50% to 50%.
4. *Waiver – Sec. 156.0311(d)(1) Transparency* – Reduce minimum ground level transparency from 60% of the building façade to 37% on Sixth Avenue and 56% on Seventh Avenue.

ATTACHMENT 2

PROJECT LOCATION MAP
PROJECT NO. 687976

ATTACHMENT 3

City of **San Diego**

611 ISLAND

NEW MIXED-USE **DEVELOPMENT**

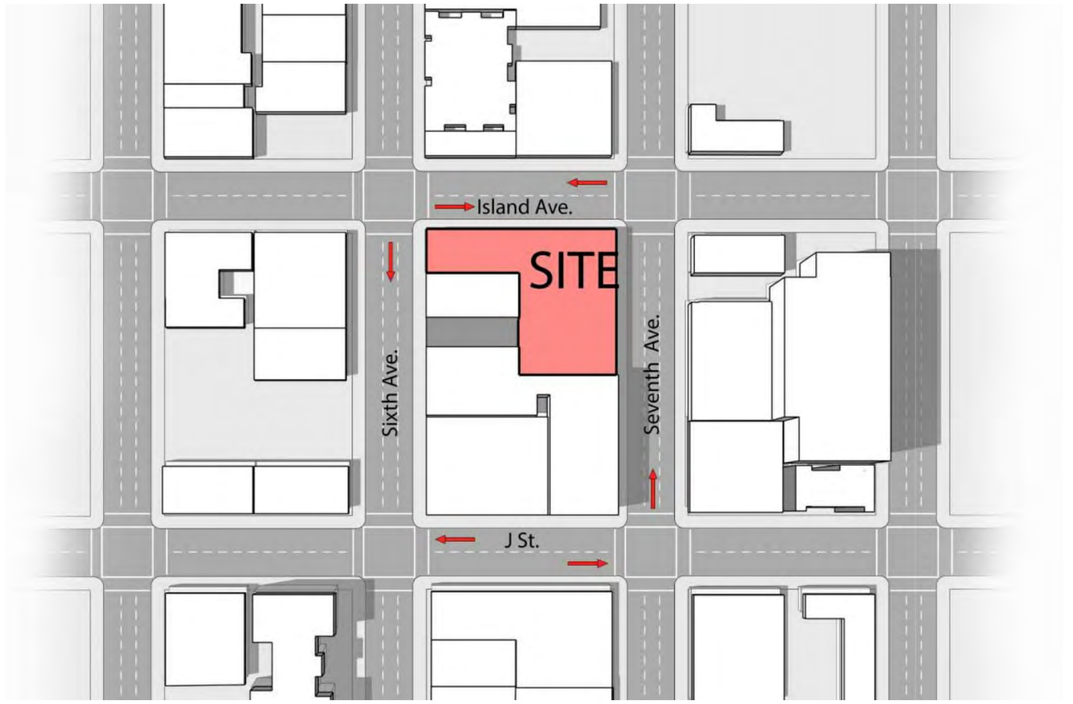
DEVELOPMENT PERMIT PACKAGE

12 / 10 / 2021

CresleighHomes

carrierjohnson + CULTURE
architecture + environments + brand strategy + graphics

PROJECT LOCATION



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CresleighHomes

611 ISLAND AVE.
DEVELOPMENT PERMIT PACKAGE

07.28.21
ISSUES:

PRELIMINARY NOT FOR CONSTRUCTION

PROJECT NO: 5986.00
FILE NAME: WRITE CENTRAL FILE PATH HERE: (I.E. P:\5000.000\BIM\Central File\5000.00-central.rvt)
DRAWN BY: Author
CHECKED BY: Checker
PLOT DATE: 12/9/2021 5:15:45 PM
TITLE:

PROJECT LOCATION, PROJECT TEAM, DRAWING INDEX

DRAWING NO:

P2

ZONING ANALYSIS

SITE ADDRESS

SITE ADDRESS: 611 ISLAND AVENUE, SAN DIEGO, CA 92101
SITE AREA: 20,063 SF

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF SAN DIEGO, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOTS A,J,K, AND L IN BLOCK 112 OF HORTON'S ADDITION, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF MADE BY L.L.LOCKLING ON FILE IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY.

PROJECT DESCRIPTION

611 ISLAND AVE. IS A MIXED-USE DEVELOPMENT COMPRISED OF A 37-LEVEL TOWER CONTAINING 443 DWELLING UNITS, 985 SF OF COMMERCIAL SPACE AND 52 PARKING SPACES IN TWO LEVELS OF BELOW GRADE PARKING ON THE 20,063 SF SITE CONTAINING LOCALLY REGISTERED HISTORICAL RESOURCE HRB SITE#159 ON THE SOUTH SIDE OF ISLAND AVE. BETWEEN 6TH AND 7TH AVENUES IN THE EAST VILLAGE NEIGHBORHOOD OF THE DOWNTOWN COMMUNITY PLANNING AREA.

THE PROPOSED DEVELOPMENT INCLUDES THE REHABILITATION OF THE FACADES OF THE EXISTING HISTORICAL RESOURCE HRB SITE # 159 AKA THE KLAUBER WAGENHEIM COMPANY BUILDING.

ZONING

CENTRE CITY PLANNED DISTRICT - EMPLOYMENT/RESIDENTIAL MIXED USE (ER)
OVERLAYS: TRANSIT PRIORITY AREA, RESIDENTIAL TANDEM PARKING, FAA PART 77 NOTICING AREA, SAN DIEGO INTERNATIONAL AIRPORT REVIEW AREA 2, AND GEOLOGIC HAZARD CATEGORY 13

FLOOR AREA RATIO

BASE MAXIMUM:	6.0
FAR PAYMENT BONUS PROGRAM:	1.0
3 BEDROOM FAR BONUS:	1.0
AFFORDABLE HOUSING MICRO UNIT BONUS:	8.0
SDBL ADDITIONAL CONFORMANCE BONUS WHEN NO WAIVERS FOR HEIGHT OR SETBACKS:	0.8
TOTAL PERMITTED FAR:	16.8
PROPOSED FAR: 335,541/20,063 =	16.72

PROPOSED BUILDING HEIGHT

PROPOSED BUILDING HEIGHT
37 STORY HIGH RISE
396'-8" FROM DATUM (AVERAGE OF HIGHEST/LOWEST GRADE)
24' SITE ELEVATION (SE) - FAA FILING
430'-0" ABOVE GROUND LEVEL (AGL) - FAA FILING
454'-0" ABOVE MEAN SEA LEVEL (AMSL) - FAA FILING

CONSTRUCTION TYPE

TYPE IA - FULLY SPRINKLERED BELOW GRADE PARKING AND HIGHRISE BUILDING

OCCUPANCY CLASSIFICATION

R-2 MULTIFAMILY RESIDENTIAL
A-3 RESIDENTIAL AMENITY SPACE
B OFFICE & LEASING/MANAGEMENT
M COMMERCIAL/RETAIL
S-2 PARKING GARAGE

APPLICABLE REGULATORY DOCUMENTS

CENTRE CITY PLANNED DISTRICT ORDINANCE OF THE SAN DIEGO MUNICIPAL CODE
DOWNTOWN DESIGN GUIDELINES
CENTRE CITY STREETSCAPE MANUAL
DOWNTOWN FINAL ENVIRONMENTAL IMPACT REPORT
DOWNTOWN COMMUNITY PLAN
CALIFORNIA BUILDING CODE 2019

REQUIRED DISCRETIONARY PERMITS / APPROVALS

SITE DEVELOPMENT PERMIT - SDP
NEIGHBORHOOD DEVELOPMENT PERMIT - NDP

REQUESTED WAIVERS

RELEVANT CCPDO (2-2020) & SAN DIEGO MUNICIPAL CODE (11-2020) SECTIONS FOR WHICH THE PROJECT IS SEEKING WAIVERS.

1. MAXIMUM LOT COVERAGE TOWER	50% PERMITTED, 51% PROPOSED	156.0310 (d)(3)(A)
2. GROUND LEVEL TRANSPARENCY	60% TRANSPARENCY REQUIRED- 7TH AVE. 56%, ISLAND AVE. 63%, 6TH AVE. 37%	156.0311 (d)(1)
3. DRIVEWAY OPENING LOCATION	DOOR REQUIRED TO BE 3' FROM PROPERTY LINE, 0' PROPOSED	142.0521(d)
4. ENCROACHMENT OF EXISTING HISTORIC LOADING DOCK AND ELEVATED DECK INTO 7TH AVENUE RIGHT OF WAY		126.0402(j)

DEVELOPMENT REGULATIONS (Per SDMC Chapter 15, Article 6, Division 3 UON)

VEHICULAR PARKING				Required minimum	Required maximum	compact	Provided standard	Provided parallel	Provided ada
Residential	*minimum* **0**	*maximum* **1**	per dwelling unit	0	443	10	38	2	2
Commercial			Developments with less than 30,000SF exempt	0	0	0	0	0	0
Accessible Parking Spaces (per CBC 2019 1109A.3)				2%					2
					TOTAL PARKING:		**52**		
Electric Vehicle Charging Spaces - EV Capable (per 2019 CALGreen)- 10%				6		10	38	2	2
Electric Vehicle Charging Stations - (per San Diego CAP) - 50% of EV Capable				3			3		

MOTORCYCLE PARKING		Required	Provided
Residential			
	1 space for every 10 parking spaces	*5.20*	
	TOTAL MOTORCYCLE PARKING		**6**

BICYCLE PARKING		Required	Provided
Residential			
	1 space for every 5 dwelling units	89	212

RESIDENTIAL DEVELOPMENT REQUIREMENTS

		Required	Provided
COMMON OUTDOOR OPEN SPACE Minimum dimension of 30 feet, or 40 feet when bordered by three building walls exceeding a height of 15 feet. Minimum 10% must be planting	15% of lot size	3,010 SF	7,386 SF
COMMON INDOOR OPEN SPACE	At least one community room	500 SF	11,551 SF
PRIVATE OPEN SPACE Balcony, patio, or roof terrace, with a minimum area of 40 square feet each and an average horizontal dimension of 6 feet	50% of all dwelling units	222	43
STORAGE (per SDMC Chapter 13, Article 1, Division 4) 240 cubic feet with a minimum 7-foot horizontal dimension along one plane	1 per dwelling unit	443	79
PET OPEN SPACE	100 square feet for every 200 dwelling units	300 SF	785 SF
PLANTING AREA 10% of Required Open Space		301 SF	505 SF

AFFORDABLE HOUSING

PROJECT PROPOSES 5% OF THE PRE-DENSITY BONUS DWELLING UNITS TO BE AFFORDABLE TO VERY LOW INCOME HOUSEHOLDS AT A RENT THAT DOES NOT EXCEED 30 PERCENT OF 50 PERCENT OF THE AREA MEDIAN INCOME

$$\frac{\text{PRE-AHR BONUS - NON RESIDENTIAL FAR}}{\text{PROPOSED RESIDENTIAL FAR}}$$ X NUMBER OF PROPOSED DWELIING UNITS X AHR BONUS PERCENTAGE = REQUIRED AFFORDABLE UNITS

$$\frac{8.0 - 0.05}{16.67}$$ X 443 X 0.05 = **11 REQUIRED AFFORDABLE UNITS**

AFFORDABLE HOUSING INCENTIVES

PRIVATE OPEN SPACE REDUCTION 222 BALCONIES REQUIRED, 43 BALCONIES PROVIDED 9.7% 156.0310 (g)(3)

DEVELOPMENT SUMMARY

GROSS AREA TOTALS

LEVEL	AREA	AREA INCLUDED IN FAR	AREA NOT INCLUDED IN FAR
LEVEL B2 - PARKING	20,610 SF		20,610 SF
LEVEL B1 -PARKING	20,870 SF		20,870 SF
LEVEL 1- LOBBY	19,298 SF		19,298 SF *
LEVEL 2	17,428 SF		17,428 SF *
LEVEL 3	17,428 SF		17,428 SF *
LEVEL 4	17,428 SF		17,428 SF *
LEVEL 5 - AMENITY	10,801 SF	10,801 SF	
LEVEL 6	10,298 SF	10,298 SF	
LEVEL 7	10,298 SF	10,298 SF	
LEVEL 8	10,298 SF	10,298 SF	
LEVEL 9	10,298 SF	10,298 SF	
LEVEL 10	10,298 SF	10,298 SF	
LEVEL 11	10,298 SF	10,298 SF	
LEVEL 12	10,298 SF	10,298 SF	
LEVEL 13	10,298 SF	10,298 SF	
LEVEL 14	10,298 SF	10,298 SF	
LEVEL 15	10,298 SF	10,298 SF	
LEVEL 16	10,298 SF	10,298 SF	
LEVEL 17	10,298 SF	10,298 SF	
LEVEL 18	10,298 SF	10,298 SF	
LEVEL 19	10,298 SF	10,298 SF	
LEVEL 20	10,298 SF	10,298 SF	
LEVEL 21	10,298 SF	10,298 SF	
LEVEL 22	10,298 SF	10,298 SF	
LEVEL 23	10,298 SF	10,298 SF	
LEVEL 24	10,298 SF	10,298 SF	
LEVEL 25	10,298 SF	10,298 SF	
LEVEL 26	10,298 SF	10,298 SF	
LEVEL 27	10,298 SF	10,298 SF	
LEVEL 28	10,298 SF	10,298 SF	
LEVEL 29	10,298 SF	10,298 SF	
LEVEL 30	10,298 SF	10,298 SF	
LEVEL 31	10,298 SF	10,298 SF	
LEVEL 32	10,298 SF	10,298 SF	
LEVEL 33	10,298 SF	10,298 SF	
LEVEL 34	10,298 SF	10,298 SF	
LEVEL 35	10,298 SF	10,298 SF	
LEVEL 36	10,298 SF	10,298 SF	
LEVEL 37 - AMENITY	5,511 SF	5,511 SF	
	448,603 SF	335,541 SF	113,062 SF

* HISTORIC EXEMPTION PER SDMC 156.0309(f)(1)

UNIT MIX TOTAL

NAME	SIZE	QUANTITY	AVERAGE	%
1 BED	75,622 SF	164	461 SF	37%
2 BED	134,062 SF	178	752 SF	40%
3 BED	18,372 SF	23	799 SF	5%
STUDIO	32,012 SF	78	410 SF	18%
	260,067 SF	443	587 SF	

AMENITY/LOBBY/LEASING

Level	Name	Area
LEVEL 1- LOBBY	RES. LOBBY/AMENITY	3,115 SF
LEVEL 1- LOBBY	STORAGE	1,716 SF
LEVEL 1- LOBBY	RES. LOBBY/AMENITY	2,079 SF
LEVEL 5 - AMENITY	AMENITY	2,204 SF
LEVEL 5 - AMENITY	AMENITY	3,118 SF
LEVEL 5 - AMENITY	AMENITY	2,654 SF
LEVEL 36	SUPPORT	412 SF
LEVEL 37 - AMENITY	AMENITY	3,575 SF
		18,872 SF

COMMERCIAL

Level	Name	Area
LEVEL 1- LOBBY	COMMERCIAL	985 SF
		985 SF

COMMON INDOOR SPACE

Name	Room Name	Level	Area
LEVEL 5 - AMENITY			
AMENITY	FITNESS	LEVEL 5 - AMENITY	2,204 SF
AMENITY	WELLNESS	LEVEL 5 - AMENITY	2,654 SF
AMENITY	CO-WORKING	LEVEL 5 - AMENITY	3,118 SF
LEVEL 37 - AMENITY			
AMENITY	AMENITY	LEVEL 37 - AMENITY	3,575 SF
TOTAL COMMON INDOOR SPACE			11,551 SF

UNIT NET RETABLE MATRIX

UNIT TYPE	QUANTITY	Area
LEVEL 2		
1 BED	3	1,536 SF
2 BED	5	3,859 SF
STUDIO	16	6,550 SF
24		11,945 SF
LEVEL 3		
1 BED	3	1,536 SF
2 BED	5	3,859 SF
STUDIO	16	6,550 SF
24		11,945 SF
LEVEL 4		
1 BED	3	1,536 SF
2 BED	5	3,859 SF
STUDIO	16	6,550 SF
24		11,945 SF
LEVEL 6		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 7		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 8		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 9		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 10		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 11		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 12		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 13		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 14		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 15		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 16		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 17		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 18		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 19		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 20		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF

UNIT NET RETABLE MATRIX

UNIT TYPE	QUANTITY	Area
LEVEL 21		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 22		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 23		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 24		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 25		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 26		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 27		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 28		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 29		
1 BED	5	2,291 SF
2 BED	6	4,538 SF
STUDIO	1	412 SF
12		7,241 SF
LEVEL 30		
1 BED	5	2,291 SF
2 BED	6	4,538 SF
STUDIO	1	412 SF
12		7,241 SF
LEVEL 31		
1 BED	5	2,291 SF
2 BED	6	4,538 SF
STUDIO	1	412 SF
12		7,241 SF
LEVEL 32		
1 BED	5	2,291 SF
2 BED	6	4,538 SF
STUDIO	1	412 SF
12		7,241 SF
LEVEL 33		
1 BED	5	2,291 SF
2 BED	6	4,538 SF
STUDIO	1	412 SF
12		7,241 SF
LEVEL 34		
1 BED	5	2,291 SF
2 BED	6	4,538 SF
STUDIO	1	412 SF
12		7,241 SF
LEVEL 35		
1 BED	5	2,291 SF
2 BED	6	4,538 SF
STUDIO	1	412 SF
12		7,241 SF
LEVEL 36		
1 BED	5	2,291 SF
2 BED	6	4,538 SF
11		6,829 SF
TOTAL UNITS: 443		260,067 SF

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architecture + environments + brand strategy + graphics
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phone 619.239.2353 | fax 619.239.6227

CresleighHomes

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PLOT DATE: 3/24/2022 10:55:27 AM
TITLE: ZONING ANALYSIS, DEVELOPMENT SUMMARY
DRAWING NO: P3

ATTACHMENT 3

1 VICINITY MAP
SCALE: 1" = 50'-0"

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VICINITY MAP

DRAWING NO:

P4

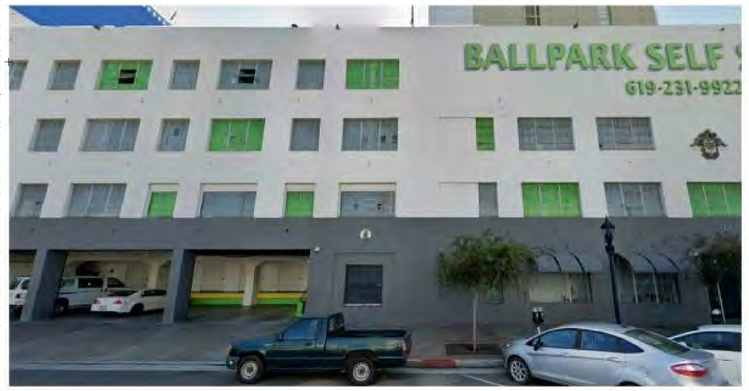
ATTACHMENT 3

KEY PLAN


COURTYARD
BALLPARK SELF STORAGE

1

2



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A

B

C

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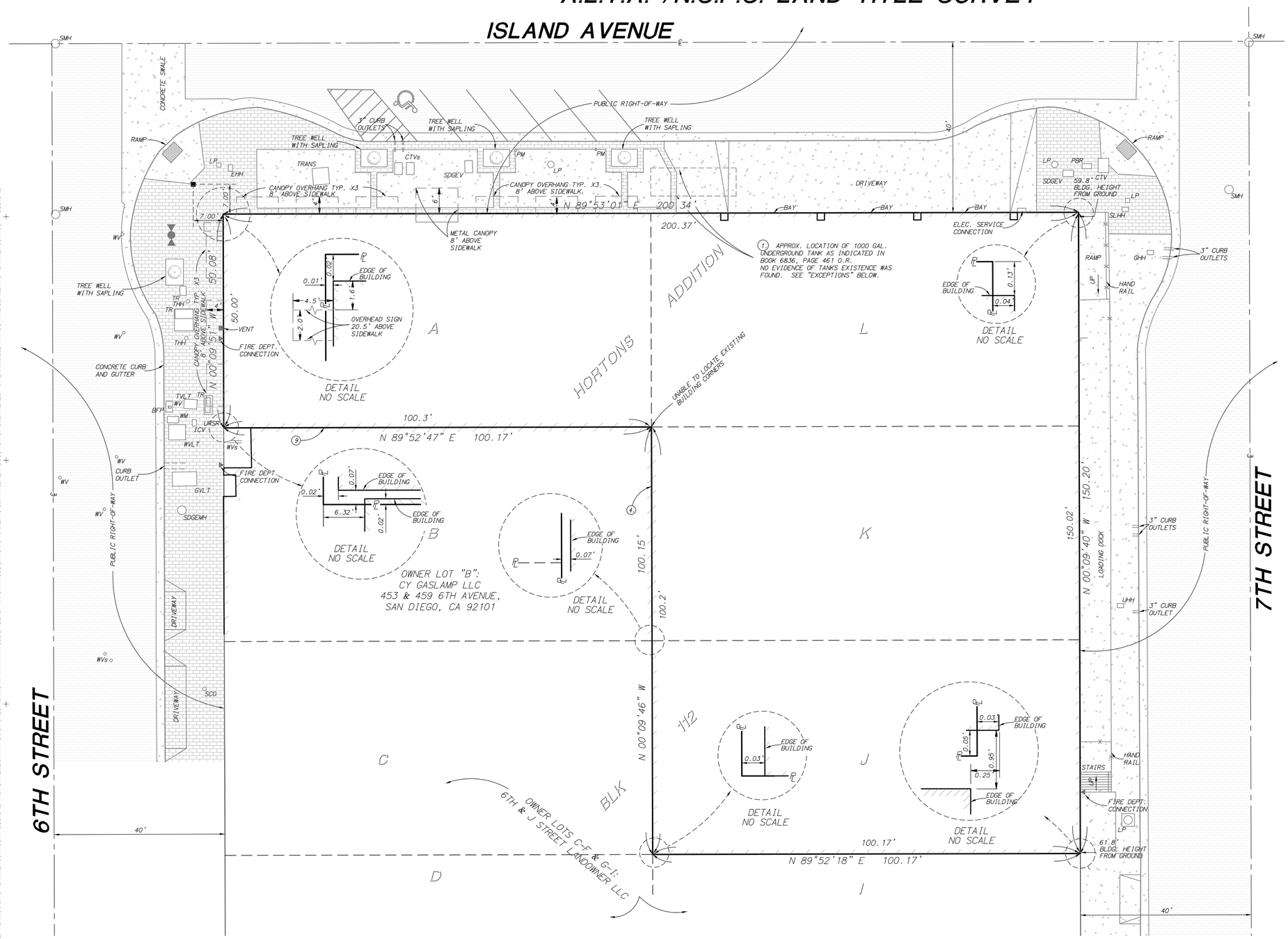
PHOTO SURVEY

DRAWING NO:

P5

ATTACHMENT 3

A.L.T.A. /N.S.P.S. LAND TITLE SURVEY



LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF SAN DIEGO, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOTS A, J, K, AND L IN BLOCK 112 OF HORTON'S ADDITION, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF MADE BY L.L. LOCKLING ON FILE IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY.

LEGEND:

- ■ – DENOTES FOUND LEAD AND DISC STAMPED "LS 6187".
- DENOTES CONCRETE SURFACE.
- DENOTES ASPHALT SURFACE.
- DENOTES BRICK SURFACE.
- DENOTES TRUNCATED DOME SURFACE.
- DENOTES EDGE OF BUILDING
- DENOTES FIRE HYDRANT.
- DENOTES HANDICAP SPACE.
- GHH – DENOTES GAS HANDHOLE.
- WM – DENOTES WATER METER.
- LP – DENOTES LIGHT POST.
- TVLT – DENOTES TELEPHONE VAULT.
- EHH – DENOTES ELECTRICAL HANDHOLE.
- UHH – DENOTES UTILITY HANDHOLE.
- SDGEV – DENOTES SAN DIEGO GAS & ELECTRIC VAULT.
- CTR – DENOTES CABLE TELEVISION RISER.
- SMH – DENOTES SEWER MANHOLE.
- PM – DENOTES PARKING METER.
- GVLT – DENOTES GAS VAULT.
- SLHH – DENOTES STREET LIGHT HANDHOLE.
- SCO – DENOTES SEWER CLEAN OUT.
- PBR – DENOTES PACIFIC BELL RISER.
- TR – DENOTES TELEPHONE RISER.
- WVLT – DENOTES WATER VAULT.
- ICV – DENOTES IRRIGATION CONTROL VALVE.
- BFP – DENOTES BACK FLOW PREVENTER.
- WV – DENOTES WATER VALVE.
- THH – DENOTES TELEPHONE HANDHOLE.
- TRANS – DENOTES TRANSFORMER.
- URSR – DENOTES UTILITY RISER.
- CO – DENOTES CURB OUTLET.
- SDGEMH – DENOTES SAN DIEGO GAS & ELECTRIC MANHOLE.

ASSESSOR'S PARCEL NUMBER:

535-116-01

LOT AREA:

20,063 SQ. FT.
0.461 ACRES

BUILDING FOOTPRINT AT GROUND LEVEL:

20,036 SQ. FT.

NOTES:

NOTE 1:
THE FEATURES SHOWN ON THIS A.L.T.A SURVEY PLAT REFLECTED ITEMS NOTED BY A FIELD SURVEY OF THE SUBJECT PROPERTY AND NO WARRANTY IS MADE HERE AS TO ANY SUBTERRANEAN FEATURES SUCH AS EXISTING UTILITY LINES, UNDERGROUND STORAGE TANKS OR OTHER SUCH FEATURES.

NOTE 2:
IN ACCORDANCE WITH SECTION 8770.6 OF THE BUSINESS AND PROFESSIONS CODE OF THE STATE OF CALIFORNIA, THE USE OF THE WORD "CERTIFY" OR "CERTIFICATION" ON THIS DOCUMENT ONLY CONSTITUTES AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THOSE FACTS OR FINDINGS WHICH ARE THE SUBJECT OF THE CERTIFICATION, AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED.

NOTE 3:
SAID DESCRIBED PROPERTY IS LOCATED WITHIN AN AREA OF MINIMAL FLOOD HAZARD ZONE X BY THE SECRETARY OF HOUSING AND URBAN DEVELOPMENT, ON FLOOD INSURANCE RATE MAP NO. 06073C1885G, EFFECTIVE MAY 16, 2012, IN SAN DIEGO COUNTY, STATE OF CALIFORNIA.

NOTE 4:
THERE WAS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.

NOTE 5:
THERE IS NO EVIDENCE OF CHANGES IN RIGHT-OF-WAY LINES BASED ON COUNTY PUBLIC RECORDS OF TITLE REPORT BY CHICAGO TITLE COMPANY, THERE IS NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.

NOTE 6:
THERE IS NO EVIDENCE OF THE SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.

NOTE 7:
BASED SOLELY ON LETTER AND REPORT FROM DEPARTMENT OF ENVIRONMENTAL HEALTH SITE ASSESSMENT AND MITIGATION PROGRAM DATED APRIL 30, 2001 IT APPEARS THE 1,000 GALLON TANK WAS REMOVED AND DISPOSED FROM THE SITE.

NOTE 8:
NO VISIBLE PARKING SPACES ON SITE. 5 TEMPORARY LOADING SPACES OFF OF ISLAND AVENUE BEHIND BAY DOORS WITHIN BUILDING FOOTPRINT. 4 REGULAR AND 1 HANDICAP PARKING SPACE ON PUBLIC RIGHT-OF-WAY ON ISLAND AVENUE.

SURVEYOR'S CERTIFICATE:

TO: PNC BANK, NATIONAL ASSOCIATION AND ITS SUCCESSORS AND ASSIGNS,ISLAND STORAGE, LLC, STANFORD HOTELS CORPORATION AND CHICAGO TITLE INSURANCE COMPANY, IT'S SUCCESSORS AND ASSIGNS.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 7(a), 7(b)(1), 7(c), 8, 9, 11, 13 AND 16 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON DECEMBER 7, 2018

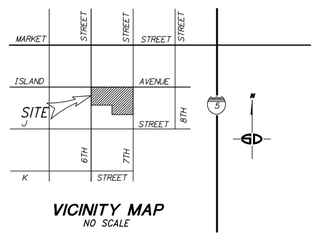
WILLIAM A. SNIPES
12-20-18

LICENSED LAND SURVEYOR WILLIAM A. SNIPES Exp.12-31-20 NO. 8024 STATE OF CALIFORNIA

EXCEPTIONS:

THE FOLLOWING ARE EXCEPTIONS AND EXCLUSIONS TO THE PRELIMINARY TITLE REPORT PREPARED BY CHICAGO TITLE COMPANY ORDER NO. 00100106-993-SD2-CFU, DATED NOVEMBER 9, 2018:

1. REFERS TO TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "ENCROACHMENT REMOVAL AGREEMENT" RECORDED 11/18/1957 IN BOOK 6836, PAGE 461 O.R.
2. REFERS TO THE FACT THAT THE PROPERTY LIES WITHIN THE BOUNDARIES OF THE CENTRE CITY REDEVELOPMENT PROJECT AREA AS DISCLOSED PER DOCUMENT RECORDED 5/12/1992 AS FILE NO. 1992-0287642 OF O.R., DOCUMENT RECORDED 1/27/1995 AS FILE NO. 1995-038806 OF O.R., DOCUMENT RECORDED 12/6/1999 AS FILE NO.199-0794656 OF O.R., DOCUMENT RECORDED 4/30/2007 AS FILE NO. 2007-0292863 OF O.R. AND DOCUMENT RECORDED 9/4/2009 AS FILE NO. 2009-0499449.
3. REFERS TO THE FACT THAT THE PROPERTY LIES WITHIN THE BOUNDARIES OF THE CCDC AREA 1-PHASE 1, MARKET ST. TO K ST. (6TH AVE. TO 12TH AVE.) UNDERGROUND UTILITY DISTRICT, PER DOC. RECORDED JUNE 18, 1998 AS FILE NO. 98-0371529 OF O.R.
4. REFERS TO TERMS AND PROVISIONS AND EASEMENTS CONTAINED IN THE DOCUMENT ENTITLED "RECIPROCAL SHORING AGREEMENT" RECORDED 4/25/2008 DOCUMENT NO. 2008-0221339 OF O.R. THE GENERAL LOCATION OF THE TIE BACK EASEMENT IS SHOWN THERE IS NO SPECIFIC LOCATION DESCRIBED IN THE DEED.
5. REFERS TO TERMS AND PROVISIONS AND EASEMENTS CONTAINED IN THE DOCUMENT ENTITLED "RECIPROCAL CRANE LICENSE AGREEMENT" RECORDED 4/25/2008 DOCUMENT NO. 2008-0221340 OF O.R. NO SPECIFIC LOCATION SET FORTH IN DEED AND CANNOT BE PLOTTED ON THE SURVEY.
6. REFERS TO TERMS AND PROVISIONS AND EASEMENTS CONTAINED IN THE DOCUMENT ENTITLED "ENCROACHMENT MAINTENANCE AND REMOVAL AGREEMENT" RECORDED 3/04/2011 DOCUMENT NO. 2011-0119448 OF O.R. NO SPECIFIC LOCATION SET FORTH IN DEED AND CANNOT BE PLOTTED ON THE SURVEY.



VICINITY MAP
NO SCALE

N

SCALE 1" = 10'

carrierjohnson + CULTURE
architecture + environments + brand strategy + graphics
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CresleighHomes

611 ISLAND AVE.
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07.28.21
ISSUES:

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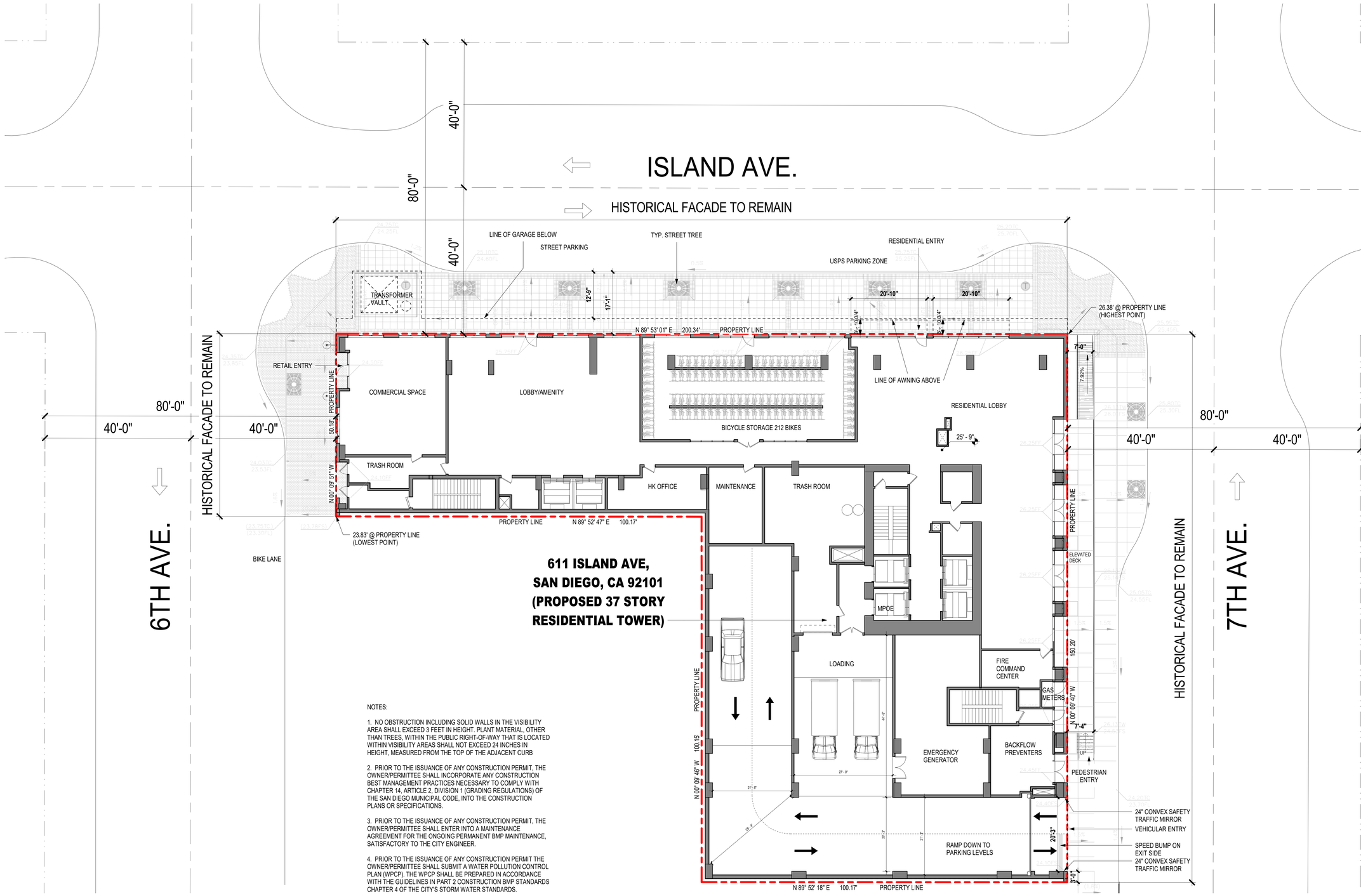
ATTACHMENT 3



NOTES:

1. NO OBSTRUCTION INCLUDING SOLID WALLS IN THE VISIBILITY AREA SHALL EXCEED 3 FEET IN HEIGHT. PLANT MATERIAL, OTHER THAN TREES, WITHIN THE PUBLIC RIGHT-OF-WAY THAT IS LOCATED WITHIN VISIBILITY AREAS SHALL NOT EXCEED 24 INCHES IN HEIGHT, MEASURED FROM THE TOP OF THE ADJACENT CURB

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

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

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

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

0 2' 4' 8' 16' 24'

N

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architecture + environments + brand strategy + graphics
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07.28.21
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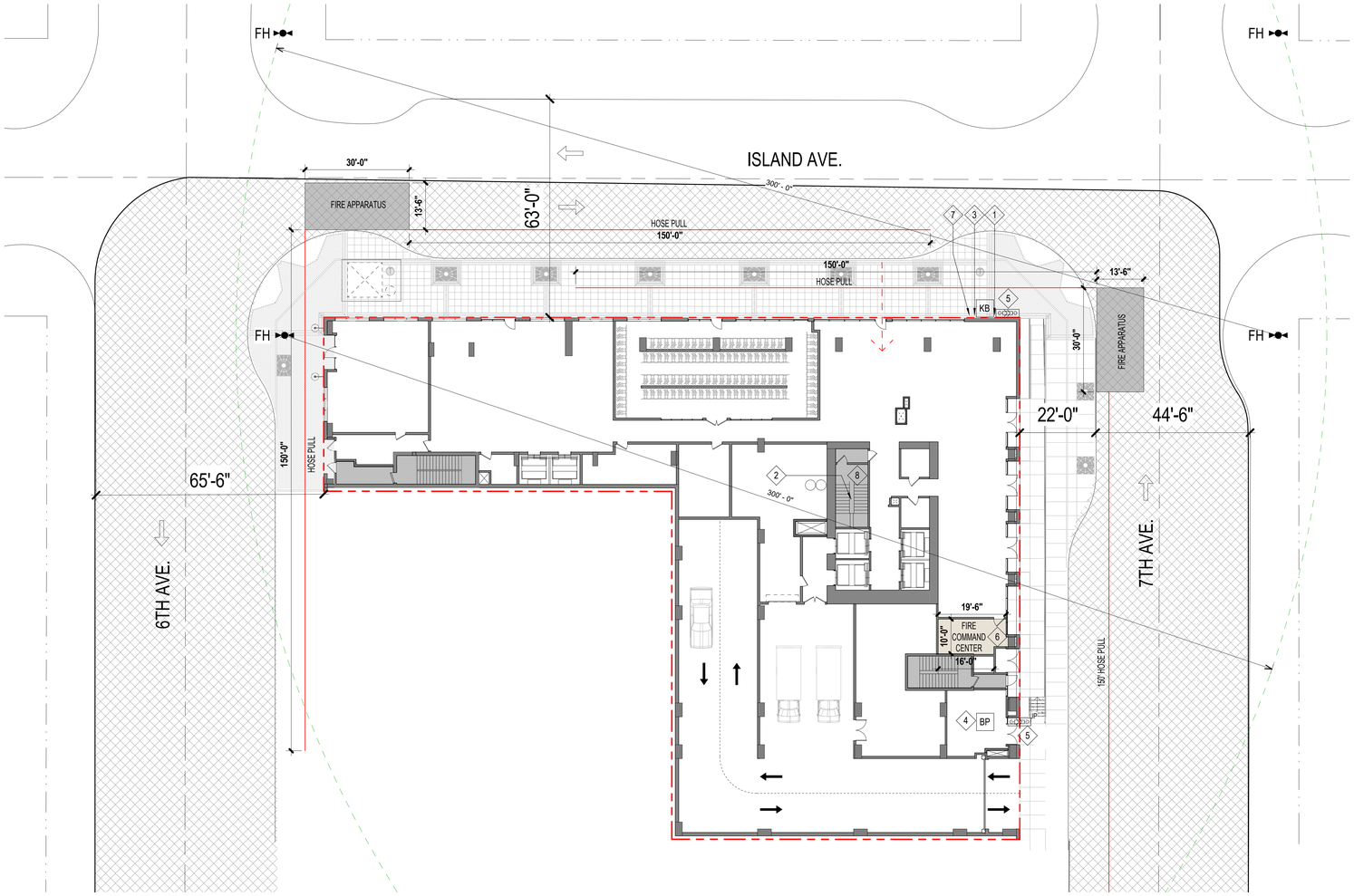
SITE PLAN

DRAWING NO:

P7

ATTACHMENT 3



1 FIRE ACCESS PLAN
SCALE: 1/16" = 1'-0"

FIRE DEPT. ACCESS KEYNOTES

1. BUILDING ADDRESS LOCATION
2. STAIRWAY ACCESS TO ROOF
3. KNOX BOX LOCATION
4. BACKFLOW PREVENTER
5. FIRE DEPARTMENT CONNECTION / PIV LOCATION
6. FIRE COMMAND CENTER (200SF MIN.)
7. FIRE ALARM BELL
8. FIRE SPRINKLER RISER / STANDPIPE LOCATION

FIRE DEPT. ACCESS LEGEND

	FIRE APPARATUS ACCESS ROADS, *CFC 503.*	
FH	FIRE HYDRANT	NOTE: LOCATED 6' FROM FACE OF CURB W/ BLUE REFLECTIVE PAVEMENT MARKER, CFC 507 (PROVIDE 3'-0" DIA. MIN. CLEAR AREA, CFC 507.5.5).
	FIRE DEPT. CONNECTION/PIV	NOTE: POST INDICATOR VALVES, FIRE DEPARTMENT CONNECTIONS, AND ALARM BELL ARE TO BE LOCATED ON THE ADDRESS/ACCESS SIDE OF THE STRUCTURE. ALL FDC SHALL HAVE SIGNAGE THAT INDICATES THE BUILDING ADDRESS.
BP	BACKFLOW PREVENTER	
KB	KNOX BOX (RECESSED)	NOTE: KNOX BOXES ARE TO BE INSTALLED WITHIN 10' OF THE MAIN ENTRANCE TO A BUILDING AT A HEIGHT NOT TO EXCEED 7' ABOVE FINISHED GRADE MEASURED FROM THE TOP OF THE BOX (BUT PREFERABLY AT 5'). CFC 506
	FIRE DEPARTMENT BUILDING ACCESS	

1. PROVIDE BUILDING ADDRESS NUMBERS, VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY PER SAN DIEGO MUNICIPAL CODE SECTION 95.0209.

2. POST INDICATOR VALVES, FIRE DEPARTMENT CONNECTIONS, AND ALARM BELL ARE TO BE LOCATED ON THE ADDRESS/ACCESS SIDE OF THE STRUCTURE.

3. CBC SEC. 3002.4A – GENERAL STRETCHER REQUIREMENTS – ALL BUILDINGS AND STRUCTURES WITH ONE OR MORE PASSENGER SERVICE ELEVATORS SHALL BE PROVIDED WITH NOT LESS THAN ONE MEDICAL EMERGENCY SERVICE ELEVATOR TO ALL LANDINGS MEETING THE PROVISIONS OF SECTION 3002.4A

4. THE REQUIRED WIDTH OF ACCESS ROADWAYS SHALL NOT BE OBSTRUCTED IN ANY MANNER, NCLUDING THE PARKING OF VEHICLES. WHERE NO SPACE IS PROVIDED FOR PARKING ALONG ACCESS ROADWAYS, THEY SHALL BE KEPT CLEAR BY THE POSTING OF SIGNS OR THE PAINTING OF CURBS PER POLICY A-14-1

5. STAIRWAYS EXITING DIRECTLY TO THE EXTERIOR OF A BUILDING FOUR OR MORE STORIES IN HEIGHT SHALL BE PROVIDED WITH A MEANS FOR EMERGENCY ENTRY FOR FIRE DEPARTMENT ACCESS. DOORS AT THESE LOCATIONS SHALL ALSO COMPLY WITH THIS REQUIREMENT.

6. CFC 504.3 – NEW BUILDINGS FOUR OR MORE STORIES ABOVE GRADE PLANE, EXCEPT THOSE WITH A ROOF SLOPE GREATER THAN FOUR UNITS VERTICAL IN 12 UNITS HORIZONTAL SHALL BE PROVIDED WITH A STAIRWAY TO THE ROOF.

7. EVERY BUILDING FOUR STORIES OR MORE IN HEIGHT SHALL BE PROVIDED WITH NOT LESS THAN ONE STANDPIPE FOR USE DURINGCONSTRUCTION INSTALLED IN ACCORDANCE WITH CFC 3313.1 STANDPIPE SHALL BE INSTALLED WHEN PROGRESS OF CONSTRUCTIONIS NOT MORE THAN 40 FEET IN HEIGHT ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT ACCESS. CFC 3313.1

8. VEGETATION SHALL BE SELECTED AND MAINTAINED IN SUCH MANNERAS TO ALLOW IMMEDIATE ACCESS TO ALL HYDRANTS, VALVES, FIRE DEPARTMENT CONNECTIONS, PULL STATIONS, EXTINGUISHERS, SPRINKLER RISERS, ALARM CONTROL PANELS, RESCUE WINDOWS, AND OTHER DEVICES OR AREAS USED FOR FIREFIGHTING PURPOSES VEGETATION OF BUILDING FEATURES SHALL NOT OBSTRUCT ADDRESS NUMBERS OR INHIBIT THE FUNCTIONING OF ALARM BELLS, HORNS OR STROBES.

9. DECORATIVE MATERIALS SHALL BE MAINTAINED IN A FLAME RETARDANT CONDITION. CFC SEC. 804

10. ALL BUILDINGS AND SITES UNDERGOING CONSTRUCTION, ALTERATION, OR DEMOLITION SHALL COMPLY WITH THE REQUIREMENTS OF CHAPTER 33 OF THE CFC

11. FIRE APPARATUS ACCESS ROADS AND WATER SUPPLIES FOR FIRE PROTECTION, SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING TIME OF CONSTRUCTION CFC 501.4

12. FIRE COMMAND CENTER SHALL COMPLY WITH NFPA 72 AND SHALL CONTAIN THE FEATURES LISTED IN CFC SECTION 508

13. POST INDICATOR VALVES, FIRE DEPARTMENT CONNECTIONS, AND ALARM BELL ARE TO BE LOCATED ON THE ADDRESS/ACCESS SIDE OF THE STRUCTURE. 912.2.1

14. SAN DIEGO MUNICIPAL CODE SECTION 55.507 ITEM (C) HYDRANT LOCATIONS SHALL BE IDENTIFIED BY THE INSTALLATION OF REFLECTIVE BLUE COLORED MARKERS. SUCH MARKERS SHALL BE AFFIXED TO THE ROADWAY SURFACE, APPROXIMATELY CENTERED BETWEEN CURBS, AND AT A RIGHT ANGLE TO THE HYDRANT.

15. EXTERIOR DOORS AND OPENINGS REQUIRED BY THIS CODE OR THE CBC SHALL BE MAINTAINED READILY ACCESSIBLE FOR EMERGENCY ACCESS BY THE FIRE DEPARTMENT. AN APPROVED ACCESS WALKWAY LEADING FROM FIRE APPARATUS ACCESS ROADS TO EXTERIOR OPENINGS SHALL BE PROVIDED WHEN REQUIRED BY THE FIRE CODE OFFICIAL.

16. EMERGENCY SYSTEMS CONFORMING WITH CFC SECTION 604 AND THE CALIFORNIA ELECTRICAL CODE SHALL BE PROVIDED.

17. CFC 105.4.4 CONSTRUCTION DOCUMENTS APPROVED BY THE FIRE CODE OFFICIAL ARE APPROVED WITH THE INTENT THAT SUCH CONSTRUCTION DOCUMENTS COMPLY IN ALL RESPECTS WITH THE CFC. REVIEW AND APPROVAL BY THE FIRE CODE OFFICIAL SHALL NOT RELIEVE THE APPLICANT OF THE RESPONSIBILITY OF COMPLIANCE WITH THIS CODE.

18. ROOMS CONTAINING CONTROLS FOR A/C SYSTEMS, SPRINKLER RISERS AND VALVES, OR OTHER FIRE DECTECTION, SUPRESSION OR CONTROL ELEMENETS SHALL BE INDETIFIED FOR THE USE OF THE FIRE DEPARTMENT. APPROVED SIGNS REQUIRED TO INDETIFY FIRE PROTECTION EQUIPMENT AND EQUIPMENT LOCATION SHALL BE CONSTRUCTED OF DURABLE MATERIALS, PERMANENTLY INSTALLED AND READILY VISIBLE.

19. FD POLICY 10-09 - HIGH RISE BUILDINGS FDC' SHALL HAVE FOUR 2 1/2 INCH INLETS. HIGH RISE BUILDINGS SHALL HAVE TWO REMOTELY LOCATED FDC'S FOR EACH ZONE. HIGH RISE AND OTHER BUILDINGS EQUIPPED WITH HOSE VALVES OF THE PRESSURE REGULATING TYPE (PRV'S) SHALL PROVIDE A SIGN INDICATING THE MINIMUM PRESSURE THE FIRE APPARATUS REQUIRED TO PUMP TO PUMP INTO THE FDC. (EXAMPLE: FD MINIMUM PUMP PRESSURE 225 PSI). A WEATHER-RESISTANT SIGN SECURED WITH A CORROSION RESISTANT CHAIN OR FASTENER SHALL INDICATE THE ADDRESS, PORTION OF THE BUILDING SERVED. SEE NFPA 14 - 6.4.6 FOR HEIGHT REQUIREMENTS.

20. A "DISCTRETIONARY" PLAN REVIEW IS "CONCEPTUAL" BY DEFINITION, AND AS SUCH DOES NOT CONSTITUE AN APPROVAL FOR FIRE ACCESS. IT SHALL THEREFORE BE INCUMBENT OF THE APPLICANT TO ENSURE THAT A FIRE PLAN REVIEW CYCLE IS PROVIDED DURING THE "MINISTERIAL" REVIEW. ALSO, AN "EXHIBIT A" PACKAGE WITH OR WITHOUT A "FIRE ACCESS" PLAN DOES NOT CONSITIUTE AN APPROVED FAP FOR ISSUANCE OF CONSTURCTION/BUILDING PERMIT.

21. FIRE APPARATUS ACCESS ROADS SHALL BE DESIGNED AND MAINTAINED TO SUPPORT THE IMPOSED LOADS OF FIRE APPARATUS AND SHALL BE SURFACED SO AS TO PROVIDE ALL WEATHER DRIVING CAPABILITIES.

22. AERIAL FIRE ACCESS ROAD(S) ADJACENT TO BUILDINGS THAT ARE GREATER THAN 30 FEET IN HEIGHT FROM GRADE PLANE, SHALL HAVE A MINIMUM WIDTH OF 26 FEET. THE PROXIMAL EDGE OF AERIAL FIRE ACCESS SHALL BE A MINIMUM OF 15-30 FEET FROM THE BUILDING FACADES(S) AND/OR PLUMB LINE OF EAVE(S). AERIAL ACCESS SHALL BE PROVIDED ALONG ONE ENTIRE LONG SIDES(S) OF THE BUILDING(S).

23. ALL REQUIRED HOSE PULLS ARE SHOWN TO REACH ALL PORTIONS OF THE EXTERIOR OF THE BUILDING(S) PER POLICY A-14-1. HOSE PULL IS MEASURED FROM THE FIRE APPARATUS (ENGINE) WHEN THE FIRE ENGINE IS IN A FIRE ACCESS ROAD/LANE. HOSE PULL CAN BE MEASURED FROM MULTIPLE LOCATIONS WITHIN THE ACCESS ROAD/LANE. THE HOSE PULLS MUST CONNECT OR OVERLAP TO SHOW COMPLETE COVERAGE. FOR SPRINKLERED BUILDING(S); THE MAXIMUM HOSE PULL IS 200'. FOR NON-SPRINKLERED BUILDING(S); THE MAXIMUM HOSE PULL IS 150'. CHANGE IN VERTICAL ELEVATION MUST ALSO BE ACCOUNTED FOR.

24. ALL EXISTING AND/OR PROPOSED FIRE HYDRANTS WITHIN 600 FEET OF THE PROJECT SITE AND A 300 FEET RADIUS OVERLAY SHALL BE SHOWN TO ENCOMPASS ALL PORTIONS OF ALL STRUCTURES AS PART OF SUBMITTED PROJECT.

25. ALL RED CURB/NO PARKING SIGN AREAS HAVE BEEN SHOWN WITH A KEY INDICATOR. ALL REQUIRED ACCESS ROADWAYS SHALL NOT PROVIDE LESS THAN THE REQUIRED/APPROVED WIDTH AND/OR BE OBSTRUCTED IN ANY MANNER, INCLUDING THE PARKING OF VEHICLES. WHERE INADEQUATE WIDTH HAS NOT PROVIDED FOR PARKING ALONG ACCESS ROADWAYS, THEN SUCH ACCESS SHALL BE KEPT CLEAR BY THE POSTING OF SIGNS OR THE PAINTING OF CURBS PER POLICY A-14-1.

26. THE LOCATION(S) OF AN APPROVED "KNOX" KEY BOX ARE SHOWN ON THE FAP AND FOLLOW THE SAN DIEGO FIRE DEPARTMENT FPB POLICY K-15-2. (SANDIEGO.GOV/FIRE. SERVICES & PROGRAMS, POLICIES, KNOX BOX REQUIREMENTS).

27. MINIMUM ROOM SIZE FOR FIRE COMMAND CENTER IS 200 SQUARE FEET IN AREA WITH A MINIMUM DIMENSION OF 10 FEET.

28. AT LEAST ONE FIRE EXTINGUISHER WITH A MINIMUM RATING OF 2-A-10-BC SHALL BE PROVIDED WITHIN 75 FEET MAXIMUM TRAVEL DISTANCE FOR EACH 6,000 SQUARE FEET OR PORTION THEREOF ON EACH FLOOR CFC SEC 906.

29. STRUCTURES UNDER CONSTRUCTION, ALTERATION OR DEMOLITION SHALL BE PROVIDED WITH NOT LESS THAN ONE APPROVED PORTABLE FIRE EXTINGUISHER IN ACCORDANCE WITH SECTION 906 AND SIZED FOR NOT LESS THAN ORDINARY HAZARD (2A10BC) AS FOLLOWS:
1. AT EACH STAIRWAY ON ALL FLOOR LEVELS WHERE COMBUSTIBLE MATERIALS HAVE ACCUMULATED.
2. IN EVERY STORAGE AND CONSTRUCTION SHED
3. ADDITIONAL PORTABLE FIRE EXTINGUISHERS SHALL BE PROVIDED WHERE SPECIAL HAZARDS EXIST. INCLUDING, BUT NOT LIMITED TO, THE STORAGE AND USE OF FLAMMABLE AND COMBUSTIBLE LIQUIDS. CFC 3315.

30. PROVIDE STAIRWAY IDENTIFICATION SIGNS PER CFC 3315.

31. A CLASS I (OR I AND II OR III) STANDPIPE OUTLET CONNECTION IS REQUIRED IN OCC. OF 4 OR MORE STRIES AT EVERY FLOOR LEVEL CONNECTION OF EVERY REQUIRED STAIRWAY ABOVE OR BELOW GRADE. OUTLETS AT STAIRWAYS SHALL BE LOCATED WITHIN THE EXIT ENCLOSURE OR, IN THE CASE OF PRESSURIZED ENCLOSURES, WITHIN THE VESTIBULE OR EXTERIOR BALCONY, GIVING ACCESS TO THE STAIRWAY. THERE SHALL BE AT LEAST ONE OULET ABOVE THE ROOF LINE WHEN THE ROOF HAS A SLOPE OF LESS THAN 4/12 UNITS HORIZONTAL. IN BUILDINGS WHERE MORE THAN ONE STANDPIPE IS PROVIDED, THE STANDPIPES SHALL BE INTERCONNECTED CFC 905.

32. FIRE PROTECTION EQUIPMENT SHALL BE IDENTIFED IN AN APPROVED MANNER. ROOMS CONTAINING CONTROLS FOR A/C SYSTEMS, SPRINKLER RISERS AND VALVES, OR OTHER FIRE DETECTION, SUPPRESSION OR CONTROL ELEMENTS SHALL BE IDENTIFIED FOR THE USE OF THE FIRE DEPARTMENT. APPROVED SIGNS REQUIRED TO IDENTIFY FIRE

33. FUEL TANKS (TO INCLUDE BELLY TANKS OF GENERATOR EQUIPMENT) REQUIRE PLAN CHECK AND APPROVAL FROM THE TECHNICAL SERVICES SECTION OF THE FIRE DEPARTMENT. TO OBTAIN A BUILDING PERMIT / TA NUMBER OR REQUEST A REVIEW FOR PERMIT; CALL (619) 533-4477 TO SCHEDULE AN APPOINTMENT. BUILDING FINAL WILL NOT BE APPROVED UNTIL THE TANK PERMIT HAS BEEN APPROVED.

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TITLE: FIRE ACCESS PLAN
DRAWING NO: P8

ATTACHMENT 3

SITE ACCESSIBILITY PLAN LEGEND

ACCESSIBLE ROUTE PER CBC 11B-403. 405
A CONTINUOUS UNOBSTRUCTED PATH CONNECTING ACCESSIBLE ELEMENTS AND SPACES OF AN ACCESSIBLE SITE, BUILDING OR FACILITY THAT CAN BE NEGOTIATED BY A PERSON WITH A DISABILITY USING A WHEELCHAIR, AND THAT IS ALSO SAFE FOR AND USABLE BY PERSONS WITH OTHER DISABILITIES. EXTERIOR ACCESSIBLE ROUTES MAY INCLUDE PARKING ACCESS AISLES, CURB RAMPS, CROSSWALKS AT VEHICULAR WAYS, WALKS, RAMPS AND LIFTS.

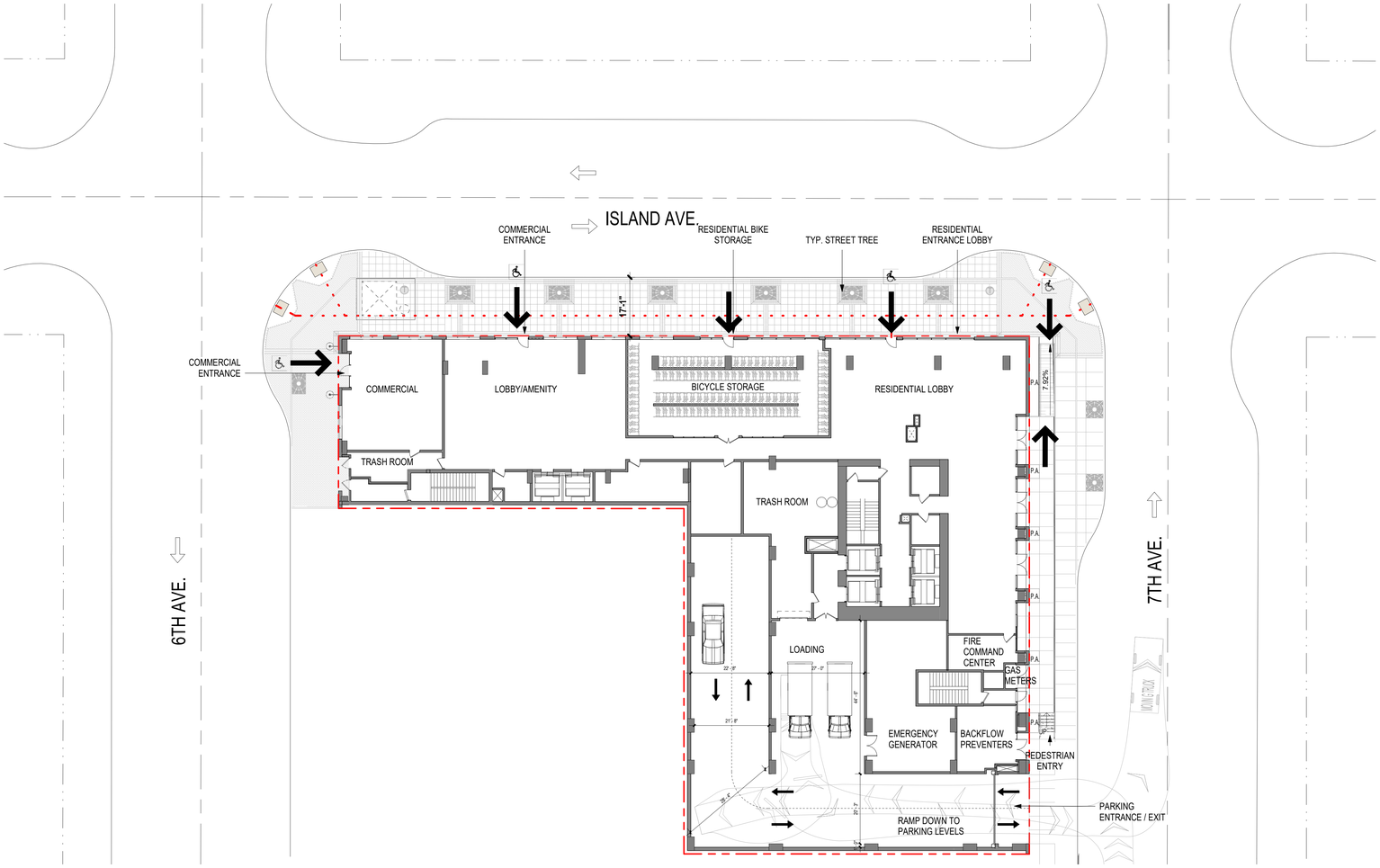
PATH OF TRAVEL (POT) AS INDICATED IS A BARRIER FREE ACCESS ROUTE WITHOUT ANY ABRUPT VERTICAL CHANGES EXCEEDING 1/2" BEVELED AT 1:2 MAXIMUM SLOPE, EXCEPT THAT VERTICAL CHANGES DO NOT EXCEED 1/4" VERTICAL AND IS AT LEAST 48" WIDE. SURFACE IS SLIP RESISTANT (MEDIUM BROOM FINISH WITH AMPLITUDE OF 1/16" TO 1/32", STABLE, FIRM, AND SMOOTH. CROSS SLOPE DOES NOT EXCEED 2% AND SLOPE IN THE DIRECTION OF TRAVEL IS NO MORE THAN 5% UNLESS OTHERWISE INDICATED. POT SHALL BE MAINTAINED FREE OF OVERHANGING OBSTRUCTIONS TO 80" MINIMUM AND PROTRUDING OBJECTS GREATER THAN 4" PROJECTION FROM A WALL AND ABOVE 27" AND LESS THAN 80". CONTRACTOR TO VERIFY THAT THERE ARE NO BARRIERS IN THE POT, AND THE POT COMPLIES WITH CBC 11B-403, 405.

ACCESSIBLE CURB RAMP W/ 12"WIDE GROOVED BORDER AND DETECTABLE WARNING SURFACE PER CBC 11B-406

ACCESSIBLE BUILDING ENTRANCE-PROVIDE INTERNATIONAL SYMBOL OF ACCESSIBILITY ENTRANCE SIGN (6"X6" DECAL MOUNTED BETWEEN 3'-0" TO 3'-6" A.F.F. CENTERED ON SINGLE DOORS, CENTERED ON RIGHT PANEL OF DOUBLE DOORS) PER CBC 11B-404

FIRE HYDRANT LOCATED 6' FROM FACE OF CURB W/ BLUE REFLECTIVE PAVEMENT MARKER, CFC 507(PROVIDE 3'-0" DIA. MIN. CLEAR AREA, CFC 507.5.5)

P.A. PLANTER AREA



1 SITE ACCESSIBILITY
SCALE: 1/16" = 1'-0"

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SITE ACCESSIBILITY

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P9

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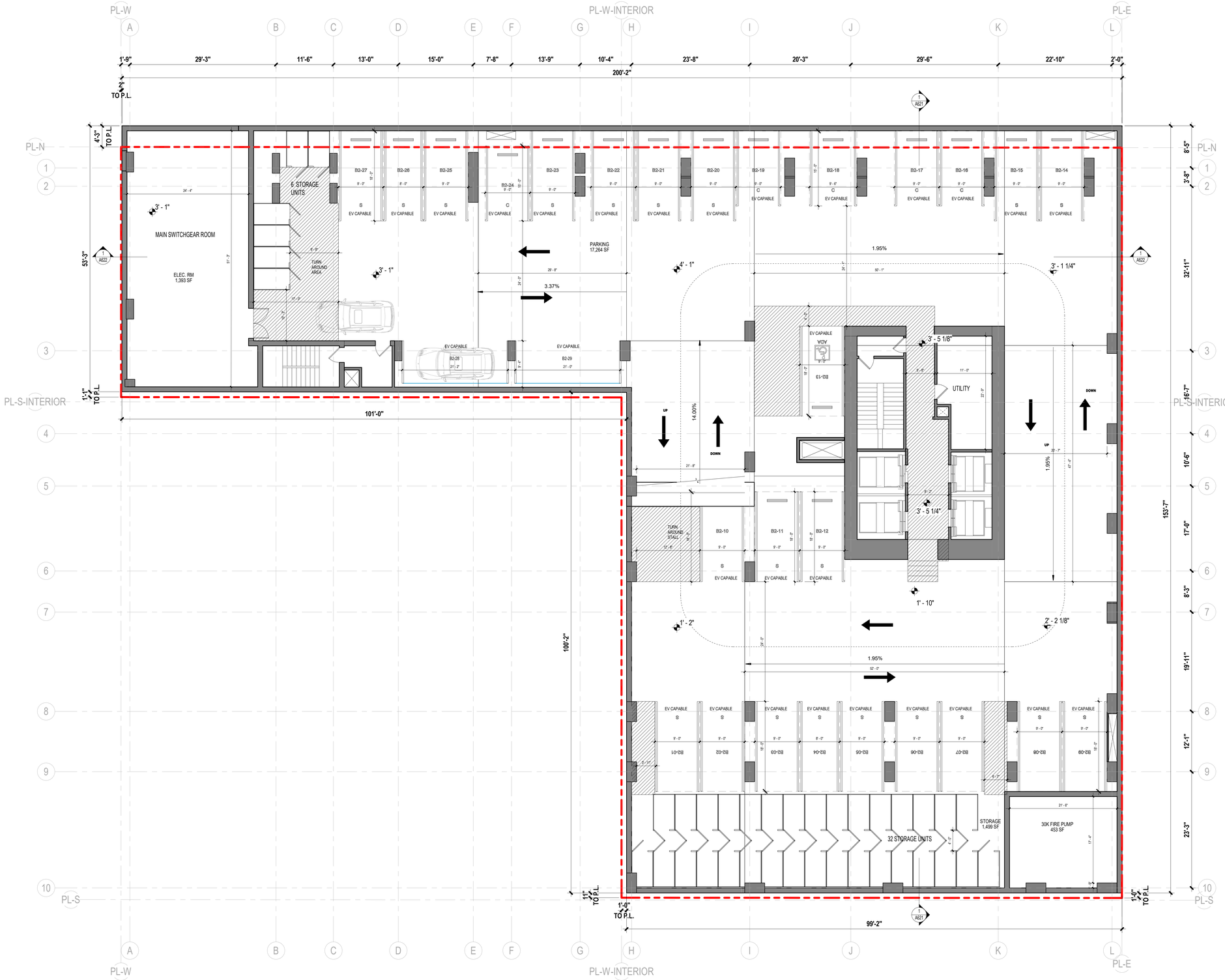

1 LEVEL B2 - PARKING - ENTITLEMENT
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16' 24'

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B2 LEVEL

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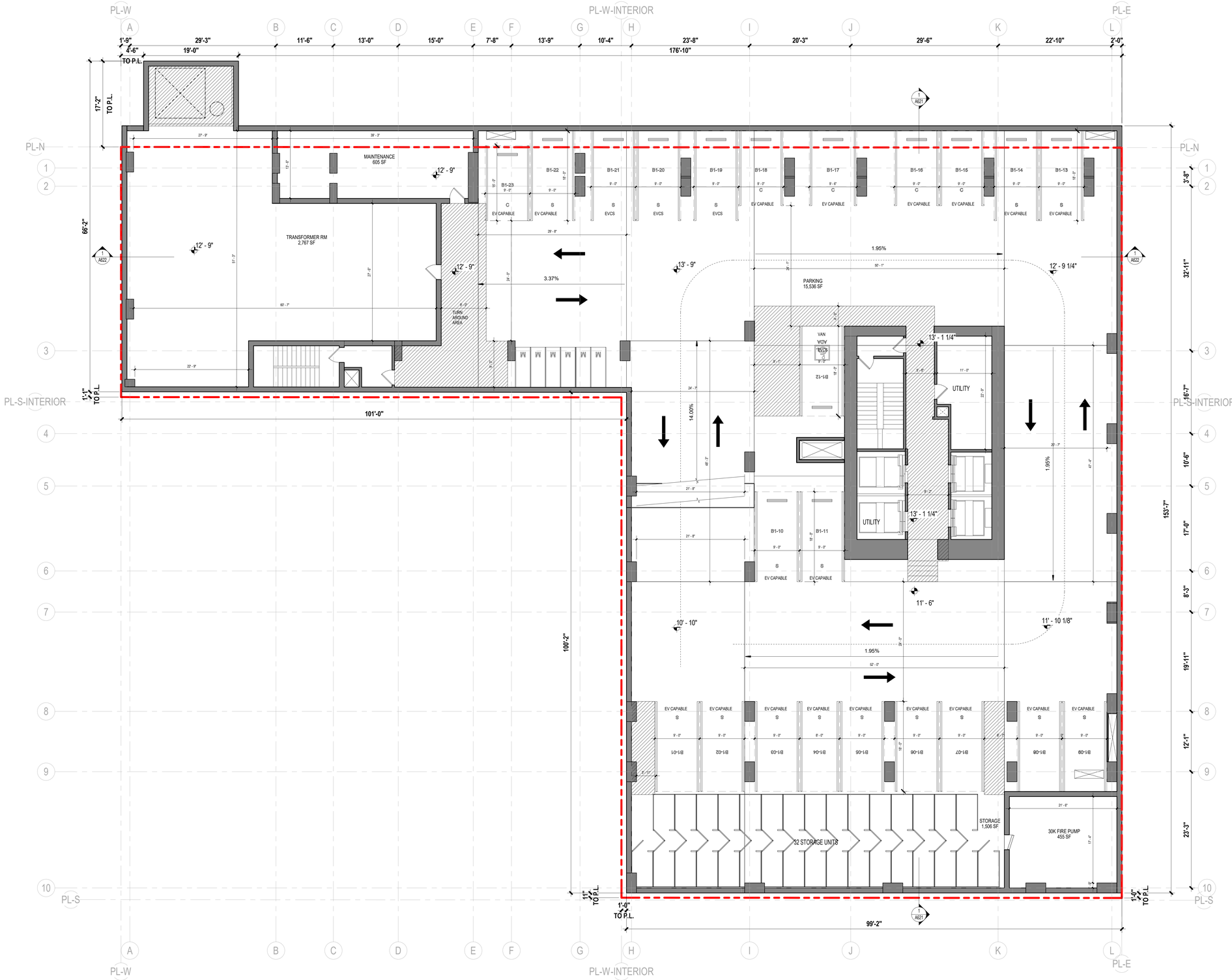

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SCALE: 1/8" = 1'-0"

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B1 LEVEL

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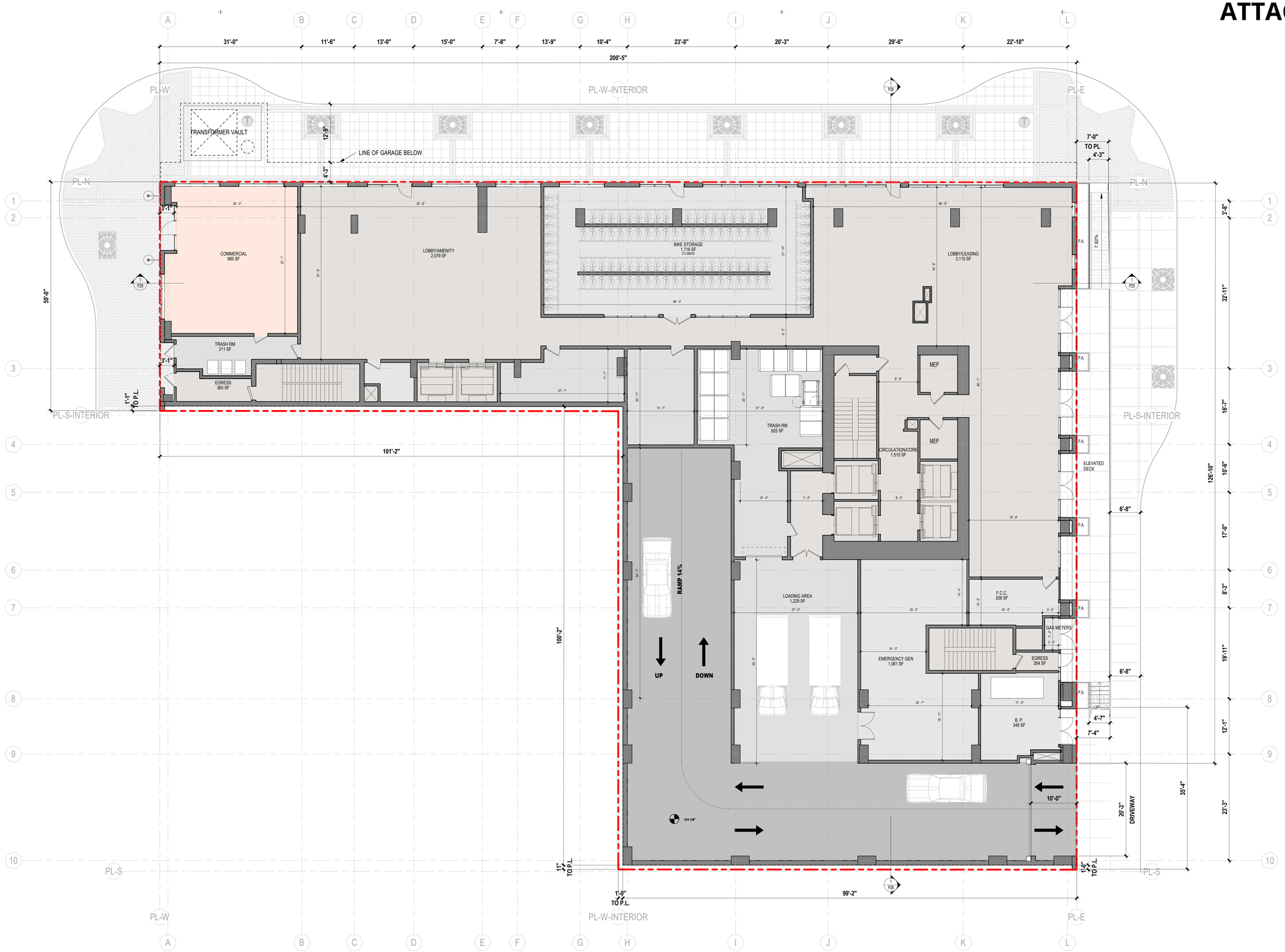

1 LEVEL 1 - GROUND FLOOR
SCALE: 1/8" = 1'-0"

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LEVEL 1

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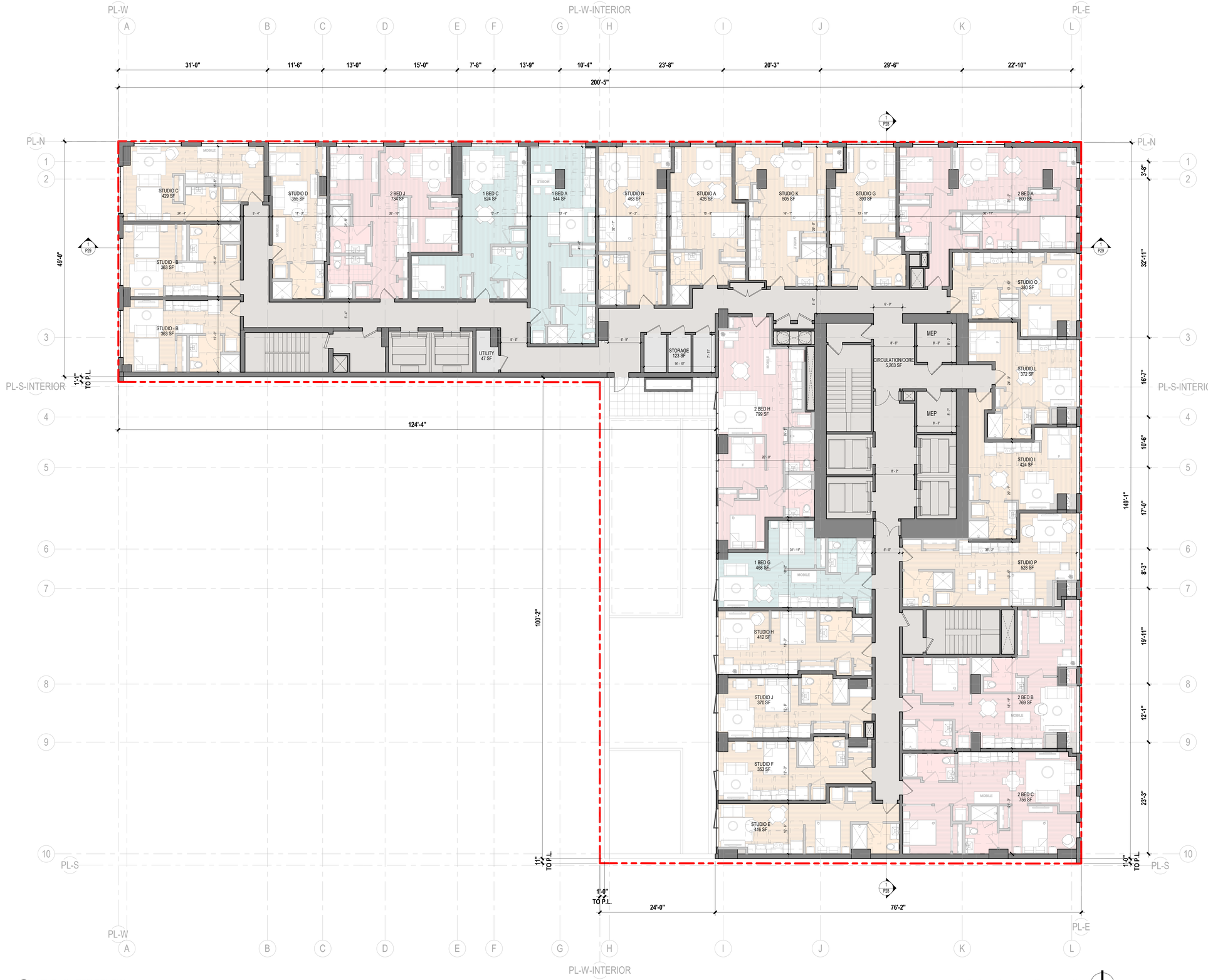

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SCALE: 1/8" = 1'-0"

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LEVEL 2

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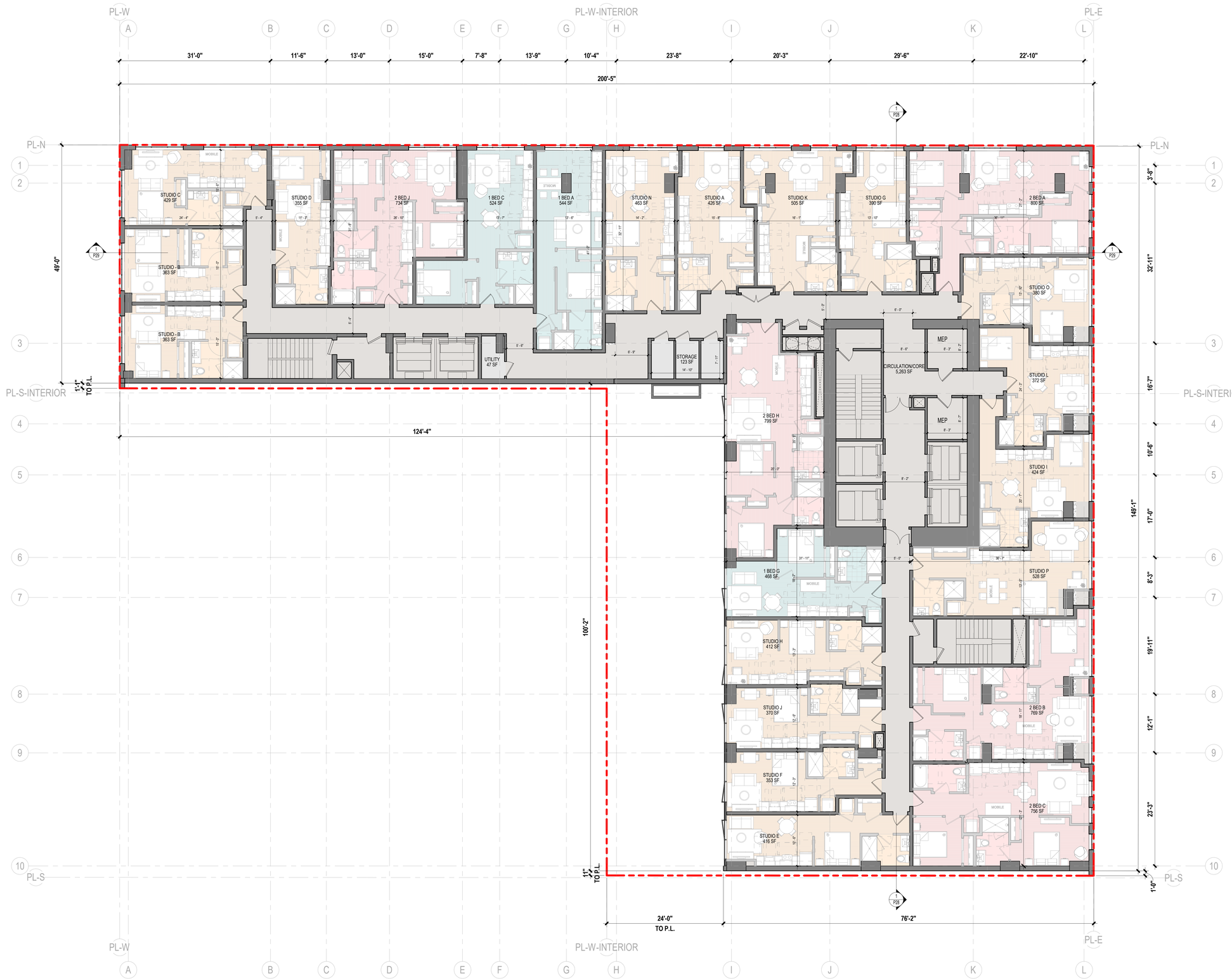

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SCALE: 1/8" = 1'-0"

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N

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LEVEL 3-4

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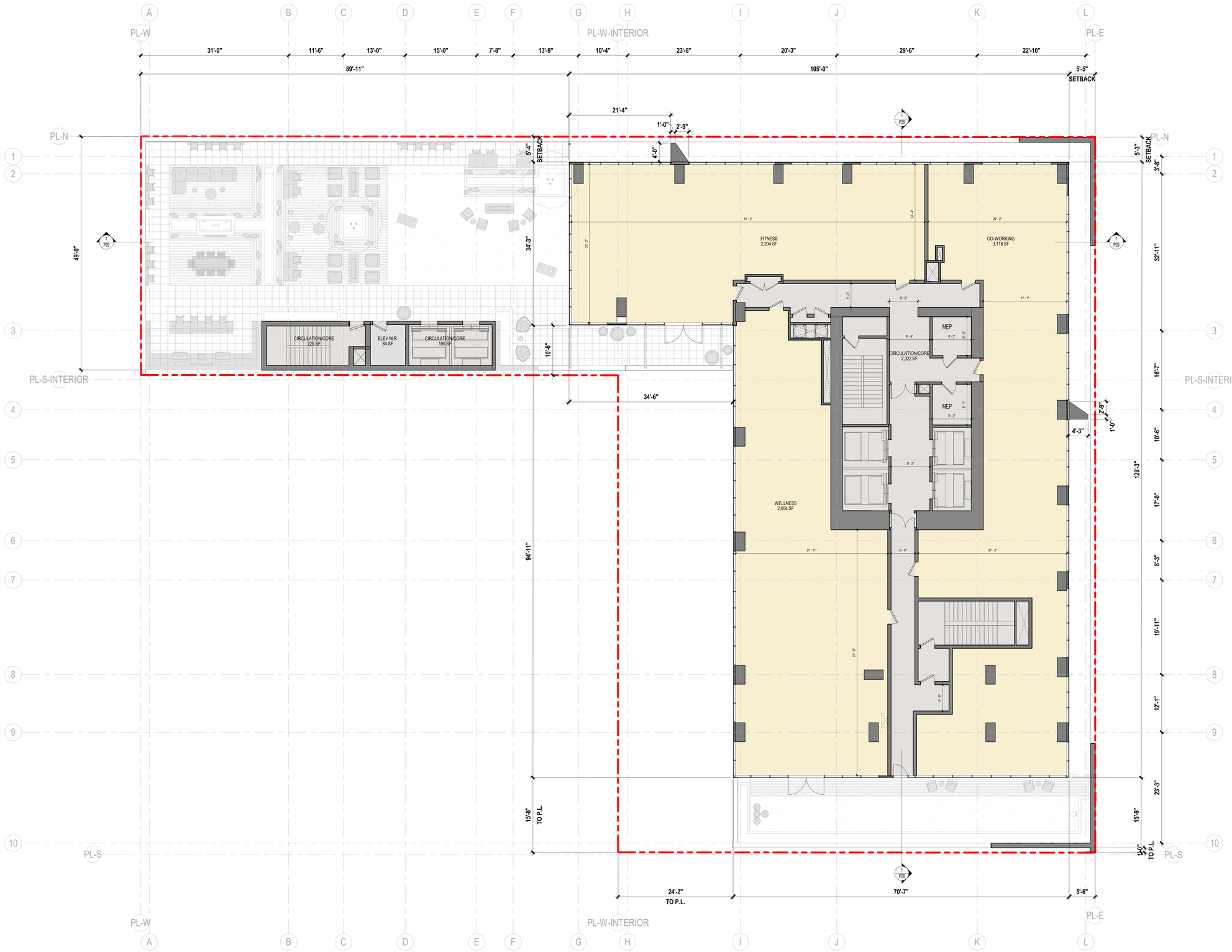

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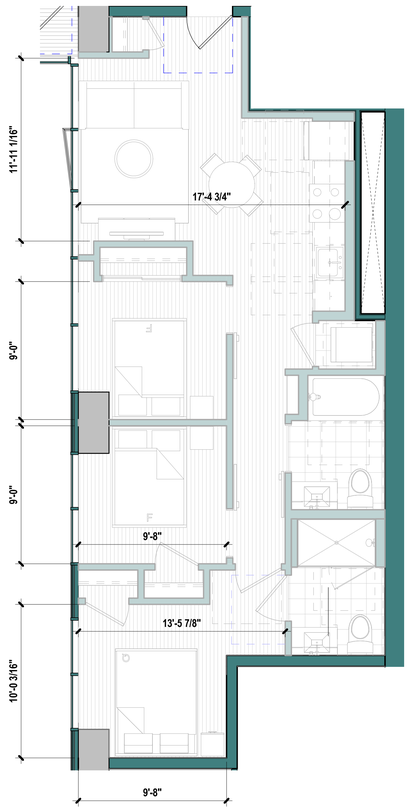

2 UNIT - 3 BED A ENT
SCALE: 1/4" = 1'-0"

1 LEVEL 6-28 - RESIDENTIAL
SCALE: 1/8" = 1'-0"

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N

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LEVEL 6-28

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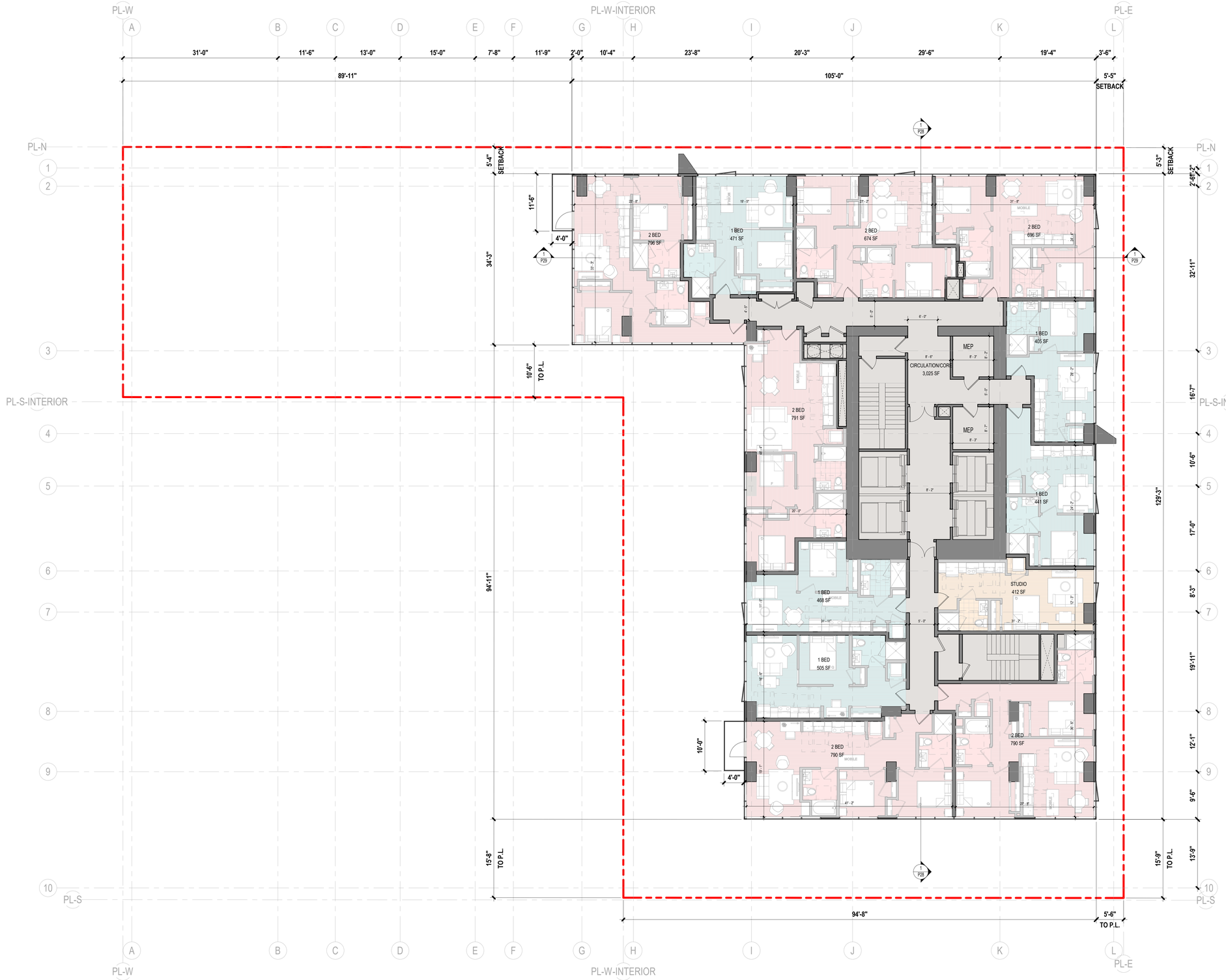

1 LEVEL 29-36 - RESIDENTIAL
SCALE: 1/8" = 1'-0"

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N

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LEVEL 29-35

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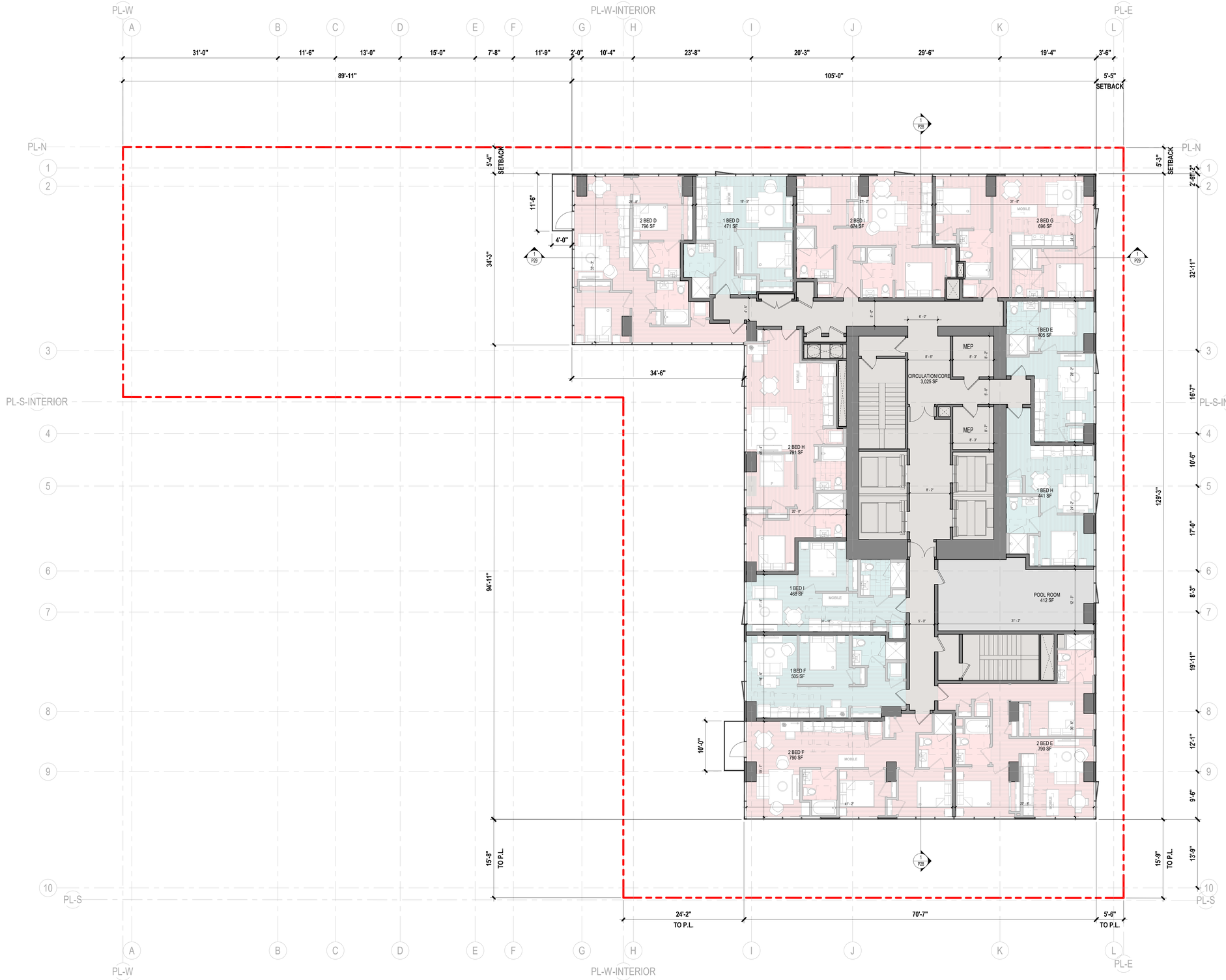

1 LEVEL 36 - RESIDENTIAL
SCALE: 1/8" = 1'-0"

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N

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LEVEL 36

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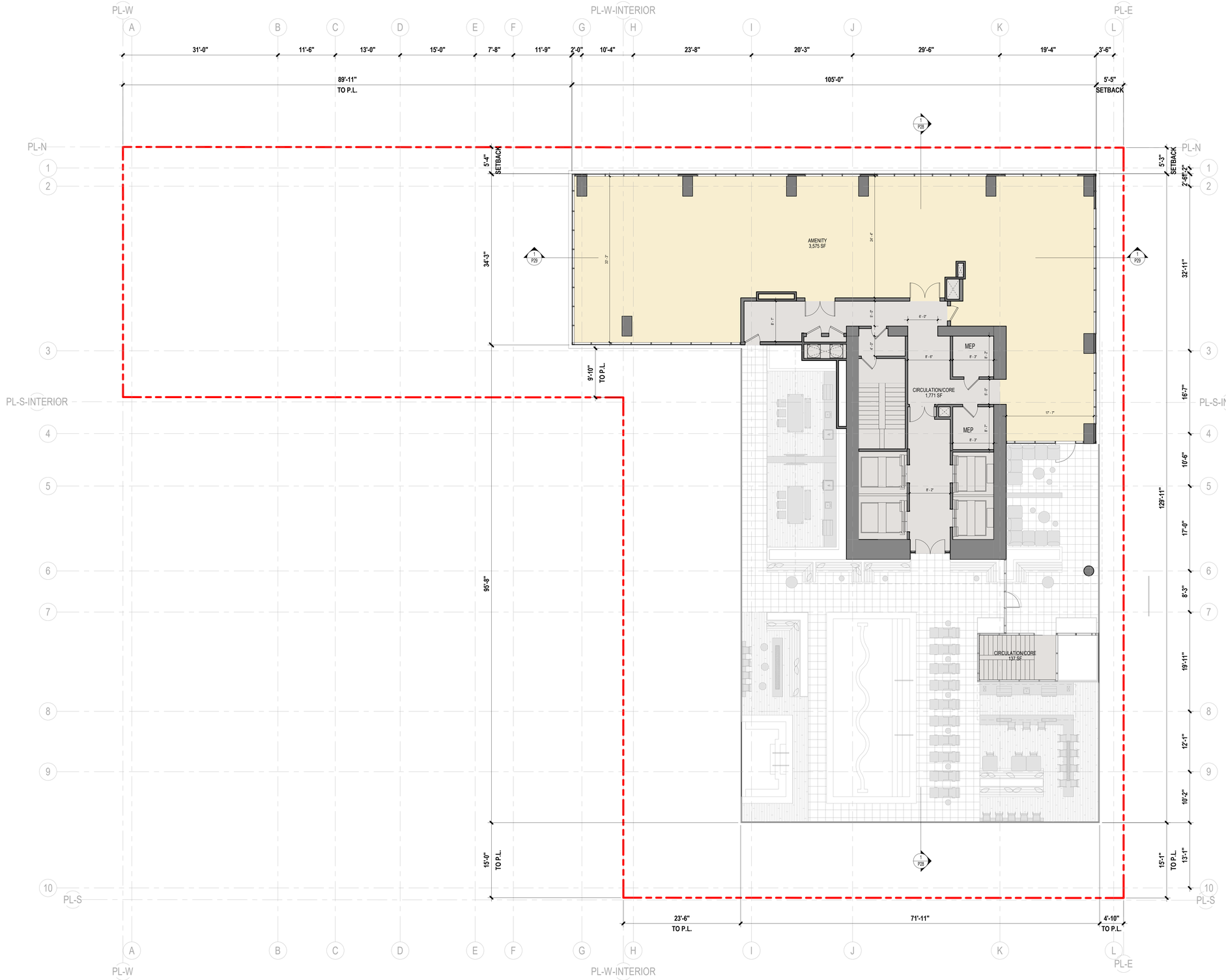

1 LEVEL 37 - AMENITY FLOOR
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16' 24'

CresleighHomes
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architecture + environments + brand strategy + graphics
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phone 619.239.2353 | fax 619.239.8227

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LEVEL 37

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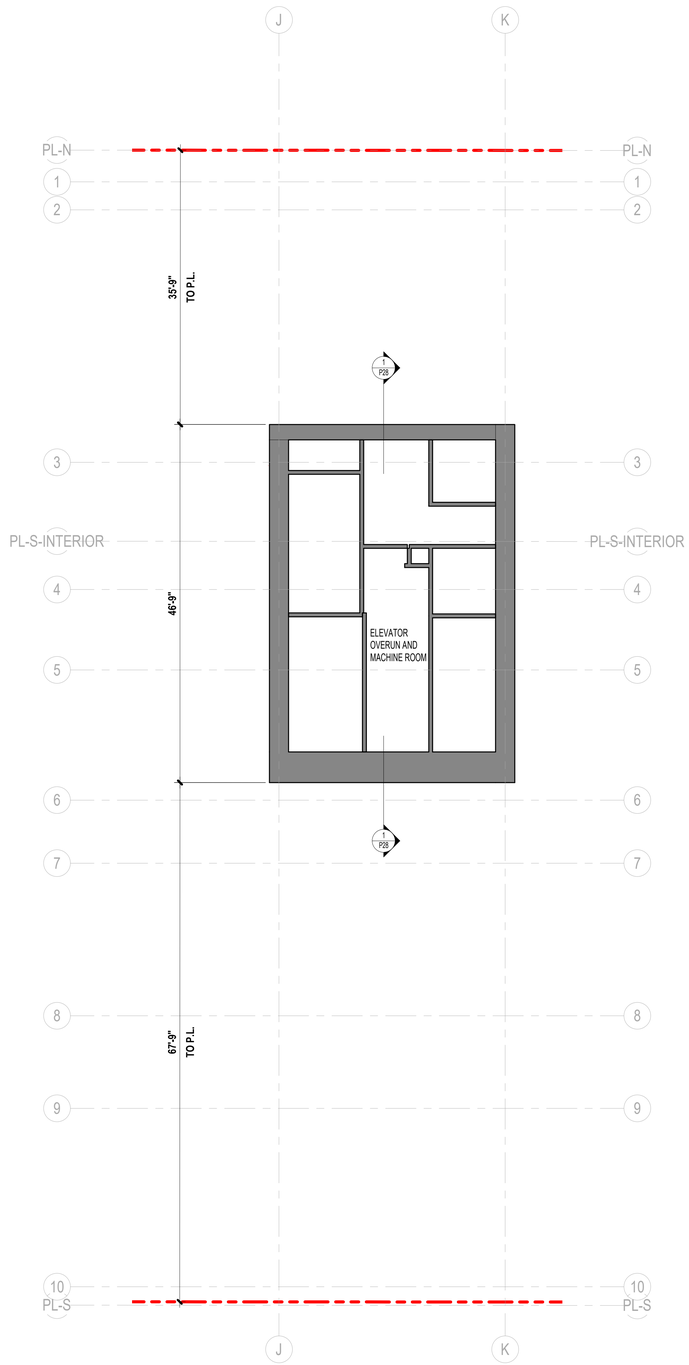
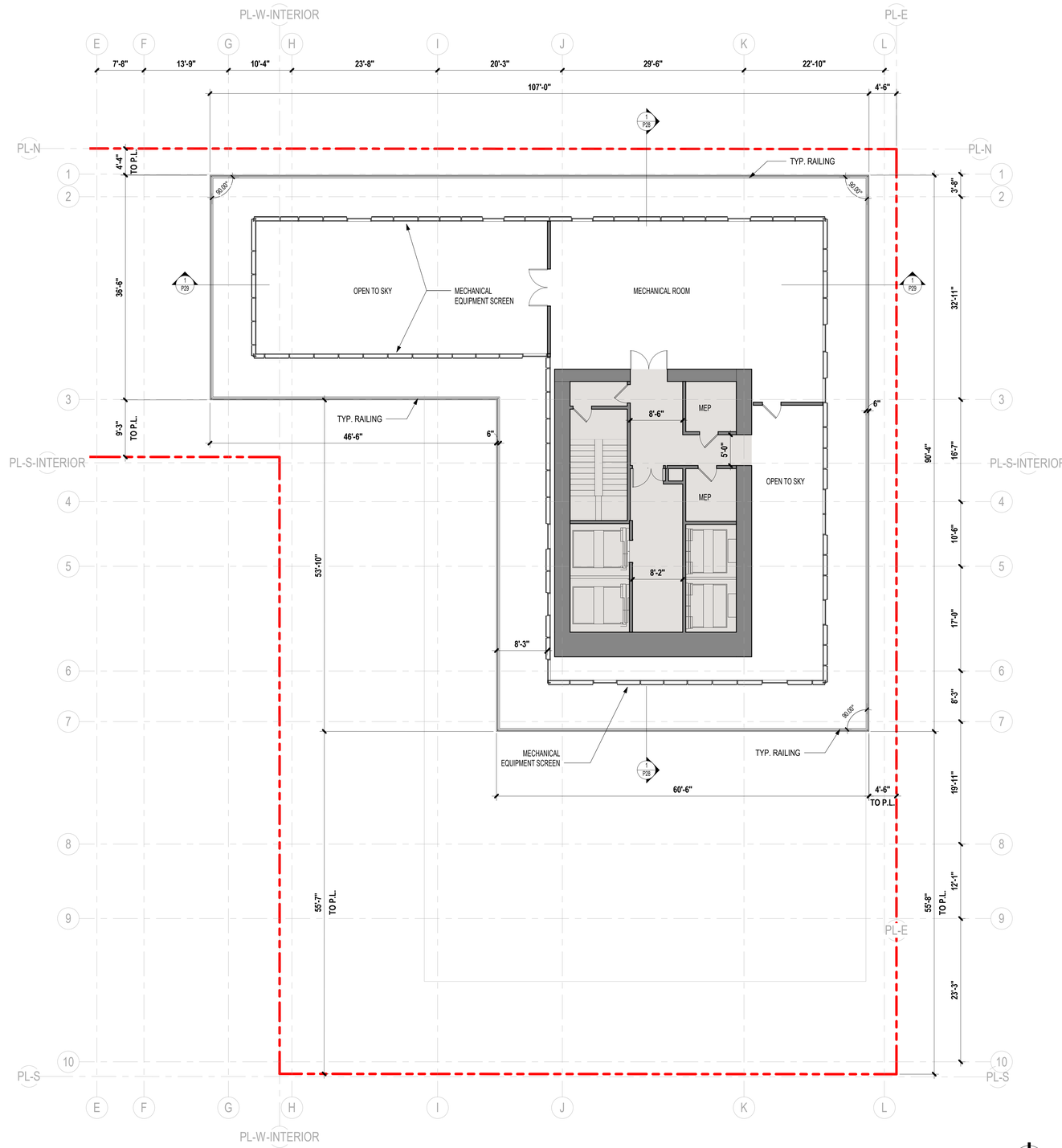


2 MECHANICAL PENTHOUSE
SCALE: 1/8" = 1'-0"



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

0 2' 4' 8' 16' 24'

N

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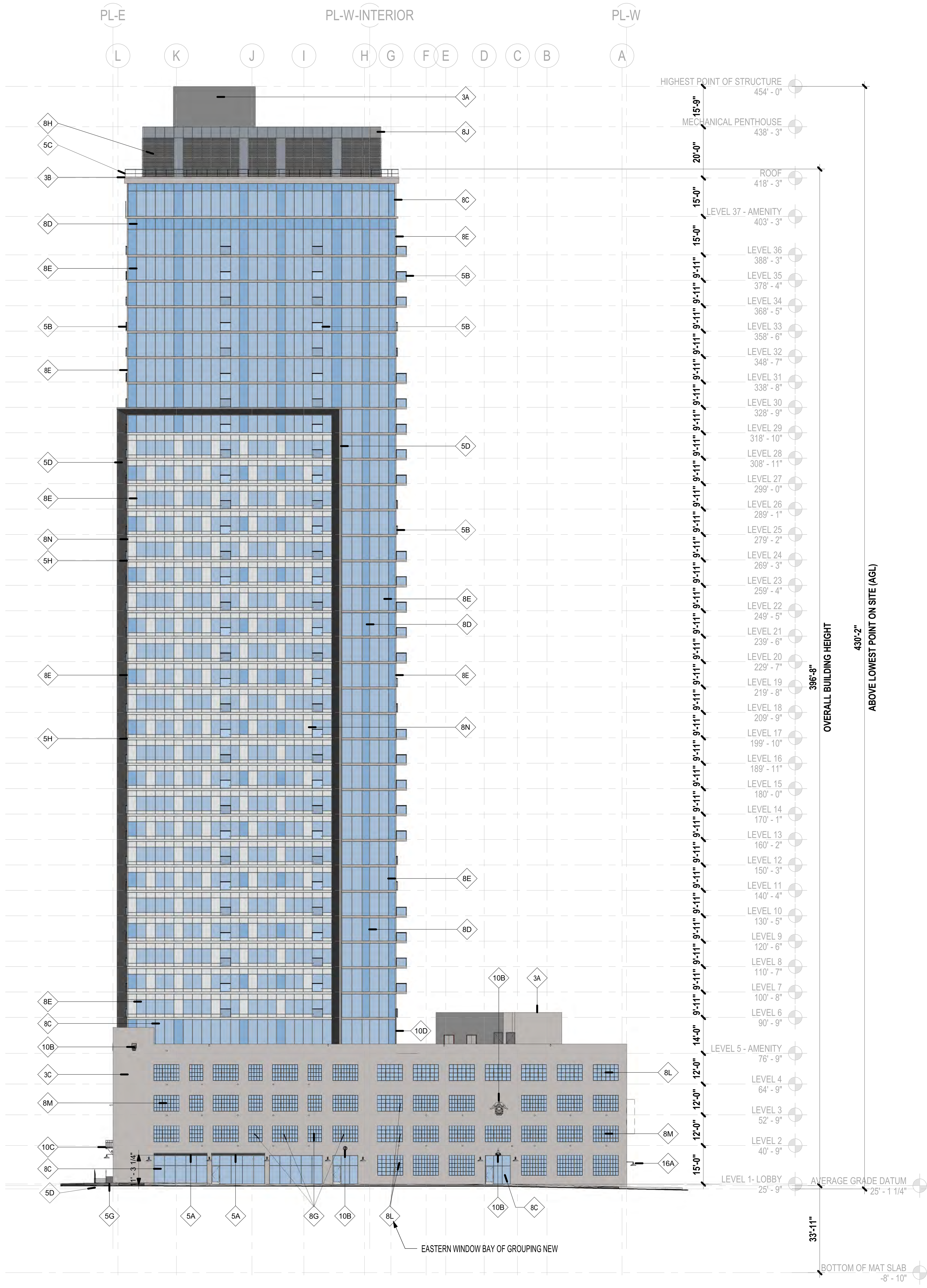
ROOF PLAN

DRAWING NO:

P20

ATTACHMENT 3



1 NORTH ELEVATION ENTITLEMENT
SCALE: 3/64" = 1'-0"

0 2' 4' 8' 16' 24'

ELEVATION / SECTION KEYNOTES

3A	NEW CAST-IN-PLACE CONCRETE
3B	POST-TENSIONED CONCRETE
3C	EXISTING PAINTED BOARD FORM CONCRETE
3D	CONCRETE TOPPING
3E	NEW BOARD FORM CONCRETE
4A	CONCRETE MASONRY
5A	CUSTOM BUILDING ENTRY METAL CANOPY; PROVIDE INFRASTRUCTURE FOR LIGHTING AND ADDITIONAL STRUCTURAL SUPPORT
5B	GLASS RAILING - BALCONIES; POST COLOR AND FINISH TO MATCH W.W. SYSTEM
5C	3'-6" GUARDRAIL
5D	3'-6" FRAMELESS GLASS RAILING WITH BASE SHOE SYSTEM
5E	5'-0" GLASS RAILING - POOL DECK
5F	3'-6" GLASS RAILING
5G	METAL PLANTER
5H	METAL PANEL BYPASS AT SLAB EDGE
7B	FLAT METAL PANEL - (GARAGE SCREEN WALL)
7E	PAVER ON PEDESTAL SYSTEM TYP.
7F	THERMAL PROTECTION FOR UNDERSIDE OF SLAB
7G	COLD FLUID-APPLIED WATERPROOFING SYSTEM; THERMAL PROTECTION FOR ROOFS R-30
7H	THERMAL PROTECTION FOR EXTERIOR WALLS - R-15
7K	MECHANICAL EQUIPMENT ENCLOSURE; PROVIDE STRUCTURAL SUPPORT AS NEEDED
7L	COMPOSITE METAL PANEL
8A	HOLLOW METAL DOOR AND FRAME
8B	COILING DOORS AND GRILLES - 80% SOLID MATERIAL MIN. COOKSON HIGH SPEED OR SIMILAR; VANDAL RESISTANCE MODEL
8C	STOREFRONT SYSTEM
8D	SPANDREL WINDOW WALL
8E	WINDOW WALL GLAZING SYSTEM ; PROVIDE ADD. STEEL SUPPORT FOR LEVELS 5 & 36
8F	NEW GLASS TO BE INSTALLED BEHIND EXISTING STEEL BARS (HISTORIC BUILDING)
8G	NEW REPLICATED WINDOW TO MATCH HISTORIC (HISTORIC BUILDING)
8H	MECHANICAL LOUVERS - HORIZONTAL PERFORATED SLOTTED METAL PANEL
8J	SOLID NATURAL ANODIZED ALUMINUM PANEL
8L	NEW ALUMINUM FRAMED WINDOWS (HISTORIC BUILDING)
8M	HISTORIC STEEL WINDOW TYP.
8N	WINDOW WALL GLAZING SYSTEM; METAL PANEL INFILL
8P	STOREFRONT SYSTEM - FROSTED GLASS
10A	BUILDING SIGNAGE; PROVIDE LIGHTING
10B	EXISTING CAST STONE SHIELD
10C	EXISTING STEEL BALCONY/FIRE ESCAPE
10D	EXISTING FLAGPOLE
11A	FACADE ACCESS EQUIPMENT
16A	NEW LIGHT

EXTERIOR MATERIAL LEGEND

SYMBOL	DESCRIPTION
	CONCRETE
	METAL PANEL 01 - TOWER WINDOW WALL DARK GRAY (charcoal gray PPG Architectural Coating Systems or sim.)
	METAL PANEL 02 - TOWER WINDOW WALL MEDIUM GRAY (fashion gray PPG Architectural Coating Systems or sim.)
GRAY / WHITE	METAL PANEL 03 composite metal panel (level 01 & 22)
DARK GRAY / MEDIUM GRAY	METAL PANEL 05 garage flat metal panel
DARK GRAY	METAL PERFORATED 07 mechanical screen on upper roof
DARK GRAY	METAL PANEL 04 mechanical screen on level 7
DARK GRAY	METAL LOUVER 06 mechanical screen on upper roof

GLASS TYPE LEGEND

SYMBOL	DESCRIPTION
GL-1	TOWER GLASS 01 Viracon VE1-48
GL-2	TOWER GLASS 02 Viracon VRE1-38
GL-3	SPANDREL GLASS Viracon VE1-48
GL-4	SPANDREL GLASS Viracon VRE1-38
GL-5	GLASS RAILINGS

PROVIDE TEMPERED SAFETY GLAZING AS FOLLOWS: (CBC SECTION 2406)
A. GLAZING IN DOORS
B. FIXED GLAZING WITHIN 24" OF DOORS AND LOWER THAN 60" AFF
C. GLAZING ADJACENT TO A WALKING SURFACE WITH BOTTOM EDGE LESS THAN 18" AFF AND TOP EDGE GREATER THAN 36" AFF

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architecture + environments + brand strategy + graphics

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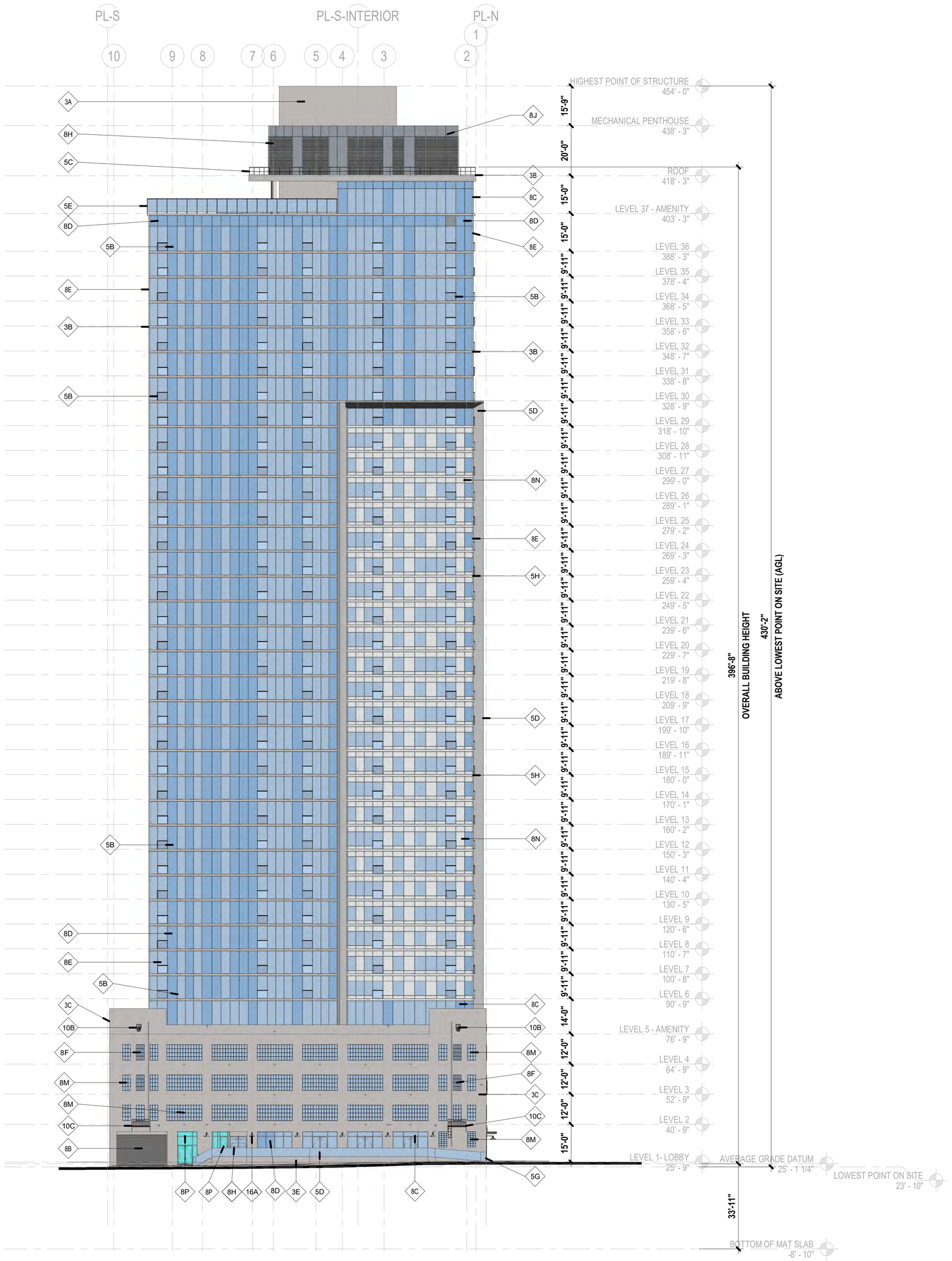
NORTH ELEVATION

DRAWING NO:

P21

ATTACHMENT 3



1 EAST ELEVATION ENTITLEMENT
SCALE: 3/64" = 1'-0"

0 2' 4' 8' 16' 24'

ELEVATION / SECTION KEYNOTES

- 3A NEW CAST-IN-PLACE CONCRETE
- 3B POST-TENSIONED CONCRETE
- 3C EXISTING PAINTED BOARD FORM CONCRETE
- 3D CONCRETE TOPPING
- 3E NEW BOARD FORM CONCRETE
- 4A CONCRETE MASONRY
- 5A CUSTOM BUILDING ENTRY METAL CANOPY; PROVIDE INFRASTRUCTURE FOR LIGHTING AND ADDITIONAL STRUCTURAL SUPPORT
- 5B GLASS RAILING - BALCONIES; POST COLOR AND FINISH TO MATCH W.W. SYSTEM
- 5C 3'-6" GUARDRAIL
- 5D 3'-6" FRAMELESS GLASS RAILING WITH BASE SHOE SYSTEM
- 5E 5'-0" GLASS RAILING - POOL DECK
- 5F 3'-6" GLASS RAILING
- 5G METAL PLANTER
- 5H METAL PANEL BYPASS AT SLAB EDGE
- 7B FLAT METAL PANEL - (GARAGE SCREEN WALL)
- 7E PAVER ON PEDESTAL SYSTEM TYP.
- 7F THERMAL PROTECTION FOR UNDERSIDE OF SLAB
- 7G COLD FLUID-APPLIED WATERPROOFING SYSTEM; THERMAL PROTECTION FOR ROOFS R-30
- 7H THERMAL PROTECTION FOR EXTERIOR WALLS - R-15
- 7K MECHANICAL EQUIPMENT ENCLOSURE; PROVIDE STRUCTURAL SUPPORT AS NEEDED
- 7L COMPOSITE METAL PANEL
- 8A HOLLOW METAL DOOR AND FRAME
- 8B COILING DOORS AND GRILLES - 80% SOLID MATERIAL MIN. COOKSON HIGH SPEED OR SIMILAR; VANDAL RESISTANCE MODEL
- 8C STOREFRONT SYSTEM
- 8D SPANDREL WINDOW WALL
- 8E WINDOW WALL GLAZING SYSTEM ; PROVIDE ADD. STEEL SUPPORT FOR LEVELS 5 & 36
- 8F NEW GLASS TO BE INSTALLED BEHIND EXISTING STEEL BARS (HISTORIC BUILDING)
- 8G NEW REPLICATED WINDOW TO MATCH HISTORIC (HISTORIC BUILDING)
- 8H MECHANICAL LOUVERS - HORIZONTAL PERFORATED SLOTTED METAL PANEL
- 8J SOLID NATURAL ANODIZED ALUMINUM PANEL
- 8L NEW ALUMINUM FRAMED WINDOWS (HISTORIC BUILDING)
- 8M HISTORIC STEEL WINDOW TYP.
- 8N WINDOW WALL GLAZING SYSTEM; METAL PANEL INFILL
- 8P STOREFRONT SYSTEM - FROSTED GLASS
- 10A BUILDING SIGNAGE; PROVIDE LIGHTING
- 10B EXISTING CAST STONE SHIELD
- 10C EXISTING STEEL BALCONY/FIRE ESCAPE
- 10D EXISTING FLAGPOLE
- 11A FACADE ACCESS EQUIPMENT
- 16A NEW LIGHT

EXTERIOR MATERIAL LEGEND

SYMBOL	DESCRIPTION	
	CONCRETE	METAL PERFORATED 07 mechanical screen on upper roof — DARK GRAY
	METAL PANEL 01 - TOWER WINDOW WALL DARK GRAY (charcoal gray PPG Architectural Coating Systems or sim.)	
	METAL PANEL 02 - TOWER WINDOW WALL MEDIUM GRAY (fashion gray PPG Architectural Coating Systems or sim.)	
GRAY / WHITE	METAL PANEL 03 composite metal panel (level 01 & 22)	METAL PANEL 04 mechanical screen on level 7 — DARK GRAY
DARK GRAY / MEDIUM GRAY	METAL PANEL 05 garage flat metal panel	METAL LOUVER 06 mechanical screen on upper roof — DARK GRAY

GLASS TYPE LEGEND

SYMBOL	DESCRIPTION	
GL-1	TOWER GLASS 01 Viracon VE1-48	GL-2 TOWER GLASS 02 Viracon VRE1-38
GL-3	SPANDREL GLASS Viracon VE1-48	GL-4 SPANDREL GLASS Viracon VRE1-38
GL-5	GLASS RAILINGS	

PROVIDE TEMPERED SAFETY GLAZING AS FOLLOWS: (CBC SECTION 2406)
A. GLAZING IN DOORS
B. FIXED GLAZING WITHIN 24" OF DOORS AND LOWER THAN 60" AFF
C. GLAZING ADJACENT TO A WALKING SURFACE WITH BOTTOM EDGE LESS THAN 18" AFF AND TOP EDGE GREATER THAN 36" AFF

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EAST ELEVATION

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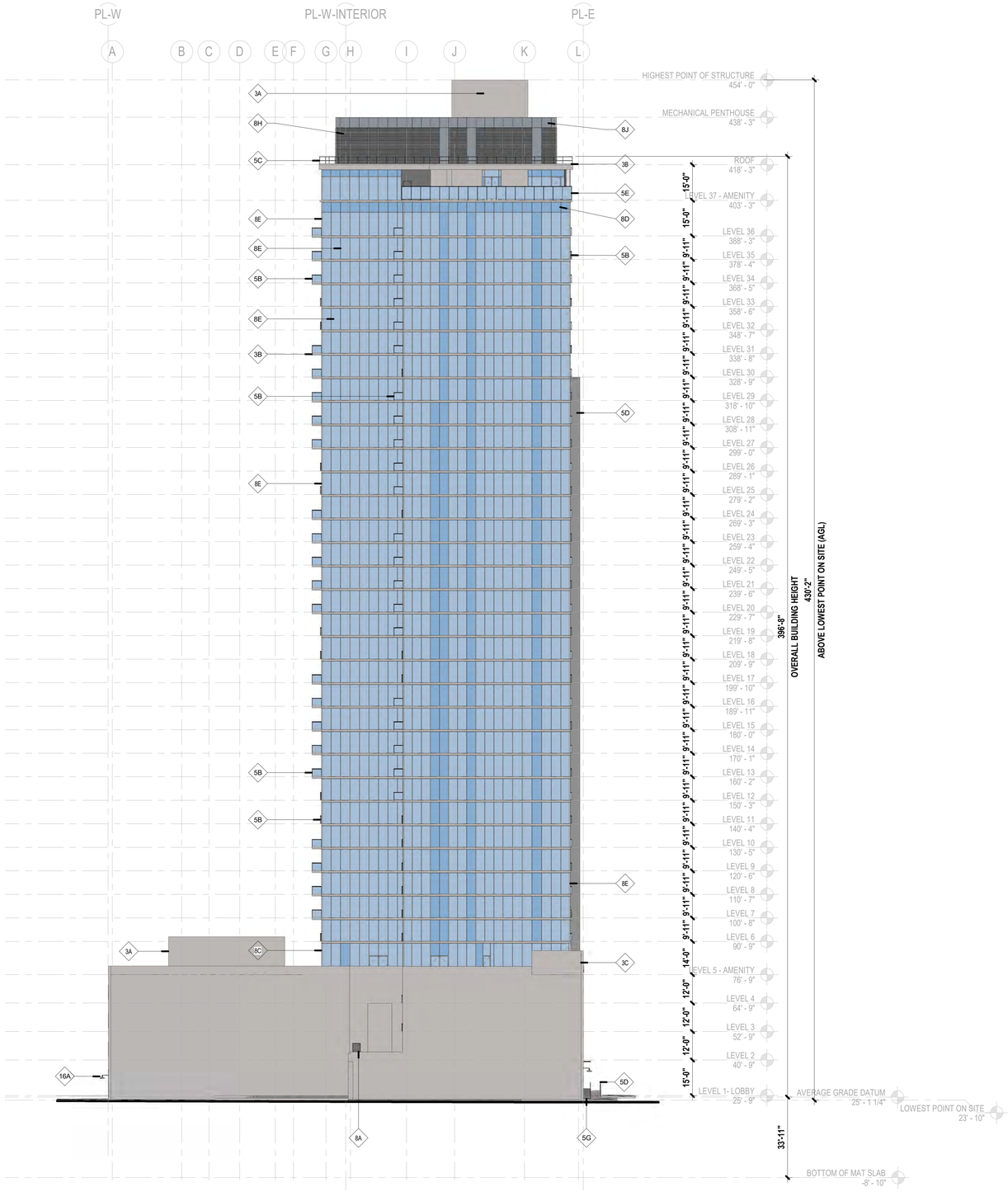
P22



1 SOUTH ELEVATION ENTITLEMENT
SCALE: 3/64" = 1'-0"

0 2' 4' 8' 16' 24'

ATTACHMENT 3

ELEVATION / SECTION KEYNOTES

- 3A NEW CAST-IN-PLACE CONCRETE
- 3B POST-TENSIONED CONCRETE
- 3C EXISTING PAINTED BOARD FORM CONCRETE
- 3D CONCRETE TOPPING
- 3E NEW BOARD FORM CONCRETE
- 4A CONCRETE MASONRY
- 5A CUSTOM BUILDING ENTRY METAL CANOPY; PROVIDE INFRASTRUCTURE FOR LIGHTING AND ADDITIONAL STRUCTURAL SUPPORT
- 5B GLASS RAILING - BALCONIES; POST COLOR AND FINISH TO MATCH W.W. SYSTEM
- 5C 3'-6" GUARDRAIL
- 5D 3'-6" FRAMELESS GLASS RAILING WITH BASE SHOE SYSTEM
- 5E 5'-0" GLASS RAILING - POOL DECK
- 5F 3'-6" GLASS RAILING
- 5G METAL PLANTER
- 5H METAL PANEL BYPASS AT SLAB EDGE
- 7B FLAT METAL PANEL - (GARAGE SCREEN WALL)
- 7E PAVER ON PEDESTAL SYSTEM TYP.
- 7F THERMAL PROTECTION FOR UNDERSIDE OF SLAB
- 7G COLD FLUID-APPLIED WATERPROOFING SYSTEM; THERMAL PROTECTION FOR ROOFS R-30
- 7H THERMAL PROTECTION FOR EXTERIOR WALLS - R-15
- 7K MECHANICAL EQUIPMENT ENCLOSURE; PROVIDE STRUCTURAL SUPPORT AS NEEDED
- 7L COMPOSITE METAL PANEL
- 8A HOLLOW METAL DOOR AND FRAME
- 8B COILING DOORS AND GRILLES - 80% SOLID MATERIAL MIN. COOKSON HIGH SPEED OR SIMILAR; VANDAL RESISTANCE MODEL
- 8C STOREFRONT SYSTEM
- 8D SPANDREL WINDOW WALL
- 8E WINDOW WALL GLAZING SYSTEM ; PROVIDE ADD. STEEL SUPPORT FOR LEVELS 5 & 36
- 8F NEW GLASS TO BE INSTALLED BEHIND EXISTING STEEL BARS (HISTORIC BUILDING)
- 8G NEW REPLICATED WINDOW TO MATCH HISTORIC (HISTORIC BUILDING)
- 8H MECHANICAL LOUVERS - HORIZONTAL PERFORATED SLOTTED METAL PANEL
- 8J SOLID NATURAL ANODIZED ALUMINUM PANEL
- 8L NEW ALUMINUM FRAMED WINDOWS (HISTORIC BUILDING)
- 8M HISTORIC STEEL WINDOW TYP.
- 8N WINDOW WALL GLAZING SYSTEM; METAL PANEL INFILL
- 8P STOREFRONT SYSTEM - FROSTED GLASS
- 10A BUILDING SIGNAGE; PROVIDE LIGHTING
- 10B EXISTING CAST STONE SHIELD
- 10C EXISTING STEEL BALCONY/FIRE ESCAPE
- 10D EXISTING FLAGPOLE
- 11A FACADE ACCESS EQUIPMENT
- 16A NEW LIGHT

EXTERIOR MATERIAL LEGEND

SYMBOL	DESCRIPTION		
	CONCRETE		METAL PERFORATED 07 mechanical screen on upper roof DARK GRAY
	METAL PANEL 01 - TOWER WINDOW WALL DARK GRAY (charcoal gray PPG Architectural Coating Systems or sim.)		
	METAL PANEL 02 - TOWER WINDOW WALL MEDIUM GRAY (fashion gray PPG Architectural Coating Systems or sim.)		
GRAY / WHITE	METAL PANEL 03 composite metal panel (level 01 & 22)		METAL PANEL 04 mechanical screen on level 7 DARK GRAY
DARK GRAY / MEDIUM GRAY	METAL PANEL 05 garage flat metal panel		METAL LOUVER 06 mechanical screen on upper roof DARK GRAY

GLASS TYPE LEGEND

SYMBOL	DESCRIPTION		
GL-1	TOWER GLASS 01 Viracon VE1-48	GL-2	TOWER GLASS 02 Viracon VRE1-38
GL-3	SPANDREL GLASS Viracon VE1-48	GL-4	SPANDREL GLASS Viracon VRE1-38
GL-5	GLASS RAILINGS		

PROVIDE TEMPERED SAFETY GLAZING AS FOLLOWS: (CBC SECTION 2406)
A. GLAZING IN DOORS
B. FIXED GLAZING WITHIN 24" OF DOORS AND LOWER THAN 60" AFF
C. GLAZING ADJACENT TO A WALKING SURFACE WITH BOTTOM EDGE LESS THAN 18" AFF AND TOP EDGE GREATER THAN 36" AFF

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SOUTH ELEVATION

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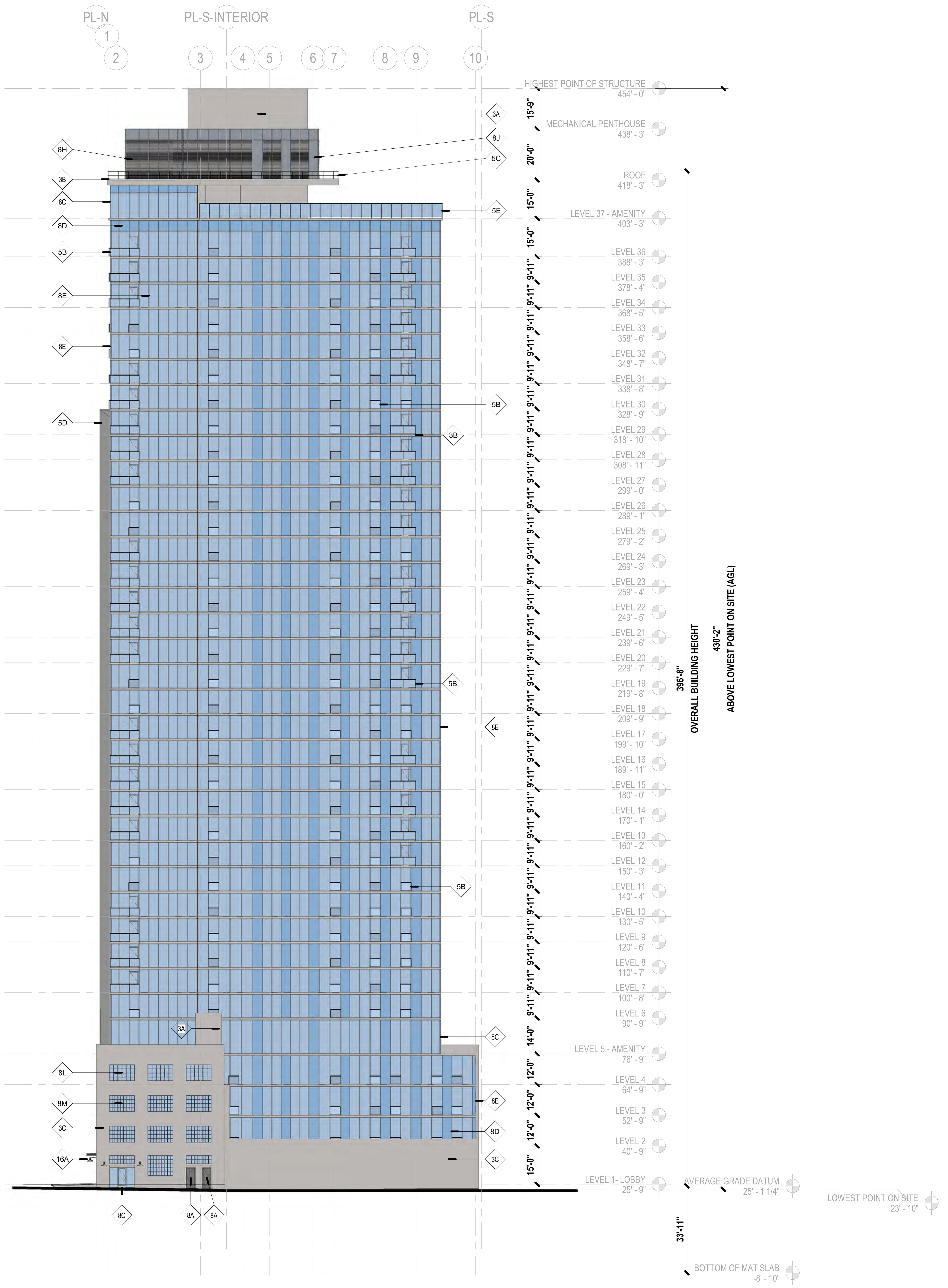
P23

ATTACHMENT 3



1 WEST ELEVATION ENTITLEMENT

SCALE: 3/64" = 1'-0"

0 2' 4' 8' 16' 24'

ELEVATION / SECTION KEYNOTES

3A	NEW CAST-IN-PLACE CONCRETE
3B	POST-TENSIONED CONCRETE
3C	EXISTING PAINTED BOARD FORM CONCRETE
3D	CONCRETE TOPPING
3E	NEW BOARD FORM CONCRETE
4A	CONCRETE MASONRY
5A	CUSTOM BUILDING ENTRY METAL CANOPY; PROVIDE INFRASTRUCTURE FOR LIGHTING AND ADDITIONAL STRUCTURAL SUPPORT
5B	GLASS RAILING - BALCONIES; POST COLOR AND FINISH TO MATCH W.W. SYSTEM
5C	3'-6" GUARDRAIL
5D	3'-6" FRAMELESS GLASS RAILING WITH BASE SHOE SYSTEM
5E	5'-0" GLASS RAILING - POOL DECK
5F	3'-6" GLASS RAILING
5G	METAL PLANTER
5H	METAL PANEL BYPASS AT SLAB EDGE
7B	FLAT METAL PANEL - (GARAGE SCREEN WALL)
7E	PAVER ON PEDESTAL SYSTEM TYP.
7F	THERMAL PROTECTION FOR UNDERSIDE OF SLAB
7G	COLD FLUID-APPLIED WATERPROOFING SYSTEM; THERMAL PROTECTION FOR ROOFS R-30
7H	THERMAL PROTECTION FOR EXTERIOR WALLS - R-15
7K	MECHANICAL EQUIPMENT ENCLOSURE; PROVIDE STRUCTURAL SUPPORT AS NEEDED
7L	COMPOSITE METAL PANEL
8A	HOLLOW METAL DOOR AND FRAME
8B	COILING DOORS AND GRILLES - 80% SOLID MATERIAL MIN. COOKSON HIGH SPEED OR SIMILAR; VANDAL RESISTANCE MODEL
8C	STOREFRONT SYSTEM
8D	SPANDREL WINDOW WALL
8E	WINDOW WALL GLAZING SYSTEM ; PROVIDE ADD. STEEL SUPPORT FOR LEVELS 5 & 36
8F	NEW GLASS TO BE INSTALLED BEHIND EXISTING STEEL BARS (HISTORIC BUILDING)
8G	NEW REPLICATED WINDOW TO MATCH HISTORIC (HISTORIC BUILDING)
8H	MECHANICAL LOUVERS - HORIZONTAL PERFORATED SLOTTED METAL PANEL
8J	SOLID NATURAL ANODIZED ALUMINUM PANEL
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8M	HISTORIC STEEL WINDOW TYP.
8N	WINDOW WALL GLAZING SYSTEM; METAL PANEL INFILL
8P	STOREFRONT SYSTEM - FROSTED GLASS
10A	BUILDING SIGNAGE; PROVIDE LIGHTING
10B	EXISTING CAST STONE SHIELD
10C	EXISTING STEEL BALCONY/FIRE ESCAPE
10D	EXISTING FLAGPOLE
11A	FACADE ACCESS EQUIPMENT
16A	NEW LIGHT

EXTERIOR MATERIAL LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	CONCRETE	DARK GRAY	METAL PERFORATED 07 mechanical screen on upper roof
	METAL PANEL 01 - TOWER WINDOW WALL DARK GRAY (charcoal gray PPG Architectural Coating Systems or sim.)		
	METAL PANEL 02 - TOWER WINDOW WALL MEDIUM GRAY (fashion gray PPG Architectural Coating Systems or sim.)		
GRAY / WHITE	METAL PANEL 03 composite metal panel (level 01 & 22)	DARK GRAY	METAL PANEL 04 mechanical screen on level 7
DARK GRAY / MEDIUM GRAY	METAL PANEL 05 garage flat metal panel	DARK GRAY	METAL LOUVER 06 mechanical screen on upper roof

GLASS TYPE LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
GL-1	TOWER GLASS 01 Viracon VE1-48	GL-2	TOWER GLASS 02 Viracon VRE1-38
GL-3	SPANDREL GLASS Viracon VE1-48	GL-4	SPANDREL GLASS Viracon VRE1-38
GL-5	GLASS RAILINGS		

PROVIDE TEMPERED SAFETY GLAZING AS FOLLOWS: (CBC SECTION 2406)
A. GLAZING IN DOORS
B. FIXED GLAZING WITHIN 24" OF DOORS AND LOWER THAN 60" AFF
C. GLAZING ADJACENT TO A WALKING SURFACE WITH BOTTOM EDGE LESS THAN 18" AFF AND TOP EDGE GREATER THAN 36" AFF

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WEST ELEVATION

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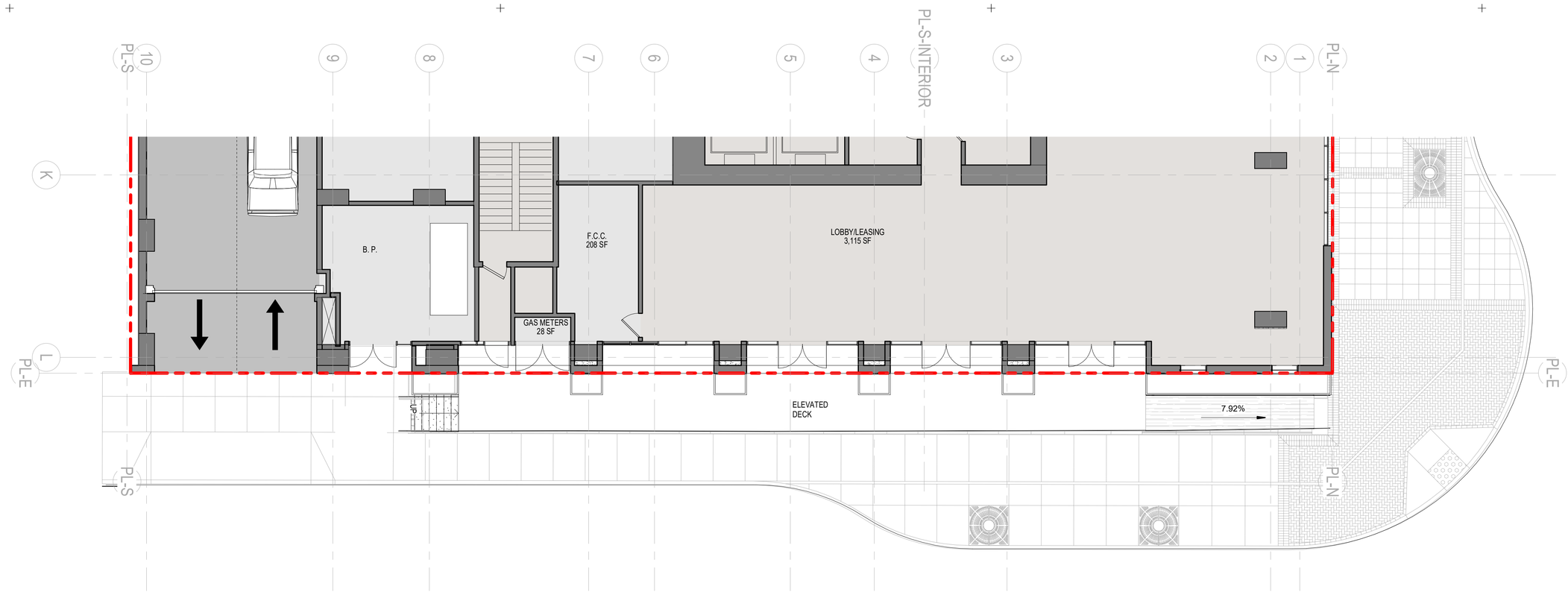
P24

ATTACHMENT 3



1,350 SF OF TOTAL WALL AREA
762 SF TRASPARENT BETWEEN 3' AND 12'

56% TRANSPARENT

ELEVATION / SECTION KEYNOTES

- 3A NEW CAST-IN-PLACE CONCRETE
- 3B POST-TENSIONED CONCRETE
- 3C EXISTING PAINTED BOARD FORM CONCRETE
- 3D CONCRETE TOPPING
- 3E NEW BOARD FORM CONCRETE
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- 5E 5'-0" GLASS RAILING - POOL DECK
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- 5G METAL PLANTER
- 5H METAL PANEL BYPASS AT SLAB EDGE
- 7B FLAT METAL PANEL - (GARAGE SCREEN WALL)
- 7E PAVER ON PEDESTAL SYSTEM TYP.
- 7F THERMAL PROTECTION FOR UNDERSIDE OF SLAB
- 7G COLD FLUID-APPLIED WATERPROOFING SYSTEM; THERMAL PROTECTION FOR ROOFS R-30
- 7H THERMAL PROTECTION FOR EXTERIOR WALLS - R-15
- 7K MECHANICAL EQUIPMENT ENCLOSURE; PROVIDE STRUCTURAL SUPPORT AS NEEDED
- 7L COMPOSITE METAL PANEL
- 8A HOLLOW METAL DOOR AND FRAME
- 8B COILING DOORS AND GRILLES - 80% SOLID MATERIAL MIN. COOKSON HIGH SPEED OR SIMILAR; VANDAL RESISTANCE MODEL
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- 8H MECHANICAL LOUVERS
- 8J MECHANICAL PERFORATED METAL PANELS
- 8L NEW ALUMINUM FRAMED WINDOWS (HISTORIC BUILDING)
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- 10A BUILDING SIGNAGE; PROVIDE LIGHTING
- 10B EXISTING CAST STONE SHIELD
- 10C EXISTING STEEL BALCONY/FIRE ESCAPE
- 10D EXISTING FLAGPOLE
- 11A FACADE ACCESS EQUIPMENT
- 16A NEW LIGHT

EXTERIOR MATERIAL LEGEND

SYMBOL	DESCRIPTION
	CONCRETE
	METAL PERFORATED 07 mechanical screen on upper roof DARK GRAY
	METAL PANEL 01 - TOWER WINDOW WALL DARK GRAY (charcoal gray PPG Architectural Coating Systems or sim.)
	METAL PANEL 02 - TOWER WINDOW WALL MEDIUM GRAY (fashion gray PPG Architectural Coating Systems or sim.)
GRAY WHITE	METAL PANEL 03 composite metal panel (level 01 & 22)
	METAL PANEL 04 mechanical screen on level 7 DARK GRAY
DARK GRAY MEDIUM GRAY	METAL PANEL 05 garage flat metal panel
	METAL LOUVER 06 mechanical screen on upper roof DARK GRAY

GLASS TYPE LEGEND

SYMBOL	DESCRIPTION
GL-1	TOWER GLASS 01 Viracon VE1-48
GL-2	TOWER GLASS 02 Viracon VRE1-38
GL-3	SPANDREL GLASS Viracon VE1-48
GL-4	SPANDREL GLASS Viracon VRE1-38
GL-5	GLASS RAILINGS

PROVIDE TEMPERED SAFETY GLAZING AS FOLLOWS: (CBC SECTION 2406)
A. GLAZING IN DOORS
B. FIXED GLAZING WITHIN 24" OF DOORS AND LOWER THAN 60" AFF
C. GLAZING ADJACENT TO A WALKING SURFACE WITH BOTTOM EDGE LESS THAN 18" AFF AND TOP EDGE GREATER THAN 36" AFF

CresleighHomes
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architecture + environments + brand strategy + graphics
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EAST ELEVATION - ENLARGED

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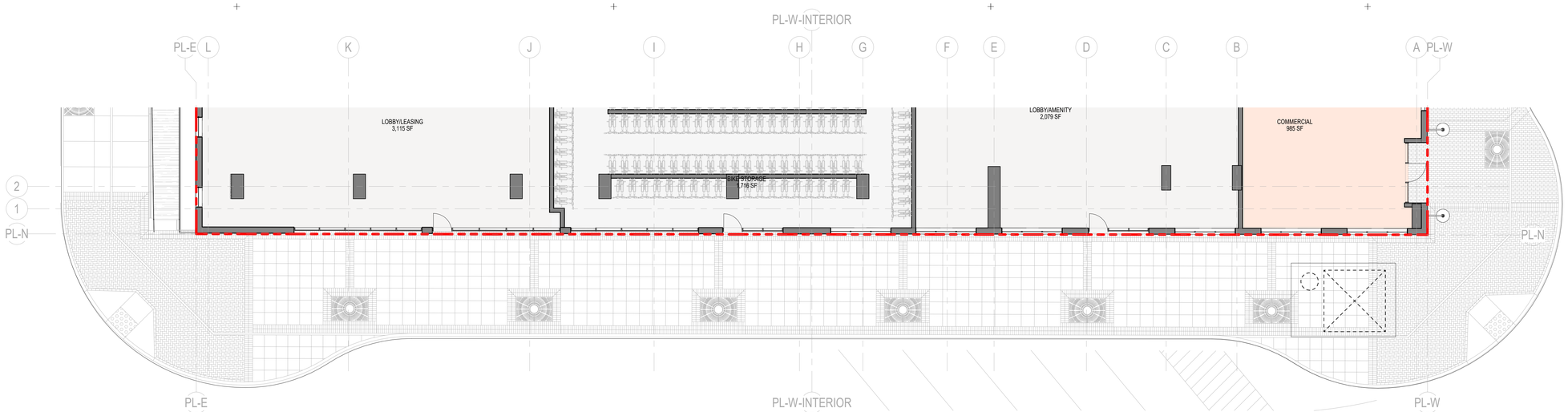
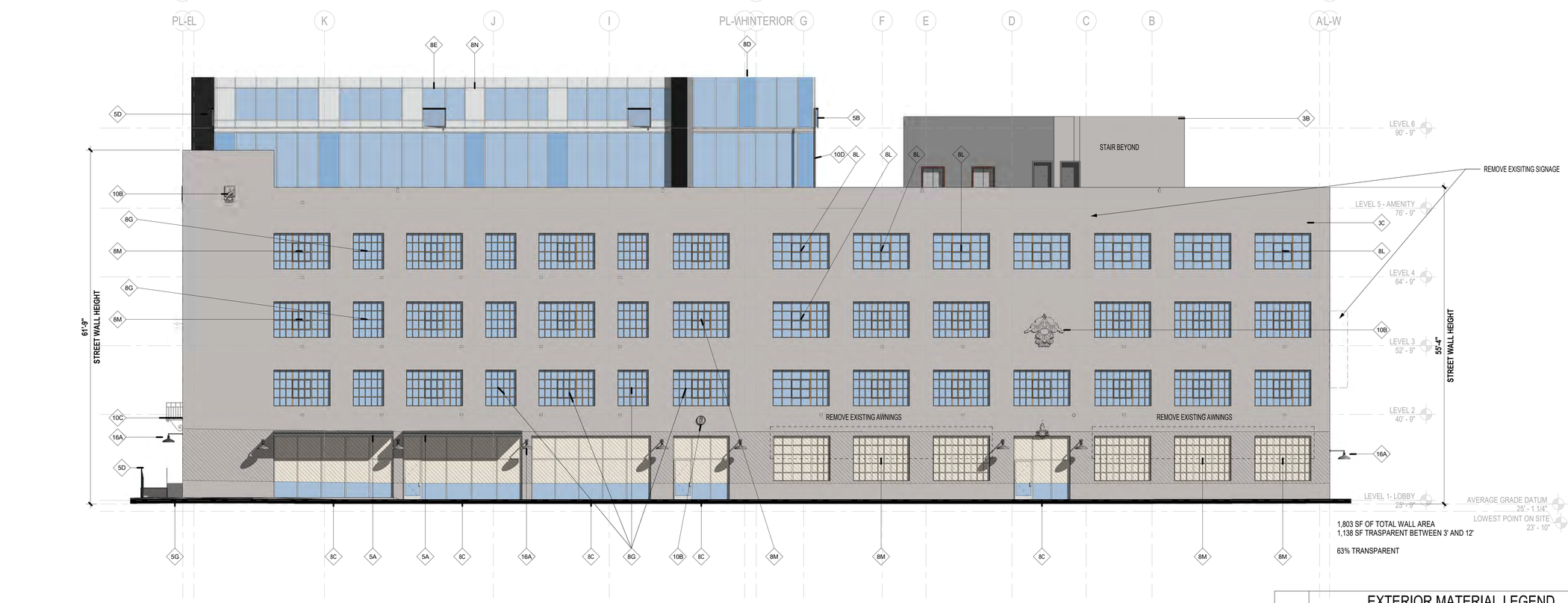
P25

ATTACHMENT 3





ELEVATION / SECTION KEYNOTES

- 3A NEW CAST-IN-PLACE CONCRETE
- 3B POST-TENSIONED CONCRETE
- 3C EXISTING PAINTED BOARD FORM CONCRETE
- 3D CONCRETE TOPPING
- 3E NEW BOARD FORM CONCRETE
- 4A CONCRETE MASONRY
- 5A CUSTOM BUILDING ENTRY METAL CANOPY; PROVIDE INFRASTRUCTURE FOR LIGHTING AND ADDITIONAL STRUCTURAL SUPPORT
- 5B GLASS RAILING - BALCONIES; POST COLOR AND FINISH TO MATCH W.W. SYSTEM
- 5C 3'-6" GUARDRAIL
- 5D 3'-6" FRAMELESS GLASS RAILING WITH BASE SHOE SYSTEM
- 5E 5'-0" GLASS RAILING - POOL DECK
- 5F 3'-6" GLASS RAILING
- 5G METAL PLANTER
- 5H METAL PANEL BYPASS AT SLAB EDGE
- 7B FLAT METAL PANEL - (GARAGE SCREEN WALL)
- 7E PAVER ON PEDESTAL SYSTEM TYP.
- 7F THERMAL PROTECTION FOR UNDERSIDE OF SLAB
- 7G COLD FLUID-APPLIED WATERPROOFING SYSTEM; THERMAL PROTECTION FOR ROOFS R-30
- 7H THERMAL PROTECTION FOR EXTERIOR WALLS - R-15
- 7K MECHANICAL EQUIPMENT ENCLOSURE; PROVIDE STRUCTURAL SUPPORT AS NEEDED
- 7L COMPOSITE METAL PANEL
- 8A HOLLOW METAL DOOR AND FRAME
- 8B COILING DOORS AND GRILLES - 80% SOLID MATERIAL MIN. COOKSON HIGH SPEED OR SIMILAR; VANDAL RESISTANCE MODEL
- 8C STOREFRONT SYSTEM
- 8D SPANDREL WINDOW WALL
- 8E WINDOW WALL GLAZING SYSTEM ; PROVIDE ADD. STEEL SUPPORT FOR LEVELS 5 & 36
- 8F NEW GLASS TO BE INSTALLED BEHIND EXISTING STEEL BARS (HISTORIC BUILDING)
- 8G NEW REPLICATED WINDOW TO MATCH HISTORIC (HISTORIC BUILDING)
- 8H MECHANICAL LOUVERS
- 8J MECHANICAL PERFORATED METAL PANELS
- 8L NEW ALUMINUM FRAMED WINDOWS (HISTORIC BUILDING)
- 8M HISTORIC STEEL WINDOW TYP.
- 8N WINDOW WALL GLAZING SYSTEM; METAL PANEL INFILL
- 8P STOREFRONT SYSTEM - FROSTED GLASS
- 10A BUILDING SIGNAGE; PROVIDE LIGHTING
- 10B EXISTING CAST STONE SHIELD
- 10C EXISTING STEEL BALCONY/FIRE ESCAPE
- 10D EXISTING FLAGPOLE
- 11A FACADE ACCESS EQUIPMENT
- 16A NEW LIGHT

EXTERIOR MATERIAL LEGEND

SYMBOL	DESCRIPTION
	CONCRETE
	METAL PANEL 01 - TOWER WINDOW WALL DARK GRAY (charcoal gray PPG Architectural Coating Systems or sim.)
	METAL PANEL 02 - TOWER WINDOW WALL MEDIUM GRAY (fashion gray PPG Architectural Coating Systems or sim.)
GRAY / WHITE	METAL PANEL 03 composite metal panel (level 01 & 22)
DARK GRAY / MEDIUM GRAY	METAL PANEL 05 garage flat metal panel
	METAL PERFORATED 07 mechanical screen on upper roof DARK GRAY
	METAL PANEL 04 mechanical screen on level 7 DARK GRAY
	METAL LOUVER 06 mechanical screen on upper roof DARK GRAY

GLASS TYPE LEGEND

SYMBOL	DESCRIPTION		
	GL-1 TOWER GLASS 01 Viracon VE1-48	GL-2	TOWER GLASS 02 Viracon VRE1-38
	GL-3 SPANDREL GLASS Viracon VE1-48	GL-4	SPANDREL GLASS Viracon VRE1-38
	GL-5 GLASS RAILINGS		

PROVIDE TEMPERED SAFETY GLAZING AS FOLLOWS: (CBC SECTION 2406)
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NORTH ELEVATION - ENLARGED

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P26

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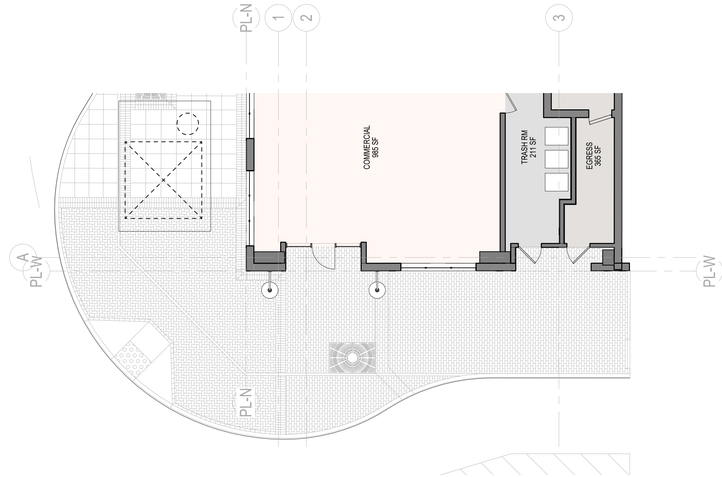

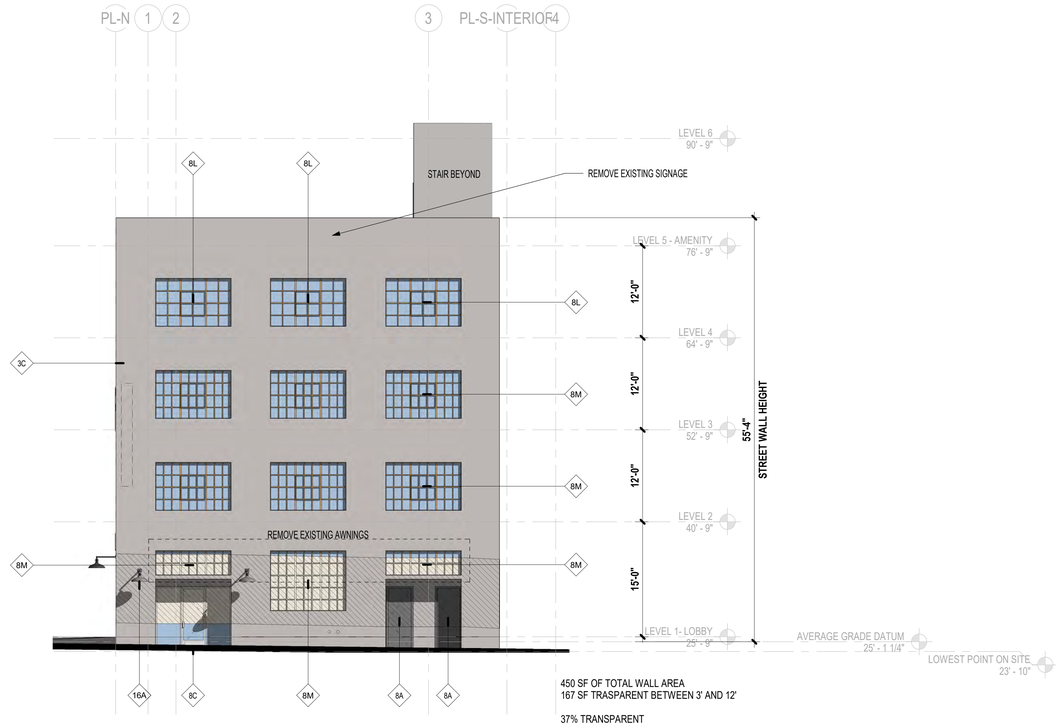

450 SF OF TOTAL WALL AREA
167 SF TRASPARENT BETWEEN 3' AND 12'

37% TRANSPARENT

ELEVATION / SECTION KEYNOTES

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architecture + environments + brand strategy + graphics
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WEST ELEVATION - ENLARGED

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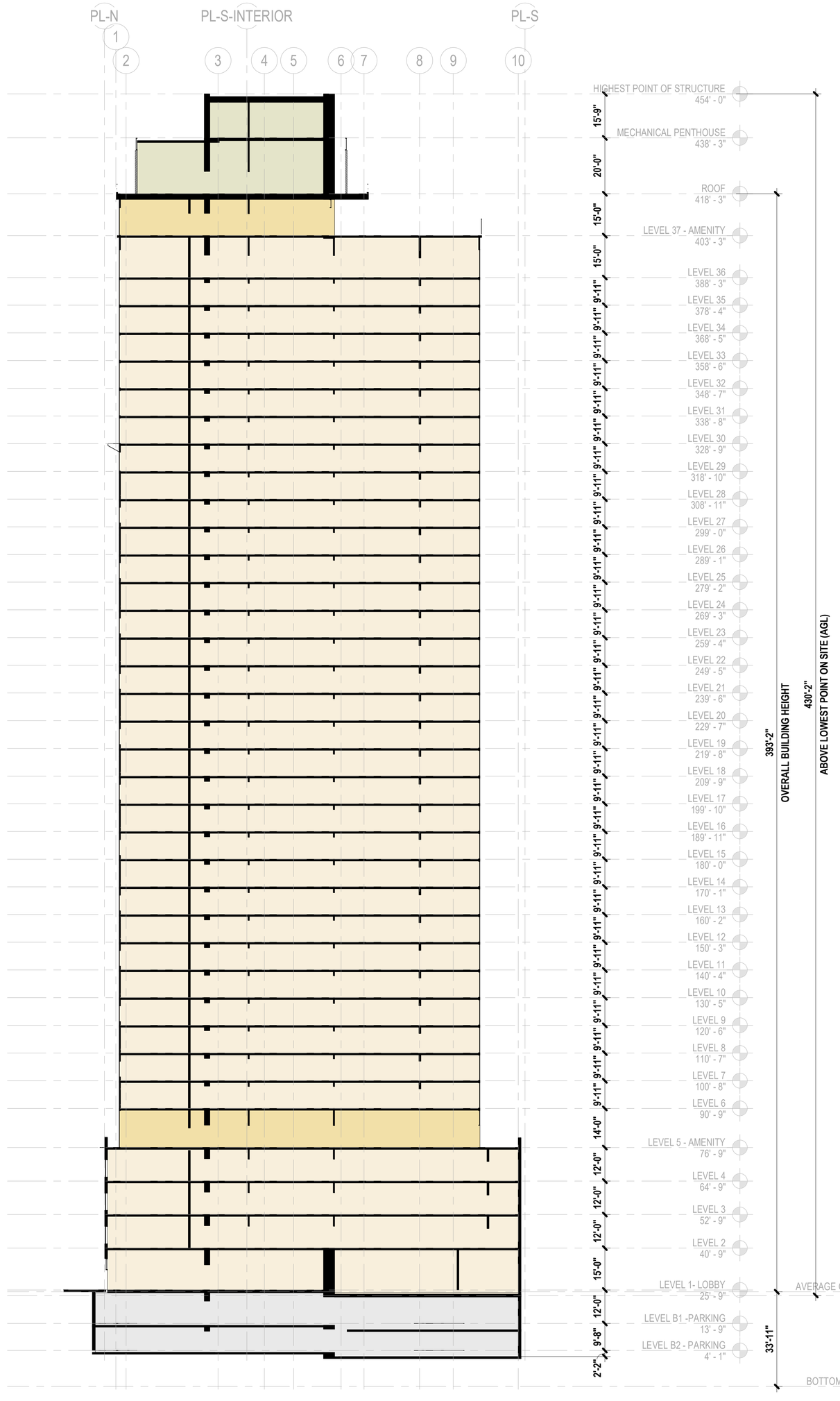
P27



1 SECTION A
SCALE: 3/64" = 1'-0"

0 2' 4' 8' 16' 24'

LEGEND

- PARKING
- RESIDENTIAL
- AMENITY
- MECHANICAL

ATTACHMENT 3

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SECTION A

DRAWING NO:

P28

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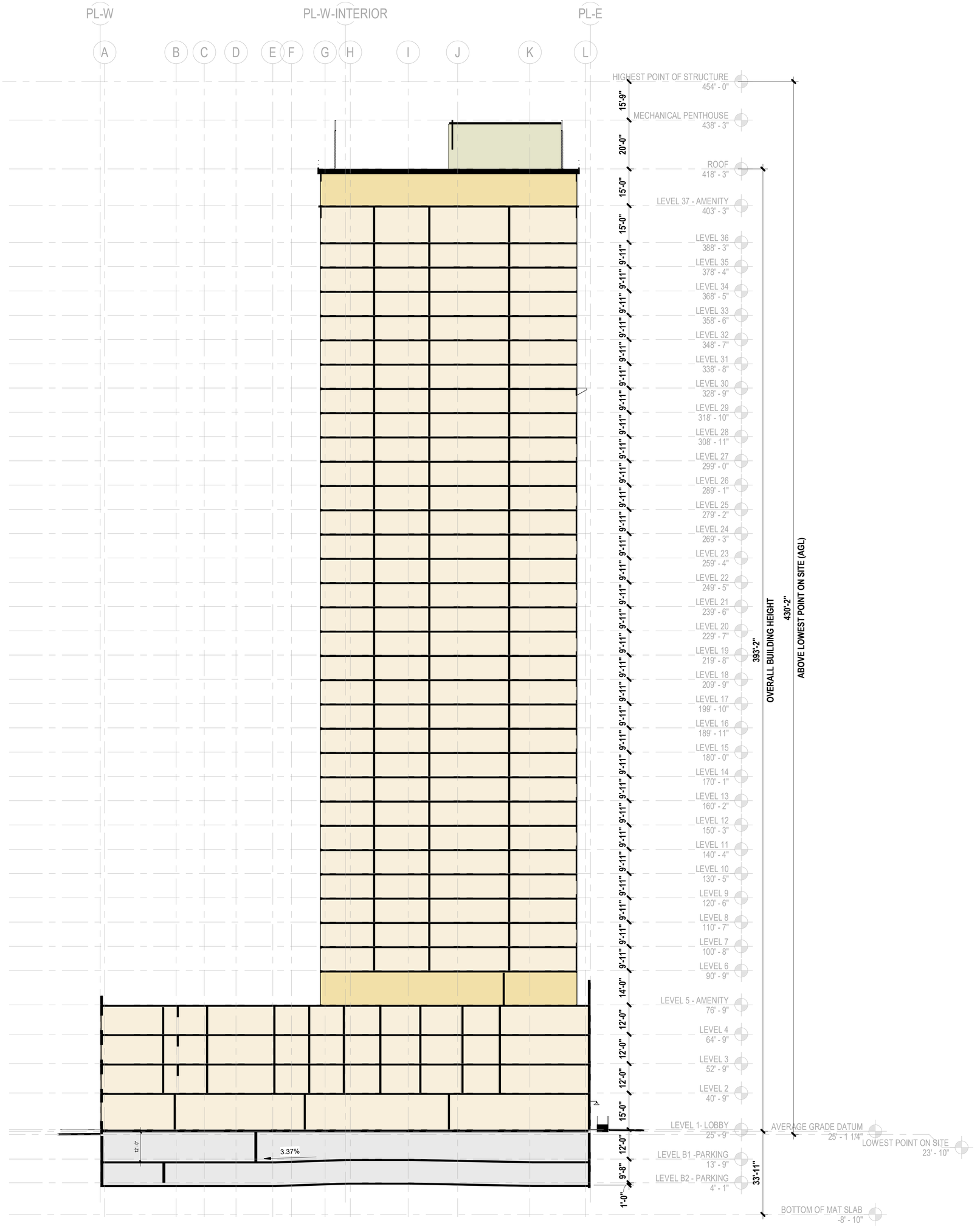

LEGEND

- PARKING
- RESIDENTIAL
- AMENITY
- MECHANICAL

1 SECTION B
SCALE: 3/64" = 1'-0"

0 2' 4' 8' 16' 24'

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SECTION B

DRAWING NO:

P29

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TITLE:

PERSPECTIVE - VIEW FROM NORTHEAST

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P30

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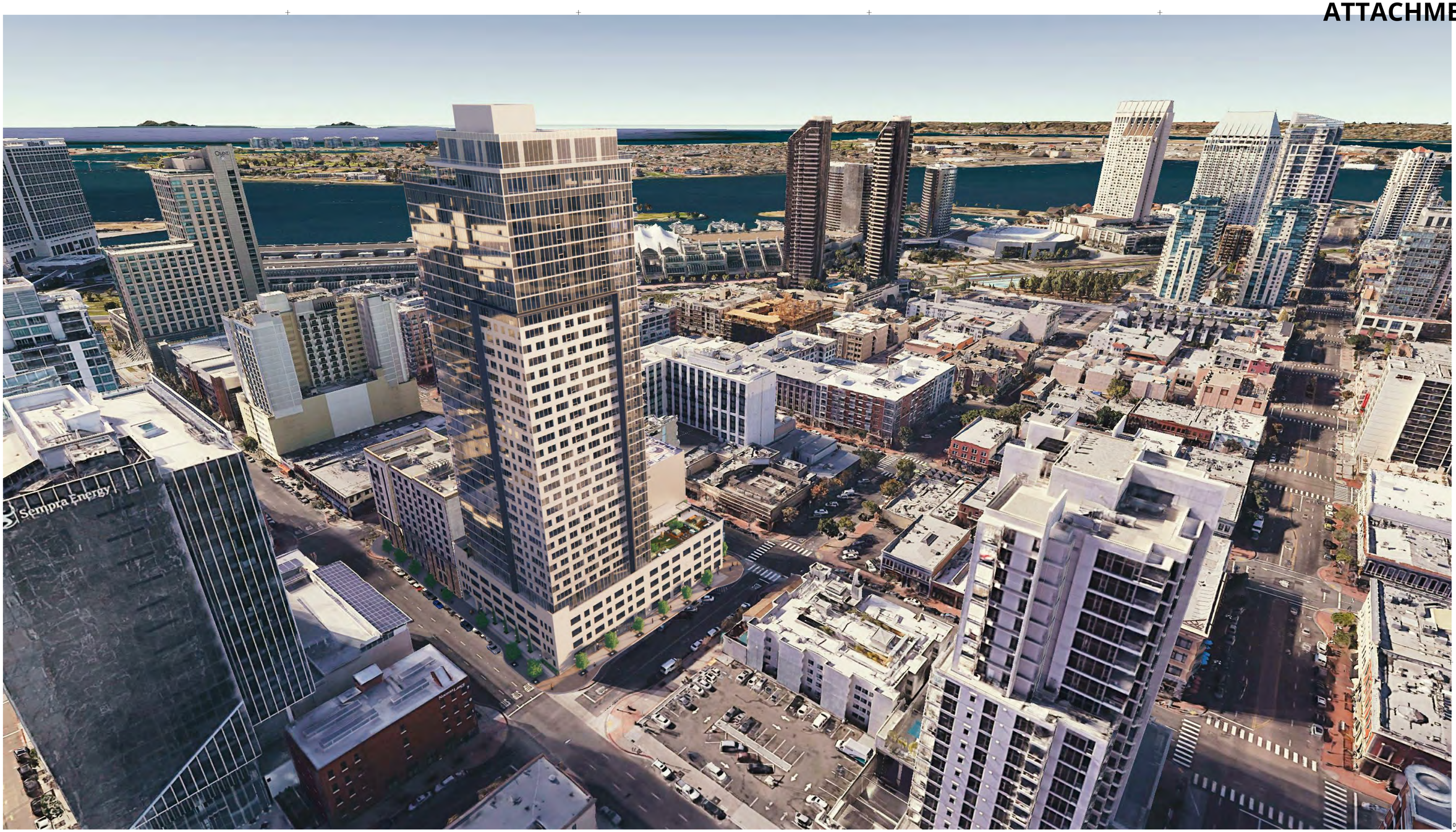
TITLE:

PERSPECTIVE-VIEW FROM NORTHWEST

DRAWING NO:

P31



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TITLE:

PERSPECTIVE-
VIEW FROM
NORTHEAST

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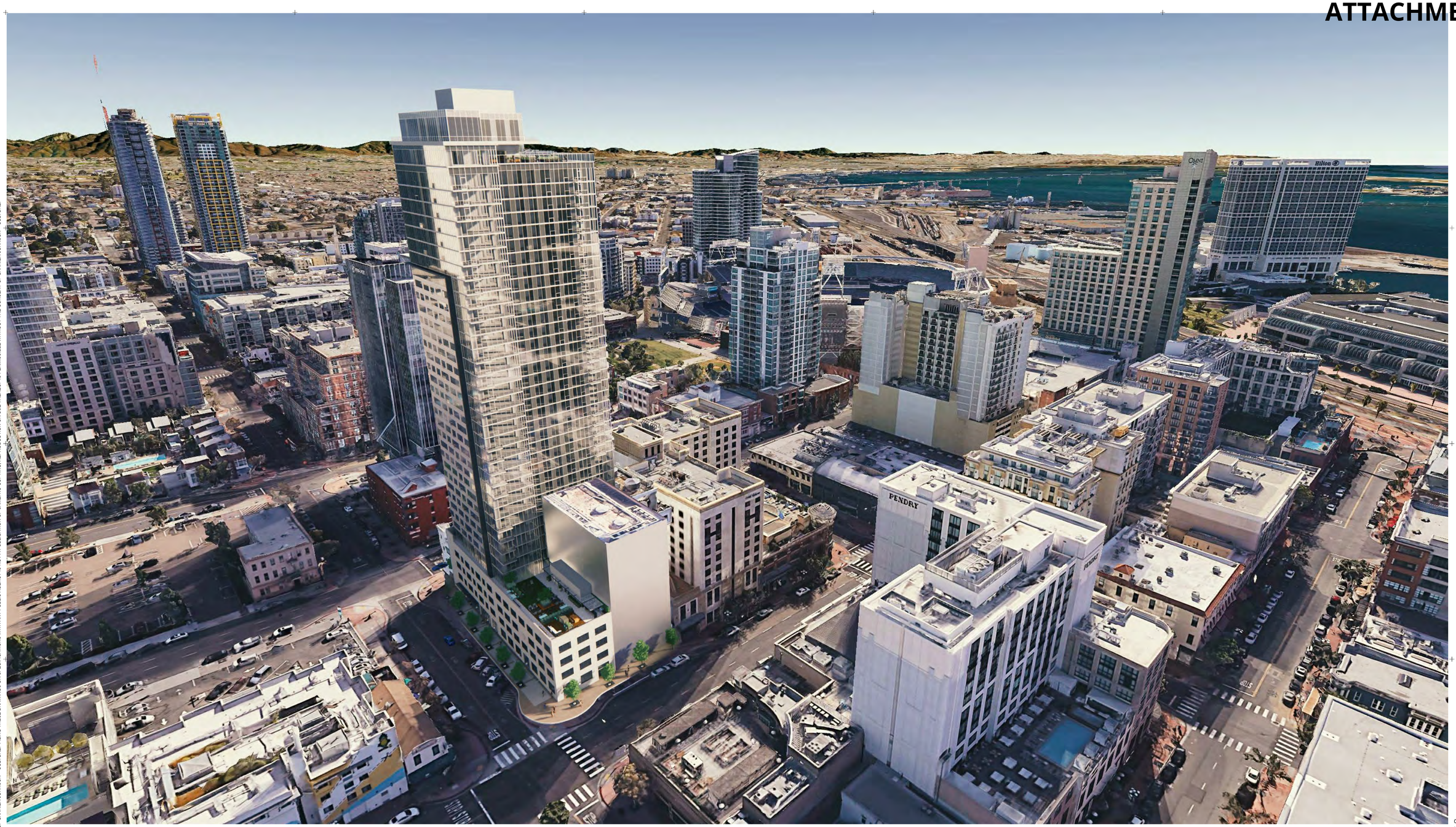
P32



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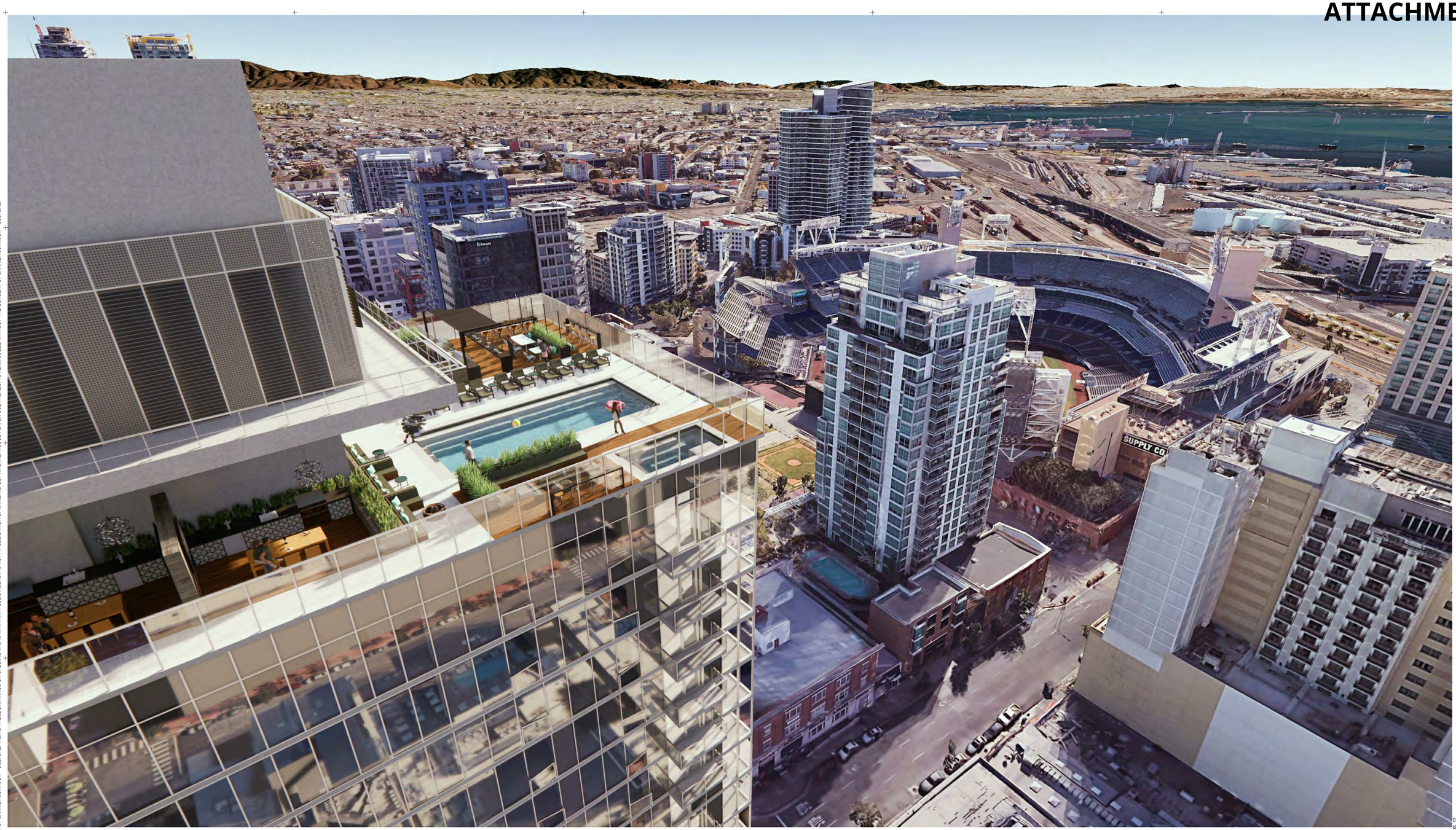
PERSPECTIVE-VIEW FROM NORTHWEST

DRAWING NO:

P33

ATTACHMENT 3



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TITLE:

PERSPECTIVE-
VIEW FROM
NORTHWEST

DRAWING NO:

P34

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TITLE:

PERSPECTIVE - VIEW FROM NORTHEAST

DRAWING NO:

P35

ATTACHMENT 3

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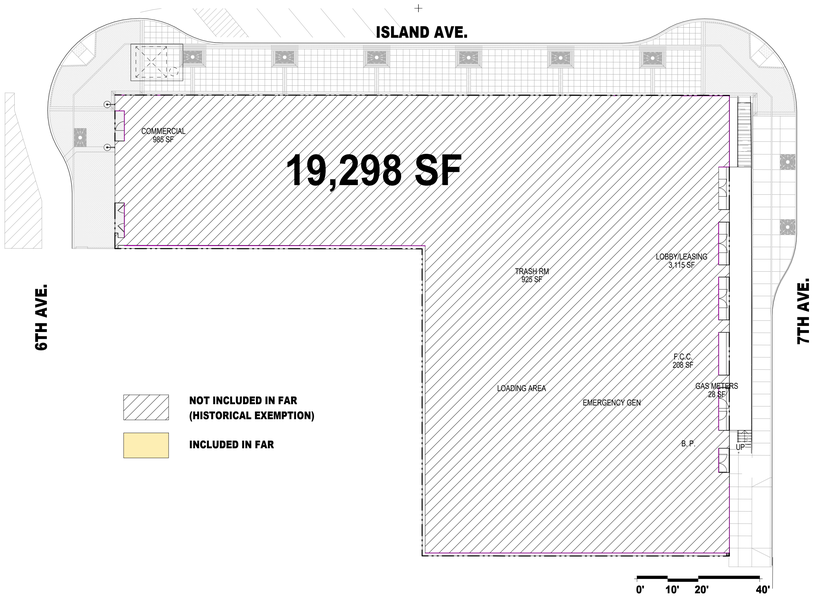
TITLE:

PERSPECTIVE - VIEW FROM NORTHEAST

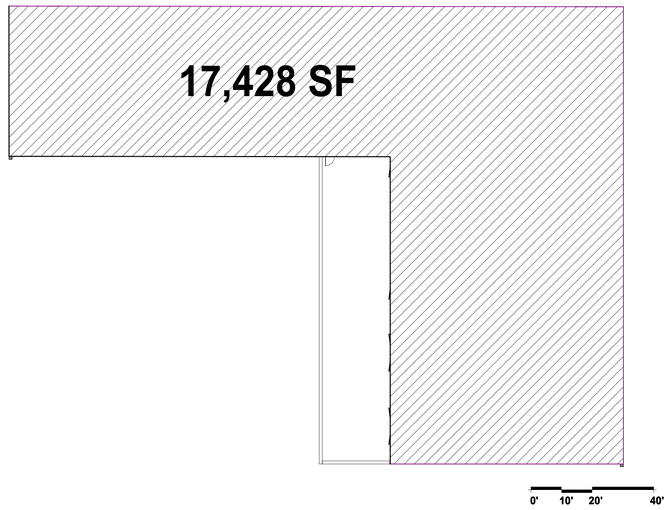
DRAWING NO:

P36

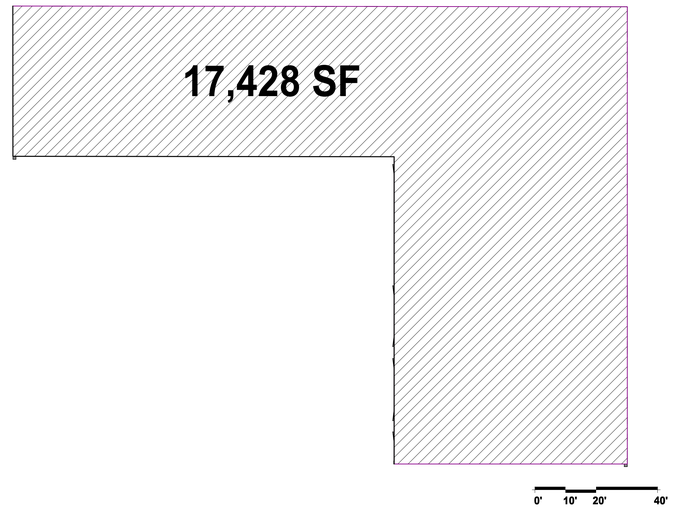
ATTACHMENT 3



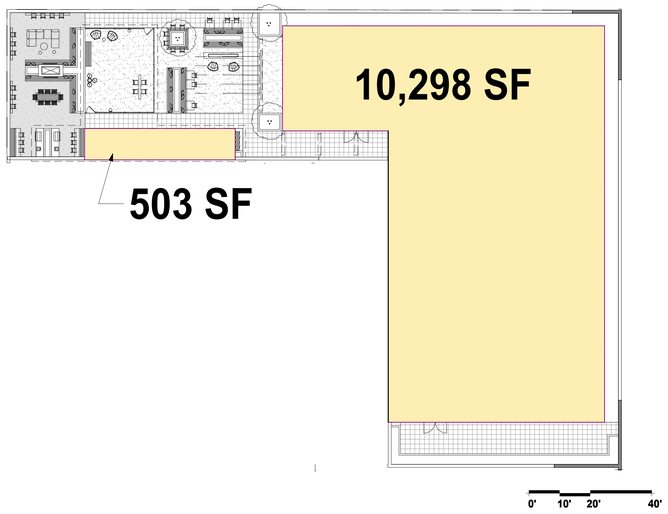
LEVEL 1 - GROUND FLOOR -FAR



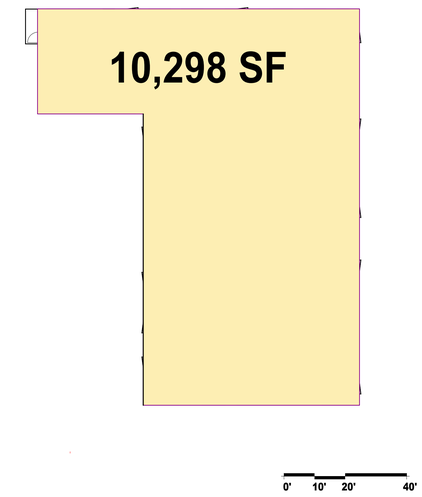
LEVEL 2 - RESIDENTIAL -FAR



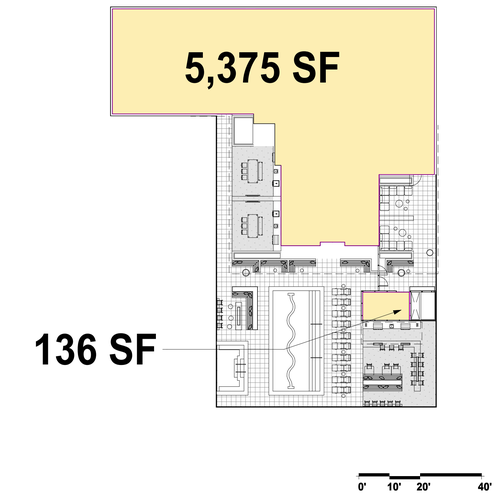
LEVEL 3-4 - RESIDENTIAL -FAR



LEVEL 5 - RESIDENTIAL -FAR



LEVEL 6-36 - RESIDENTIAL -FAR



LEVEL 37 - AMENITY FLOOR -FAR

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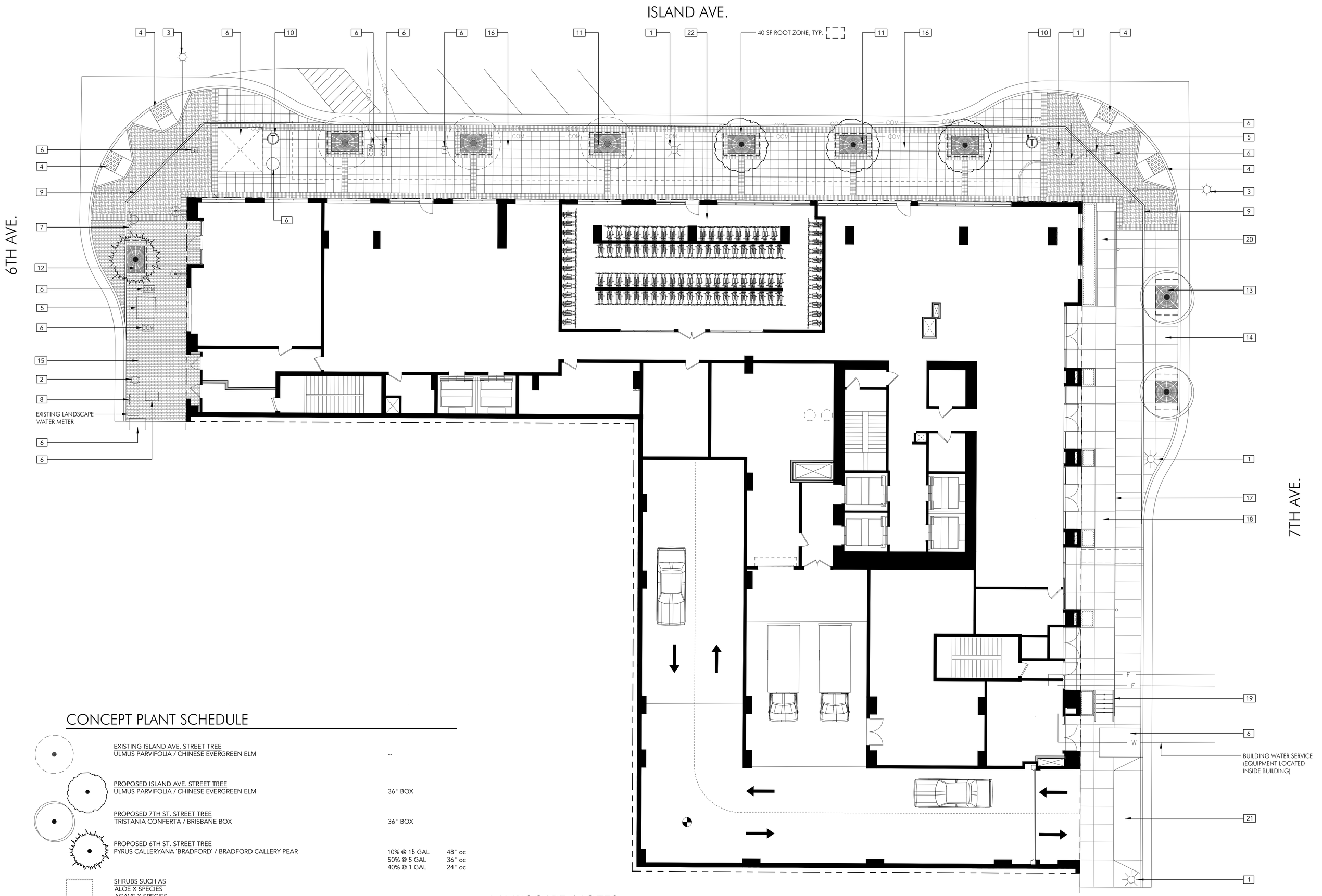
TITLE:

FAR PLANS

DRAWING NO:

P37.1

ATTACHMENT 3



REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
1	CCDC STANDARD LIGHT POLE - SEE CIVIL ENGINEER'S PLANS
2	CCDC GASLAMP DISTRICT LIGHT POLE - SEE CIVIL ENGINEER'S PLANS
3	CCDC STANDARD STREET LIGHT - SEE CIVIL ENGINEER'S PLANS
4	ADA PEDESTRIAN CURB RAMP - SEE CIVIL ENGINEER'S PLANS
5	ABOVE GROUND UTILITIES, - SEE CIVIL ENGINEER'S PLANS
6	BELOW GRADE UTILITIES - SEE CIVIL ENGINEER'S PLANS
7	FIRE HYDRANT - SEE CIVIL ENGINEER'S PLANS
8	BACKFLOW PREVENTOR - SEE CIVIL ENGINEER'S PLANS
9	FIRE LANE MARKER LIMITS - PER THE CENTRE CITY STREETSCAPE MANUAL
10	CCDC STANDARD LITTER RECEPTACLE - PER THE CENTRE CITY STREETSCAPE MANUAL
11	4' X 6' CCDC SPECIAL TREE GRATE - PER THE CENTRE CITY STREETSCAPE MANUAL
12	4' X 6' CCDC STANDARD TREE GRATE - PER THE CENTRE CITY STREETSCAPE MANUAL
13	5' X 5' CCDC SPECIAL TREE GRATE - PER THE CENTRE CITY STREETSCAPE MANUAL
14	CCDC STANDARD BALLPARK PAVING - PER THE CENTRE CITY STREETSCAPE MANUAL
15	CCDC STANDARD GAS LAMP DISTRICT PAVING - PER THE CENTRE CITY STREETSCAPE MANUAL
16	CCDC ISLAND AVE PAVING - PER THE CENTRE CITY STREETSCAPE MANUAL
17	BUILDING DOCK GUARD RAIL
18	HISTORICAL LOADING DOCK - TO BE REFINISHED
19	LOADING DOCK STAIRS
20	LOADING DOCK PEDESTRIAN ADA RAMP - SEE CIVIL ENGINEER'S PLANS FOR SPECIFICATIONS AND EXACT LOCATION
21	BUILDING UNDERGROUND PARKING DRIVE AISLE ENTRY
22	BUILDING FACILITY SHORT TERM & LONG TERM BIKE PARKING, PER CAL GREEN STATE REQUIREMENTS

CONCEPT PLANT SCHEDULE

	EXISTING ISLAND AVE. STREET TREE ULMUS PARVIFOLIA / CHINESE EVERGREEN ELM	--	
	PROPOSED ISLAND AVE. STREET TREE ULMUS PARVIFOLIA / CHINESE EVERGREEN ELM	36" BOX	
	PROPOSED 7TH ST. STREET TREE TRISTANIA CONFERTA / BRISBANE BOX	36" BOX	
	PROPOSED 6TH ST. STREET TREE PYRUS CALLERYANA 'BRADFORD' / BRADFORD CALLERY PEAR	10% @ 15 GAL. 48" oc 50% @ 5 GAL 36" oc 40% @ 1 GAL 24" oc	
	SHRUBS SUCH AS ALOE X SPECIES AGAVE X SPECIES ALPINIA ZERUMBET 'VARIEGATA' / VARIEGATED SHELL GINGER ARBUTUS UNEDO 'COMPACTA' / DWARF STRAWBERRY TREE ASPARAGUS DENSIFLORUS 'MYERS' / MYERS ASPARAGUS FERN BREYNIA DISTICHA / SNOWBUSH CAREX X SPECIES / SEDGE CARISSA MACROCARPA 'TUTTLEI' / TUTTLE NATAL PLUM CHONDROPETALUM TECTORUM 'EL CAMPO' / EL CAMPO SMALL CAPE RUSH CORDYLINE X SPECIES CYCAS REVOLUTA / SAGO PALM DIANELLA TASMANICA 'VARIEGATA' / VARIEGATED FLAX LILY DIETES GRANDIFLORA 'VARIEGATA' / STRIPED FORTNIGHT LILY ECHEVERIA SPECIES / ECHEVERIA JUNCUS PATENS / CALIFORNIA GRAY RUSH LEUCADENDRON X 'SAFARI SUNSHINE' / CONEBUSH LIGUSTRUM JAPONICUM 'TEXANUM' / WAX LEAF PRIVET LOMANDRA SPECIES / MAT RUSH NEPHROLEPIS CORDIFOLIA / SWORD FERN OPHIOPOGON JABURAN 'VITTATUS' / WHITE LILYTURF PACHYCEREUS MARGINATUS / TOTEM POLE CACTUS PEDILANTHUS MACROCARPUS / SLIPPER PENNISETUM MESSIACUM 'RED BUNNY TAILS' / RED BUNNY TAILS FOUNTAIN GRASS PHILODENDRON XANADU / XANADU PHILODENDRON PHORMIUM X 'DARK DELIGHT' / DARK DELIGHT PURPLE FLAX RHAPHIOLEPIS INDICA 'CLARA' / CLARA INDIAN HAWTHORN RHAPHIOLEPIS UMBELLATA 'MINOR' / YEDDA HAWTHORN SANSEVIERIA TRIFASCIATA / MOTHER-IN-LAW'S TONGUE SESLERIA X 'GREENLEE' / GREENLEE MOOR GRASS STRELITZIA REGINAE / BIRD OF PARADISE WESTRINGIA FRUTICOSA 'SMOKEY' / SMOKEY WESTRINGIA ZAMIA FURFURACEA / CARDBOARD PALM		
	GROUND COVERS SUCH AS CAREX PRAEGRACILIS / CALIFORNIA FIELD SEDGE CARISSA MACROCARPA 'GREEN CARPET' / GREEN CARPET NATAL PLUM FESTUCA GLAUCA 'ELIJAH BLUE' / ELIJAH BLUE FESCUE	1 GAL	
	IRIS SPECIES / IRIS	1 GAL	
	ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET' / HUNTINGTON CARPET ROSEMARY	1 GAL	
	SENECIO MANDRALISCAE / BLUE FINGERS	1 GAL	
	TRADESCANTIA PALLIDA 'PURPLE HEART' / PURPLE QUEEN SPIDERWORT	1 GAL	

NOTES:

1. NO SHRUB PLANTING WITHIN THE SIGHT TRIANGLE AREAS SHALL BE ABOVE 36" IN HEIGHT.
2. NO TREE BRANCHES WITHIN THE SITE TRIANGLE AREAS SHALL BE BELOW THE 6'-0" CLEARANCE REQUIRED BY CITY ORDINANCE.

LANDSCAPE NOTES

1. ALL SIDEWALKS IN CITY RIGHT-OF-WAY ADJACENT TO STREETS TO BE PER THE CCDC STANDARD IN PAVING AND FINISH.
2. ALL ONSITE PAVING TO BE INTEGRAL COLOR CONCRETE WITH 'SANDBLAST' FINISH MINIMUM.
3. ALL LANDSCAPED AREAS, EXCEPT TURF AREAS, TO RECEIVE A 3" LAYER OF SHREDDED BARK MULCH.
4. LANDSCAPED AREAS WITHIN THE PROJECT SHALL RECEIVE A FULLY AUTOMATIC IRRIGATION SYSTEM THAT PROVIDES 100% COVERAGE TO ALL PROPOSED PLANTING AREAS. THE IRRIGATION SYSTEM SHALL BE ZONED ACCORDING TO PLANT TYPES, SOLAR EXPOSURE, SLOPE RATIO, AND TYPE OF SPRINKLER HEAD TO BE USED. DRIP AND LOW PRECIPITATION RATE SPRINKLER HEADS SHALL BE USED WHERE APPLICABLE TO ENCOURAGE WATER INFILTRATION INTO THE SOIL AND DECREASE WATER RUN-OFF. THE DESIGN OF THE SYSTEM SHALL PROVIDE ADEQUATE SUPPORT FOR THE VEGETATION SELECTED.
5. MAINTENANCE: ALL REQUIRED LANDSCAPE AREAS SHALL BE MAINTAINED BY OWNER. LANDSCAPE AND IRRIGATION AREAS IN THE PUBLIC RIGHT-OF-WAY SHALL BE MAINTAINED BY OWNER. THE LANDSCAPE AREAS SHALL BE MAINTAINED FREE OF DEBRIS AND LITTER, AND ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHLY GROWING CONDITION. DISEASED OR DEAD PLANT MATERIAL SHALL BE SATISFACTORILY TREATED OR REPLACED PER THE CONDITIONS OF THE PERMIT.
6. ALL LANDSCAPE AND IRRIGATION SHALL CONFORM TO THE STANDARDS OF THE CITY-WIDE LANDSCAPE REGULATIONS AND THE CITY OF SAN DIEGO LAND DEVELOPMENT MANUAL LANDSCAPE STANDARDS AND ALL OTHER LANDSCAPE RELATED CITY AND REGIONAL STANDARDS.
7. NON-BIODEGRADABLE ROOT BARRIERS SHALL BE INSTALLED AROUND ALL NEW STREET TREES (SEE NOTE 14.) ROOT BARRIERS MAY BE ELIMINATED WHERE THE COMBINATION OF TREE SPECIES, SOIL TYPE, SOIL AREA, AND DRAINAGE CONDITIONS CAN BE SHOWN TO AFFORD EQUIVALENT PROTECTION AGAINST TREE ROOT DAMAGE TO PUBLIC IMPROVEMENTS.
8. MINIMUM TREE / IMPROVEMENT SEPARATION DISTANCE: TRAFFIC SIGNALS / STOP SIGN - 20 FEET; UNDERGROUND UTILITY LINES - 5 FEET (10' FOR SEWER); ABOVE GROUND UTILITY STRUCTURES - 10 FEET, DRIVEWAYS - 10 FEET, INTERSECTIONS (INTERSECTING CURB LINES OF TWO STREETS)- 25 FEET.
9. LANDSCAPE AND IRRIGATION WITHIN THE STREET RIGHT-OF-WAY SHALL BE MAINTAINED BY THE OWNER OF THE PROPERTY DIRECTLY BEHIND THE R.O.W. LINE. PER THE LAND DEVELOPMENT CODE SECTION 2.1-5: WATER METER. DEDICATED (SEPARATE) LANDSCAPE WATER METERS SHALL BE INSTALLED FOR ALL NEW DEVELOPMENTS AS LISTED IN TABLE 2 PRIOR TO OCCUPANCY OR FINAL INSPECTION APPROVAL.
10. IRRIGATION: AN AUTOMATIC ELECTRICALLY CONTROLLED IRRIGATION SYSTEM SHALL BE PROVIDED AS REQUIRED BY LDC 142.043(C) FOR PROPER IRRIGATION, DEVELOPMENT, AND MAINTENANCE OF THE VEGETATION IN A HEALTHY, DISEASE-RESISTANT CONDITION. THE DESIGN OF THE SYSTEM SHALL PROVIDE ADEQUATE SUPPORT FOR THE VEGETATION SELECTED.
11. A MINIMUM ROOT ZONE OF 405F IN AREA SHALL BE PROVIDED FOR ALL TREES. THE MINIMUM DIMENSION FOR THIS AREA SHALL BE 5 FEET X 8 FEET = 40 S.F., PER SDMC 142.04.03(B)(5).
12. TREES SHALL BE MAINTAINED SO THAT ALL BRANCHES OVER PEDESTRIAN WALKWAYS ARE 6 FEET ABOVE THE WALKWAY GRADE AND BRANCHES OVER VEHICULAR TRAVEL WAYS ARE 16 FEET ABOVE THE GRADE OF THE TRAVEL WAY PER THE SAN DIEGO MUNICIPAL CODE, SECTION 142.0403(b)(10).
13. ANY REQUIRED LANDSCAPE INDICATED ON THE APPROVED CONSTRUCTION DOCUMENTS IS DAMAGED OR REMOVED DURING DEMOLITION OR CONSTRUCTION, THE OWNER/ PERMITTEE SHALL REPAIR AND OR REPLACE IN KIND AND EQUIVALENT SIZE PER THE APPROVED DOCUMENTS TO THE SATISFACTION OF THE DEVELOPMENT SERVICES DEPARTMENT WITHIN 30 DAYS OF DAMAGE OR CERTIFICATE OF OCCUPANCY.
14. TREE ROOT BARRIERS SHALL BE INSTALLED WHERE TREES ARE PLACED WITHIN 5 FEET OF PUBLIC IMPROVEMENTS INCLUDING WALKS, CURBS, OR STREET PAVEMENTS OR WHERE NEW PUBLIC IMPROVEMENTS ARE PLACED ADJACENT TO EXISTING TREES. THE ROOT BARRIER WILL NOT WRAP AROUND THE ROOT BALL.
15. EXISTING TREES TO REMAIN ON SITE WITHIN THE AREA OF WORK WILL BE PROTECTED IN PLACE. THE FOLLOWING PROTECTION MEASURES WILL BE PROVIDED:
    A. A BRIGHT YELLOW OR ORANGE TEMPORARY FENCE WILL BE PLACED AROUND EXISTING TREES AT THE DRIP LINE.
    B. STOCKPILING, TOPSOIL DISTURBANCE, VEHICLE USE, AND MATERIAL STORAGE OF ANY KIND IS PROHIBITED WITHIN THE DRIP LINE.
    C. A TREE WATERING SCHEDULE WILL BE MAINTAINED AND DOCUMENTED DURING CONSTRUCTION.
    D. ALL DAMAGED TREES WILL BE REPLACED WITH ONE OF EQUAL OR GREATER SIZE.
16. ALL LANDSCAPE AND IRRIGATION SHALL CONFORM TO THE STANDARDS OF THE CITY-WIDE LANDSCAPE REGULATIONS AND THE CITY OF SAN DIEGO LAND DEVELOPMENT MANUAL LANDSCAPE STANDARDS AND ALL OTHER LANDSCAPE RELATED CITY AND REGIONAL STANDARDS.

LANDSCAPE NARRATIVE

611 ISLAND IS LOCATED AT THE SITE OF THE EXISTING BALLPARK STORAGE FACILITY, SOUTH OF ISLAND AVENUE BETWEEN 6TH AND 7TH STREET. THE STREETSCAPE FEATURES A HISTORIC LOADING DOCK ALONG 7TH STREET THAT WILL BE REFINISHED AND TREATED AS RAISED ENTRY INTO THE LEASING OFFICE. THE DEVELOPMENT ALSO FEATURES THREE (3) DIFFERENT AMENITY SPACES LOCATED ON DIFFERENT LEVELS OF THE BUILDING.

THE 2ND LEVEL LANDSCAPE AREA, WHICH IS LOCATED ON THE SOUTHWEST SIDE OF THE TOWER AND IS TUCKED IN BEHIND THE EXISTING ADJACENT COURTYARD MARRIOT HOTEL, IS BEING USED FOR STORMWATER TREATMENT AND WILL PROVIDE A GARDEN AESTHETIC FOR THE FLOOR LOOKING DOWN AT THIS SPACE.

THE 5TH LEVEL, WHICH IS THE EXISTING ROOF OF THE BALL PARK STORAGE FACILITY, FEATURES A ROUGHLY ROOF DECK ON THE NORTHWEST SIDE OF THE TOWER WHICH STRETCHES TO THE INTERSECTION OF 6TH AND ISLAND. THIS LEVEL INCLUDES A MULTI-USE LAWN ADJACENT TO THE PROPOSED FITNESS CENTER, RESTAURANT-STYLE SEATING, LOUNGE SEATING AND FIREPITS LOCATED AROUND A SPECIMENT TREE. AN OUTDOOR KITCHEN WITH BARBECUES AND A BAR COUNTER, AND OUTDOOR FIREPLACE WITH TVS AND SMALL PARTY AREAS AND BAR LEDGES LOCATED AROUND THE PERIMETER.

THE 37TH LEVEL, WHICH IS THE TOP FLOOR OF THE TOWER STRUCTURE, FEATURES A ROOF DECK ON THE SOUTH SIDE OF THE TOWER. THIS LEVEL INCLUDES A POOL, SPA, BARBECUE AREA WITH A FIREPIT TABLE AND DRINK CHILLERS, DOUBLE-SIDED FIREPLACE WITH LOUNGE AREA AND A DOUBLE-SIDED FIREPLACE WITH KITCHENETTE. THE LAYOUT IS INTENDED TO CAPTURE SPECTACULAR VIEWS OUT THE BAY AND PETCO PARK.

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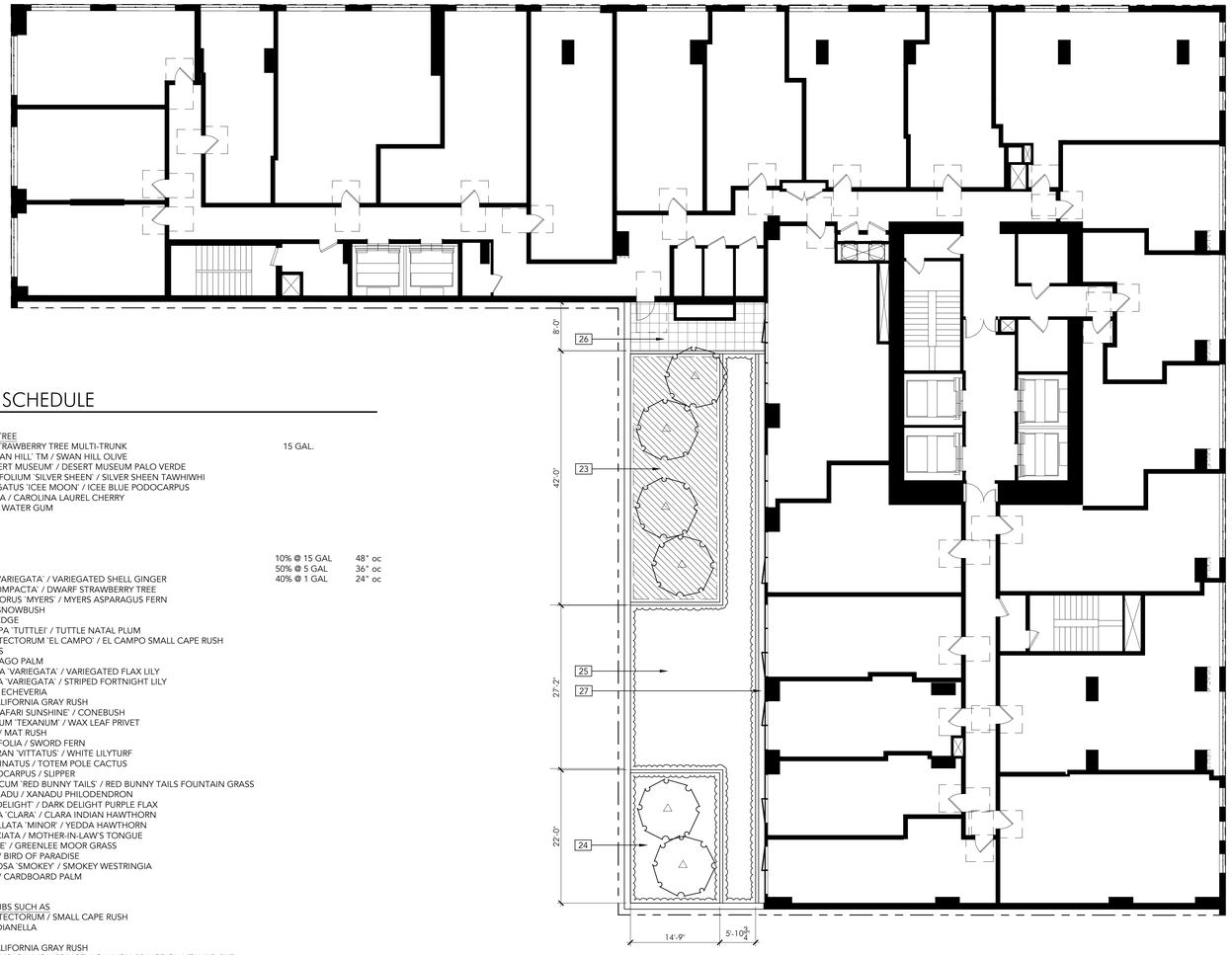
ATTACHMENT 3

ISLAND AVE.

6TH AVE.

7TH AVE.



REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
23	STORMWATER TREATMENT PLANTER (68" HT.)
24	RAISED LANDSCAPE PLANTER (36" HT.)
25	RAISED LANDSCAPE PLANTER (24" HT.)
26	CONCRETE MAINTENANCE ACCESS PAD
27	12" AIR GAP AT BUILDING FACADE

CONCEPT PLANT SCHEDULE

PROPOSED ACCENT TREE — 15 GAL.
ARBUTUS UNEDO / STRAWBERRY TREE MULTI-TRUNK
OLEA EUROPAEA 'SWAN HILL' TM / SWAN HILL OLIVE
PARKINSONIA X 'DESERT MUSEUM' / DESERT MUSEUM PALO VERDE
PITTOSPORUM TENUIFOLIUM 'SILVER SHEEN' / SILVER SHEEN TAWHIWHI
PODOCARPUS ELONGATUS 'ICEE MOON' / ICEE BLUE PODOCARPUS
PRUNUS CAROLINIANA / CAROLINA LAUREL CHERRY
TRISTANIA LAURINA / WATER GUM

SHRUBS SUCH AS — 10% @ 15 GAL 48" oc; 50% @ 5 GAL 36" oc; 40% @ 1 GAL 24" oc
ALOE X SPECIES
AGAVE X SPECIES
ALPINIA ZERUMBET 'VARIEGATA' / VARIEGATED SHELL GINGER
ARBUTUS UNEDO 'COMPACTA' / DWARF STRAWBERRY TREE
ASPARAGUS DENSIFLORUS 'MYERS' / MYERS ASPARAGUS FERN
BREYNIA DISTICHA / SNOWBUSH
CAREX X SPECIES / SEDGE
CARISSA MACROCARPA 'TUTTLE!' / TUTTLE NATAL PLUM
CHONDROPETALUM TECTORUM 'EL CAMPO' / EL CAMPO SMALL CAPE RUSH
CORDYLINE X SPECIES
CYCAS REVOLUTA / SAGO PALM
DIANELLA TASMANICA 'VARIEGATA' / VARIEGATED FLAX LILY
DIETES GRANDIFLORA 'VARIEGATA' / STRIPED FORTNIGHT LILY
ECHEVERIA SPECIES / ECHEVERIA
JUNCUS PATENS / CALIFORNIA GRAY RUSH
LEUCADENDRON X 'SAFARI SUNSHINE' / CONEBUSH
LIGUSTRUM JAPONICUM 'TEXANUM' / WAX LEAF PRIVET
LOMANDRA SPECIES / MAT RUSH
NEPHROLEPIS CORDIFOLIA / SWORD FERN
OPHIOPOGON JABURAN 'VITTATUS' / WHITE LILYTURF
PACHYCEREUS MARGINATUS / TOTEM POLE CACTUS
PEDILANTHUS MACROCARPUS / SLIPPER
PENNISETUM MESSIACUM 'RED BUNNY TAILS' / RED BUNNY TAILS FOUNTAIN GRASS
PHILODENDRON XANADU / XANADU PHILODENDRON
PHORMIUM X 'DARK DELIGHT' / DARK DELIGHT PURPLE FLAX
RHAPHIOLEPIS INDICA 'CLARA' / CLARA INDIAN HAWTHORN
RHAPHIOLEPIS UMBELLATA 'MINOR' / YEDDA HAWTHORN
SANSEVIERIA TRIFASCIATA / MOTHER-IN-LAW'S TONGUE
SESLERIA X 'GREENLEE' / GREENLEE MOOR GRASS
STRELITZIA REGINAE / BIRD OF PARADISE
WESTRINGIA FRUTICOSA 'SMOKEY' / SMOKEY WESTRINGIA
ZAMIA FURFURACEA / CARDBOARD PALM

BIO-RETENSION SHRUBS SUCH AS
CHONDROPETALUM TECTORUM / SMALL CAPE RUSH
DIANELLA SPECIES / DIANELLA
FESTUCA SPECIES
JUNCUS PATENS / CALIFORNIA GRAY RUSH
LEYMUS CONDENSATUS 'CANYON PRINCE' / CANYON PRINCE GIANT WILD RYE
LOMANDRA SPECIES / MAT RUSH
SESLERIA X 'BRUSHSTROKES' / BRUSHSTROKES MOOR GRASS

GROUND COVERS SUCH AS
CAREX PRAEGRACILIS / CALIFORNIA FIELD SEDGE
CARISSA MACROCARPA 'GREEN CARPET' / GREEN CARPET NATAL PLUM
FESTUCA GLAUCA 'ELIJAH BLUE' / ELIJAH BLUE FESCUE
IRIS SPECIES / IRIS
ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET' / HUNTINGTON CARPET ROSEMARY
SENECIO MANDRALISCAE / BLUE FINGERS
TRADESCANTIA PALLIDA 'PURPLE HEART' / PURPLE QUEEN SPIDERWORT

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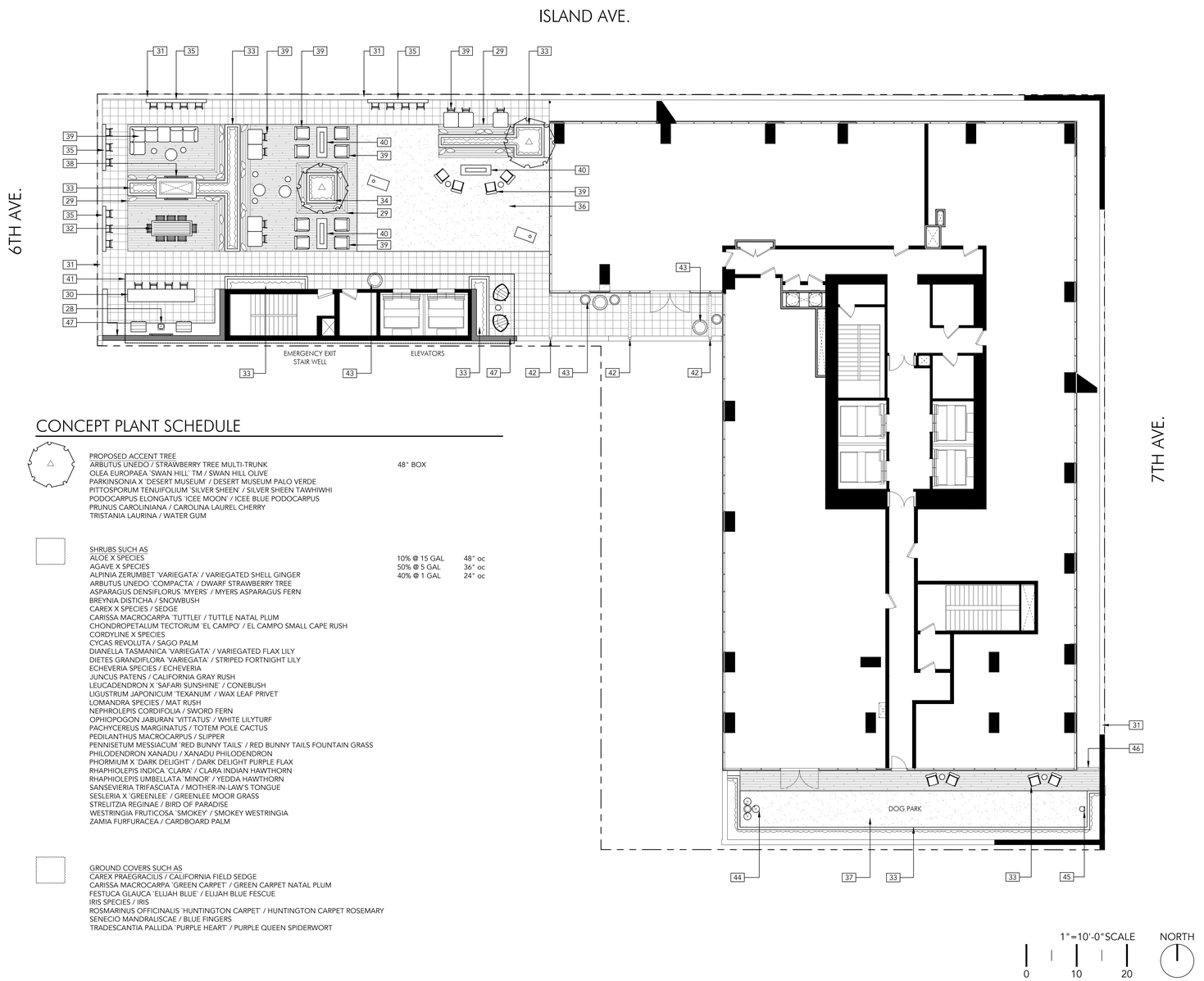
ATTACHMENT 3



REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
28	BBQ COUNTER WITH SINK
29	BUILT-IN BENCH SEATING
30	CUSTOM BAR COUNTER (BAR HEIGHT)
31	HISTORIC PARAPET WALL (42" HT.)
32	BANQUET TABLE
33	RAISED LANDSCAPE PLANTER (36" HT.)
34	RAISED LANDSCAPE PLANTER (42" HT.)
35	BAR RAIL
36	SYTHETIC TURF (MULTI-USE LAWN)
37	SYNTHETIC TURF (DOG PARK AREA)
38	DOUBLE-SIDED FIREPLACE WITH FLAT SCREEN (BOTH SIDE
39	SITE FURNISHINGS (CONCEPTUAL ONLY)
40	FIRE PIT TABLE
41	OVERHEAD SHADE STRUCTURE
42	DECORATIVE METAL ARCH
43	PLANTING POTS, TYP.
44	PET WATER FOUNTAIN
45	PET WASTE STATION
46	METAL FENCE PANEL (42" HT.)
47	LIVING WALL

CONCEPT PLANT SCHEDULE

PROPOSED ACCENT TREE — 48" BOX
ARBUTUS UNEDO / STRAWBERRY TREE MULTI-TRUNK
OLEA EUROPAEA 'SWAN HILL' TM / SWAN HILL OLIVE
PARKINSONIA X 'DESERT MUSEUM' / DESERT MUSEUM PALO VERDE
PITTOSPORUM TENUIFOLIUM 'SILVER SHEEN' / SILVER SHEEN TAWHIWHI
PODOCARPUS ELONGATUS 'ICEE MOON' / ICEE BLUE PODOCARPUS
PRUNUS CAROLINIANA / CAROLINA LAUREL CHERRY
TRISTANIA LAURINA / WATER GUM

SHRUBS SUCH AS		
ALOE X SPECIES	10% @ 15 GAL	48" oc
AGAVE X SPECIES	50% @ 5 GAL	36" oc
ALPINIA ZERUMBET 'VARIEGATA' / VARIEGATED SHELL GINGER	40% @ 1 GAL	24" oc
ARBUTUS UNEDO 'COMPACTA' / DWARF STRAWBERRY TREE		
ASPARAGUS DENSIFLORUS 'MYERS' / MYERS ASPARAGUS FERN		
BREYNIA DISTICHA / SNOWBUSH		
CAREX X SPECIES / SEDGE		
CARISSA MACROCARPA 'TUTTLEI' / TUTTLE NATAL PLUM		
CHONDROPETALUM TECTORUM 'EL CAMPO' / EL CAMPO SMALL CAPE RUSH		
CORDYLINE X SPECIES		
CYCAS REVOLUTA / SAGO PALM		
DIANELLA TASMANICA 'VARIEGATA' / VARIEGATED FLAX LILY		
DIETES GRANDIFLORA 'VARIEGATA' / STRIPED FORTNIGHT LILY		
ECHEVERIA SPECIES / ECHEVERIA		
JUNCUS PATENS / CALIFORNIA GRAY RUSH		
LEUCADENDRON X 'SAFARI SUNSHINE' / CONEBUSH		
LIGUSTRUM JAPONICUM 'TEXANUM' / WAX LEAF PRIVET		
LOMANDRA SPECIES / MAT RUSH		
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PACHYCEREUS MARGINATUS / TOTEM POLE CACTUS		
PEDILANTHUS MACROCARPUS / SLIPPER		
PENNISETUM MESSIACUM 'RED BUNNY TAILS' / RED BUNNY TAILS FOUNTAIN GRASS		
PHILODENDRON XANADU / XANADU PHILODENDRON		
PHORMIUM X 'DARK DELIGHT' / DARK DELIGHT PURPLE FLAX		
RHAPHIOLEPIS INDICA 'CLARA' / CLARA INDIAN HAWTHORN		
RHAPHIOLEPIS UMBELLATA 'MINOR' / YEDDA HAWTHORN		
SANSEVIERIA TRIFASCIATA / MOTHER-IN-LAW'S TONGUE		
SESLERIA X 'GREENLEE' / GREENLEE MOOR GRASS		
STRELITZIA REGINAE / BIRD OF PARADISE		
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LANDSCAPE PLAN
5TH LEVEL

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ATTACHMENT 3

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
48	RAISED LANDSCAPE PLANTER (36" HT. - MASONRY)
49	RAISED LANDSCAPE PLANTER (18" HT. - METAL)
50	RAISED LANDSCAPE PLANTER (36" HT. - METAL)
51	SITE FURNITURE (CONCEPTUAL ONLY)
52	BARBECUE COUNTER WITH SINK AND MINI FRIDGE
53	ENTERTAINMENT WALL WITH FIRE FEATURE
54	BUILT-IN BENCH SEATING
55	BAR RAIL
56	LINEAR FIRE PIT (CUSTOM)
57	SPA WITH GLASS EDGE
58	POOL
59	FIRE PIT TABLE (BAR HEIGHT)
60	CUSTOM COUNTER WITH DRINK CHILLERS (BAR HEIGHT)
61	BARBECUE COUNTER WITH SINK
62	CUSTOM METAL OVERHEAD
63	GLASS POOL FENCE & GATE (5' HT. MIN.)
64	GLASS WINDSCREEN

CONCEPT PLANT SCHEDULE

PROPOSED ACCENT TREE — 36" BOX
ARBUTUS UNEDO / STRAWBERRY TREE MULTI-TRUNK
OLEA EUROPAEA 'SWAN HILL' TM / SWAN HILL OLIVE
PARKINSONIA X 'DESERT MUSEUM' / DESERT MUSEUM PALO VERDE
PITTOSPORUM TENUIFOLIUM 'SILVER SHEEN' / SILVER SHEEN TAWHIWHI
PODOCARPUS ELONGATUS 'ICEE MOON' / ICEE BLUE PODOCARPUS
PRUNUS CAROLINIANA / CAROLINA LAUREL CHERRY
TRISTANIA LAURINA / WATER GUM

SHRUBS SUCH AS

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AGAVE X SPECIES	50% @ 5 GAL	36" oc
ALPINIA ZERUMBET 'VARIEGATA' / VARIEGATED SHELL GINGER	40% @ 1 GAL	24" oc

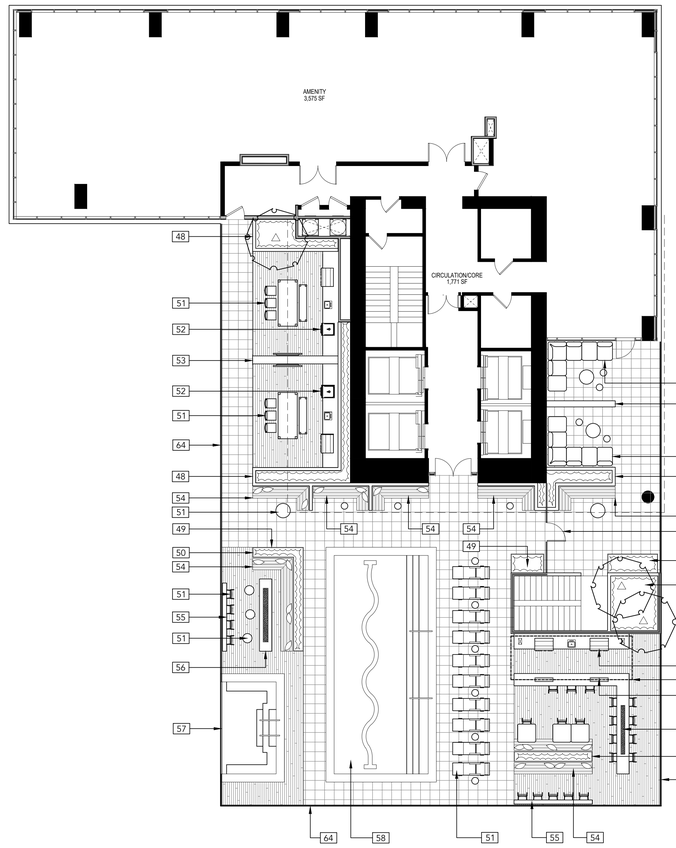
ARBUTUS UNEDO 'COMPACTA' / DWARF STRAWBERRY TREE
ASPARAGUS DENSIFLORUS 'MYERS' / MYERS ASPARAGUS FERN
BREYNIA DISTICHA / SNOWBUSH
CAREX X SPECIES / SEDGE
CARISSA MACROCARPA 'TUTTLE' / TUTTLE NATAL PLUM
CHONDROPETALUM TECTORUM 'EL CAMPO' / EL CAMPO SMALL CAPE RUSH
CORDYLINE X SPECIES
CYCAS REVOLUTA / SAGO PALM
DIANELLA TASMANICA 'VARIEGATA' / VARIEGATED FLAX LILY
DIETES GRANDIFLORA 'VARIEGATA' / STRIPED FORTNIGHT LILY
ECHEVERIA SPECIES / ECHEVERIA
JUNCUS PATENS / CALIFORNIA GRAY RUSH
LEUCADENDRON X 'SAFARI SUNSHINE' / CONEBUSH
LIGUSTRUM JAPONICUM 'TEXANUM' / WAX LEAF PRIVET
LOMANDRA SPECIES / MAT RUSH
NEPHROLEPIS CORDIFOLIA / SWORD FERN
OPHIOPOGON JABURAN 'VITTATUS' / WHITE LILYTURF
PACHYCEREUS MARGINATUS / TOTEM POLE CACTUS
PEDILANTHUS MACROCARPUS / SLIPPER
PENNISETUM MESSIACUM 'RED BUNNY TAILS' / RED BUNNY TAILS FOUNTAIN GRASS
PHILODENDRON XANADU / XANADU PHILODENDRON
PHORMIUM X 'DARK DELIGHT' / DARK DELIGHT PURPLE FLAX
RHAPHIOLEPIS INDICA 'CLARA' / CLARA INDIAN HAWTHORN
RHAPHIOLEPIS UMBELLATA 'MINOR' / YEDDA HAWTHORN
SANSEVIERIA TRIFASCIATA / MOTHER-IN-LAW'S TONGUE
SESLERIA X 'GREENLEE' / GREENLEE MOOR GRASS
STRELITZIA REGINAE / BIRD OF PARADISE
WESTRINGIA FRUTICOSA 'SMOKEY' / SMOKEY WESTRINGIA
ZAMIA FURFURACEA / CARDBOARD PALM

GROUND COVERS SUCH AS
CAREX PRAEGRACILIS / CALIFORNIA FIELD SEDGE
CARISSA MACROCARPA 'GREEN CARPET' / GREEN CARPET NATAL PLUM
FESTUCA GLAUCA 'ELIJAH BLUE' / ELIJAH BLUE FESCUE
IRIS SPECIES / IRIS
ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET' / HUNTINGTON CARPET ROSEMARY
SENECIO MANDRALISCAE / BLUE FINGERS
TRADESCANTIA PALLIDA 'PURPLE HEART' / PURPLE QUEEN SPIDERWORT

ISLAND AVE.

6TH AVE.

7TH AVE.



1"=10'-0" SCALE
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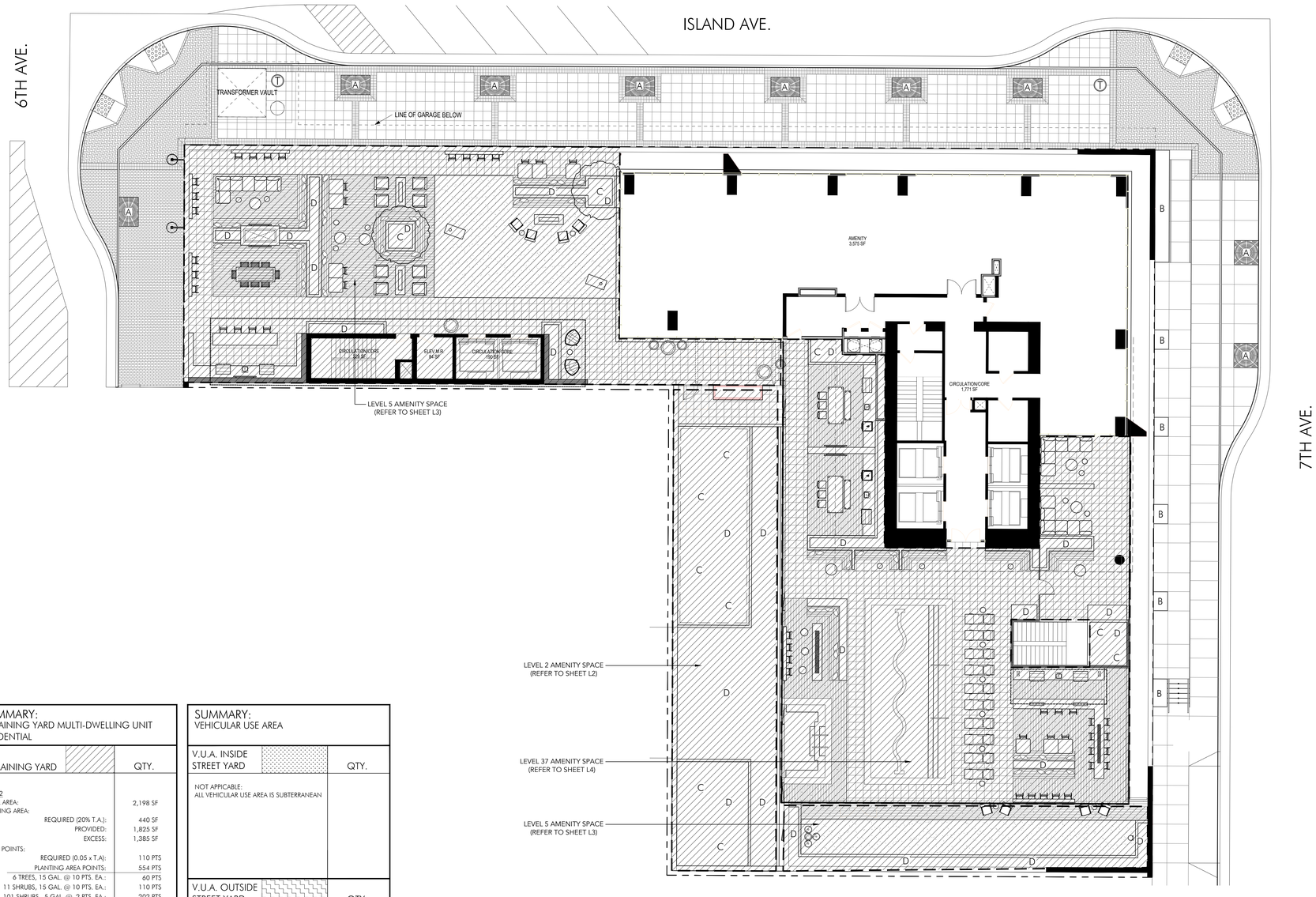
TITLE:
LANDSCAPE PLAN
37TH LEVEL

DRAWING NO:
L4

ATTACHMENT 3



SUMMARY:
REMAINING YARD MULTI-DWELLING UNIT RESIDENTIAL

REMAINING YARD	QTY.
LEVEL 2	
TOTAL AREA:	2,198 SF
PLANTING AREA:	
REQUIRED (20% T.A.):	440 SF
PROVIDED:	1,825 SF
EXCESS:	1,385 SF
PLANT POINTS:	
REQUIRED (0.05 x T.A):	110 PTS
PLANTING AREA POINTS:	554 PTS
6 TREES, 15 GAL. @ 10 PTS. EA.:	60 PTS
11 SHRUBS, 15 GAL. @ 10 PTS. EA.:	110 PTS
101 SHRUBS, 5 GAL. @ 2 PTS. EA.:	202 PTS
182 SHRUBS, 1 GAL. @ 1 PTS. EA.:	182 PTS
EXCESS:	444 PTS
LEVEL 5	
TOTAL AREA:	5,031 SF
PLANTING AREA:	
REQUIRED (20% T.A.):	1,006 SF
PROVIDED:	1,678 SF
PLANTING AREA:	360 SF
OPEN SPACE TURF AREA:	1,318 SF
EXCESS:	672 SF
PLANT POINTS:	
REQUIRED (0.05 x T.A):	251 PTS
PLANTING AREA POINTS:	296 PTS
2 TREES, 48" BOX @ 100 PTS. EA.:	200 PTS
2 SHRUBS, 15 GAL. @ 10 PTS. EA.:	20 PTS
20 SHRUBS, 5 GAL. @ 2 PTS. EA.:	40 PTS
36 SHRUBS, 1 GAL. @ 1 PTS. EA.:	36 PTS
EXCESS:	45 PTS
LEVEL 37	
TOTAL AREA:	4,855 SF
PLANTING AREA:	
REQUIRED (20% T.A.):	971 SF
PROVIDED:	384 SF
PLANTING AREA:	384 SF
EXCESS:	(587 SF)
PLANT POINTS:	
REQUIRED (0.05 x T.A):	242 PTS
PLANTING AREA POINTS:	261 PTS
3 TREES, 36" BOX @ 50 PTS. EA.:	150 PTS
3 SHRUBS, 15 GAL. @ 10 PTS. EA.:	30 PTS
21 SHRUBS, 5 GAL. @ 2 PTS. EA.:	42 PTS
39 SHRUBS, 1 GAL. @ 1 PTS. EA.:	39 PTS
EXCESS:	19 PTS

SUMMARY:
VEHICULAR USE AREA

V.U.A. INSIDE STREET YARD	QTY.
NOT APPICABLE: ALL VEHICULAR USE AREA IS SUBTERRANEAN	

V.U.A. OUTSIDE STREET YARD	QTY.
NOT APPICABLE: ALL VEHICULAR USE AREA IS SUBTERRANEAN	

SUMMARY:
STREET YARD MULTI-DWELLING UNIT RESIDENTIAL

STREET YARD	QTY.
NOT APPICABLE: EXISTING BUILDING STRUCTURE IS FLUSH WITH PROPERTY LINE, THERE IS NO AREA BETWEEN PROPERTY LINE AND BUILDING FACE.	

HYDROZONE LEGEND

ZONE	DESCRIPTION
A	STREET TREES WITH MEDIUM WATER USE AND BUBBLER IRRIGATION
B	SHRUB PLANTING AREAS WITH MEDIUM WATER USE AND DRIP TYPE IRRIGATION
C	ACCENT TREES WITH MEDIUM WATER USE AND BUBBLE IRRIGATION (ON STRUCTURE)
D	SHRUB PLANTING AREAS WITH MEDIUM WATER USE AND DRIP TYPE IRRIGATION (ON STRUCTURE)

611 ISLAND - WATER MANAGEMENT AB-1881

PLANT TYPE / HYDROZONE	ZONE 'A' STREET TREES (BUBBLER)	ZONE 'B' SHRUB PLANTING (DRIP)	ZONE 'C' ACCENT TREES (BUBBLER)	ZONE ' D' SHRUB PLANTING (DRIP)	TOTALS
SITE Eto (in/yr)	46.50	46.50	46.50	46.50	
PLANT FACTORS KC	0.50	0.30	0.50	0.30	
HYDROZONE AREA (sq.ft.)	360.00	130.00	440.00	2,569.00	**3,499.00**
IRRIGATION EFFIENCY	0.81	0.81	0.81	0.81	
CONVERSION FACTOR	0.62	0.62	0.62	0.62	
MAWA (gal) = (ETo)(.45)(LA)(.62)	4,670.46	1,686.56	5,708.34	33,328.92	**45,394.28**
MAWA (ccf)	6.24	2.25	7.63	44.56	**60.69**
ETWU (gal)= [(ETo)(PF)(HA)(.62)]/(IE)	6,406.67	1,388.11	7,830.37	27,431.21	**43,056.36**
EWU (ccf)	8.57	1.86	10.47	36.67	**57.56**
AVERAGE RAINFALL IN.	10.42	10.42	10.42	10.42	
EFFECTIVE RAINFALL IN.	2.61	2.61	2.61	2.61	
EFFECTIVE RAINFALL (gallons)	584.54	211.08	714.44	4,171.33	**5,681.39**
TOTAL WATER USAGE (gallons)					**37,374.97**
TOTAL WATER USAGE (ccf)					**49.97**

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LANDSCAPE CALCULATIONS

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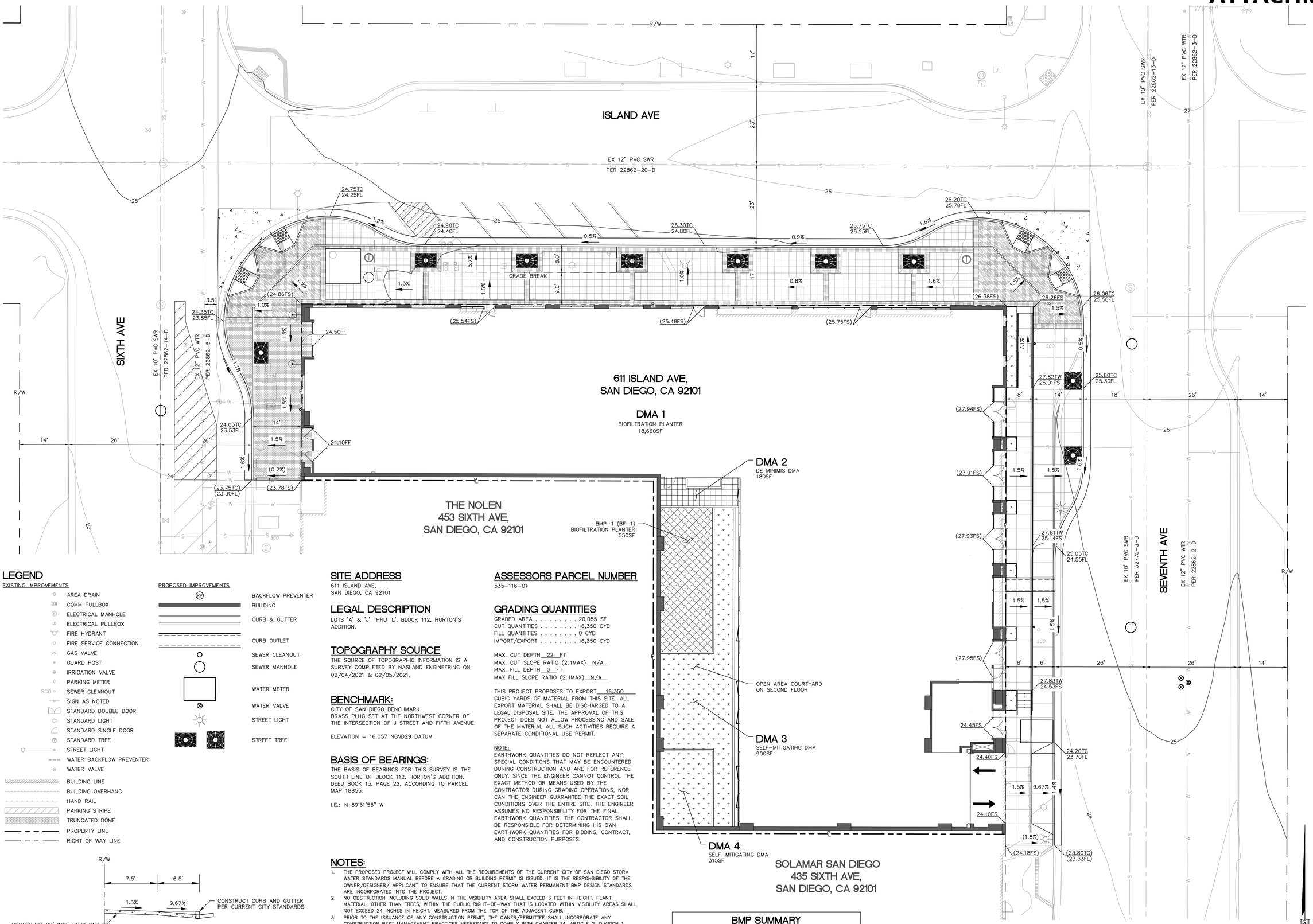
ATTACHMENT 3



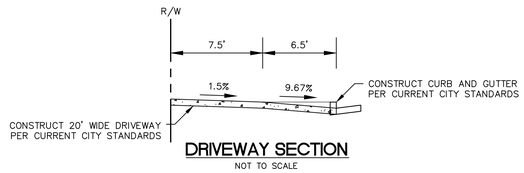
LEGEND

EXISTING IMPROVEMENTS

- AREA DRAIN
- COMM PULLBOX
- ELECTRICAL MANHOLE
- ELECTRICAL PULLBOX
- FIRE HYDRANT
- FIRE SERVICE CONNECTION
- GAS VALVE
- GUARD POST
- IRRIGATION VALVE
- PARKING METER
- SCO SEWER CLEANOUT
- SIGN AS NOTED
- STANDARD DOUBLE DOOR
- STANDARD LIGHT
- STANDARD SINGLE DOOR
- STANDARD TREE
- STREET LIGHT
- WATER BACKFLOW PREVENTER
- WATER VALVE
- BUILDING LINE
- BUILDING OVERHANG
- HAND RAIL
- PARKING STRIPE
- TRUNCATED DOME
- PROPERTY LINE
- RIGHT OF WAY LINE

PROPOSED IMPROVEMENTS

- RP BACKFLOW PREVENTER
- BUILDING
- CURB & GUTTER
- CURB OUTLET
- SEWER CLEANOUT
- SEWER MANHOLE
- WATER METER
- WATER VALVE
- STREET LIGHT
- STREET TREE



DRIVEWAY SECTION
NOT TO SCALE

SITE ADDRESS

611 ISLAND AVE,
SAN DIEGO, CA 92101

ASSESSORS PARCEL NUMBER

535-116-01

LEGAL DESCRIPTION

LOTS 'A' & 'J' THRU 'L', BLOCK 112, HORTON'S ADDITION.

TOPOGRAPHY SOURCE

THE SOURCE OF TOPOGRAPHIC INFORMATION IS A SURVEY COMPLETED BY NASLAND ENGINEERING ON 02/04/2021 & 02/05/2021.

BENCHMARK:

CITY OF SAN DIEGO BENCHMARK
BRASS PLUG SET AT THE NORTHWEST CORNER OF THE INTERSECTION OF J STREET AND FIFTH AVENUE.

ELEVATION = 16.057 NGVD29 DATUM

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE SOUTH LINE OF BLOCK 112, HORTON'S ADDITION, DEED BOOK 13, PAGE 22, ACCORDING TO PARCEL MAP 18855.

I.E.: N 89°51'55" W

GRADING QUANTITIES

GRADED AREA . . . . . 20,055 SF
CUT QUANTITIES . . . . . 16,350 CYD
FILL QUANTITIES . . . . . 0 CYD
IMPORT/EXPORT . . . . . 16,350 CYD

MAX. CUT DEPTH 22 FT
MAX. CUT SLOPE RATIO (2:1MAX) N/A
MAX. FILL DEPTH 0 FT
MAX FILL SLOPE RATIO (2:1MAX) N/A

THIS PROJECT PROPOSES TO EXPORT 16,350 CUBIC YARDS OF MATERIAL FROM THIS SITE. ALL EXPORT MATERIAL SHALL BE DISCHARGED TO A LEGAL DISPOSAL SITE. THE APPROVAL OF THIS PROJECT DOES NOT ALLOW PROCESSING AND SALE OF THE MATERIAL ALL SUCH ACTIVITIES REQUIRE A SEPARATE CONDITIONAL USE PERMIT.

NOTE:
EARTHWORK QUANTITIES DO NOT REFLECT ANY SPECIAL CONDITIONS THAT MAY BE ENCOUNTERED DURING CONSTRUCTION AND ARE FOR REFERENCE ONLY. SINCE THE ENGINEER CANNOT CONTROL THE EXACT METHOD OR MEANS USED BY THE CONTRACTOR DURING GRADING OPERATIONS, NOR CAN THE ENGINEER GUARANTEE THE EXACT SOIL CONDITIONS OVER THE ENTIRE SITE, THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE FINAL EARTHWORK QUANTITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING HIS OWN EARTHWORK QUANTITIES FOR BIDDING, CONTRACT, AND CONSTRUCTION PURPOSES.

NOTES:

1. THE PROPOSED PROJECT WILL COMPLY WITH ALL THE REQUIREMENTS OF THE CURRENT CITY OF SAN DIEGO STORM WATER STANDARDS MANUAL BEFORE A GRADING OR BUILDING PERMIT IS ISSUED. IT IS THE RESPONSIBILITY OF THE OWNER/DESIGNER/ APPLICANT TO ENSURE THAT THE CURRENT STORM WATER PERMANENT BMP DESIGN STANDARDS ARE INCORPORATED INTO THE PROJECT.
2. NO OBSTRUCTION INCLUDING SOLID WALLS IN THE VISIBILITY AREA SHALL EXCEED 3 FEET IN HEIGHT. PLANT MATERIAL, OTHER THAN TREES, WITHIN THE PUBLIC RIGHT-OF-WAY THAT IS LOCATED WITHIN VISIBILITY AREAS SHALL NOT EXCEED 24 INCHES IN HEIGHT, MEASURED FROM THE TOP OF THE ADJACENT CURB.
3. PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMIT, THE OWNER/PERMITTEE SHALL INCORPORATE ANY CONSTRUCTION BEST MANAGEMENT PRACTICES NECESSARY TO COMPLY WITH CHAPTER 14, ARTICLE 2, DIVISION 1 (GRADING REGULATIONS) OF THE SAN DIEGO MUNICIPAL CODE, INTO THE CONSTRUCTION PLANS OR SPECIFICATIONS.
4. PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMIT THE OWNER/PERMITTEE SHALL SUBMIT A WATER POLLUTION CONTROL PLAN (WPCP). THE WPCP SHALL BE PREPARED IN ACCORDANCE WITH THE GUIDELINES IN PART 2 CONSTRUCTION BMP STANDARDS CHAPTER 4 OF THE CITY'S STORM WATER STANDARDS.
5. PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMIT, THE OWNER/PERMITTEE SHALL ENTER INTO A MAINTENANCE AGREEMENT FOR THE ONGOING PERMANENT BMP MAINTENANCE, SATISFACTORY TO THE CITY ENGINEER.

BMP SUMMARY

DMA NAME	DMA AREA (SF)	BMP NAME	REQUIRED BMP AREA (SF)	PROVIDED BMP AREA (SF)	BMP TYPE
1	18,660	1	504	550	BF-1
2	180	– –	– –	– –	– –
3	900	– –	– –	– –	– –
4	315	– –	– –	– –	– –

SCALE 1" = 10'

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TITLE:

GRADING PLAN

DRAWING NO: C1

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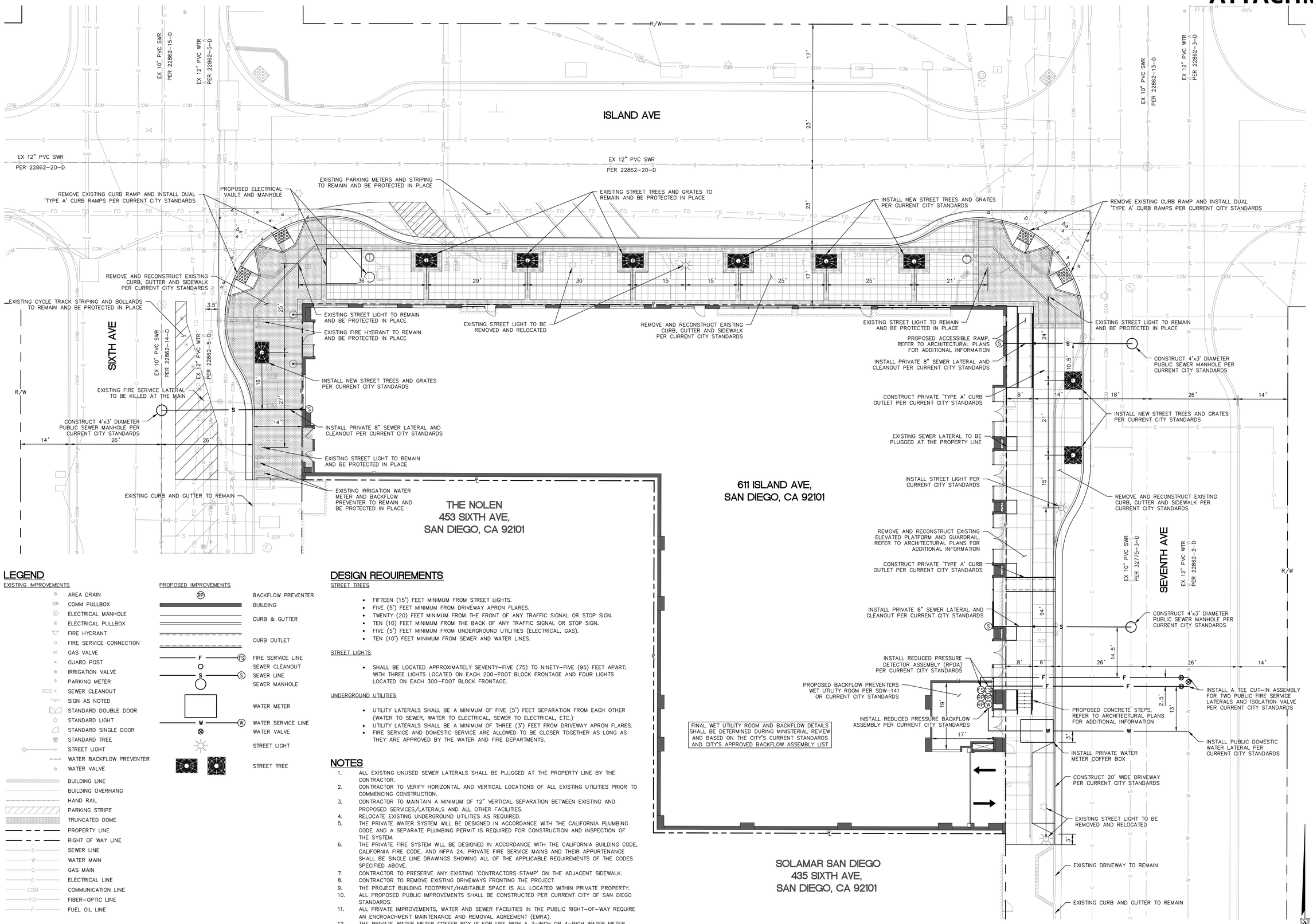

LEGEND

EXISTING IMPROVEMENTS

- AREA DRAIN
- COMM PULLBOX
- ELECTRICAL MANHOLE
- ELECTRICAL PULLBOX
- FIRE HYDRANT
- FIRE SERVICE CONNECTION
- GAS VALVE
- GUARD POST
- IRRIGATION VALVE
- PARKING METER
- SCO SEWER CLEANOUT
- SIGN AS NOTED
- STANDARD DOUBLE DOOR
- STANDARD LIGHT
- STANDARD SINGLE DOOR
- STANDARD TREE
- STREET LIGHT
- WATER BACKFLOW PREVENTER
- WATER VALVE
- BUILDING LINE
- BUILDING OVERHANG
- HAND RAIL
- PARKING STRIPE
- TRUNCATED DOME
- PROPERTY LINE
- RIGHT OF WAY LINE
- S SEWER LINE
- W WATER MAIN
- G GAS MAIN
- E ELECTRICAL LINE
- COM COMMUNICATION LINE
- FO FIBER-OPTIC LINE
- F FUEL OIL LINE

PROPOSED IMPROVEMENTS

- RP BACKFLOW PREVENTER
- BUILDING
- CURB & GUTTER
- CURB OUTLET
- F FS FIRE SERVICE LINE
- SEWER CLEANOUT
- S S SEWER LINE
- SEWER MANHOLE
- WATER METER
- W W WATER SERVICE LINE
- WATER VALVE
- STREET LIGHT
- STREET TREE

DESIGN REQUIREMENTS

STREET TREES

- FIFTEEN (15') FEET MINIMUM FROM STREET LIGHTS.
- FIVE (5') FEET MINIMUM FROM DRIVEWAY APRON FLARES.
- TWENTY (20) FEET MINIMUM FROM THE FRONT OF ANY TRAFFIC SIGNAL OR STOP SIGN.
- TEN (10) FEET MINIMUM FROM THE BACK OF ANY TRAFFIC SIGNAL OR STOP SIGN.
- FIVE (5') FEET MINIMUM FROM UNDERGROUND UTILITIES (ELECTRICAL, GAS).
- TEN (10') FEET MINIMUM FROM SEWER AND WATER LINES.

STREET LIGHTS

- SHALL BE LOCATED APPROXIMATELY SEVENTY-FIVE (75) TO NINETY-FIVE (95) FEET APART; WITH THREE LIGHTS LOCATED ON EACH 200-FOOT BLOCK FRONTAGE AND FOUR LIGHTS LOCATED ON EACH 300-FOOT BLOCK FRONTAGE.

UNDERGROUND UTILITIES

- UTILITY LATERALS SHALL BE A MINIMUM OF FIVE (5') FEET SEPARATION FROM EACH OTHER (WATER TO SEWER, WATER TO ELECTRICAL, SEWER TO ELECTRICAL, ETC.)
- UTILITY LATERALS SHALL BE A MINIMUM OF THREE (3') FEET FROM DRIVEWAY APRON FLARES.
- FIRE SERVICE AND DOMESTIC SERVICE ARE ALLOWED TO BE CLOSER TOGETHER AS LONG AS THEY ARE APPROVED BY THE WATER AND FIRE DEPARTMENTS.

NOTES

1. ALL EXISTING UNUSED SEWER LATERALS SHALL BE PLUGGED AT THE PROPERTY LINE BY THE CONTRACTOR.
2. CONTRACTOR TO VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCING CONSTRUCTION.
3. CONTRACTOR TO MAINTAIN A MINIMUM OF 12" VERTICAL SEPARATION BETWEEN EXISTING AND PROPOSED SERVICES/LATERALS AND ALL OTHER FACILITIES.
4. RELOCATE EXISTING UNDERGROUND UTILITIES AS REQUIRED.
5. THE PRIVATE WATER SYSTEM WILL BE DESIGNED IN ACCORDANCE WITH THE CALIFORNIA PLUMBING CODE AND A SEPARATE PLUMBING PERMIT IS REQUIRED FOR CONSTRUCTION AND INSPECTION OF THE SYSTEM.
6. THE PRIVATE FIRE SYSTEM WILL BE DESIGNED IN ACCORDANCE WITH THE CALIFORNIA BUILDING CODE, CALIFORNIA FIRE CODE, AND NFPA 24. PRIVATE FIRE SERVICE MAINS AND THEIR APPURTENANCE SHALL BE SINGLE LINE DRAWINGS SHOWING ALL OF THE APPLICABLE REQUIREMENTS OF THE CODES SPECIFIED ABOVE.
7. CONTRACTOR TO PRESERVE ANY EXISTING 'CONTRACTORS STAMP' ON THE ADJACENT SIDEWALK.
8. CONTRACTOR TO REMOVE EXISTING DRIVEWAYS FRONTING THE PROJECT.
9. THE PROJECT BUILDING FOOTPRINT/HABITABLE SPACE IS ALL LOCATED WITHIN PRIVATE PROPERTY.
10. ALL PROPOSED PUBLIC IMPROVEMENTS SHALL BE CONSTRUCTED PER CURRENT CITY OF SAN DIEGO STANDARDS.
11. ALL PRIVATE IMPROVEMENTS, WATER AND SEWER FACILITIES IN THE PUBLIC RIGHT-OF-WAY REQUIRE AN ENCROACHMENT MAINTENANCE AND REMOVAL AGREEMENT (EMRA).
12. THE PRIVATE WATER METER COFFER BOX IS FOR USE WITH A 3-INCH OR 4-INCH WATER METER ONLY, 6-INCH WATER METERS NEED TO BE ABOVE GROUND.
13. ALL PROPOSED PUBLIC DOMESTIC WATER SERVICE LINES ARE PROVIDED FOR CLARITY OF INTENT ONLY. ACTUAL SERVICE LINE DIAMETERS WILL BE BASED UPON THE PROJECTS APPROVED WATER METER DATA CARD (WMDC).

SCALE 1" = 10'

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IMPROVEMENT PLAN

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ATTACHMENT 3

DRIVEWAY SITE DISTANCE NOTES

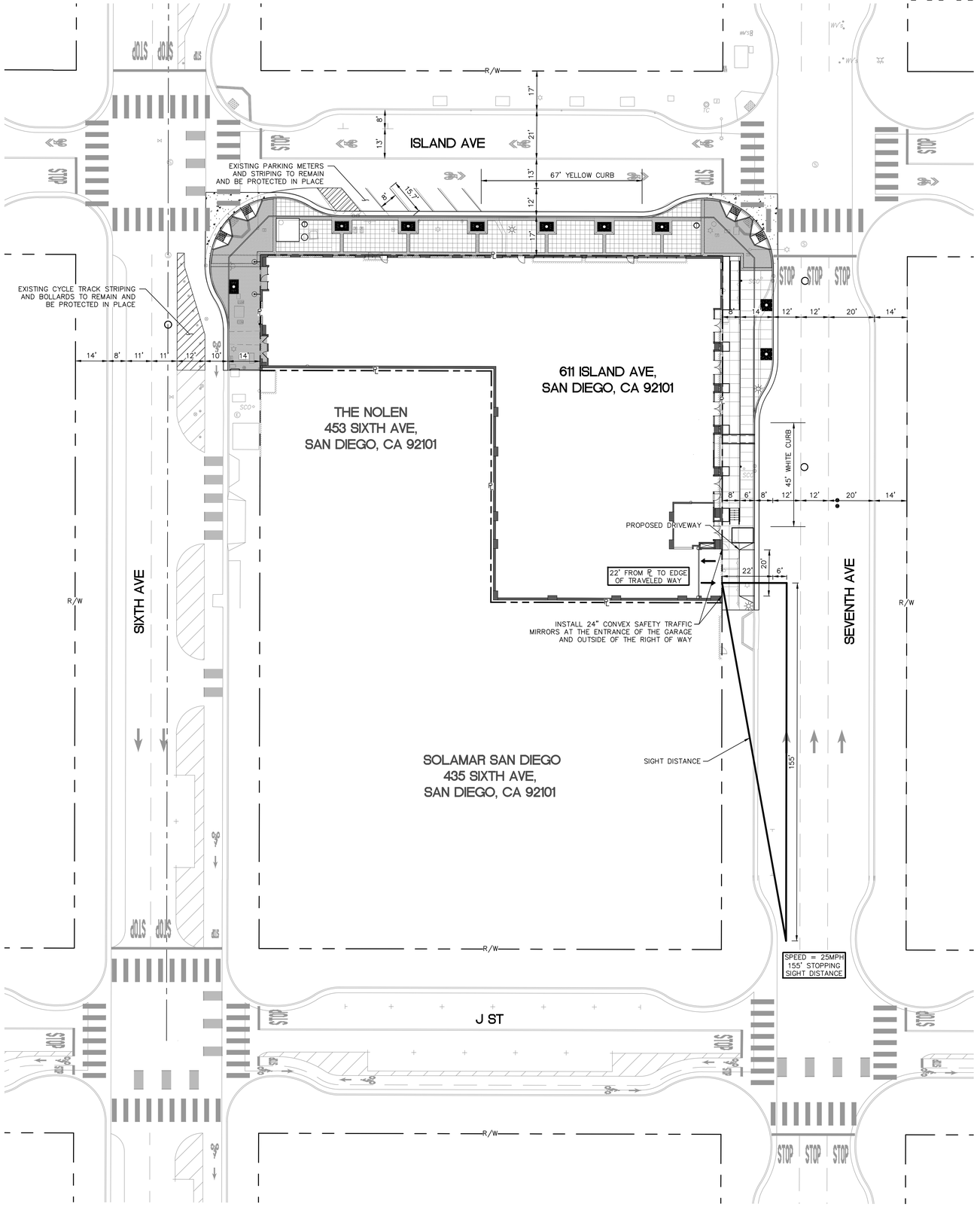
1. SIGHT DISTANCE PER CHAPTER 2 & 6 OF THE CITY OF SAN DIEGO STREET DESIGN MANUAL.
2. THE INTERSECTION OF SEVENTH AVE AND J ST IS AN ALL–WAY STOP CONTROL (AASHTO CASE E).
3. FOR THE PURPOSE OF THIS STUDY, THE "EDGE OF THE TRAVELED WAY" IS THE OUTER EDGE OF THE PARKING LANE.
4. THE SIGHT DISTANCE IS MEASURED ALONG THE MAJOR ROAD BEGINNING AT A POINT THAT COINCIDES WITH THE LOCATION OF THE MINOR ROAD VEHICLE.
5. THE SIGHT DISTANCE IS BASED ON THE FOLLOWING ASSUMPTIONS:
   - 5.1. STOP CONTROL OF THE MINOR ROAD APPROACHES
   - 5.2. USING DRIVER EYE AND OBJECT HEIGHTS ASSOCIATED WITH PASSENGER CARS
   - 5.3. BOTH MINOR AND MAJOR ROADS ARE CONSIDERED AT LEVEL GRADE
   - 5.4. CONSIDERS A LEFT–TURN FROM THE MINOR ROAD AS THE ONLY–CASE SCENARIO

EXISTING CURB UTILIZATION

STREET NAME	RED CURB	YELLOW CURB	WHITE CURB	ANGLED PARKING (METERED)	PARALLEL PARKING	DRIVEWAY
SIXTH AVE	59 FEET	N/A	N/A	N/A	N/A	N/A
ISLAND AVE	84 FEET	N/A	N/A	5 STALLS	22 FEET	45 FEET
SEVENTH AVE	40 FEET	99 FEET	N/A	N/A	22 FEET	N/A

PROPOSED CURB UTILIZATION

STREET NAME	RED CURB	YELLOW CURB	WHITE CURB	ANGLED PARKING (METERED)	PARALLEL PARKING	DRIVEWAY	GAIN/LOSS OF PARKING SPACES
SIXTH AVE	53 FEET	N/A	N/A	N/A	N/A	N/A	0
ISLAND AVE	71 FEET	67 FEET	N/A	5 STALLS	N/A	N/A	+2
SEVENTH AVE	83.5 FEET	N/A	45 FEET	N/A	N/A	20 FEET	–4



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SCALE 1" = 20'

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SIGHT DISTANCE PLAN

DRAWING NO:

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RECORDING REQUESTED BY
CITY OF SAN DIEGO
URBAN DIVISION
THIRD FLOOR

WHEN RECORDED MAIL TO
PROJECT MANAGEMENT
PERMIT CLERK
MAIL STATION 501

INTERNAL ORDER NUMBER: 24008876 SPACE ABOVE THIS LINE FOR RECORDER'S USE

SITE DEVELOPMENT PERMIT NO. 2541003
NEIGHBORHOOD DEVELOPMENT PERMIT NO. 2541004
611 ISLAND AVENUE - PROJECT NO. 687976
PLANNING COMMISSION

This Site Development Permit and Neighborhood Development Permit are granted by the Planning Commission of the City of San Diego ("City") to Island Sky Place, LLC, Owner/Permittee, pursuant to San Diego Municipal Code (SDMC) Section 126.0505 to allow the substantial alteration of a historical resource and the encroachment of a private structure into the public right-of-way (ROW) ("Project"). The approximately 20,063 square-foot (SF) site is located at 611 Island Avenue (south side of Island Avenue between Sixth Avenue and Seventh Avenue) in the East Village neighborhood of the Downtown Community Plan (DCP) area and within the Centre City Planned District. The Project site is legally described as Lots A, J, K, and L in Block 112 of Horton's Addition in the City of San Diego, County of San Diego, State of California, according to map thereof, made by L.L. Lockling on file in the Office of the County Recorder of San Diego County.

Subject to the terms and conditions set forth in this Permit, permission is granted to the Owner/Permittee to construct and operate a development and uses as described and identified by size, dimension, quantity, type, and location on the approved exhibits (Exhibit "A") dated December 10, 2021, on file in the Development Services Department (DSD).

The Project shall include:

- Construction of a 37-story, 430-foot tall mixed-use development, totaling approximately 335,541 SF, and comprised of 443 residential dwelling units, 985 SF of commercial space, and 52 parking spaces within a two-level subterranean parking garage.

- **Site Development Permit (SDP)**: Substantial alteration of designated Historical Resources Board (HRB) Site No. 159, the Klauber-Wangenheim Building, pursuant to Sec. 126.0502(d)(1)(E).

- **Neighborhood Development Permit (NDP)**: Construction of a private structure in the public ROW pursuant to Sec. 126.0402(j) for the 7'-4" encroachment of the historical loading dock and elevated deck along Seventh Avenue.

- Public and private accessory improvements determined by DSD to be consistent with the land use and development standards for this site in accordance with the adopted community plan, the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the City Engineer's requirements, zoning regulations, conditions of this Permit, and any other applicable regulations of the SDMC.

STANDARD REQUIREMENTS:

1. This permit must be utilized within thirty-six (36) months after the date on which all rights of appeal have expired. If this permit is not utilized in accordance with Chapter 12, Article 6, Division 1 of the SDMC within the 36-month period, this permit shall be void unless an Extension of Time has been granted. Any such Extension of Time must meet all SDMC requirements and applicable guidelines in effect at the time the extension is considered by the appropriate decision maker. This permit must be utilized by February 26, 2024.

2. No permit for the construction, occupancy, or operation of any facility or improvement described herein shall be granted, nor shall any activity authorized by this Permit be conducted on the premises until:

   a. The Owner/Permittee signs and returns the Permit to DSD; and

   b. The Permit is recorded in the Office of the San Diego County Recorder.

3. While this Permit is in effect, the subject property shall be used only for the purposes and under the terms and conditions set forth in this Permit unless otherwise authorized by the appropriate City decision maker.

4. This Permit is a covenant running with the subject property and all of the requirements and conditions of this Permit and related documents shall be binding upon the Owner/Permittee and any successor(s) in interest.

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

6. Issuance of this Permit by the City does not authorize the Owner/Permittee for this Permit to violate any Federal, State or City laws, ordinances, regulations or policies including, but not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.).

7. The Owner/Permittee shall secure all necessary building permits. The Owner/Permittee is informed that to secure these permits, substantial building modifications and site improvements may be required to comply with applicable building, fire, mechanical, and plumbing codes, and State and Federal disability access laws.

8. Construction plans shall be in substantial conformity to Exhibit "A." Changes, modifications, or alterations to the construction plans are prohibited unless appropriate application(s) or amendment(s) to this Permit have been granted.

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

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

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

12. Development Impact Fees: The development will be subject to Development Impact Fees. The fee shall be determined in accordance with the fee schedule in effect at the time of building permit issuance and with the SDMC. The Owner/Permittee shall provide all necessary documentation to the City's Planning Department.

13. This development shall comply with the standards, policies, and requirements in effect at the time of approval of this development, including any successor(s) or new policies, financing mechanisms, phasing schedules, plans and ordinances adopted by the City.

14. No permit for construction, operation, or occupancy of any facility or improvement described herein shall be granted, nor shall any activity authorized by this Permit be conducted on the premises until this Permit is recorded in the Office of the San Diego County Recorder.

ENVIRONMENTAL/MITIGATION REQUIREMENTS:

15. Mitigation requirements in the Mitigation, Monitoring, and Reporting Program (MMRP) shall apply to this Permit. These MMRP conditions are hereby incorporated into this Permit by reference.

16. The mitigation measures specified in the MMRP and outlined in the 2006 Downtown Final Environmental Impact Report for the DCP and as amended by subsequent addenda (SCH No. 2003041001), shall be noted on the construction plans and specifications under the heading ENVIRONMENTAL MITIGATION REQUIREMENTS.

17. The Owner/Permittee shall comply with the MMRP as specified the 2006 Downtown Final Environmental Impact Report for the DCP and as amended by subsequent addenda (SCH No. 2003041001), to the satisfaction of DSD and the City Engineer. Prior to issuance of any construction permit, all conditions of the MMRP shall be adhered to, to the satisfaction of the City Engineer. All mitigation measures described in the MMRP shall be implemented for the following issue areas: Air Quality (AQ-B.1-1), Historical Resources (HIST-A.1-1, HIST-A.1-2, HIST-A.1-3, HIST-B.1-1), Noise (NOI-B.1-1, NOI-B.2-1, NOI-C.1-1), Paleontology Resources (PAL-A.1-1).

CLIMATE ACTION PLAN REQUIREMENTS:

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

AFFORDABLE HOUSING REQUIREMENTS:

19. Prior to issuance of any building permit associated with this Project, the Owner/Permittee shall demonstrate compliance with the provisions of the Affordable Housing Density Bonus Regulations of Chapter 14, Article 3, Division 7 of the San Diego Municipal Code and Inclusionary Affordable Housing Regulations of San Diego Municipal Code Chapter 14, Article 2, Division 13. The Owner/Permittee shall enter into a written Agreement with the San Diego Housing Commission which shall be drafted and approved by the San Diego Housing Commission, executed by the Owner/Permittee, and secured by a deed of trust which incorporates applicable affordability conditions consistent with the San Diego Municipal Code. The Agreement will specify that in exchange for the City’s approval of the Project, which contains an affordable housing density bonus and other residential FAR bonuses (10.8 FAR in addition to what is permitted by the underlying zoning regulations), alone or in conjunction with any incentives or

concessions granted as part of Project approval, the Owner/Permittee shall provide 11 affordable units with rents of no more than 30% of 50% of AMI for no fewer than 55 years.

AIRPORT REQUIREMENTS:

20. The Owner/Permittee shall comply with conditions established by the City Airport Approach Overlay Zone (and any successor or amendment thereto) which were approved by the Airport Land Use Commission (ALUC) on January 24, 2022. The ALUC Board made the determination that the Project is conditionally consistent with the San Diego International Airport Land Use Compatibility Plan (ALUCP). Owner/Permittee shall comply with the following ALUC conditions:

    a. The structure and temporary construction crane shall be marked and lighted in accordance with Federal Aviation Administration (FAA) procedures.

    b. An avigation easement for airspace shall be recorded with the County Recorder prior to building permit issuance.

ENGINEERING REQUIREMENTS:

21. Prior to the issuance of any building permit, the Owner/Permittee shall realign curb and gutter to provide a 14-foot wide sidewalk between the curb and raised private concrete deck, adjacent to the site along Seventh Avenue, per exhibit "A", satisfactory to the City Engineer.

22. Prior to the issuance of any building permit, the Owner/Permittee shall assure by permit and bond the reconstruction of the existing sidewalk with City Standard sidewalk, maintaining the existing sidewalk scoring pattern and preserving the contractor's stamp, adjacent to the site on Sixth Avenue, Island Avenue, and Seventh Avenue, satisfactory to the City Engineer.

23. Prior to the issuance of any building permit, the Owner/Permittee shall assure, by permit and bond, the reconstruction of the existing curb with City standard curb and gutter, adjacent to the site on Sixth Avenue, Island Avenue, and Seventh Avenue, satisfactory to the City Engineer.

24. Prior to the issuance of any building permit, the Owner/Permittee shall assure, by permit and bond, the reconstruction of existing curb ramps at the southeast corner of Sixth Avenue and Island Avenue and at the southwest corner of Island Avenue and Seventh Avenue, with current City Standard Directional curb ramps with truncated domes at each project corner per Standard Drawing SDG-130 and SDG-132, satisfactory to the City Engineer.

25. Prior to the issuance of any building permit, the Owner/Permittee shall assure by permit and bond the construction of a new City standard 20-foot driveway, adjacent to the site on Seventh Avenue, satisfactory to the City Engineer.

26. Prior to the issuance of any building permit, the Owner/Permittee shall assure, by permit and bond, the removal of existing driveway, and replace it with City standard curb, gutter and sidewalk, adjacent to the site on Island Avenue, satisfactory to the City Engineer.

27. Prior to the issuance of any building permit, the Owner/Permittee shall obtain an Encroachment Maintenance Removal Agreement (EMRA), for the proposed enhanced sidewalk, sidewalk underdrains/curb outlets, landscaping and irrigation, trash receptacles, street trees, and electrical conduits to be installed within the Sixth Avenue, Island Avenue, and Seventh Avenue ROW, satisfactory to the City Engineer.

28. Prior to the issuance of any building permit, the Owner/Permittee shall obtain an Encroachment Maintenance Agreement, for the reconstruction of historical loading dock within the in the Seventh Avenue ROW, satisfactory to the City Engineer.

29. Prior to the issuance of any building permit, the Owner/Permittee shall obtain a ROW Permit for the shoring proposed for this Project, satisfactory to the City Engineer.

30. The drainage system proposed for this development, as shown on the site plan, is private and subject to approval by the City Engineer.

31. Prior to the issuance of any construction permit, the Owner/Permittee shall incorporate any construction Best Management Practices (BMP) necessary to comply with Chapter 14, Article 2, Division 1 (Grading Regulations) of the SDMC, into the construction plans or specifications.

32. Prior to the issuance of any construction permit, the applicant shall submit a Technical Report that will be subject to final review and approval by the City Engineer, based on the Storm Water Standards in effect at the time of the construction permit issuance.

33. Prior to the issuance of any construction permit, the Owner/Permittee shall enter into a Maintenance Agreement for the ongoing permanent BMP maintenance, satisfactory to the City Engineer.

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

GEOLOGY REQUIREMENTS:

35. Prior to the issuance of any construction permits (either grading or building permit), the Owner/Permittee shall submit a geotechnical investigation report prepared in accordance with the City's "Guidelines for Geotechnical Reports" that specifically addresses the proposed construction plans. The geotechnical investigation report shall be reviewed for adequacy by the Geology Section of DSD prior to the issuance of any construction permit.

HISTORICAL RESOURCES REQUIREMENTS:

36. Prior to the issuance of any construction permits, the Owner/Permittee shall submit drawings that incorporate the Treatment Plan as approved by the Historical Resources Board (HRB) and City Historical Resources Staff.

37. Prior to the issuance of any construction permits, the Historic American Building Survey (HABS) documentation as approved by HRB and City Historical Resources Staff shall be submitted for archival storage with the City of San Diego HRB, South Coastal Information Center, the California Room of the City of San Diego Public Library, the San Diego Historical Society, and/or other historical society or group(s).

38. During construction of the Project, the Owner/Permittee shall implement the Monitoring Plan as approved by HRB and City Historical Resources staff. The Project's Principal Investigator shall send monitoring reports as described in the Monitoring Plan to the City's Mitigation Monitoring staff and Historical Resources staff. The Principal Investigator may submit a detailed letter to City staff prior to the start of work or during construction requesting a modification to the Monitoring Plan. This request shall be based on relevant information and site conditions.

LANDSCAPE REQUIREMENTS:

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

40. Prior to issuance of any public improvement permit, the Owner/Permittee shall submit complete landscape construction documents for ROW improvements to DSD for approval. Improvement plans shall show, label, and dimension a 40-square-foot area around each tree which is unencumbered by utilities. Driveways, utilities, drains, water and sewer laterals shall be designed so as not to prohibit the placement of street trees. Plant material located in the public ROW, other than trees, shall not exceed 36 inches in height.

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

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

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

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

PLANNING/DESIGN REQUIREMENTS:

45. Floor Area Ratio (FAR) Bonus: The Project achieves a FAR of **16.72** through the following FAR bonuses to increase the Project FAR above the Base Maximum of 6.0 pursuant to the SDMC:

    a. *Sec. 156.0309(e)(7) FAR Payment Program* – The Project is entitled to **1.0** FAR (20,063 SF) under the FAR Payment Bonus Program. The Owner and/or Permittee will be required to pay $392,633 (based on the FY 2020 fee structure at $19.57 per SF) prior to the issuance of a building permit for the Project, which will be deposited into a fund to be used for the construction of public parks and enhanced public ROW improvements in the DCP area.

    b. *Sec. 156.0309(e)(3) Three-Bedroom Units* – The Project is entitled to **1.0** FAR (20,063 SF) for the provision of 23 three-bedroom DU, equivalent to 5% of the total 443 DU within the development. The development shall provide a minimum of 80% of the gross floor area for residential uses. Each bedroom in the DU used to earn the FAR bonus shall contain a minimum of 70 SF, with additional area for an enclosed closet. Covenants, Conditions and Restrictions (CC&R's) shall be recorded on the property to ensure the number of bedrooms in the DUs used to earn the FAR are not reduced. Such CC&Rs shall be in a form approved by DSD and the City Attorney's Office and shall be recorded prior to issuance of a Building Permit.

    c. Affordable Housing Regulations - The Project is entitled to the following FAR Bonuses through compliance with the Affordable Housing Regulations (AHR) (SDMC Chapter 14, Article 3, Division 7) by providing 11 DU (5% of the number of DU in the Pre-AHR FAR Bonus FAR) restricted to persons qualifying as very low-income residents with rents of no more than 30% of 50% of area median income (AMI). A written agreement and a deed of trust securing the agreement shall be entered into by the Applicant and the President and Chief Executive Officer of the San Diego Housing Commission prior to the issuance of a building permit.

        i. *Sec. 143.0720(l)(8) No Height or Setback Deviations* – The Project is entitled to a 10% FAR Bonus of **0.8** FAR (16,050 SF) for not requesting an incentive or waiver to exceed the maximum structure height or setbacks of the base zone.

        ii. *Sec. 143.0720(l)(9) Micro-Unit Development* – The Project is entitled to a 100% FAR Bonus of **8.0** FAR (160,504 SF) by constructing a micro-unit development with an average DU size for 600 SF and no single DU exceeding 800 SF.

46. Affordable Housing Regulations – The Project is entitled to the following incentives and waivers through compliance with the AHR by providing 11 DU (5% of the number of DU in the Pre-AHR FAR Bonus FAR) restricted to persons qualifying as very low-income residents with rents of no more than 30% of 50% of area median income (AMI). A written agreement and a deed of trust securing the agreement shall be entered into by the Applicant and the President and Chief

Executive Officer of the San Diego Housing Commission prior to the issuance of a building permit.

a. *Incentive – Sec. 156.0310(g)(3) Private Open Space* – Reduce the number of required DU with private open space (balconies) from 50% of DU (222 DU) to 9.7% of DU (43 DU)

b. *Waiver – Sec. 142.0560(j)(3) Driveway and Access Regulations* – Reduce the required distance from south property line to the driveway on Seventh Avenue from three feet to zero feet.

c. *Waiver – Sec. 156.0310(d)(3)(A) Tower Lot Coverage* – Increase the allowable maximum tower lot coverage from 50% to 50%.

d. *Waiver – Sec. 156.0311(d)(1) Transparency* – Reduce the minimum ground level transparency from 60% of the building façade to 37% on Sixth Avenue and 56% on Seventh Avenue.

47. Parking: No on-site parking is required for the residential DUs and the Project shall not provide more than 443 parking spaces for the residential DUs (one space per DU, excluding tandem spaces). The Project proposes 52 total parking spaces within a two-level subterranean parking garage. The parking spaces shall be designed to City standards, except as permitted in SDMC Sec. 156.0313(k).

48. Motorcycle Parking: One motorcycle parking space shall be provided for every ten parking spaces provided for the residential DU, or 5 spaces with the 52 parking spaces as proposed.

49. Bicycle Parking: Secured bicycle storage shall be provided to accommodate a minimum of 88 bicycles (one bicycle for every five DU). Bicycle storage areas shall be within a secured enclosure with access restricted to authorized persons and provide devices for the locking of individual bicycles.

50. Urban Design Standards: The Project, including its architectural design concepts and off-site improvements, shall be consistent with the Centre City Planned District Ordinance (CCPDO) and Centre City Streetscape Manual (CCSM). These standards, together with the following specific conditions, will be used as a basis for evaluating the development through all stages of the development process.

51. Architectural Standards: The architecture of the development shall establish a high quality of design and complement the design and character of the East Village neighborhood as shown in the approved Exhibit "A," on file at DSD. The development shall utilize a coordinated color scheme consistent with the approved Exhibit "A," on file at DSD.

52. Form and Scale: The development shall consist of a 37-story mixed-use development (approximately 430 feet tall) measured to the top of the roofline, with roof equipment enclosures, elevator penthouses, and mechanical screening above this height permitted per the CCPDO and the FAA. All building elements shall be complementary in form, scale, and architectural style.

53. Building Materials: All building materials shall be of a high quality as shown in Exhibit "A," on file at DSD and approved materials board. All materials and installation shall exhibit high-quality design, detailing, and construction execution to create a durable and high-quality finish. The base of the buildings shall be clad in upgraded materials and carry down to within one inch of finish sidewalk grade, as illustrated in the approved Exhibit "A," on file at DSD. Any graffiti coatings shall be extended the full height of the upgraded base materials or up to a natural design break such a cornice line. All downspouts, exhaust caps, and other additive elements shall be superior grade for urban locations, carefully composed to reinforce the architectural design. Reflectivity of the glass shall be the minimum reflectivity required by Title 24 of the California Code of Regulations (Title 24). All construction details shall be of the highest standard, as shown in the approved Exhibit "A," on file at DSD, and executed to minimize weathering, eliminate staining, and not cause deterioration of materials on adjacent properties or the ROW. No materials/colors substitutions shall be permitted without prior written City consent.

54. Street Level Design: Street level windows shall be clear glass and may be lightly tinted. Architectural features such as awnings and other design features which add human scale to the streetscape are encouraged where they are consistent with the design theme of the structure. Exit corridors including garage entrances shall provide a finished appearance to the street with street level exterior finishes wrapping into the openings a minimum of ten feet, or the garage door, whichever is deeper. All exhaust caps, lighting, sprinkler heads, and other elements on the undersides of all balconies and surfaces shall be logically composed and placed to minimize their visibility, while meeting code requirements. All soffit materials shall be high quality and consistent with adjacent elevation materials and incorporate drip edges and other details to minimize staining and ensure long-term durability.

55. Utilitarian Areas: Areas housing trash, storage, or other utility services shall be completely concealed from view of the ROW and adjoining developments, except for utilities required to be exposed by the City or utility company. The development shall provide trash and recyclable material storage areas per SDMC Sec. 142.0810 and 142.0820. Such areas shall be provided within an enclosed building area and kept clean and orderly at all times.

56. Mail and Delivery Locations: It is the Owner/Permittee's responsibility to coordinate mail service and mailbox locations with the United States Postal Service and to minimize curb spaces devoted to postal and loading use. The Owner/Permittee shall locate all mailboxes and parcel lockers outside of the ROW either within the building or recessed into a building wall.

57. Circulation and Parking: Owner/Permittee shall prepare a plan which identifies the location of curbside parking control zones, parking meters, fire hydrants, valet services if any, trees, street lights to the satisfaction of the City, and consistent with the performance standards in the CCPDO and CCSM. Such plan shall be submitted in conjunction with Construction Permits. All parking shall meet the requirements of the Building Department, Fire Department and City Engineer. All parking shall be mechanically ventilated. The exhaust system for mechanically ventilated structures shall be located to mitigate noise and exhaust impacts on the public ROW. The garage doors shall be a minimum 80% opaque to prevent views into the garage areas.

58. Open Space and Development Amenities: A landscape plan that illustrates the relationship of the proposed on and off-site improvements and the location of water, and electrical hookups to the satisfaction of the City and consistent with the performance standards in the CCPDO, shall be submitted with construction drawings.

59. Roof Tops: A rooftop equipment and appurtenance location and screening plan and consistent with the performance standards in the CCPDO shall be prepared and submitted to the satisfaction of the City with construction drawings. Any roof-top mechanical equipment shall be grouped, enclosed, and screened from surrounding views.

60. Lighting: A lighting plan which highlights the architectural qualities of the proposed development and also enhances the lighting of the public ROW shall be submitted with construction drawings. All lighting shall be designed to avoid illumination of, or glare to, adjoining properties, including those across any street.

61. Noise Control: All mechanical equipment, including but not limited to, air conditioning, heating and exhaust systems, shall comply with the City Noise Ordinance and California Noise Insulation Standards as set forth in Title 24. The Owner/Permittee shall provide evidence of compliance with construction drawings.

62. Street Address: Building address numbers shall be provided that are visible and legible from the ROW.

63. On-Site Improvements: All on-site improvements shall be designed as part of an integral site development. An on-site improvement plan shall be submitted to the satisfaction of the City with construction drawings.

64. Off-Site Improvements: Public improvements shall be installed in accordance with the Centre City Streetscape Manual (CCSM) and City Street Design Manual as follows:

	Sixth Avenue	Island Avenue	Seventh Avenue
Sidewalk Paving	Gaslamp Quarter Paving	Island Avenue Paving	Ballpark Paving
Street Lights	Gaslamp Light	Standard	Standard
Street Trees	Bradford Pear	Chinese Evergreen Elm	Brisbane Box
Tree Grates	CCDC Standard	Special	Special

65. Litter Containers: The development shall include two trash receptacles, one at each intersection.

66. Planters: Planters shall be permitted to encroach into the ROW a maximum of three feet. The planter encroachment shall be measured from the property line to the face of the curb/wall surrounding the planter. A minimum five-foot clear path shall be maintained between the face of the planter and the edge of any tree grate or other obstruction in the ROW.

67. Franchise Public Utilities: The Owner/Permittee shall be responsible for the installation or relocation of franchise utility connections including, but not limited to, gas, electric, telephone and cable, to the development and all extensions of those utilities in public streets. Existing

franchised utilities located above grade serving the property and in the sidewalk ROW shall be removed and incorporated into the adjoining development. All franchise utilities shall be installed as identified in Exhibit A. Any above grade devices shall be screened from public view.

68. Construction Fence: Owner/Permittee shall install a construction fence pursuant to specifications of, and a permit from, the City Engineer. The fence shall be solid plywood with wood framing, painted a consistent color with the development's design, and shall contain a pedestrian passageway, signs, and lighting as required by the City Engineer. The fencing shall be maintained in good condition and free of graffiti at all times. The construction fence, any construction staging area, any pedestrian passageway associated with the project construction, or any similar construction-related feature may not encroach into Third Avenue beyond the existing curb line on the east side of the street. All aforementioned construction features must be located within the extant Third Avenue sidewalk area.

69. Development Identification Signs: Prior to commencement of construction on the site, the Owner and/or Permittee shall prepare and install, at its cost and expense, one sign on the barricade around the site which identifies the development. The sign shall be at least four feet by six feet and be visible to passing pedestrian and vehicular traffic. The signs shall at a minimum include: 1) Color rendering of the development, 2) Development name, 3) Developer, 4) Completion Date, 5) For information call _____. Additional development signs may be provided around the perimeter of the site. All signs shall be limited to a maximum of 160 sq. ft. per street frontage. Graphics may also be painted on any barricades surrounding the site. All signs and graphics shall be submitted to the City for approval prior to installation.

PUBLIC UTILITIES REQUIREMENTS:

70. All proposed private water and sewer facilities located within a single lot are to be designed to meet the requirements of the California Plumbing Code and will be reviewed as part of the building permit plan check.

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

72. Prior to the issuance of any building permits, the Owner/Permittee shall apply for a plumbing permit for the installation of appropriate private back flow prevention device(s) (BFPD), on each water service (domestic, fire and irrigation), in a manner satisfactory to the Public Utilities Director and the City Engineer. BFPDs shall be located outside of the ROW adjacent to the development's water meters, either within the building, a recessed alcove area, or within a plaza or landscaping area. The devices shall be screened from view from the ROW.

73. Prior to the issuance of any building permits, the Owner/Permittee shall obtain approval from Cross-Connection Control for location and installation of the BFPD.

74. Prior to the issuance of any building permits, the Owner/Permittee shall assure by permit and bond, the design and construction of a 12-inch inline valve on the existing 12-inch diameter water main within Seventh Avenue ROW as shown on the approved Exhibit "A", in a manner satisfactory to the Public Utilities Director and the City Engineer.

75. The Owner/Permittee shall be responsible for any damage caused to City water and sewer facilities within the vicinity of the project site, due to the construction activities associated with the Project, in accordance with SDMC Sec. 142.0607. In the event that any such facility loses integrity then, the Owner/Permittee shall repair or reconstruct any damaged public water and sewer facility in a manner satisfactory to the Public Utilities Director and the City Engineer.

76. Prior to the issuance of any building permits, the Owner/Permittee shall obtain an Encroachment Maintenance Removal Agreement (EMRA), from the City Engineer, for the private sewer facilities encroaching into the public ROW.

77. Prior to the issuance of any building permit the Owner/Permittee shall provide evidence to the Public Utilities Director and the City Engineer indicating that all on-site sewer and off-site sewer basin requirements have been satisfied.

78. Prior to final inspection, all public water and sewer facilities shall be complete and operational in a manner satisfactory to the Public Utilities Director and the City Engineer.

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

80. The Owner/Permittee shall design and construct all proposed public water and sewer facilities, in accordance with established criteria in the current edition of the City of San Diego Water and Sewer Facility Design Guidelines and City regulations, standards and practices.

TRANSPORTATION REQUIREMENTS:

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

APPROVED by the Planning Commission of the City of San Diego on _____, 2022 and Resolution No. ____-PC.

Approval No. SDP 2541003, NDP 2541004
Project No. 687976
Date of Approval: _____, 2022

AUTHENTICATED BY THE CITY OF SAN DIEGO URBAN DIVISION

_____

James Alexander
Senior Planner, Urban Division
Development Services Department

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

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

Owner/Permittee

By _____
Jeremy Lui
Island Sky Place, LLC

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

ATTACHMENT: Resolution No. ____-PC

ATTACHMENT 5

CEQA CONSISTENCY EVALUATION FOR THE 611 ISLAND AVENUE PROJECT PTS No. 0687976

Prepared by: City of San Diego, Development Services Department
1222 First Avenue, MS 501
San Diego, CA 92101

ATTACHMENT 5

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LIST OF FIGURES

LIST OF ACRONYMS AND ABBREVIATIONS

ADT	average daily trips
AHR	Affordable Housing Regulations
ALUCP	Airport Land Use Compatibility Plan
APN	Assessor's Parcel Number
BMP	Best Management Practice
CAP	Climate Action Plan
CAP FEIR	City of San Diego Final Environmental Impact Report for the Climate Action Plan
CBC	California Building Code
CCDC	Centre City Development Corporation
CCPDO	Centre City Planned District Ordinance
CEQA	California Environmental Quality Act
City	City of San Diego
CNEL	community noise equivalent level
dB(A)	A-weighted decibels
DCP	Downtown/Centre City Community Plan
DIF	Development Impact Fee
DOC	California Department of Conservation
DTSC	California Department of Toxic Substances
DU	dwelling unit
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
EV	electric vehicle
FAA	Federal Aviation Administration
FAR	floor-to-area ratio
FEIR	Final Environmental Impact Report
GHG	greenhouse gas
I-5	Interstate 5
LOS	level of service
MMRP	Mitigation, Monitoring and Reporting Program
NDP	Neighborhood Development Permit
NS	Not Significant
PLWTP	Point Loma Water Treatment Plant
PRC	Public Resources Code
SANDAG	San Diego Association of Governments
SB	Senate Bill
SDAPCD	San Diego Air Pollution Control District
SDBL	State Density Bonus Law
SDIA	San Diego International Airport
SDMC	San Diego Municipal Code
SDP	Site Development Permit
SEIR	Final Supplemental Environmental Impact Report
sf	square feet
SM	Significant but Mitigated
SMP	Soil Management Plan

SNM	Significant and Not Mitigated
SWPPP	Storm Water Pollution Prevention Plan
SWQMP	Stormwater Quality Management Plan
SWRCB	State Water Resources Control Board
TPA	Transit Priority Area
WSA	water supply assessment

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CEQA CONSISTENCY EVALUATION

1. **PROJECT TITLE:** 611 Island Avenue Project

2. **APPLICANT:** Island Sky Place, LLC

3. **PROJECT LOCATION:** The 611 Island Project (project) is located in downtown San Diego (City) in western San Diego County at 611 Island Avenue, between Fifth and Sixth Avenues (Figure 1, *Regional Location*). The project site consists of a 0.46-acre (20,063-square foot [sf]) property on Assessor's Parcel Number (APN) 535-116-01, bound by Island Avenue to the north, 7th Avenue to the east, residential and commercial buildings to the south, and 6th Avenue to the west (Figure 2, *Project Vicinity*). The property is within the City of San Diego Downtown Community Plan (DCP) area, which designates a variety of uses, including office, residential, hotel, research and development, and educational and medical facilities.

   The DCP area includes approximately 1,500 acres within the metropolitan core of the City, bounded by Laurel Street and Interstate 5 (I-5) on the north; I-5, Commercial Street, 16th Street, Sigsbee Street, Newton Avenue, Harbor Drive, and the extension of Beardsley Street on the east and southeast; and San Diego Bay on the south, west, and southwest. The major north-south access routes to downtown are I-5, State Route 163, and Pacific Highway. The major east-west access route to downtown is State Route 94. Surrounding areas include the community of Uptown and Balboa Park to the north, Greater Golden Hill and Sherman Heights to the east, Barrio Logan and Logan Heights to the South, and the City of Coronado to the west across San Diego Bay.

4. **PROJECT SETTING:** The Final Environmental Impact Report (FEIR) for the DCP, Centre City Planned District Ordinance (CCPDO), and 10th Amendment to the Centre City Redevelopment Plan, certified by the Redevelopment Agency (Former Agency) and City Council on March 14, 2006 (Resolutions R-04001 and R-301265, respectively), and subsequent addenda to the FEIR certified by the Former Agency on August 3, 2007 (Former Agency Resolution R-04193), April 21, 2010 (Former Agency Resolutions R-04508 and R-04510), August 3, 2010 (Former Agency Resolution R-04544) and certified by City Council on February 12, 2014 (Resolution R-308724) and July 14, 2014 (Resolution R-309115) describe the setting of the DCP area including the East Village district. These descriptions are hereby incorporated by reference.

   The project site is currently occupied by the four-story Ballpark Self Storage facility. The site is zoned as CCPD-ER (Centre City Planned District - Employment/Residential Mixed-Use) in the City's Zoning Map and within the East Village district and Ballpark sub-district of the DCP. While the project site is within the Ballpark sub-district of the DCP, the project site is not within the Ballpark Mixed-Use area of the CCPDO and is zoned as Employment/Residential Mixed Use. The project is hugged to the south by a 13-level Courtyard Marriott with roof lounge and the 10-level Solamar San Diego hotel. Other surrounding land uses include a restaurant to the north, offices to the east, and a nightclub and hotel to the west.

5. **PROJECT DESCRIPTION:** The project proposes a 37-story mixed-use development that will provide 443 residential dwelling units, 985 square feet of commercial space, and 52 residential parking spaces. The project consists of two levels of below grade parking, four podium levels of residential development (ground floor service spaces and one retail space), one level of amenities (level 5), and a 31-story residential tower (Figures 3a-3d, *Project Elevations*). The

proposed 443 residential dwelling units would consist of loft, studio, one-bedroom, two-bedroom, and three-bedroom units. The project entails the demolition of the interior of the existing Ballpark Self Storage facility and the rehabilitation of the historical façade of the Klauber-Wagenheim Company Building.

In the DCP, development intensity is measured as floor-to-area ratio (FAR), which is the gross floor area divided by the lot area. The proposed FAR is 16.72 and within the 16.8 FAR. The 16.8 FAR includes the base FAR of 6.0, plus FAR bonuses earned for including certain project amenities set forth in SDMC Sections 156.0309 and 143.0720: 1.0 FAR for providing 3 bedrooms on 5 percent of dwelling units; 1.0 FAR pursuant to the FAR purchase program, which helps to fund downtown parks; 8.0 FAR for providing micro-units while providing affordable housing consistent with the City Affordable Housing Regulations (AHR) implementing the State Density Bonus Law (SDBL); and 0.8 FAR for not requiring waivers for building height or setbacks while complying with the AHR. The Project FAR therefore complies with the SDMC and is consistent with the density anticipated for the downtown area and analyzed in 2006 Downtown Community Plan EIR, the 2015 Climate Action Plan EIR (GHG), the 2016 Downtown Mobility Plan EIR, the General Plan EIR, and the 2020 Complete Communities and Mobility Choices EIR and related supplements and addendums.

6. **CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE:** CEQA encourages reliance on a program EIR or other EIR previously adopted for a project.[1]The City has adopted several programmatic EIRs for its downtown planning documents, all with the goal of facilitating and streamlining downtown development. By analyzing the potential environmental impacts of buildout of the downtown land use plans, the City allows later development to enjoy streamlined CEQA analysis if they comply with the project scope analyzed in those previous EIRs.

   The following environmental documents and their appendices, which were prepared prior to this Consistency Evaluation, are hereby incorporated by reference:

   1. FEIR for the DCP, CCPDO, and Tenth Amendment to the Redevelopment Plan for the Centre City Project (State Clearinghouse Number 2003041001, certified by the Redevelopment Agency (Resolution No. R-04001) and the City Council (Resolution No. R-301265), with date of final passage on March 14, 2006.

   2. Addendum to the FEIR for the amendments to the Centre City Redevelopment Plan, DCP, and CCPDO certified by the Redevelopment Agency (Resolution No. R-04193) and by the City Council (Resolution No. R-302932), with date of final passage on July 31, 2007.

   3. Second Addendum to the FEIR for amendments to the DCP, CCPDO, and Centre City Redevelopment Plan certified by the Redevelopment Agency (Resolution No. R-04508), with date of final passage on April 21, 2010.

   4. Third Addendum to the FEIR for the Residential Emphasis District Amendments to the CCPDO certified by the Redevelopment Agency (Resolution No. R-04510), with date of final passage on April 21, 2010.

[1] Public Resources Code § 21003(f); CEQA Guidelines § 15152, 15168, 15183.

5. Fourth Addendum to the FEIR for the San Diego Civic Center Complex Project certified by the Redevelopment Agency (Resolution No. R-04544) with date of final passage on August 3, 2010.

6. Fifth Addendum to the FEIR for amendments to the CCPDO Establishing an Industrial Buffer Overlay Zone certified by the City Council (Resolution No. R-308724) with date of final passage on February 12, 2014.

7. Sixth Addendum to the FEIR for the India and Date Project certified by the City Council (Resolution No. R-309115) with date of final passage on July 14, 2014.

8. Final Supplemental Environmental Impact Report for the Downtown San Diego Mobility Plan certified by the City Council on June 21, 2016 (Resolution No. R-310561).

9. City of San Diego FEIR for the Climate Action Plan (CAP FEIR) certified by the City Council on December 15, 2015, (Resolution No. R-310176), including the Addendum to the CAP FEIR certified by the City Council on July 12, 2016.

10. General Plan FEIR (GP FEIR) consisting of (i) Land Development Code FEIR No. 96-0333 (SCH 96081056) certified November 18, 1997 (Resolution No. R-289458) and associated environmental determinations; (ii) General Plan PEIR No. 104495 (SCH 2006091032) certified March 10, 2008 (Resolution No. R-2008-685) and associated addenda; (iii) Public Resources Code (PRC) Section 21166 analysis covering City Council's approval of the City's Affordable Housing Density Bonus Regulations (San Diego Municipal Code ["SDMC"] section 143.0710 et seq.) on March 6, 2018 and March 22, 2018 (City Council Resolution No. R-311593 and City Council Ordinance No. O-20916, respectively); and (iv) CEQA Guidelines Section 15378 not a project determination and CEQA Guidelines Section 15183 analysis covering City Council's approval of the City's Inclusionary Affordable Housing Regulations (SDMC section 142.1301 et seq.) on December 10, 2019 (City Council Resolution No. R-312784) and on January 14, 2020 (City Council Ordinance No. O-21167, respectively).

11. City of San Diego Final Program Environmental Impact Report No. 2019060003 for Complete Communities: Housing Solutions and Mobility Choices (Complete Communities FEIR) certified by the City Council on November 17, 2020 (Resolution No. R-313279); and associated resolutions amending the Land Development Manual to amend the City's CEQA Significance transportation thresholds, and adding the new Transportation Study Manual and Mobility Choices Regulations Implementing Guidelines, all relating to the City's Complete Communities Mobility Choices Program (Resolution Number R-313280). The Mobility Choices Regulations were adopted by City Council Ordinance No, O-21274 on December 9, 2020.

As used herein, the term "FEIR or Downtown FEIR" refers to the 2006 FEIR and all the addenda and supplemental environmental documentation referenced in 1 thru 8 above; the term "CAP FEIR" refers to the 2015 FEIR and the Addendum referenced in 9 above, the term "GP FEIR" refers to the 2008 FEIR and the EIRs, addenda, and CEQA Section 21166 analysis referenced in 10 above, and the term "Complete Communities FEIR" refers to the 2020 FEIR and associated resolutions amending the Land Development Manual to amend the transportation threshold as

well as adding the new Transportation Study Manual (TSM) and Mobility Choices Regulations as referenced in 11 above.

The FEIR, GP FEIR, CAP FEIR, and Complete Communities FEIR (the FEIRs) are Program EIRs prepared in compliance with CEQA Guidelines Section 15168. The aforementioned environmental documents are the most recent and comprehensive environmental documents pertaining to the project. The FEIR and GP FEIR and subsequent addenda are available for review at the offices of the City of San Diego Smart and Sustainability Communities, Urban Division located at 1222 1st Avenue, San Diego, CA 92101 and on the City's website at https://www.sandiego.gov/development-services/news-programs/downtown-development/eirs and https://www.sandiego.gov/planning/genplan/documents/peir. The CAP FEIR and Complete Communities FEIR is available at the offices of the City of San Diego Planning Department located at 9485 Aero Drive, San Diego, CA 92123 and on the City's website at https://www.sandiego.gov/sustainability/climate-action-plan and final_peir_for_complete_communities_housing_solutions_and_mobility_choices.pdf (sandiego.gov).

Under this process described in CEQA Guidelines Section 15168(c), a Consistency Evaluation is prepared for each subsequent proposed action as a written checklist to determine whether additional environmental documentation beyond the FEIRs must be prepared. No additional documentation is required for subsequent proposed actions if the Consistency Evaluation determines that the potential impacts were within the scope of the FEIRs and subsequent proposed actions implement appropriate feasible mitigation measures identified in the Mitigation Monitoring and Reporting Programs (MMRPs) that accompanies the FEIRs.

Through its CEQA Guidelines 15162 analysis, the Consistency Evaluation identifies whether additional environmental documentation is required. The form of this documentation depends upon the nature of the impacts of the subsequent proposed action being proposed. A Subsequent or Supplemental Environmental Impact Report would be prepared in accordance with Sections 15162 or 15163 of the State CEQA Guidelines should the lead agency determine, on the basis of substantial evidence in the light of the whole record, one or more of the three triggers described in CEQA Guidelines Section 15162(a) exist.

Pursuant to CEQA Guidelines 15168(c)(2), if the lead agency under CEQA finds that, pursuant to Sections 15162, no subsequent EIR would be required, the lead agency can approve the subsequent proposed action to be within the scope of the project covered by the FEIRs, and no new environmental document is required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that a legal agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts and covered infrastructure as described in the program EIR. The Downtown FEIR is specific to the Downtown Community Plan Area where the project is located and the others are City-wide, which also includes where the project is located.

7. **PROJECT-SPECIFIC ENVIRONMENTAL ANALYSIS:** See attached Environmental Checklist.

8. **MITIGATION, MONITORING, AND REPORTING PROGRAM:** Mitigation may include, but is not limited to, the mitigation measures found in Volume 1B of the Downtown FEIR. Some of the

mitigation measures found in Volume 1B of the Downtown FEIR are DCP-wide and implemented on an ongoing basis regardless of whether the project is enacted, e.g., transportation improvements. Other measures are to be specifically implemented by development projects as they come forward. Consistent with the significance determinations in the Downtown FEIR, the project is anticipated to result in impacts that would require mitigation to reduce the impact to a below a level of significance. Because of this, a project-specific MMRP is included as Appendix A that includes applicable Downtown FEIR mitigation measures. The project-specific MMRP incorporates applicable mitigation measures from the Downtown FEIR.

9. DETERMINATION: In accordance with Sections 15168, 15162, and 15180 of the CEQA Guidelines, the potential impacts associated with future development within the DCP area are addressed in the FEIR prepared for the DCP, CCPDO, and the six subsequent addenda to the FEIR listed in Section 6 above, as well as the SEIR for the Downtown San Diego Mobility Plan, the CAP FEIR, GP FEIR, and the Complete Communities FEIR.

These documents address the potential environmental effects of future development within the DCP based on buildout forecasts projected from the land use designations, density bonus, and other policies and regulations governing development intensity and density.

The Downtown FEIR and its subsequent addenda and CAP FEIR, as listed in Section 6 above, conclude that development downtown would result in significant impacts related to the following issues (mitigation and type of impact shown in parentheses):

<u>Significant but Mitigated Impacts</u>

- Air Quality: Construction Emissions (AQ-B.1) (Direct [D])
- Land Use: Ballpark Noise (LU-B.1) (D)
- Land Use: Ballpark Lighting (LU-B.5) (D)[2]
- Noise: Interior from Traffic Noise (NOI-B.1) (D)
- Noise: Interior from Ballpark Noise (NOI-B.2) (D)
- Historical Resources: Paleontological (PAL-A.1) (D)

<u>Significant and Not Mitigated Impacts</u>

- Aesthetics/Visual Quality: Views of Bay and Bay Bridge (VIS-B.1) (D)[2]
- Air Quality: Construction Emissions (AQ-B.1) (Cumulative [C])
- Air Quality: Mobile-source Emissions (C)
- Historical Resources: Historical (D/C)
- Historical Resources: Archaeological (D/C)
- Land Use: Traffic Noise (LU-B.2) (D)
- Land Use: Aircraft Noise (LU-B.3) (D)[2]
- Land Use: Railroad Noise (LU-B.4) (D)[2]
- Land Use: Physical Changes Related to Transient Activity (LU-B.6) (D/C)
- Noise: Traffic Noise Level Increase on Grid Streets (NOI-A.1) (D/C)
- Noise: Exterior Traffic Noise in Residential Development (NOI-C.1) (D)
- Noise: Exterior Aircraft Noise in Residential Development (NOI-C.2) (D)[2]
- Noise: Exterior Traffic Noise in Public Parks and Plazas (NOI-D.1) (D)[2]

[2] Not applicable to the project

- Noise: Exterior Aircraft Noise in Public Parks and Plazas (NOI-D.2) (D)[2]
- Parking: Excessive Parking Demand (TRF-D.1) (D/C)[2]
- Traffic: Impact on Grid Streets (TRF-A.1.1) (D)[2]
- Traffic: Impact on Surrounding Streets (TRF-A.1.2) (D/C)[2]
- Traffic: Impact on Freeway Ramps and Segments (TRF-A.2.1) (D/C)[2]
- Traffic: Impact from Removal of Cedar Street Ramp (TRF-A.2.2) (D)[2]
- Water Quality: Urban Runoff (WQ-A.1) (C)

In certifying the FEIR and approving the DCP, the City Council and the Former Agency adopted a Statement of Overriding Considerations, which determined that the unmitigated impacts were acceptable in light of economic, legal, social, technological, or other factors including the following:

Overriding Considerations

- Develop Downtown as the primary urban center for the region.
- Maximize employment opportunities within the DCP area.
- Develop full-service, walkable neighborhoods linked to the assets the DCP area offers.
- Increase and improve park and public spaces.
- Maximize the advantages of Downtown's climate and waterfront setting.
- Implement a coordinated, efficient system of vehicular, transit, bicycle, and pedestrian traffic.
- Integrate historical resources into the DCP.
- Facilitate and improve the development of business and economic opportunities located in the DCP area.
- Integrate health and human services into neighborhoods within Downtown.
- Encourage a regular process of review to ensure the DCP and related activities are best meeting the vision and goals of the DCP.

10. SUMMARY OF FINDINGS: In accordance with PRC Section 21166 and CEQA Guidelines Sections 15168, 15162, and 15180(c) the following findings are derived from the environmental review documented by this Consistency Evaluation and the FEIRs:

1. No substantial changes are proposed in the Centre City Redevelopment Project, or with respect to the circumstances under which the Centre City Redevelopment Project is to be undertaken as a result of the development of the proposed project, which will require important or major revisions in the Downtown FEIR, GP FEIR, CAP FEIR, or Complete Communities FEIR, due to the involvement of new significant environmental effects or substantial increase in the severity of previously identified significant effects;

2. No new information of substantial importance to the Centre City Redevelopment Project, which was not known and could not have been known with the exercise of reasonable diligence at the time the Downtown FEIR, GP FEIR, CAP FEIR, or Complete Communities FEIR were certified as complete, has become available that shows the project will have any new significant and unmitigated effects not discussed previously in the Downtown FEIR, GP FEIR, CAP FEIR, or Complete Communities FEIR; or that any significant effects previously examined will be substantially more severe than shown in the Downtown FEIR, GP FEIR, CAP FEIR, and Complete Communities EIR as mitigated; or that any mitigation measures or alternatives previously found not to be feasible are in fact feasible and would substantially reduce one or

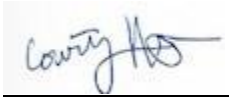
more significant effects on the environment, but the project proponents decline to adopt it; or that any mitigation measures or alternatives, which are considerable different from those analyzed in the Downtown FEIR, GP FEIR, CAP FEIR, or Complete Communities FEIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt it;

3. The proposed project will have no significant effect on the environment, except as identified and considered in the Downtown FEIR, GP FEIR, CAP FEIR, and Complete Communities FEIR that analyze the Centre City Redevelopment Project and its geographic area.

4. Because no Subsequent EIR would be required under CEQA Guidelines Section 15162, the City can approve the proposed project as being within the scope of the Centre City Redevelopment Project covered by the Downtown FEIR, GP FEIR, CAP FEIR, and Complete Communities FEIR, and no new environmental document is required.

5. The finding that the proposed project is within the scope of the Downtown FEIR, GP FEIR, CAP FEIR, and Complete Communities FEIR is based on the Consistency Evaluation and all the substantial evidence in the record, including but not limited to the fact that the proposed project's land use (residential and commercial), overall planned intensity (approximately 16.72 FAR), and geographic location (Downtown San Diego outside the Employment Required Overlay) were analyzed in the Downtown FEIR, GP FEIR, CAP FEIR, and Complete Communities FEIR.

6. The City has incorporated feasible and applicable mitigation measure and alternatives into the proposed project.



for Jeff Szymanski, Senior Planner — 4/11/2022

Signature of Lead Agency Representative/Preparer — Date

Figure 1 – Regional Location

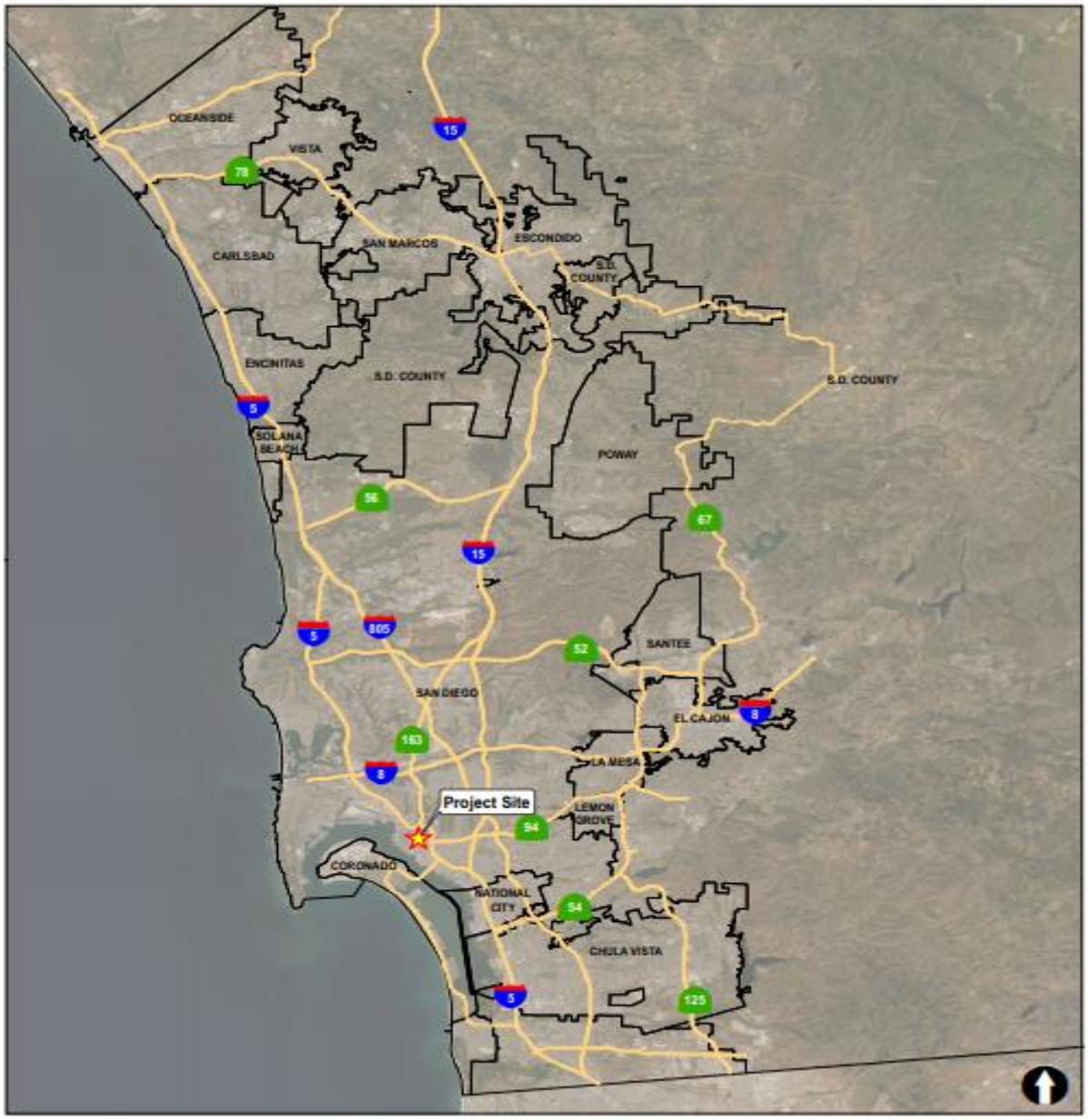


Figure 2 – Project Vicinity

ENVIRONMENTAL CHECKLIST

The following Consistency Evaluation table is the written environmental checklist for evaluating the potential environmental effects of the project to determine if there are any new significant and unmitigated impacts compared to the impacts analyzed in the FEIR, GP FEIR, and CAP FEIR to determine if an SEIR is required. As a result, the impacts are classified into one of the following categories:

- **Significant and Not Mitigated (SNM)** indicates that FEIR mitigation measures may be applicable that do not reduce the impact to below a level of significance, but the significant and unmitigated impact was already identified in the FEIR so no further environmental documentation is required beyond this Consistency Evaluation and project record. If the significant and unmitigated impact was not identified in the FEIR, or applicable sections of the GP FEIR and CAP FEIR, then it is noted in the analysis as a significant and unmitigated impact that would trigger the need for a SEIR.

- **Significant but Mitigated (SM)** indicates that FEIR mitigation measures or other feasible mitigation measures would be applicable and are accepted so no further environmental documentation is required beyond this Consistency Evaluation and project record.

- **Not Significant (NS)** indicates that the project would not result in a significant impact and no further environmental documentation is required beyond this Consistency Evaluation and project record.

The checklist identifies each potential environmental effect and provides information supporting the conclusion drawn as to the degree of impact associated with the project when compared to applicable analyses in the FEIR, GP FEIR, CAP FEIR, and Complete Communities FEIR. This Consistency Evaluation primarily analyzes the project's consistency with the Downtown FEIR, unless there has been a subsequent update to CEQA Guidelines such that a more recent environmental document's analysis applies to a specific impact area or threshold. Instances where consistency is evaluated with regards to a document besides the Downtown FEIR are noted in the evaluation below. An impact conclusion (in bold italic text) follows each threshold question that reflects the project impact conclusion as determined by this Consistency Evaluation. The project impact conclusion is followed by a summary of the FEIR, GP FEIR, CAP FEIR, and/or Complete Communities FEIR impacts and a discussion of the project impacts based on the applicable analysis. The impact classifications checked in the columns to the right of the checklist reiterate the project impact conclusion.

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
1. Aesthetics/Visual Quality						
(a) **Substantially disturb a scenic resource, vista, or view from a public viewing area or substantially degrade a scenic resource? *Not Significant***					X	X
FEIR Summary: There are no designated scenic resources within the downtown planning area, and thus no significant impacts regarding scenic resources would occur. The FEIR concludes that there would also be no significant impact to the skyline views from Balboa Park or to views of San Diego Bay along the north-south trending Sixth Avenue and Park Boulevard. However, implementation of the DCP would substantially block views of the San Diego Bay and the San Diego-Coronado Bay Bridge currently seen from Balboa Park and Highway 94 through the construction of taller buildings. The DCP and CCPDO would ensure buildings are not unattractive but would not be able to restrict building height without compromising the DCP's goals. Thus, the FEIR concludes that the impact on public views would be significant and not mitigated. Project Summary: As stated in the Downtown FEIR, there would be no impact to skyline views or views of San Diego Bay along Sixth Avenue, where the project would be located. The view corridors established within the DCP to maintain views of the San Diego Bay do not intersect with the project site. The project would involve the construction of a 37-story building in the East Village, which would not significantly alter existing views of the San Diego Bay or San Diego-Coronado Bay Bridge from Balboa Park and Highway 94. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
(b) **Substantially incompatible with the bulk, scale, color, and/or design of surrounding development? *Not Significant.*** FEIR Summary: The FEIR concluded that there would be no significant impacts related to incompatible bulk, scale, color, or design associated with future development in the DCP's Ballpark sub-district. The Ballpark Protection Overlay, established as a result of the Ballpark SEIR and incorporated into the DCP, would protect surrounding development from visually incompatible land uses by minimizing light, glare, and shadow impacts, and by defining design criteria for signs. Additionally, Urban Design Standards contained in the CCPDO would ensure compatible building scales and styles. Project Summary: The project would comply with design standards, ordinances, and FAR requirements applicable to its location in the East Village Ballpark sub-district, such that the project would not be incompatible with surrounding development. Deviations from the CCPDO requested as incentives and waivers through utilization of the San Diego Municipal Code Affordable Housing Regulations (AHR) (Ch. 14, Art. 3, Div. 7) include a minor deviation of lot coverage, limited private open space, street-level transparency, and curb setback, as well as a Neighborhood Development Permit (NDP) for a right-of-way encroachment such that the historical façade of the building can be maintained. These deviations would not create incompatibility with the surrounding bulk, scale, color, or design of surrounding development. Further, Development that meets the applicable requirements of the AHR shall be entitled to waivers (SDMC Section 143.0743(b)) and incentives (SDMC Section 143.0740(c)(1)) unless the City makes a written finding of denial based upon substantial evidence. Each of the requested					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
incentives and waivers were reviewed as they relate to the proposed design and use of the proposed Project on the Barrio Logan site, the site layout, and the impact on the surrounding neighborhood. Staff has determined that they are appropriate and will result in a better project that efficiently utilizes the property while meeting the purpose and intent of the Barrio Logan Community Plan. Additionally, NDP findings prepared during the permitting process for the encroachment found that "the project's deviations are appropriate for the project and the location and do not adversely affect the applicable land use plan and downtown area," and were therefore acceptable for issuance of a NDP. CEQA was also amended to affirm that "aesthetic and parking impacts of a residential, mixed use residential or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." (PRC 21099(d)(1)). The proposed project is a mixed-use residential project with residential and commercial uses, surrounded by urban development, and located within half a mile of a major transit stop. Therefore, any aesthetic impact of the project from its bulk, scale, color and/or design on surrounding development cannot be considered significant. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review related to surrounding development, and no mitigation would be required.						
(c) **Substantially affect daytime or nighttime views in the area due to lighting? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that no significant impacts related to lighting would occur with					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
implementation of the DCP. The DCP and CCPDO include policies to prevent adverse effects due to lighting. Project Summary: As discussed above in section 1(b), Public Resources Code Section 21099(d)(1), has been amended since the FEIR was written to redefine aesthetic impacts for specific project types. The proposed project is a mixed-use residential project within a transit priority area (TPA) and therefore cannot be considered to have significant impacts related to aesthetics. Although the DCP mentions that the proposed CCPDO requires all buildings over 75 feet in height to prepare a light, glare, and shadow study, the CCPDO has since been amended to only require these studies where development may impact the ballpark. The project site is not within the planning area where a light, glare, and shadow study would be required related to the ballpark. Further, the project would comply with City regulation regarding light and glare to minimize adverse impacts. The project site is in an urban area where light and glare already exist such that the project would not substantially affect daytime or nighttime views due to its lighting. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.							
2. Agricultural Resources						
(a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use? *Not Significant.*** FEIR Summary: The FEIR concludes that no impacts to farmland would occur with implementation of the DCP.					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Project Summary: There is no land that contains soils that would be considered prime agricultural soils or land that would be designated as Farmland by the California Department of Conservation (DOC) in the DCP. Therefore, there would be no conversion of land of Farmland to a non-agricultural use. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						
(b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract? *Not Significant.*** FEIR Summary: The FEIR concludes that no impacts to agricultural zoning would occur with implementation of the DCP, as there are no Williamson Act contracts in the planning area or nearby. Project Summary: As discussed in the DCP, the planning area, and therefore the project site, is not located on or near land zoned for agriculture or land that has a Williamson Act contract. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.					X	X
3. Air Quality						
(a) **Conflict with or obstruct implementation of an applicable air quality plan, including the County's Regional Air Quality Strategies or the State Implementation Plan? *Not Significant.*** FEIR Summary: The FEIR concludes that, while implementation of the DCP would increase air emissions generated in the DCP area with respect to current levels, the DCP would not conflict with regional air quality					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
planning as it would implement strategies and policies to reduce air pollution. As discussed in the FEIR, the mixed-use emphasis proposed in the DCP as well as the DCP area's proximity to a variety of transit opportunities would reduce mobile source emissions. The DCP also represents smart growth, which would be consistent with the goals and policies of the San Diego Air Pollution Control District (SDAPCD). Project Summary: The proposed project would be consistent with goals of the DCP to represent smart growth through the creation of residential uses near existing mixed-use and employment areas. There are existing bus stops located approximately 500 feet north of the project site along Market Street. In addition, there is a trolley stop at the Gaslamp Quarter Station located south of the Proposed Project within a half-mile walking distance. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.							
(b) **Expose sensitive receptors to substantial air contaminants including, but not limited to, criteria pollutants, smoke, soot, grime, toxic fumes and substances, particulate matter, or any other emissions that may endanger human health? *Significant but Mitigated.*** FEIR Summary: The Downtown FEIR concludes that emissions generated during demolition and construction activities could exceed acceptable local standards and pose a health risk to nearby sensitive receptors. The FEIR identifies Mitigation Measure AQ-B.1-1, which requires dust control measures to be implemented during demolition and construction. With implementation of Mitigation Measure AQ-B.1-1 and compliance with the City			X	X		

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
of San Diego mandated dust controls within the City Land Development Manual, Appendix O, Storm Water Standards Manual, impacts would be reduced to below a significant level. The FEIR concludes that no significant impacts associated with mobile source, stationary, and hazardous materials emissions would occur with implementation of the DCP. However, mobile source emissions combined with other emissions in the San Diego Air Basin would result in a significant cumulative impact. Project Summary: The project would involve exposure of sensitive receptors to substantial air contaminants during short-term demolition of existing buildings and construction activities. The potential for impacts to sensitive receptors during these activities would be mitigated to below a significant level through compliance with the City's mandatory standard dust control measures and the dust control and construction equipment emission reduction measures required by Mitigation Measure AQ-B.1-1. As discussed in the FEIR, sensitive receptors would not be exposed to increased health risks with implementation of the DCP, as major sources of air pollution would not be created. The residential and commercial uses of the proposed project would not create health risks to sensitive receptors during operation. Section 16 of this Consistency Evaluation further discusses impacts to transportation. While the proposed project would increase the total number of vehicle trips in the DCP area, the project would generate fewer than 2,400 daily trips and not require further transportation study under the DCP. The project's location near commercial, retail, office, and other amenity uses would encourage residents to use alternative transportation methods such as walking, biking, or riding public transit, which would contribute to air quality benefits. The use of alternative modes of							

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
transportation would reduce vehicular use and thus decrease (or not lead to an increase of) carbon dioxide emissions and other criteria pollutants. As a result, the project would not expose sensitive receptors to significant levels of any of the substantial air contaminants and would be consistent with the development projections in the FEIR. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review related to air quality impacts to sensitive receptors. As discussed in the FEIR, implementation of Mitigation Measure AQ-B.1-1, compliance with the City's mandated dust control measures, pre-construction hazard assessment, and subsequent implementation of required remediation procedures would be required prior to and during demolition and construction activities (see Appendix A).							
(c) **Generate substantial air contaminants including, but not limited to, criteria pollutants, smoke, soot, grime, toxic fumes and substances, PM, or any other emissions that may endanger human health?** ***Significant and Not Mitigated for cumulative impacts. Significant but Mitigated for direct impacts.*** FEIR & Complete Communities FEIR Summary: The Downtown FEIR concludes that emissions generated during demolition and construction activities could exceed acceptable local standards result in significant impacts. As discussed above in section 3(b), the FEIR identifies Mitigation Measure AQ-B.1-1, which requires dust control measures to be implemented during demolition and construction. With implementation of Mitigation Measure AQ-B.1-1 and compliance with the City of San Diego mandated dust controls within the City Land Development Manual, Appendix O, Storm Water Standards Manual, impacts would be reduced to below a significant level.		X	X				

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Mobile source emissions combined with other emissions in the San Diego Air Basin would result in a significant cumulative impact. The Complete Communities FEIR's additional analysis of air quality impacts concluded that focusing residential development would support the reduction of mobile source emissions. The Complete Communities FEIR further notes that there are no additional feasible mitigation measures available to reduce air quality impacts beyond adherence to applicable regulations, which would reduce impacts but may not reduce cumulative impacts below significant levels. Project Summary: As identified in the Downtown FEIR, demolition and construction of the proposed project would create emissions that would be significant impacts without mitigation. Implementation of Mitigation Measure AQ-B.1-1 and compliance with the City's dust control measures and other standards would reduce project impacts to less than significant levels. Vehicle traffic associated with the project would not exceed air quality significance standards, however, in combination with dust generated during demolition and proposed construction of the project, it would contribute to the significant and unmitigated cumulative impact to air quality identified in the FEIR. Total daily trips would not be increased by more than 2,400 additional average daily trips (ADT), which is the threshold for significant trip generation identified in the FEIR. The proposed project forecasts 1,790 ADT and would therefore be consistent with the analysis previously completed in the FEIR. While emissions were cumulatively considerable in the FEIR, implementation of the DCP would ultimately decrease vehicle emissions as it concentrates development in an area that is well served by transit and offers a variety of opportunities to work and							

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
live in the same area. The project would add residential units to this area, which is close to employment opportunities and transit stations. The significant and unmitigated cumulative impacts related to air quality were previously identified in the FEIR and the project's contributions to these impacts do not require further environmental documentation related to the proposed project. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review related to air contaminants. As discussed in the FEIR, implementation of Mitigation Measure AQ-B.1-1, compliance with the City's mandated dust control measures, pre-construction hazard assessment, and subsequent implementation of required remediation procedures would be required prior to and during demolition and construction activities (see Appendix A). As identified in the FEIR, cumulative impacts to the San Diego Air Basin cannot be mitigated.							
4. Biological Resources						
(a) **Substantially effect, 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 local, state, or federal agencies? *Not Significant.*** <u>FEIR Summary</u>: The FEIR concludes that no significant impacts to sensitive species would occur with implementation of the DCP. <u>Project Summary</u>: The DCP planning area, as discussed in the FEIR, covers a highly urbanized area with minimal plant and animal species. There are no sensitive plants or animals, native habitats, or wildlife migration corridors in the DCP area or project site. Therefore, the project does					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						
(b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations by local, state, or federal agencies? *Not Significant.*** FEIR Summary: The FEIR concludes that no significant impacts to riparian habitat or other sensitive natural communities would occur with implementation of the DCP. Project Summary: The DCP covers a highly urbanized area with little to no native habitat. There have been no sensitive communities identified in the planning area or in plans covering the area. The project site currently is developed with a storage facility and does not contain riparian or other natural communities. As applicable, the project would comply with local, state, and federal plans and policies. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.					X	X
5. Historical Resources						
(a) **Substantially impact a significant historical resource, as defined in § 15064.5? *Significant and Mitigated.*** FEIR Summary: The FEIR concludes that significant impacts to historical resources have the potential to occur with implementation of the DCP and cannot be presumed to be mitigated below a significant level with implementation of the identified mitigation measures. Mitigation Measures HIST-A.1-1, HIST-A.1-2, and HIST-A.1-3 outline measures for identifying historic resources, permitting and constructing			X	X		

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
projects proposed to impact historic resources, submitting monitoring verifications, and issuance of demolition permits. Due to Mitigation Measure HIST-A.1-3 allowing pursuit of a demolition permit through the documentation program, impacts cannot be considered less than significant for the DCP. Impacts to San Diego Register Listed resources are considered potentially significant and unmitigated. Project Summary: The project site (611 Island Avenue) is listed in the historic resources inventory of the FEIR. The site includes the Klauber-Wangenheim Company Building, which is locally significant for its contributions to early commercial developments in San Diego. The project proposes to alter the interior of the building but would rehabilitate its façade on 6th Avenue, 7th Avenue, and Island Avenue to maintain the historic character while achieving development goals through residential development. Findings for the Site Development Permit (SDP) and NDP demonstrated compliance with City historic resource regulations through rehabilitation of the façade. The project balances preservation of the historic resource with policies encouraging economic development and housing creation. In accordance with Mitigation Measures HIST-A.1-1, HIST-A.1-2, and HIST-A.1-3 (see Appendix A), a technical report, treatment plan, documentation plan, and monitoring plan have been prepared. A final report will be prepared after construction before issuance of a demolition permit. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review related to historic resources. As discussed in the FEIR, implementation of Mitigation Measures HIST-A.1-1, HIST-A.1-2, and HIST-A.1-3 would be required prior to and during demolition and construction activities and would mitigate						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
impacts to historic resources at the project site (see Appendix A).						
(b) **Substantially impact a significant archaeological resource pursuant to § 15064.5, including the disturbance of human remains interred outside of formal cemeteries? *Significant and Not Mitigated.*** FEIR Summary: The FEIR concludes that significant archaeological resources may be impacted by implementation of the DCP. Mitigation Measure HIST-B.1-1 lists steps required prior to, during, and after construction for projects with potential to impact archaeological resources. It further details steps to follow if remains are discovered during project activity. Due to the unknown nature of archaeological resources, specifically at undisturbed sites, there is potential for significant impacts to occur. Project Summary: An Archaeological Initial Evaluation was conducted in accordance with Mitigation Measure HIST-B.1-1 and included a records search, a Sacred Lands File search, review of historic studies conducted for the project, reports of other studies in the vicinity, and review of historic maps and aerial photographs. Forty archeological resources have been discovered during nearby construction, so there is potential that project activity could encounter archaeological material. The evaluation recommends an archaeological testing program prior to grading and monitoring during all grading, trenching, and other ground-disturbing activity for the project. Mitigation Measure HIST-B.1-1 will be implemented and includes further details regarding monitoring, notification of discoveries, post-construction processes, handling of artifacts, and other regulations (see Appendix A).	X	X				

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
The nature and extent of impacts associated with archaeological resources cannot be fully predicted prior to construction and thus, while Mitigation Measure HIST-B.1-1 is expected to mitigate any impact, the project's potential impacts must be considered significant and not mitigated. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review. As discussed in the FEIR, implementation of Mitigation Measures HIST-B.1-1 would be required prior to and during demolition and construction activities to mitigate impacts to archaeological resources (see Appendix A).						
(c) **Substantially impact a unique paleontological resource or site or unique geologic feature? *Significant but Mitigated*** FEIR Summary: The Downtown FEIR concludes that significant impacts to paleontological resources have the potential to occur with implementation of the DCP. The FEIR states that any grading or excavation outside of the artificial fill zone, measuring beyond 1 to 3 feet deep, of surficial fills for foundations, subterranean parking, or below-grade features such as utilities has the potential to expose fossil-bearing formations and impact resources. Mitigation Measure PAL-A.1-1 would require construction monitoring and would reduce impacts below a significant level. Project Summary: The project site is not located on artificial fill and thus is in an area with potential for paleontological resources to occur. Construction of subterranean parking will require excavation beyond 3 feet deep, which presents the potential for paleontological resources to be encountered. Mitigation Measure PAL-A.1-1 would be implemented to reduce impacts below a significant level by requiring monitoring during ground disturbance and outlining procedures for before, during,			X	X		

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
and after construction. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review. Mitigation Measure PAL-A.1-1 would be required for ground-disturbing activities and would reduce impacts to less than significant levels.						
6. Geology and Soils						
(a) **Substantial health and safety risk associated with seismic or geologic hazards? *Not Significant.*** FEIR Summary: The FEIR concludes there would be no significant impact to health or safety related to seismic or geologic hazards with implementation of the DCP. The planning area is subject to earthquakes and liquefaction, however impacts would not be significant with implementation of Health and Safety policies in the FEIR and conformance with design policies, such as the California Building Code (CBC; California Code of Regulations Title 24). Project Summary: The project site is not located in one of the active fault zones downtown but is within the City of San Diego Downtown Special Fault Zone that covers the DCP area based on its proximity to faults. The Geotechnical Investigation prepared for the project site did not find evidence of fault traces beneath the site (Geocon 2021a). Ground rupture, liquefaction, tsunamis, seiches, and subsidence were all determined to be insignificant hazards to the project site. Ground shaking may occur; however, the project would be constructed in compliance with CBC requirements for seismic safety to reduce seismic and geologic hazards. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
7. Greenhouse Gas Emissions						
(a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? *Not Significant.***					X	X

CAP FEIR & Complete Communities FEIR Summary:

GHG Emissions (CAP FEIR)

Impacts related to greenhouse gas (GHG) emissions are identified in the Climate Action Plan (CAP) FEIR. The CAP FEIR analysis included impacts related to anticipated growth, inclusive of the DCP growth projections. The City adopted its CAP Consistency Checklist to provide streamlined review of project level consistency with the CAP. The CAP FEIR concludes that GHG emissions from a project that complies with the CAP are not a significant impact and are not cumulatively considerable.

The City's CAP outlines measures that would support substantial progress towards the City's 2035 GHG emissions reduction targets, which are intended to keep the City making substantial progress toward achieving its share of the state's 2050 GHG reductions targets that Executive Order B-30-15 found would "attain a level of emissions necessary to avoid dangerous climate change" because it limits global warming to 2 degrees Celsius by 2050. The CAP Consistency Checklist was adopted on July 12, 2016, to uniformly implement the CAP for project-specific analyses of GHG emission impacts.

Energy (Complete Communities FEIR)

Energy was added as a separate issue under CEQA after the certification of the CAP FEIR and is contained in the Complete Communities FEIR. Impacts related to this issue area are analyzed related to wasteful energy consumption

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
or conflicts with energy efficiency plans. The Complete Communities FEIR concludes that development under the Housing Program would not result in significant impacts to energy resources or create conflicts with energy plans or policies, as projects would be required to comply with energy requirements in the state and local regulations. Project Summary: **GHG Emissions (CAP FEIR)** Given consistency with the CAP, further GHG analysis is not required, and emissions are not cumulatively considerable. The project's CAP Checklist demonstrates the project's consistency with the City's CAP through features such as a cool/green roof, low-flow fixtures/appliances, and electric vehicle (EV) charging spaces. Overall, implementation of residential units in proximity to transit corridors would result in a net decrease of GHG emissions over time. The project would contribute to Action 3.6 of the CAP FEIR by implementing development within a TPA. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required. **Energy (Complete Communities FEIR)** The project would be constructed in compliance with the energy efficiency requirements contained in the CBC and City's CAP. No inefficient construction practices would be used. Energy use related to transportation would be efficient, as residences would be constructed in a TPA. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.							

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
(b) **Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gas? *Not Significant.*** CAP FEIR Summary: The CAP FEIR concludes that it would not conflict with GHG reduction plans and policies, such as Executive Order S-3-05, Executive Order B-30-15, AB 32, or the CARB Scoping Plan. The CAP would result in the City attaining its share of statewide GHG emission reductions and would otherwise reduce future GHG emissions. Project Summary: As discussed further in section 7(a) above, the project would be consistent with the CAP, as demonstrated by the CAP Checklist and verified by City staff. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.					X	X
8. Hazards and Hazardous Materials						
(a) **Substantial health and safety risk related to on-site hazardous materials? *Not Significant.*** FEIR Summary: The FEIR concludes that no significant impacts related to on-site hazardous materials would occur with implementation of the DCP. Compliance with regulations related to hazardous materials would be sufficient to reduce impacts and no mitigation would be required. Project Summary: The proposed project's primarily residential land use would not introduce a safety risk related to hazardous materials to the site. The project site has a previous report of gasoline-impacted soil that resulted in a case that closed in 2001. Preparation of a Soil Management Plan (SMP) was recommended in the project's Phase II Environmental Site Assessment (ESA) Report because of the gasoline released at the site					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
(Geocon 2021b). Excavation of hazardous materials during construction activities was a risk identified in the FEIR to be addressed through project-specific Phase II ESAs and remediation measures. The SMP for the project was accepted by the County of San Diego Department of Environmental Health and Quality and determined to prevent health risks at the site. As discussed in the FEIR, compliance with applicable regulations with County approval, reduces potential impacts to less than significant levels. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						
(b) **Be located on or within 2,000 feet of a site that is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment? *Not Significant.*** FEIR Summary: The FEIR concludes that projects within the planning area have a high likelihood of being located on or near sites compiled pursuant to Government Code Section 65962.5. Compliance with the applicable regulations would avoid significant impacts to human health and the environment. Implementation of the DCP would not create significant hazards related to hazardous materials sites and no mitigation would be required. Project Summary: As discussed in the FEIR, project sites are likely to be located on or near sites listed as hazardous materials sites. However, this would not create a significant hazard given compliance with appropriate regulations. The California Department of Toxic Substances' EnviroStor database lists thirteen hazardous materials sites within 2,000 feet of the project site (DTSC 2022). All thirteen of these sites are designated as "Evaluation" status, which					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
indicates suspected, but unconfirmed, contaminated sites that need or have gone through a limited investigation and assessment process. If any of these sites are found to have contamination, they would be required to comply with the applicable cleanup program. The State Water Resources Control Board's (SWRCB's) GeoTracker database lists approximately 200 sites within 2,000 feet of the project site. Only seven of these sites are currently open sites. As discussed above in section 8(a), the project site has gasoline-impacted soils, but the preparation of and compliance with the SMP approved by the County, the project would not pose a health risk. As indicated in the FEIR, the project's proximity to hazardous waste sites would not cause a significant impact given compliance with the applicable federal, state, and local regulations. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						
(c) **Substantially impair implementation of an adopted emergency response plan or emergency evacuation plan? *Not Significant.*** FEIR Summary: The FEIR concludes that there would not be significant impacts to emergency preparedness with implementation of the DCP. The City would continue to participate in the Unified San Diego County Emergency Services Organization and implement its Emergency Operations Plan. Project Summary: As discussed in the FEIR, the ongoing implementation of the City's Emergency Operations Plan would provide adequate emergency response throughout the City. The project would not prevent or impair					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
implementation of this plan and no significant impact would occur. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						
9. Hydrology and Water Quality						
(a) **Substantially degrade groundwater or surface water quality? *Not Significant.*** FEIR Summary: The FEIR concludes that no significant impacts related to degradation of groundwater or surface water quality would occur. Adherence to state and local water quality controls, such as the City Jurisdictional Runoff Management Plan, Storm Water Pollution Prevention Plan (SWPPP), City Stormwater Standards, and Hazardous Materials Release Response and Inventory Plan, would reduce potential water quality impacts generated by new development. Project Summary: The proposed project has the potential to result in short-term, temporary water quality impacts during construction activities. Water quality control measures would reduce the potential impacts through compliance with (1) the San Diego Regional Water Quality Control Board under a National Pollutant Discharge Elimination System general permit for construction dewatering (if dewatering is discharged to surface waters); (2) the City of San Diego Metropolitan Wastewater Department (if dewatering is discharged into the City's sanitary sewer system under the Industrial Waste Pretreatment Program); or (3) the mandatory requirements controlling the treatment and disposal of contaminated dewatered groundwater would ensure that potential impacts associated with construction dewatering and the handling of contaminated groundwater are not significant. A Storm Water Quality Management Plan					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
(SWQMP) has been prepared for the project and identified the Best Management Practices (BMPs) that would be implemented to prevent project impacts to water quality. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						
(b) **Substantially increase impervious surfaces and associated runoff flow rates or volumes? *Not Significant.*** FEIR Summary: The FEIR concludes that there would not be significant impacts to impervious surface increase or associate runoff flow rates or volumes. The DCP area is composed of mostly impervious surfaces that may be decreased with implementation of the DCP. The hydrology of the DCP area would not be significantly altered, as it is already highly urbanized and the DCP does not propose topographic changes such that runoff patterns would be altered. Project Summary: The project site is currently developed and covered with impervious surfaces. The proposed project would decrease impervious surface area at the site by 10.87 percent and would replace the rest of the existing impervious area thereby maintaining a similar level of runoff. The project would be required to comply with City BMPs, as identified in the SWQMP. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.					X	X
(c) **Substantially impede or redirect flows within a 100-year flood hazard area? *Not Significant.*** FEIR Summary: The FEIR concludes that there would be no impacts to flood flows with implementation of the DCP.					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Project Summary: There are no 100-year flood hazard areas in the DCP area and therefore the project site is not within a 100-year flood hazard area. The project would not impede or redirect flows associated with a 100-year flood hazard area. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						
(d) **Substantially increase erosion and sedimentation? *Not Significant.*** FEIR Summary: The FEIR discusses the potential for erosion and sedimentation in the short-term during site preparation and other construction activities. However, compliance with state and local water quality controls would ensure that impacts are not significant. The FEIR concludes that no significant impacts associated with an increase in erosion or sedimentation would occur with implementation of the DCP. Project Summary: The project has the potential to result in erosion and sedimentation temporarily during construction. As discussed in the SWQMP, implementation of BMPs and a Water Pollution Control Plan would be required. These measures would reduce potential impacts to less than significant levels. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.					X	X
10. Land Use and Planning						
(a) **Physically divide an established community? *Not Significant.*** FEIR Summary: The FEIRs conclude that implementation of the DCP would not result in dividing established					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
communities. The DCP should create integrated neighborhoods with strengthened community identity. Projects spanning more than one block would be subject to additional review, as they have the potential to divide an established community. Project Summary: The proposed project is a residential, mixed-use facility, which complies with the use permitted for the site in the DCP. The project would no span more than one block and would therefore not be considered a large facility that may divide a community. The project footprint would be limited to the footprint of the existing facility. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						
(b) **Substantially conflict with the City's General Plan and Progress Guide, Downtown Community Plan, Centre City PDO or other applicable land use plan, policy, or regulation? *Not Significant.*** FEIR & GP FEIR Summary: The Downtown FEIR concludes that implementation of the DCP would not result in significant impacts related to conflicts with applicable land use plans. The DCP further details policies for the development of the downtown area as intended in the City's General Plan and Progress Guide. The GP FEIR includes the Land Development Code FEIR, General Plan PEIR and associated addenda, and PRC Section 21166 analysis covering City Council's approval of the City's Affordable Housing Density Bonus Regulations, which concludes there are no new significant and unmitigated impacts from implementation of the City's Affordable Housing Density Bonus Regulations, which permits floor area ratio bonuses in excess of maximum zoning density for project sites downtown.					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Project Summary: The proposed project complies with the employment/residential mixed-use category through the creation of residential units and a retail space. Compliance with the assumed land use in the DCP and CCPDO ensures the Downtown FEIR adequately covered project impacts. Development intensity is measured as FAR in the DCP area. The proposed FAR is 16.72 and within the 16.8 maximum allowed and analyzed FAR. The 16.8 FAR includes the base FAR of 6.0, plus FAR bonuses earned for including certain project amenities set forth in SDMC Sections 156.0309 and 143.0720: 1.0 FAR for providing 3 bedrooms on 5 percent of dwelling units; 1.0 FAR pursuant to the FAR purchase program, which helps to fund downtown parks; 8.0 FAR for providing micro-units while providing affordable housing consistent with the AHR and implementing the SDBL; and 0.8 FAR for not requiring waivers for building height or setbacks while complying with the AHR. The Project FAR therefore complies with the SDMC and CCPDO and is consistent with the density anticipated for the Downtown area and analyzed in the FEIR and subsequent land use analysis. As discussed in the FEIR, the DCP is designed to implement the San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP) and would not create conflicts with this plan. The project site is in Review Area 2 and has received the necessary Determination of No Hazard subject to lighting requirements and notification to the Federal Aviation Administration after reaching its greatest height, as detailed in the determinations (FAA 2021a-d). The land use consistency analysis in the permit findings and staff report are incorporated by reference herein. As such, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
(c) **Substantial incompatibility with surrounding land uses? *Significant and Not Mitigated.*** FEIR Summary: The FEIR concludes that significant land use incompatibility impacts related to noise and lighting would occur with implementation of the DCP. Lighting impacts would occur within areas near Petco Park and would be mitigated by LU-B.5-1. Land use noise impacts would be mitigated by implementing Mitigation Measures LU-B.4-1, NOI-B.1-1, and NOI-B.2-1, which would require project-specific noise studies and mitigation measures for areas exposed to excessive noise as discussed in section 12 of this Consistency Evaluation. Even with implementation of the mitigation measures, impacts related to traffic, aircraft, and railroad noise would be significant and not mitigated. Project Summary: The project site is not located in areas where aircraft or train noise exceeds applicable standards. The project site is also not located within two blocks of the ballpark and would therefore not result in associated lighting impacts. However, traffic and ballpark noise levels would exceed 65 A-weighted decibels (dBA) community noise equivalent level (CNEL) in the project area, and interior noise levels within habitable rooms could experience interior noise levels in excess of 45 dBA CNEL. Implementation of the noise attenuation measures required by Mitigation Measures LU-B.4.1, NOI-B.1-1, and NOI-B.2-1 would reduce interior noise levels to 45 dBA CNEL. In accordance with Mitigation Measure NOI-C.1-1, a project-specific analysis was conducted in 2021 for the original project and it was found that traffic noise in outdoor areas could exceed 65 dBA CNEL and would not be mitigated (Veneklasen Associates 2021). Additionally, the analysis determined that noise attenuation measures would reduce noise levels to	X	X				

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
45 dBA CNEL or less in habitable rooms resulting in a less than significant impact. Further discussion of noise impacts and mitigation measures is included in section 12 of this Consistency Evaluation. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review. The project would be required to implement Mitigation Measures LU-B.4.1, NOI-B.1-1, NOI B-.2-1, and NOI-C.1-1 (see Appendix A).						
(d) **Substantially impact surrounding communities due to sanitation and litter problems generated by transients displaced by Downtown development?** ***Significant and Not Mitigated for cumulative impacts. Not Significant for direct impacts.*** FEIR Summary: The Downtown FEIR concludes that impacts related to sanitation and litter generated by individuals experiencing homelessness would be significant and unmitigated with implementation of the DCP. The City would continue to support social services and other programs that aim to support people experiencing homelessness as a mitigation effort but would not be able to reduce impacts below a significant level. Specifically identified in the FEIR is support for the Homeless Outreach Team that was created through mitigation in the Ballpark EIR. Project Summary: The project site is currently developed and does not provide spaces that are used by people experiencing homelessness. As such, construction of the project would not cause displacement of any individuals. As identified in the FEIR, development of the DCP would overall have a significant cumulative impact on surrounding communities due to displacement of individuals who are experiencing homelessness. The appropriate mitigation for these impacts outlined in the		X			X	

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
FEIR is the City's continued support of local social service providers and government programs. This mitigation effort would not be implemented at the project level and as such is not included in Appendix A. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						
11. Mineral Resources						
(a) **Substantially reduce the availability of important mineral resources? *Not Significant.*** FEIR Summary: The FEIR concludes that there would be no impacts to mineral resources with implementation of the DCP as there is limited potential for mineral resources to occur and be extracted in the area. Project Summary: As discussed in the FEIR, there are not known mineral deposits in the DCP area. Furthermore, the urban nature of the area prevents viable extraction. Therefore, the project would not substantially reduce the availability of important mineral resources. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.					X	X
12. Noise						
(a) **Substantial noise generation? *Significant but Mitigated.*** FEIR Summary: The FEIR concludes development within the DCP area could generate temporary noise impacts caused by construction activities. However, short-term construction noise impacts would be avoided by adherence to construction noise limitations imposed by the City's Noise Abatement and Control Ordinance. The FEIR also concludes that significant impacts associated with			X	X		

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
traffic, aircraft, and ballpark noise increases would occur with implementation of the DCP. No feasible mitigation measures are available to reduce the significant traffic and aircraft noise increase. However, Mitigation Measure NOI-B.1-1 requires that prior to approval of a Building Permit for any residential, hospital, or hotel noise-sensitive use (excluding residential and hotel uses) within 475 feet of the centerline of I-5 or adjacent to a roadway carrying more than 7,000 ADT, an acoustical analysis would be performed to confirm that architectural or other design features are included, which would ensure that noise levels within habitable rooms would not exceed 45 dB(A) Community Noise Equivalent Level (CNEL). Project Summary: Project construction activities have the potential to cause temporary noise increases. However, compliance with the City's Noise Abatement and Control Ordinance would reduce these impacts to less than significant levels as discussed in the FEIR. Island Avenue and Market Street are identified in the FEIR as expected to experience noise in excess of 65 dB(A) CNEL upon implementation of the DCP. Residential uses facing these road segments could experience interior noise levels above 45 dB(A) if adequate insulation measures are not provided. In accordance with Mitigation Measure NOI-B.1-1, an Exterior Noise and Exterior Façade Acoustical Analysis (Acoustical Analysis) was prepared to identify interior noise attenuation measures, which would ensure that noise from traffic would not exceed 45 dB(A) CNEL within the proposed project's habitable rooms (see Appendix A; Veneklasen Associates 2021). The Acoustical Analysis determined that traffic on Island Avenue, 6th Avenue, and 7th Avenue is affecting the site. Interior noise levels in habitable rooms could exceed 45 dB(A) CNEL, however, adherence to Title 24 of the CBC and implementation of						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
the glazing as required in Acoustical Analysis, and mechanical ventilation systems in residential units would reduce interior noise levels to below 45 dB(A) CNEL. The project site is located within four blocks of Petco Park, which could result in noise impacts during events. These impacts would not exceed acceptable levels when averaged over a 24-hour period. No mitigation for noise generation is provided by the DCP, but Mitigation Measure NOI-B.2-1 would reduce interior noise levels below a significant level (see Appendix A). As discussed above, an Acoustical Analysis was prepared and outlines requirements to reduce interior noise impacts to acceptable levels. Operation of the project would not generate substantial noise and is overall consistent with the land use proposed in the DCP. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review. The project would be required to implement Mitigation Measures NOI-B.1-1 and NOI-B.2-1 (Appendix A).							
(b) **Substantial exposure of required outdoor residential open spaces or public parks and plazas to noise levels (e.g., exposure to levels exceeding 65 dBA CNEL)?** ***Significant and Not Mitigated.*** FEIR Summary: The FEIR concludes that outdoor residential open spaces or public parks and plazas may be subject to noise levels exceeding 65 dB(A) CNEL. Impacts would be significant and unmitigated. The FEIR identifies Mitigation Measure NOI-C.1-1, which would require a project-specific noise study prior to approval of a development permit for any residential development within 475 feet of the centerline of I-5 or	X	X				

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
adjacent to a roadway carrying more than 7,000 ADT. Even with implementation of Mitigation Measure NOI-C.1-1, without knowing the exact spatial relationship of the open space areas to the traffic noise for each future development, it is impossible to know whether every future development would be able to maintain noise levels below 65 dB(A) CNEL. Full attenuation of noise may be contrary to the goal of creating outdoor open space and parks, so impacts are considered unmitigated. Project Summary: The project would construct 443 residential units and would provide required, common outdoor spaces that could be impacted by noise exceeding 65 dB(A) CNEL. Common outdoor spaces for the project would be located on the 5th and 37th floors. As identified in the FEIR, an Acoustical Analysis was prepared to satisfy FEIR Mitigation Measure NOI-C.1-1, traffic surrounding the project site would create noise in excess of the 65 dB(A) CNEL limit (Veneklasen Associates 2021). Based on the noise levels observed on the roof of the existing four-story building, the 5th level outdoor space could experience significant noise impacts. Modeling in the Acoustical Analysis predicted that the CNEL on the upper levels of the project would be less than 65 dB(A), therefore the 37th level outdoor space would not experience adverse impacts related to noise. The project would not include public parks or plazas, so no impact would occur in relation to these land uses. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required. The project would be required to implement Mitigation Measure NOI-C.1-1 (see Appendix A).						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
(c) **Substantial interior noise within habitable rooms (e.g., levels in excess of 45 dBA CNEL)? *Significant but Mitigated.*** FEIR Summary: The FEIR concludes that significant impacts to interior noise as a result of traffic, railroad, and ballpark noise would occur with implementation of the DCP. The FEIR identifies Mitigation Measure NOI-B.1-1, which would require a project-specific noise study prior to approval of a building permit for any residential, hospital, or hotel development within 475 feet of the centerline of I-5 or adjacent to a roadway carrying more than 7,000 ADT or that has the potential to expose habitable rooms to disruptive railroad noise. The FEIR also identifies Mitigation Measure NOI-B.2-1, which would require a project- specific noise study prior to approval of a building permit for any noise-sensitive land uses, including hotels within four blocks of the ballpark. Implementation of these mitigation measures and compliance with Title 24 and CBC requirements would reduce interior noise impacts to below a level of significance by requiring noise levels in habitable rooms to not exceed 45 dB(A) CNEL. Project Summary: As further discussed above in section 12(a), the project has prepared an Acoustical Analysis, as identified in Mitigation Measures NOI-B.1-1 and NOI-B.2-1, due to exterior traffic and ballpark noise. The Acoustical Analysis includes requirements for glazing and mechanical ventilation systems such that these features in addition to compliance with CBC Title 24, interior noise levels in habitable rooms would be reduced below 45 dB(A) CNEL. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review. Mitigation Measures NOI-B.1-1 and NOI-B.2-1 would be implemented (Appendix A).			X	X		

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
13. Population and Housing						
(a) **Substantially induce population growth in an area? *Not Significant.*** FEIR Summary: The FEIR concludes that no significant adverse impacts associated with inducing population growth would occur with implementation of the DCP. Project Summary: The project would construct 443 dwelling units, which would be expected to induce population growth. However, the creation of housing would be consistent with the growth assumptions contained in the FEIR and would not lead to additional adverse physical changes. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.					X	X
(b) **Substantial displacement of existing housing units or people? *Not Significant.*** FEIR Summary: The FEIR concludes that no significant adverse impacts would occur to housing units as a result of the DCP. Implementation of the DCP would result in a beneficial increase in housing supply by contributing additional residential units beyond those projected by SANDAG in an area that is experiencing housing deficiencies. Project Summary: As discussed in the FEIR, the San Diego region has housing deficiencies that would be improved by the implementation of the DCP. The proposed project would contribute 443 new dwelling units to the area and would not result in the displacement of any existing housing, as there are no residents of the existing storage facility. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
14. Public Services and Utilities						
(a) **Substantial adverse physical impacts associated with the provision of new schools? *Not Significant.*** FEIR Summary: The FEIR concludes that implementation of the DCP would generate residential units that increase the number of school-age children, therefore requiring additional schools. Specifically, the need for a new elementary school and possibly a new high school are identified. Impacts related to these facilities would be speculative, as there is no proposed location, and therefore the impacts are not required to be addressed in the FEIR. Project Summary: The project would construct 443 residential units, which would be expected to generate new school-age residents. The project would be consistent with the increase in students identified in the FEIR and would not cause the need for an additional school facility. The payment of impact fees to the San Diego Unified School District would be required prior to issuance of a building permit and would reduce potential impacts related to school facilities. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.					X	X
(b) **Substantial adverse physical impacts associated with the provision of new libraries? *Not Significant.*** FEIR Summary: The FEIR concludes that implementation of the DCP would result in the need for a new Main Library. The impacts of the Main Library were addressed in a Secondary Study, which concluded the library would have no impacts that could not be reduced below significant levels. Smaller libraries could be constructed to serve the					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
downtown population; however, their location and impacts would be speculative and thus are not included in the FEIR. Project Summary: The project would introduce new people to the downtown area through construction of 443 residential units, however this growth was anticipated in the Downtown FEIR and therefore included in assumptions regarding the need for library facilities. The project would not generate the need for any additional library facilities; however, the project's Development Impact Fees (DIFs) would contribute to funding any future library facilities that are proposed. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						
(c) **Substantial adverse physical impacts associated with the provision of new fire protection/emergency facilities? *Not Significant.*** FEIR & Complete Communities FEIR Summary: **Fire Protection Facilities (Downtown FEIR)** The FEIR concludes that implementation of the DCP would result in the need for additional fire protection and emergency facilities. The impacts associated with new facilities proposed at the time of the FEIR's certification would have been speculative and were not included in the FEIR. Since the FEIR was certified, the City opened Station 2 at 875 West Cedar Street to serve Little Italy and the downtown area west of the train and trolley tracks. Any future facilities would be analyzed individually for impacts, as analysis provided in the FEIR would be speculative. **Fire Hazards (Complete Communities FEIR)**					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Further updates to CEQA Guidelines have resulted in the addition of a "Wildfire" section to ensure projects do not result in increased hazards associated with wildfires. Adherence to CBC, the City's Fire Code, and Brush Management Regulations would be required, but may not fully reduce impacts related to wildfire. The Complete Communities FEIR concludes that impacts related to wildfire would be significant and unavoidable, as there are places in the citywide planning area that may develop residences in an area with wildfire risks. Project Summary: **Fire Protection Facilities (Downtown FEIR)** The growth assumptions in the DCP include the project's introduction of additional housing and therefore construction of the project would not necessitate additional fire protection or emergency facilities beyond those identified in the FEIR. The collection of DIFs was the policy identified to mitigate future impacts associated with provision of fire protection and emergency facilities. The project would pay the applicable DIFs to minimize such impacts. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required. **Fire Hazards (Complete Communities FEIR)** As identified in the Complete Communities FEIR, the project site is not located within a Fire Hazard Severity Zone and is located within the moderate fire threat level of the Downtown area. Urban areas, such as the project site, are unlikely to experience wildfires. The project would be constructed in accordance with state and local Fire Codes and Building Codes, such that impacts related to wildfire would not be significant. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances							

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
requiring additional review, and no mitigation would be required.						
(d) **Substantial adverse physical impacts associated with the provision of new law enforcement facilities? *Not Significant.*** FEIR Summary: The FEIR concludes that implementation of the DCP would result in the need for additional law enforcement, which may include the need for additional facilities. However, the growth impacts associated with the DCP most directly require additional officers and not the provision of additional facilities. Any future substation addition would pursue its own analysis of environmental impacts associated with its physical construction. Project Summary: The project would add population to the DCP area, consistent with the analysis provided in the FEIR. The additional population would not require the provision of additional law enforcement facilities but would be part of the population increase that would require additional officers. The addition of personnel would not result in environmental impacts under CEQA, and any future facility development would undergo a separate CEQA process. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.					X	X
(e) **Substantial adverse physical impacts associated with the provision of new water transmission or treatment facilities? *Not Significant.*** FEIR Summary: The FEIR concludes that implementation of the DCP would result in additional growth, which would increase the demand for treated water. However, the Alvarado Water Treatment Plant has the capacity to support the additional DCP population. Further, the San					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Diego Water Department routinely replaces and upsizes deteriorating and under-sized pipes through its Capital Improvement Project program, which is categorically exempt from environmental review pursuant to CEQA. There would be no significant impacts associate with provision of water transmission or treatment as a result of DCP implementation. Project Summary: As identified in the FEIR, the growth proposed in the DCP would not require the provision of new water facilities. The growth associated with the proposed project would be consistent with the assumptions included in the FEIR analysis and would not require new water facilities to be constructed. Future facilities would be assessed in accordance with CEQA as they are proposed. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.							
(f) **Substantial adverse physical impacts associated with the provision of new storm water facilities? *Not Significant.*** FEIR Summary: The FEIR concludes that implementation of the DCP would not substantially alter stormwater runoff, and therefore would not require the provision of new stormwater facilities. Project Summary: Similar to the majority of the DCP area, the project site would consist mainly of impervious surfaces. The project would result in a small decrease in impervious surfaces compared to existing conditions, but no significant change would occur regarding runoff. Any future changes to the offsite stormwater system would be assessed in accordance with CEQA as they are proposed. The project does not trigger any of the CEQA Guidelines					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Section 15162 circumstances requiring additional review, and no mitigation would be required.						
(g) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? *Not Significant.*** FEIR Summary: The FEIR concludes that implementation of the DCP would result in additional growth, which would increase the demand for treated water. The San Diego County Water Authority indicated that it would have a local water supply sufficient to support the increase in water use. Additionally, SB 610 and SB 221 require a water supply assessment (WSA) for any development that would construct 500 or more dwelling units, 500 or more hotel rooms, or a project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project. Pipe replacements in East Village were included in the FEIR to accommodate more intense development associated with the DCP. Project Summary: The project proposes 443 units and would not require the preparation of a WSA. The increased population was included in assumptions of the DCP, and impacts were analyzed in the FEIR. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.					X	X
(h) **Substantial adverse physical impacts associated with the provision of new wastewater transmission or treatment facilities? *Not Significant.*** FEIR Summary: The FEIR concludes that the Point Loma Wastewater Treatment Plant (PLWTP) would have sufficient capacity to accommodate increased wastewater through					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
2025, by which point the South Bay Wastewater Treatment Plant would be available and able to accommodate excess wastewater. There would not be significant environmental impacts related to the provision of new wastewater transmission or treatment facilities given the implementation of the DCP. Project Summary: The increased wastewater associated with construction of the project would be consistent with the growth assumed in the FEIR and would not directly warrant construction of a new wastewater treatment facility. The project's wastewater would be treated at the PLWTP. Future new or updated facilities will address their impacts pursuant to CEQA as they are proposed. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.							
(i) **Substantial adverse physical impacts associated with the provision of new landfill facilities? *Not Significant.*** FEIR Summary: The FEIR concludes that solid waste would increase and be disposed of at the Miramar Landfill until it reaches capacity, however impacts related to a new landfill would be speculative and are not considered in the FEIR. Projects proposing at least 50 residential units are required to prepare a waste management plan. Project Summary: The project would be consistent with growth assumptions included in the DCP and would not warrant the provision of new landfill facilities. Future landfill facilities needed once the Miramar Landfill reaches capacity would be assessed pursuant to CEQA when they are proposed. As the project would create more than 50 residential units, a Trash Management Plan was prepared for the project and includes design requirements and recommendations to reduce impacts associated with					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
waste (American Trash Management 2021). The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						
15. Parks and Recreational Facilities						
(a) **Substantial increase in 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? *Not Significant.*** FEIR Summary: The FEIR concludes that there would be no significant impacts contributing to the physical deterioration of park facilities with implementation of the DCP. The DCP intends to provide increased park and recreational space to the downtown area through a Transfer of Development Rights program. Implementation of the DCP would accommodate an increased downtown population with park facilities and would not create significant impacts related to deterioration of these facilities. Project Summary: The proposed project would increase population, and thereby the use of park facilities, in accordance with the growth assumed in the DCP and FEIR. Therefore, the planned park increases outlined in the FEIR would accommodate the project's residents and would not lead to accelerated deterioration of the facilities. Development of future park and recreation facilities would be supported through payment of the City's DIF. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
16. Transportation/Traffic						
(a) **Cause the level of service (LOS) on a roadway segment or intersection to drop below LOS E? *Not Significant.*** FEIR & Complete Communities FEIR Summary: **LOS Analysis (Downtown FEIR)** The FEIR concludes that significant traffic impacts on 62 intersections in the DCP area would occur with implementation of the DCP. The FEIR identifies improvements at 50 of the impacted intersections that would maintain an acceptable LOS. Due to constraints imposed by adjacent land use, up to 12 intersections would not be within acceptable LOS and the impact would be significant and not mitigated. The FEIR also concludes that significant traffic impacts to roadway segments in the DCP area would occur with implementation of the DCP. The FEIR identifies Mitigation Measures TRF-A.1.1-1 and TRF-A.1.1-2, which would require subsequent monitoring and project-specific traffic studies to determine appropriate future improvements. Even with implementation of Mitigation Measures TRF-A.1.1-1 and TRF-A.1.1-2, the impact may be significant and not mitigated. **VMT Analysis (Complete Communities FEIR)** Since certification of the Downtown FEIR, California enacted SB 743 to modernize transportation analysis and transition lead agencies from analyzing traffic impacts under CEQA from a congestion-based LOS threshold to a VMT threshold designed to assist the state in meeting its greenhouse gas emissions targets. SB 743, as codified in PRC 21099(b), provides that upon certification of the new VMT CEQA Guidelines by the Secretary of Natural					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Resources Agency in December 2018, automobile delay, as described *solely* by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment, except for transportation projects. The City of San Diego subsequently adopted the Complete Communities FEIR, which incorporated updates to CEQA significance thresholds by utilizing VMT analysis, as directed by SB 743. The Complete Communities FEIR concludes that development in areas with VMT at or below 85 percent of the base year regional average would have less than significant impacts. Future development of similar types would be expected to have similar levels of VMT to the existing development in that area. <u>Project Summary</u>: **LOS Analysis (Downtown FEIR)** With regards to level of service analyzed in the Downtown FEIR, the project is estimated to generate 1,790 ADT based on 443 dwelling units (DU; 4 ADT/DU) and 985 sf of specialty retail space (18 ADT/1,000 sf). The ADT rates were based on Centre City Cumulative Traffic Generation Rates in the City's Trip Generation Manual. The 1,790 ADT generated by the proposed project would not exceed the LOS significance threshold of 2,400 ADT that was established in the Downtown FEIR. Therefore, the project's impacts related to LOS would not be significant. Mitigation Measures TRF-A.1.1-1 and TRF-A.1.1-2 are not the responsibility of project applicants and instead apply to the City's responsibility to improve and maintain transportation services. The project's contributions to cumulative transportation impacts would not be significant, as they fall under the significance threshold. Therefore, the project does not trigger any of the CEQA							

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required. **VMT Analysis (Complete Communities FEIR)** The Complete Communities FEIR designates sites within the DCP Area as Mobility Zone 1. Development in this zone supports VMT reductions through access to transportation and community amenities. The project's zone has VMT of 50 to 85 percent of the Region's Average for both residents and employees, and can be expected to have similar levels with implementation of the project. Therefore, the project would not have significant VMT impacts. Based on the City's Transportation Analysis Screening, the project was screened out from further VMT analysis based on its location in a VMT/Capita Efficient Area, inclusion of affordable housing, and creation of commercial space that would be considered a small project. No impacts related to VMT would occur. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.							
(b) **Cause the LOS on a freeway segment to drop below LOS E or cause a ramp delay in excess of 15 minutes?** ***Not Significant.*** <u>FEIR Summary</u>: The FEIR concludes that significant traffic impacts on nine freeway segments and 14 freeway ramps would occur with implementation of the DCP. The FEIR identifies Mitigation Measure TRF-A.2.1-1, which would require initiation of a multi-jurisdictional effort to develop a detailed, enforceable plan to identify improvements to reduce congestion on I-5 through the DCP area and identify funding sources. Even with implementation of Mitigation Measure TRF-A.2.1-1, as CivicSD and the City of					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
San Diego do not have jurisdiction to improve the freeway system, the impact would be significant and not mitigated. Project Summary: As discussed above in section 16(a), if LOS was still the applicable threshold to analyze transportation, the project itself would not generate significant impacts related to traffic. It would contribute to the cumulative traffic increases identified in the FEIR that would cause traffic impacts to freeway segments and ramps but would not exceed the project-level significance threshold. The FEIR identified Mitigation Measure TRF-A.2.1-1 to address freeway impacts, however implementation of the measure would not be the responsibility of the project applicant to implement. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.							
(c) **Create an average demand for parking that would exceed the average available supply? *Not Significant.*** FEIR Summary: The FEIR concludes that impacts to demand for parking would be significant, as demand may exceed supply with implementation of the DCP. The CCPDO would identify specific parking ratios for new development that would provide some of the supply but would not be adequate to cover the full demand. Mitigation Measure TRF-D.1-1 was identified to provide reviews of parking supply and demand every five years and identify necessary corrective action. The specific supply and demand for parking upon DCP implementation was not considered fully identified in the FEIR, and thus the impacts were considered significant, even with implementation of TRF-D.1-1. Project Summary: The DCP requires projects to meet their individual project-generated parking demands through					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
ratios established in the CCPDO. According to the CCPDO, residential developments may provide between zero and one parking space per dwelling unit and commercial developments of less than 30,000 sf are exempt from parking development requirements. The project would comply with these parking requirements through the creation of 52 total parking spaces over two levels, which would consist of 38 standard spaces, 2 ADA-accessible spaces, 10 compact spaces, and 2 parallel spaces. Three EV charging stations would be created initially with all spaces having the capability to be converted to EV charging stations in the future. Further, 6 motorcycle parking spaces and 212 bicycle parking spaces will be created in compliance with the CCPDO. The project would provide sufficient parking for its generated demand and would not be responsible for implementation of Mitigation Measure TRF-D.1-1. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						
(d) **Substantially discourage the use of alternative modes of transportation or cause transit service capacity to be exceeded? *Not Significant.*** FEIR Summary: The FEIR concludes that implementation of the DCP would not result in significant impacts related to discouraging the use of alternative transportation or causing the transit service capacity to be exceeded. As discussed in the FEIR, the DCP contains policies to develop a pedestrian and bicycle network. Additionally, although development under the DCP would increase the demand for transit service, the San Diego Association of Governments indicates that existing and planned transit					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
services would have the capacity to meet the increased demand. Project Summary: The project would not discourage the use of alternative transportation, as it provides housing in a TPA. The housing would also be in proximity to existing commercial, entertainment, and retail services, which ultimately encourages the use of alternative transportation. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						
17. Mandatory Findings of Significance						
(a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below 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? *Significant and Not Mitigated*.** FEIR Summary: The Downtown FEIR concludes that significant impacts to biological resources would not occur with implementation of the DCP. However, significant impacts to historical resources have the potential to occur with implementation of the DCP. Project Summary: As discussed in section 4 of this Consistency Evaluation, pursuant to CEQA Guidelines Section 15162, the project does not trigger any of the circumstances requiring additional review related to biological resources, and no mitigation would be required. As discussed further in section 5 of this Consistency Evaluation, the project would be located at the site of a	X	X				

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
locally significant historical resource. The exterior would be rehabilitated but the interior would be converted primarily to residential units. Mitigation Measures HIST-A.1-1, HIST-A.1-2, and HIST-A.1-3 would be required prior to and during demolition and construction activities to mitigate impacts to historic resources (see Appendix A). The project will receive a City SDP and comply with City regulations and mitigation to ensure no impacts remain. The project also has the potential to impact unknown archaeological and paleontological resources during demolition and construction activities. Implementation of Mitigation Measures HIST-B.1-1 and PAL-A.1-1 would be required (see Appendix A). The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review related to historical, archaeological, or paleontological resources.						
(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)? *Significant and Not Mitigated*** FEIR Summary: As discussed in the FEIR, implementation of the DCP would result in cumulative impacts associated with air quality, historical resources, land use, noise, traffic and circulation, and water quality. Even with implementation of applicable mitigation measures, cumulative impacts would be significant and not mitigated (see FEIR Table 1.4-1).		X				

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Project Summary: Pursuant to CEQA Guidelines Section 15162, the project was determined to not result in any new or more severe cumulative impacts than those identified in the FEIR and would not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review. As discussed in this Consistency Evaluation, the project type and intensity of development were assumed to occur as part of the FEIR analyses. The project would be required to implement applicable mitigation measures as discussed above and included in Appendix A.						
(c) **Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?** ***Significant and Not Mitigated.*** FEIR Summary: Impacts associated with air quality, noise, and geology and soils have the potential to cause substantial adverse effects on human beings. The FEIR concludes that no significant impacts associated with geology and soils would occur with implementation of the DCP. Implementation of Mitigation Measure AQ-B.1-1 would reduce direct impacts related to construction to less than significant levels. Implementation of Mitigation Measures LU-B.4-1, NOI-B.1-1, and NOI-B.2-1 would reduce impacts associated with interior noise levels. Mitigation Measure NOI-C.1-1 would reduce impacts related to exterior noise levels, but full attenuation of these impacts would conflict with the goal of creating outdoor spaces for gathering and/or enjoyment. Project Summary: Emissions related to the project were assumed in the DCP and FEIR analyses regarding air quality. Implementation of Mitigation Measure AQ-B.1-1 would reduce direct impacts related to construction to less than significant levels along with the City's dust control measures would reduce the temporary air contaminants	X	X				

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
related to construction activities below a significant level such that sensitive receptors would not be adversely affected. Mobile source emissions related to the project would be consistent with the analysis provided in the FEIR. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review related to air quality. A seismic event within the DCP area could cause significant ground shaking at the project site. The DCP outlines goals and conformance with CBC standards for seismic safety to reduce risks related to ground shaking. Other hazards such as landslides, liquefaction, slope failure, and subsidence, are considered unlikely at the project site, but are possible risks. Conformance with CBC design requirements and City policies would ensure impacts related to geological hazards are not significant. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review related to geological hazards. The Acoustical Analysis prepared for the project determined that outside noise due to traffic may impact the interior and exterior portions of the project. Noise levels in the common outdoor space may exceed 65 dB(A) CNEL, however as identified in the FEIR, further mitigation measures would not meet the goals of providing outdoor open space and would therefore not be required. Interior noise impacts would be reduced through Mitigation Measures LU-B.4-1, NOI-B.1-1, and NOI-B.2-1, which require implementation of Title 24 and the recommendations in the Acoustical Analysis, such that habitable rooms would not exceed noise levels of 45 dB(A) CNEL (Veneklasen Associates 2021). Project demolition and construction activities also have the potential to increase noise levels temporarily; however, compliance with the City's Noise Abatement and Control Ordinance would reduce these impacts. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162							

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
circumstances requiring additional review related to noise impacts.						

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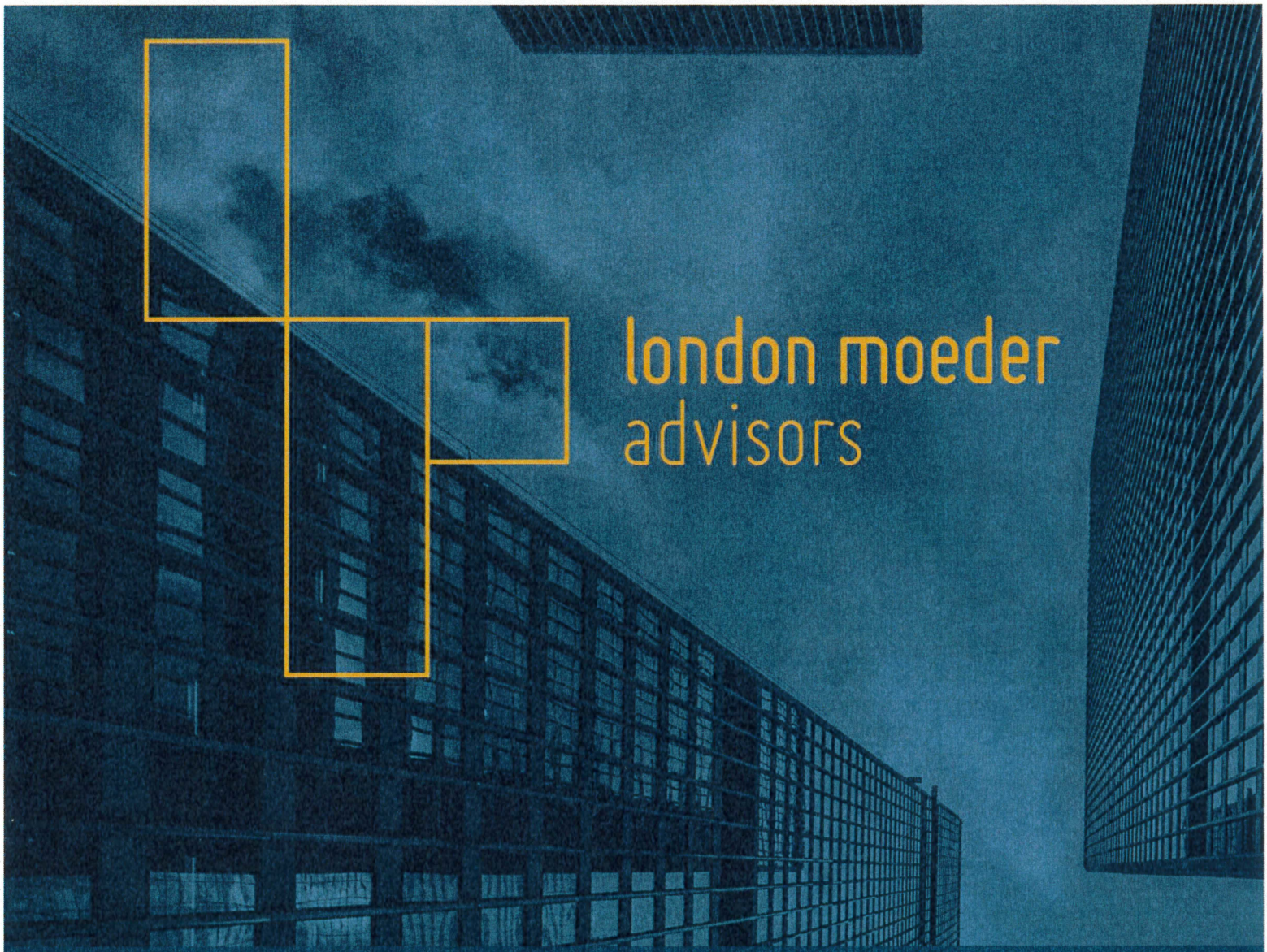

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Cresleigh Homes
Ballpark Storage — 611 Island Avenue
Economic Alternative Analysis

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611 Island Avenue – Economic Alternative Analysis

Cresleigh Homes is currently in the entitlement phase of redeveloping the parcel that houses the Ballpark Storage building, considered of historical significance by the City of San Diego. The site includes full frontage on Island Avenue between 6th and 7th Avenues and represents 20,063 square feet of the approximately 60,000 square-foot block.

London Moeder Advisors has completed an economic analysis of various development alternatives for the property. The purpose of this analysis is to analyze the Proposed Project and the financial impacts and economic feasibility of the development alternatives. For the City's assessment of whether there is substantial evidence to support a Site Development Permit's Supplemental Findings for a Historical Resources Deviation for Substantial Alteration of a Designated Historical Resource pursuant to (i) Supplemental Findings--Historical Resources Deviation for Substantial Alteration of a Designated Historical Resource or Within a Historical District A Site Development Permit required in accordance with San Diego Municipal Code Section 125.0505(i), our report concludes the following:

1. There are no feasible measures, including a less environmentally damaging alternative, that can further minimize the potential adverse effects on the designated historical resource or historical district.
2. The deviation is the minimum necessary to afford relief and accommodate the development and all feasible measures to mitigate for the loss of any portion of the historical resource that have been provided by the applicant.
3. The denial of the proposed development would result in economic hardship to the owner. For purposes of this finding, "economic hardship" means there is no reasonable beneficial use of a property, and it is not financially feasible to derive a reasonable economic return from the property.

We have analyzed the Proposed Project and five development alternatives for the property, which include:

- <u>Proposed Project (5' & 5' Setbacks):</u> Maintain the existing façade of the historic structure, add two subterranean levels with 53 parking spaces, construct 37 levels of residential consisting of 443 units (12 affordable micro-units and 431 market-rate micro-units), ground floor retail and two levels of residential amenities.

- <u>Alternative 1 (5' & 10' Setbacks):</u> Maintain the existing façade of the historic structure, add two subterranean levels with 69 parking spaces, construct 41 levels of residential consisting of 393 units (8 affordable micro-units, 4 live/work units and 381 market-rate micro-units),

ground floor retail and two levels of residential amenities. Compared to the proposed project, this alternative is a less environmentally damaging alternative that can further minimize the potential adverse effects on the designated historical resource because it proposes greater setbacks from the wall plane than the proposed project making the tower less conspicuous when viewed from the street.

- Alternative 2 (10' & 10' Setbacks): Maintain the existing façade of the historic structure, add two subterranean levels with 69 parking spaces, construct 41 levels of residential consisting of 393 units (8 affordable micro-units, 4 live/work units and 381 market-rate micro-units), ground floor retail and two levels of residential amenities. Compared to the proposed project, this alternative is a less environmentally damaging alternative that can further minimize the potential adverse effects on the designated historical resource because it proposes greater setbacks from the wall plane than the proposed project making the tower less conspicuous when viewed from the street.

- Alternative 3 (10' & 20' Setbacks): Maintain the existing façade of the historic structure, add two subterranean levels with 68 parking spaces, construct 41 levels of residential consisting of 390 units (8 affordable micro-units, 4 live/work units and 378 market-rate micro-units), ground floor retail and two levels of residential amenities. Compared to the proposed project, this alternative is a less environmentally damaging alternative that can further minimize the potential adverse effects on the designated historical resource because it proposes greater setbacks from the wall plane than the proposed project making the tower less conspicuous when viewed from the street.

- Alternative 4 (15' & 15' Setbacks): Maintain the existing façade of the historic structure, add two subterranean levels with 68 parking spaces, construct 40 levels of residential consisting of 398 units (8 affordable micro-units, 4 live/work units, and 386 market-rate micro-units), ground floor retail, and two levels of residential amenities. Compared to the proposed project, this alternative is a less environmentally damaging alternative that can further minimize the potential adverse effects on the designated historical resource because it proposes greater setbacks from the wall plane than the proposed project making the tower less conspicuous when viewed from the street.

- Alternative 5 (Retail/Office Rehab): Rehabilitate the existing 54,225 square foot historic structure and use as 15,575 square feet of ground floor retail and two levels of office space above containing 36,150 square feet. Compared to the proposed project, this alternative is a less environmentally damaging alternative that can further minimize the potential adverse effects on the designated historical resource because it proposes greater setbacks from the wall plane than the proposed project making the tower less conspicuous when viewed from the street.

Conclusions of Economic Feasibility

We analyzed the project performance of the Proposed Project for the property. The Proposed Project includes construction of two subterranean level of parking, construction of one level of ground floor retail and lobby space, 35 levels of residential units and two levels of residential amenities. The average usable area of the residential units is 586 square feet.

We have assumed a 24-month construction period with the lease up of residential units commencing immediately after completion, including two months of pre-leasing. The project will be sold after a 10-year holding period.

We have determined that only the Proposed Project is economically feasible. This project is estimated to generate a Net Operating Income ("NOI") at stabilization of $12,799,028, which when compared to the total costs of the project ($232,848,469) represents a Yield on Cost ("YOC") of 5.5%.

Based on performing feasibility analyses and consulting services on hundreds of real estate projects, it is our experience that a residential redevelopment project in the current market requires the Yield On Cost spread over existing cap rates to be 1.5% to be economically feasible and to qualify for project financing. Meaning if cap rates are approximately 4% for residential projects the targeted minimum YOC is 5.5%. For properties repositioned as office, the targeted YOC ranges between 6.5% and 7% to be considered economically feasible to developers and investors

The internal rate of return ("IRR") of the Proposed Project is forecasted to be 13.7%. This also demonstrates that the project is economically feasible. The typical minimum IRR for rental housing projects in today's market ranges from 13% to 15%. For commercial projects, the minimum targeted IRR ranges from 15% to 18%. Any IRR below this range would struggle to attract investors and achieve project financing.

The table on the following page summarizes the impacts to the Proposed Project under each of the five alternatives. None of the alternatives achieve the required minimum YOC or IRR, which demonstrates these alternatives are not economically feasible.

Summary of Scenarios
Ballpark Storage - 611 Island Ave. Downtown San Diego, CA

Proposed Project
5' & 5' Setbacks

Development Summary	
# Units:	443
Residential S.F	259,785
Retail S.F.	985
Total Usable S.F.	260,770
Total Gross S.F.	448,439
Total Net Development Profit	$165,292,443
Yield on Cost	5.50%
IRR	13.71%

Alternative 1
5' & 10' Setbacks

Development Summary	
# Units:	393
Residential S.F	238,415
Retail S.F.	2,149
Total Usable S.F.	240,564
Total Gross S.F.	408,418
Total Net Development Profit	$132,316,095
Difference From Base Project ($)	-$32,976,348
Difference From Base Project (%)	-20.0%
Yield on Cost	5.19%
IRR	12.15%

Alternative 2
10' & 10' Setbacks

Development Summary	
# Units:	393
Residential S.F.	238,470
Retail S.F.	2,239
Total Usable S.F.	240,709
Total Gross S.F.	408,418
Total Net Development Profit	$132,411,574
Difference From Base Project ($)	-$32,880,868
Difference From Base Project (%)	-19.9%
Yield on Cost	5.19%
IRR	12.16%

Alternative 3
10' & 20' Setbacks

Development Summary	
# Units:	390
Residential S.F.	237,142
Retail S.F.	2,239
Total Usable S.F.	239,381
Total Gross S.F.	407,962
Total Net Development Profit	$130,660,786
Difference From Base Project ($)	-$34,631,656
Difference From Base Project (%)	-21.0%
Yield on Cost	5.16%
IRR	12.03%

Alternative 4
15' & 15' Setbacks

Development Summary	
# Units:	398
Residential S.F.	238,069
Retail S.F.	2,240
Total Usable S.F.	240,309
Total Gross S.F.	406,147
Total Net Development Profit	$137,111,427
Difference From Base Project ($)	-$28,181,016
Difference From Base Project (%)	-17.0%
Yield on Cost	5.20%
IRR	12.65%

Alternative 5
Retail/Office Rehab

Development Summary	
Office S.F.	30,728
Retail S.F.	15,575
Total Rentable S.F.	46,303
Total Gross S.F.	54,225
Total Net Development Profit	$7,421,379
Difference From Base Project ($)	-$157,871,063
Difference From Base Project (%)	-95.5%
Yield on Cost	4.50%
IRR	5.11%

Alternative 1 is not economically feasible. Due to the change in setback dimensions under this alternative, there is a reduction of 82 residential units. When compared to the high cost of high-rise construction, subterranean parking and acquisition, this reduction in revenue producing units is unable to support the total project costs. With an estimated NOI at stabilization of $11,106,841 compared to the total project costs, the resulting YOC is 5.2%. This is below the 5.5% YOC threshold required. The total profit in this alternative is also reduced by approximately $33.5 million (-20.2%) compared to the Proposed Project. In addition, the IRR for this alternative is only 12.1%, which is below the minimum targeted IRR of 13% to 15%.

Alternative 2 is not economically feasible. Due to the change in setback dimensions under this alternative there is a reduction of 82 residential units. When compared to the high cost of high-rise construction, subterranean parking and acquisition, this reduction in revenue producing units is unable to support the total project costs. With an estimated NOI at stabilization of $11,110,576 compared to the total project costs, the resulting YOC is 5.2%. This is below the 5.5% YOC threshold required. The total profit in this alternative is also reduced by approximately $33.4 million (-20.1%) compared to the Proposed Project. In addition, the IRR for this alternative is only 12.2%, which is below the minimum targeted IRR of 13% to 15%.

Alternative 3 is not economically feasible. Due to the change in setback dimensions under this alternative there is a reduction of 85 residential units. When compared to the high cost of high-rise construction, subterranean parking and acquisition, this reduction in revenue producing units is unable to support the total project costs. With an estimated NOI at stabilization of $11,044,045 compared to the total project costs, the resulting YOC is 5.2%. This is below the 5.5% YOC threshold required. The total profit in this alternative is also reduced by $35.1 million (-21.2%) compared to the Proposed Project. In addition, the IRR for this alternative is only 12%, which is below the minimum targeted IRR of 13% to 15%.

Alternative 4 is not economically feasible. Due to the change in setback dimensions under this alternative there is a reduction of 77 residential units. When compared to the high cost of high-rise construction, subterranean parking and acquisition, this reduction in revenue producing units is unable to support the total project costs. With an estimated NOI at stabilization of $11,200,775 compared to the total project costs, the resulting YOC is 5.2%. This is below the 5.5% YOC threshold required. The total profit in this alternative is also reduced by $28.7 million (-17.3%) compared to the Proposed Project. In addition, the IRR for this alternative is only 12.6%, which is below the minimum targeted IRR of 13% to 15%.

Alternative 5 is not economically feasible. The estimated NOI at stabilization is $1,358,241. When compared to the total project costs of the rehabilitation, the resulting YOC is 4.5%, which is below the 6.5% to 7.0% threshold required by developers and investors for this type of product. Additionally, this alternative does not qualify for refinancing. Due to the high cost of acquisition ($19.6 million), which represents a cost of approximately $361 per gross square foot, additional equity investment of approximately $3.8 million would be required to pay off the construction loan at refinancing. The IRR achieved by this alternative is 5.1% which does not meet the minimum required IRR of 15%. This also demonstrates that the project is not economically feasible.

Alternatively, the retaining of the existing façade of the historic structure, and rehabilitation of the existing structure to be used as residential units was considered. However, this alternative would not be economically feasible. The existing structure of historical significance was originally designed and used as industrial space, and most recently as a storage facility. The resulting inefficiency of the rehabilitated building would achieve an estimated 72 residential units. Due to structural and utility requirements to adequately accommodate residential use, the resulting project cost for this alternative would increase by 16% on a per square foot basis. The limited number of residential units that are physically allowed within the existing structure would not support the high cost of construction resulting from the required rehabilitation of the structure.

Additionally, this alternative would result in a significant reduction in the amount of market rate and rent-restricted inclusionary units that can be achieved when compared to the Proposed Project (371-unit reduction).

Therefore, there is substantial evidence to support that the deviations proposed in the proposed project are the minimum necessary to afford relief and accommodate the proposed development. These deviations represent the feasible measures to mitigate the loss of a portion of the historic resource, as demonstrated by the economic infeasibility of the above alternatives. The proposed project includes the only combination of setbacks and amount of rehabilitation of interior and exterior portions of the structure that does not cause an economic hardship and allows an economic return that from the property that is financially feasible.

Approach to Analysis

To determine the impact to the project, we prepared financial proformas for the five alternatives and compared the performances to the Proposed Project proforma. In each proforma, we assumed the following:

- Construction period of 24 months for the Proposed Project and Alternatives 1 through 4 and 12 months for Alternative 5.
- Rental residential units begin leasing immediately after construction is completed with two months of pre-leasing.
- Construction costs are provided by the developer based on similar projects and construction types.
- Rental rates and revenues were provided by the developer with cross-reference by our survey of market rents for competitive projects in the area.
- Residential rental units are estimated to stabilize at approximately a 4% vacancy rate.
- Lease rates will increase on average 3% per year.
- The following summarizes the financial proformas we have prepared for analyzing the project, which are included in the Appendix.

Proposed Project

The proposed Project includes retaining the existing façade of the historic structure, the addition of two subterranean levels of parking and construction of 37 levels of residential units (12 affordable micro-units and 431 market-rate micro-units) including two levels of amenity space. The 443 residential units are to begin leasing after construction is complete with two months of pre-leasing. The project is to be sold after a 10-year holding period.

The 443 residential units include an average of 586 square feet of usable residential space. There will be a total of 53 parking spaces included in the parking levels of the building. In addition, there will be 985 square feet of ground-floor retail space.

When the 443 residential units are leased after construction is completed, the forecasted average rent is estimated to be $5.11 per square foot of usable space (2021 dollars). The 985 square feet of total retail space is estimated to rent at $3.00 per square foot (2021 dollars).

The total gross profit generated from this investment is forecasted to be $165,292,443. In addition, this project is estimated to generate an NOI at stabilization of $12,799,028, which when compared to the total costs of the project represents a YOC of 5.5%, which satisfies the minimum requirement of 5.5% for project feasibility.

The IRR of the investment is forecasted to be 13.7%. This also demonstrates that the project is economically feasible. The typical minimum IRR for rental housing projects ranges from 13% to 15%. Any IRR below this range would struggle to attract investors and achieve project financing.

Alternative 1 – 5' & 10' Setbacks

Alternative 1 includes retaining the existing façade of the historic structure, the addition of two subterranean levels of parking and construction of 41 levels of residential units (8 affordable micro-units, 4 live/work units and 381 market-rate micro-units) including two levels of amenity space. The 393 residential units are to begin leasing after construction is complete with two months of pre-leasing. The project is to be sold after a 10-year holding period.

The 393 residential units include an average of 599 square feet of usable residential space. There will be a total of 69 parking spaces included in the parking levels of the building. In addition, there will be 2,149 square feet of ground-floor retail space.

When the 393 residential units are leased after construction is completed, the forecasted average rent is estimated to be $4.89 per square foot of usable space (2021 dollars). The 2,149 square feet of total retail space is estimated to rent at $3.00 per square foot (2021 dollars).

The forecasted sale price for the entire project is $301,122,759. Total project costs are forecasted at $214,202,315.

With a total forecasted profit at disposition of $132,316,095, Alternative 1 would generate approximately $33 million less total profit than the Proposed Project (20% reduction). More importantly, the project is not economically feasible because the forecasted YOC (5.2%) does not meet the minimum required of 5.5% to be economically feasible.

To further illustrate the infeasibility of Alternative 1, the IRR of this project is forecasted to be 12.1%. This also demonstrates that the project is infeasible because an IRR below 13% to 15% will struggle to attract investors and qualify for project financing.

Alternative 2 – 10' & 10' Setbacks

Alternative 2 includes retaining the existing façade of the historic structure, the addition of two subterranean levels of parking and construction of 41 levels of residential units (8 affordable micro-units, 4 live/work units and 381 market-rate micro-units) including two levels of amenity space. The 393 residential units are to begin leasing after construction is complete with two months of pre-leasing. The project is to be sold after a 10-year holding period.

The 393 residential units include an average of 599 square feet of usable residential space. There will be a total of 69 parking spaces included in the parking levels of the building. In addition, there will be 2,239 square feet of ground-floor retail space.

When the 393 residential units are leased after construction is completed, the forecasted average rent is estimated to be $4.89 per square foot of usable space (2021 dollars). The 2,239 square feet of total retail space is estimated to rent at $3.00 per square foot (2021 dollars).

The forecasted sale price for the entire project is $301,203,779. Total project costs are forecasted at $214,204,530.

With a total forecasted profit at disposition of $132,411,574, Alternative 2 would generate approximately $32.9 million less total profit than the Proposed Project (19.9% reduction). More importantly, the project is not economically feasible because the forecasted YOC (5.2%) does not meet the minimum required of 5.5% to be economically feasible.

To further illustrate the infeasibility of Alternative 2, the IRR of this project is forecasted to be 12.2%. This also demonstrates that the project is infeasible because an IRR below 13% to 15% will struggle to attract investors and qualify for project financing.

Alternative 3 – 10' & 20' Setbacks

Alternative 3 includes retaining the existing façade of the historic structure, the addition of two subterranean levels of parking and construction of 41 levels of residential units (8 affordable micro-units, 4 live/work units and 378 market-rate micro-units) including two levels of amenity space. The 390 residential units are to begin leasing after construction is complete with two months of pre-leasing. The project is to be sold after a 10-year holding period.

The 390 residential units include an average of 600 square feet of usable residential space. There will be a total of 68 parking spaces included in the parking levels of the building. In addition, there will be 2,239 square feet of ground-floor retail space.

When the 390 residential units are leased after construction is completed, the forecasted average rent is estimated to be $4.89 per square foot of usable space (2021 dollars). The 2,239 square feet of total retail space is estimated to rent at $3.00 per square foot (2021 dollars).

The forecasted sale price for the entire project is $299,404,737. Total project costs are forecasted at $213,945,882.

With a total forecasted profit at disposition of $130,660,786, Alternative 3 would generate approximately $34.6 million less total profit than the Proposed Project (21% reduction). More importantly, the project is not economically feasible because the forecasted YOC (5.2%) does not meet the minimum required of 5.5% to be economically feasible.

To further illustrate the infeasibility of Alternative 3, the IRR of this project is forecasted to be 12%. This also demonstrates that the project is infeasible because an IRR below 13% to 15% will struggle to attract investors and qualify for project financing.

Alternative 4 – 15' & 15' Setbacks

Alternative 4 includes retaining the existing façade of the historic structure, the addition of two subterranean levels of parking and construction of 40 levels of residential units (8 affordable micro-units, 4 live/work units and 386 market-rate micro-units) including two levels of amenity space. The 398 residential units are to begin leasing after construction is complete with two months of pre-leasing. The project is to be sold after a 10-year holding period.

The 398 residential units include an average of 590 square feet of usable residential space. There will be a total of 68 parking spaces included in the parking levels of the building. In addition, there will be 2,240 square feet of ground-floor retail space.

When the 398 residential units are leased after construction is completed, the forecasted average rent is estimated to be $4.93 per square foot of usable space (2021 dollars). The 2,240 square feet of total retail space is estimated to rent at $3.00 per square foot (2021 dollars).

The forecasted sale price for the entire project is $303,618,082. Total project costs are forecasted at $212,184,369.

With a total forecasted profit at disposition of $137,111,427, Alternative 4 would generate approximately $28.2 million less total profit than the Proposed Project (17% reduction). More importantly, the project is not economically feasible because the forecasted YOC (5.2%) does not meet the minimum required of 5.5% to be economically feasible.

To further illustrate the infeasibility of Alternative 4, the IRR of this project is forecasted to be 12.6%. This also demonstrates that the project is infeasible because an IRR below 13% to 15% will struggle to attract investors and qualify for project financing.

Alternative 5 – Retail/Office Rehabilitation

Alternative 5 assumes retaining the existing façade of the historic structure, and rehabilitation of the existing structure of historical significance to include 15,575 square feet of retail space on the ground level and 36,150 square feet of office space on levels two and three above. The project is to be sold after a 10-year holding period.

When the rehabilitation is completed, the 30,728 net square feet of office space is forecasted to rent at $3.25 per square foot (2021 dollars). The 15,575 net square feet of retail space is estimated to rent at $2.75 per square foot (2021 dollars).

At the time of refinance in Year 3, the construction loan amount due is $19.6 million. However, based on a stabilized value of $22.6 million, the asset can only support a permanent loan amount of $15.8 million. This is the first indication that the project is not economically feasible because it will not qualify to refinance the construction loan.

With a total forecasted profit at disposition of $7,421,379, Alternative 5 would generate approximately $157.9 million less total profit than the Proposed Project (95.5% reduction). More importantly, the project is not economically feasible because the forecasted YOC (4.5%) does not meet the minimum required of 6.5% to be economically feasible.

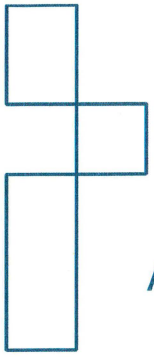
To further illustrate the infeasibility of Alternative 5, the IRR of this project is forecasted to be 5.1%. This also demonstrates that the project is infeasible because an IRR below 13% to 15% will struggle to attract investors and qualify for project financing.

Should you have any questions regarding this analysis, please feel free to contact our firm.

Sincerely,

Gary H. London

Nathan Moeder



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Appendix

Ballpark Storage - Downtown, San Diego
Proposed Project - 5' & 5' Setbacks
Assumptions & Results

GENERAL ASSUMPTIONS

Current Year	2021
Construction Start	2022
Hard Cost Escalation	3.0%
Impact Fees Escalation	1.0%
Construction Period	24 months
Op. Ex. Per Unit	$500
Op. Ex. Inflation	2.0%
Revenue Inflation (Market Rate)	3.0%
Revenue Inflation (Affordable)	3.0%

HOLDING & DISPOSITION

Holding Period:	10 Years
Cap Rate @ Refi/Sale (Residential):	4.50%
Cap Rate @ Refi/Sale (Retail):	5.50%
Commissions & Closing Costs:	1.50%
Value at Time of Sale (Year 10)	$347,024,367
Asset Value PSF	$774

BUILDING ASSUMPTIONS

Total # of Units		443
Units Per Net Acre (Pad)		961.8
Residential Gross S.F.		371,512
Ground Floor Lobby/Equipment		18,313
Retail Gross S.F.		985
Amenity S.F. (Level 5 Amenity Floor)		10,802
Amenity S.F. (Level 37 Amenity Floor)		5,347
Basement (Parking) S.F.		41,480
Gross Building Area		448,439
Net Usable Area (Residential)	69.9% Efficiency	259,785
Net Rentable Area (Retail)	100% Efficiency	985
Total Net Usable Area		260,770
Parking Spaces		53

FINANCING

Construction Financing:		
Loan Amount		$151,351,505
Loan to Cost		65%
Interest Rate		5.0%
Term (Months)		48
Refinance:		Take-Out Refi
Refinance at End of Year:		4
Permanent Loan Amount		$170,653,713
Less: Construction Loan		($151,351,505)
Less: Loan Fees	0.50%	($853,269)
Net Proceeds From Refinance		$18,448,939
Permanent Loan Info:		
Loan Amount		$170,653,713
Amortization		30
Interest Rate		4.25%
Annual Debt Service		$10,074,164
Next Year NOI @ Refi		$12,799,028
Value at Refi		$284,422,855
Loan To Value		60%
Debt Coverage Ratio		1.27
Debt Yield		7.50%

PROJECT LAND VALUE

Land S.F.	20,063
Land Acres	0.46
Land Value	$19,600,000
$/Unit	$44,244

PROJECT SUMMARY

Residential Market Rate	# of Units	% of Mix	Residential Unit Size	Residential Net Usable	Commercial Unit Size	Avg. Unit Size	Total Net Usable	Base Rents: Monthly Rent	Base Rents: $/S.F. Rent
Studio	76	17.6%	411	31,236	0	411	31,236	$2,696	$6.56
1 Bed	163	37.8%	475	77,425	0	475	77,425	$2,532	$5.33
2 Bed	170	39.4%	743	126,310	0	743	126,310	$3,587	$4.83
3 Bed	22	5.1%	799	17,578	0	799	17,578	$4,200	$5.26
Subtotal	**431**	**100.0%**	**586**	**252,549**	**0**	**586**	**252,549**	**$3,062**	**$5.23**
Affordable Units									
Studio	2	16.7%	411	822	0	411	822	$635	$1.55
1 Bed	4	33.3%	475	1,900	0	475	1,900	$660	$1.39
2 Bed	5	41.7%	743	3,715	0	743	3,715	$790	$1.06
3 Bed	1	8.3%	799	799	0	799	799	$910	$1.14
Subtotal	**12**	**100.0%**	**603**	**7,236**	**0**	**603**	**7,236**	**$731**	**$1.21**
Total	**443**		**586**	**259,785**	**0**	**586**	**259,785**	**$2,999**	**$5.11**

Retail	
Retail S.F. (Gross)	985
Retail S.F. (Net)	985
Stabilized Occupancy	100%
Stabilized Occupied S.F.	985
Monthly Rent PSF (NNN - Base)	$3.00
Rental Rate Inflation	3.0%

Average Daily Trips		
Retail	40 /1,000 SF	39
Total		**39**

CONSTRUCTION COST SUMMARY

	Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs	$19,600,000	$44,244	$43.71	$75.16
Predevelopment	$3,780,368	$8,534	$8.43	$14.50
Hard Costs	$153,093,887	$345,584	$341.39	$587.08
Soft Costs	$30,085,128	$67,912	$67.09	$115.37
Prevailing Wage	$0	$0	$0.00	$0.00
Finance & Contingency	$26,289,086	$59,343	$58.62	$100.81
Total Costs	**$232,848,469**	**$525,617**	**$519.24**	**$892.93**
Less: Loan Amount	($151,351,505)	($341,651)	($337.51)	($1.32)
Initial Investment:	$81,496,964	$183,966	$181.73	$313.71

INVESTMENT PERFORMANCE

Stabilized NOI	Year 5	$12,799,028
Total Project Costs		$232,848,469
Stabilized Yield On Cost		**5.5%**
	Return on Equity	Cash Flow
Initial		($81,496,964)
Year 1	0.0%	$0
Year 2	0.0%	$0
Year 3	4.2%	$3,383,399
Year 4	36.6%	$29,851,038
Year 5	3.3%	$2,724,864
Year 6	3.9%	$3,159,257
Year 7	4.4%	$3,607,689
Year 8	5.0%	$4,063,866
Year 9	5.6%	$4,548,454
Year 10	239.8%	$195,450,840
Total Profit		**$165,292,443**
Before Tax IRR		**13.7%**

Ballpark Storage - Downtown, San Diego
Proposed Project - 5' & 5' Setbacks
Construction Costs

Market Rate Units	431
Affordable Units	12
Total # of Units	443
Residential Gross S.F.	371,512
Ground Floor Lobby/Equipment	18,313
Retail Gross S.F.	985
Amenity S.F. (Level 5 Amenity Floor)	10,802
Gross Building Area (excl. Basement and Level 37)	401,612
Basement (Parking) S.F.	41,480
Amenity S.F. (Level 37 Amenity Floor)	5,347
Gross Building Area	448,439
Net Usable Area (Residential)	259,785
Net Rentable Area (Retail)	985
Total Net Usable Area	260,770
Parking Spaces	53

		Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs		$19,600,000	$44,244	$43.71	$75.16
Predevelopment					
Site Work		$1,530,368	$3,455	$3.41	$5.87
Historical Preservation		$1,000,000	$2,257	$2.23	$3.83
Environmental Mitigation		$1,250,000	$2,822	$2.79	$4.79
Predevelopment Subtotal		$3,780,368	$8,534	$8.43	$14.50
Hard Costs					
Hard Costs (Residential)		$140,785,027	$317,799	$350.55	$539.88
Hard Costs (Retail)	incl.	$0	$0	$0.00	$0.00
TI's (Retail)	incl.	$0	$0	$0.00	$0.00
Basement (Parking)		$7,849,815	$17,720	$17.50	$30.10
Cost Escalation		$4,459,045	$10,066	$9.94	$17.10
Hard Costs Subtotal		$153,093,887	$345,584	$341.39	$587.08
Soft Costs					
Predevelopment	0.5%	$765,469	$1,776	$1.71	$2.94
Architecture & Engineering	5.0%	$7,654,694	$17,760	$17.07	$29.35
Permit Costs	2.0%	$3,061,878	$7,104	$6.83	$11.74
Impact Fees - Market Rate					
DIF - Transportation	$1,408 /unit	$606,848	$1,408	$1.35	$2.33
DIF - Parks	$5,857 /unit	$2,524,367	$5,857	$5.63	$9.68
DIF - Library	$0 /unit	$0	$0	$0.00	$0.00
DIF - Fire	$1,244 /unit	$536,164	$1,244	$1.20	$2.06
RTCIP	$2,408 /unit	$1,037,848	$2,408	$2.31	$3.98
School Impact Fee	$4.08 /NSF	$29,523	$68	$0.07	$0.11
Impact Fees - Retail					
DIF - Transportation	$352 /ADT	$13,869	$32	$0.03	$0.05
DIF - Fire	$2,862 /1,000 GSF	$2,819	$7	$0.01	$0.01
School Impact Fee	$0.66 /NSF	$650	$2	$0.00	$0.00
Housing Impact Fee	$1.28 /GSF	$1,261	$3	$0.00	$0.00
Impact Fees Escalation		$0	$0	$0.00	$0.00
Inclusionary Aff. Housing Fee (in lieu fee)	$0.00 /NSF	$0	$0	$0.00	$0.00
FAR Bonus Program		$883,896	$2,051	$1.97	$3.39
Legal & Accounting	1.0%	$1,530,939	$3,552	$3.41	$5.87
Taxes & Insurance	1.75%	$2,679,143	$6,216	$5.97	$10.27
Developer Fee	3.0%	$5,268,425	$12,224	$11.75	$20.20
Marketing/Lease-Up	1.50%	$2,296,408	$5,328	$5.12	$8.81
Soft Costs Subtotal	20%	$30,085,128	$67,912	$67.09	$115.37
Prevailing Wage					
Residential Impact	0%	$0	$0	$0.00	$0.00
Commercial Impact	0%	$0	$0	$0.00	$0.00
Prevailing Wage Subtotal	0%	$0	$0	$0.00	$0.00
Finance & Contingency					
Contingency	5.0%	$9,347,969	$21,689	$20.85	$35.85
Construction Loan Interest		$15,437,376	$35,818	$34.42	$59.20
Loan Fee	1.0%	$1,503,741	$3,489	$3.35	$5.77
Finance & Contingency Subtotal		$26,289,086	$59,343	$58.62	$100.81
Total Project Costs		**$232,848,469**	**$525,617**	**$519.24**	**$892.93**
Total Project Costs (Excl. Land)		**$213,248,469**	**$481,374**	**$475.54**	**$817.76**

Ballpark Storage - Downtown, San Diego
Proposed Project - 5' & 5' Setbacks
Cash Flow Forecast

			Initial	24 Month Construction Year 1	Year 2	Year 3	Year 4	Stabilization Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
				2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
			0	1	2	3	4	5	6	7	8	9	10
Total Market Rate Units					431	431	431	431	431	431	431	431	431
Units Leased (Market Rate)					0	161	387	415	415	415	415	415	415
Units Leased (Affordable)					0	12	12	12	12	12	12	12	12
Units Vacant (Market Rate)					431	270	44	16	16	16	16	16	16
Occupancy Rate (Market Rate)					0.0%	37.4%	89.8%	96.3%	96.3%	96.3%	96.3%	96.3%	96.3%
Vacancy Rate (Market Rate)					100.0%	62.6%	10.2%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%
Monthly Rent (Market Rate)				$3,154	$3,249	$3,346	$3,446	$3,550	$3,656	$3,766	$3,879	$3,995	$4,115
Monthly Rent Per S.F. (Market Rate)				$5.38	$5.54	$5.71	$5.88	$6.06	$6.24	$6.43	$6.62	$6.82	$7.02
Annual Increase In Rent (Market Rate)					3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Monthly Rent (Affordable)				$753	$775	$799	$823	$847	$873	$899	$926	$954	$982
Monthly Rent Per S.F. (Affordable)				$1.25	$1.29	$1.32	$1.36	$1.41	$1.45	$1.49	$1.54	$1.58	$1.63
Annual Increase In Rent (Affordable)					3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Monthly Rent PSF (Retail)				$3.09	$3.18	$3.28	$3.38	$3.48	$3.58	$3.69	$3.80	$3.91	$4.03
Annual Increase In Rent (Retail)					3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Gross Rental Income (Market Rate Units)				$0	$16,801,676	$17,305,726	$17,824,898	$18,359,645	$18,910,434	$19,477,747	$20,062,079	$20,663,942	$21,283,860
Gross Rental Income (Affordable Units)				$0	$0	$114,999	$118,449	$122,002	$125,662	$129,432	$133,315	$137,314	$141,434
Parking Income				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Retail Income (NNN)				$0	$0	$38,748	$39,911	$41,108	$42,341	$43,611	$44,920	$46,267	$47,655
Less: Vacancy & Credit Loss (Residential)				$0	($16,801,676)	($10,841,174)	($1,819,711)	($681,565)	($702,011)	($723,072)	($744,764)	($767,107)	($790,120)
Net Rental Income				**$0**	**$0**	**$6,618,299**	**$16,163,546**	**$17,841,190**	**$18,376,426**	**$18,927,719**	**$19,495,550**	**$20,080,417**	**$20,682,829**
	Per Unit	% Increase											
Less: Operating Expenses (Residential)	($6,120)	2.0%		$0	$0	($1,101,534)	($2,591,343)	($2,828,655)	($2,885,228)	($2,942,933)	($3,001,791)	($3,061,827)	($3,123,064)
Less: Property Taxes	($4,616)	2.0%		$0	$0	($2,127,553)	($2,170,104)	($2,213,507)	($2,257,777)	($2,302,932)	($2,348,991)	($2,395,971)	($2,443,890)
Less: Brokerage Commission (Retail)	3.0%			$0	$0	($5,812)	$0	$0	$0	$0	($6,738)	$0	$0
Operating Expenses				**$0**	**$0**	**($3,234,900)**	**($4,761,447)**	**($5,042,162)**	**($5,143,005)**	**($5,245,865)**	**($5,357,520)**	**($5,457,798)**	**($5,566,954)**
Operating Expense Ratio				-	-	**48.9%**	**29.5%**	**28.3%**	**28.0%**	**27.7%**	**27.5%**	**27.2%**	**26.9%**
Net Operating Income				**$0**	**$0**	**$3,383,399**	**$11,402,099**	**$12,799,028**	**$13,233,421**	**$13,681,854**	**$14,138,030**	**$14,622,619**	**$15,115,875**
Less: Permanent Debt Service				$0	$0	$0	$0	($10,074,164)	($10,074,164)	($10,074,164)	($10,074,164)	($10,074,164)	($10,074,164)
Net Proceeds from Refinance:				$0	$0	$0	$18,448,939	$0	$0	$0	$0	$0	$0
Cash Flow From Operations				**$0**	**$0**	**$3,383,399**	**$29,851,038**	**$2,724,864**	**$3,159,257**	**$3,607,689**	**$4,063,866**	**$4,548,454**	**$5,041,711**

Disposition	
Residential	
Cap Rate	4.50%
Next Year NOI	$15,575,936
Asset Value	$346,131,914
Asset Value Per Net SF	$1,332
Asset Value Per Unit	$781,336
Retail	
Cap Rate	5.50%
Next Year NOI	$49,085
Asset Value	$892,453
Asset Value Per Net SF	$906
Sale Price	$347,024,367
Less: Commissions & Closing Costs	($5,205,366)
Less: Principal Balance of Loan O/S	($151,409,873)
Net Proceeds from Disposition	**$190,409,129**

Total Cash Flow Before Taxes			**($81,496,964)**	**$0**	**$0**	**$3,383,399**	**$29,851,038**	**$2,724,864**	**$3,159,257**	**$3,607,689**	**$4,063,866**	**$4,548,454**	**$195,450,840**
IRR	**14%**												

Ballpark Storage - Downtown, San Diego
Alternative 1 - 5' & 10" Setbacks
Assumptions & Results

GENERAL ASSUMPTIONS

Current Year	2021
Construction Start	2022
Hard Cost Escalation	3.0%
Impact Fees Escalation	1.0%
Construction Period	24 months
Op. Ex. Per Unit	$500
Op. Ex. Inflation	2.0%
Revenue Inflation (Market Rate)	3.0%
Revenue Inflation (Affordable)	3.0%

HOLDING & DISPOSITION

Holding Period:	10 Years
Cap Rate @ Refi/Sale (Residential):	4.50%
Cap Rate @ Refi/Sale (Retail):	5.50%
Commissions & Closing Costs:	1.50%
Value at Time of Sale (Year 10)	$301,122,759
Asset Value PSF	$737

BUILDING ASSUMPTIONS

Total # of Units		393
Units Per Net Acre (Pad)		853.3
Residential Gross S.F.		339,284
Ground Floor Lobby/Equipment		12,906
Retail Gross S.F.		2,149
Amenity S.F. (Level 5 + Rooftop)		11,716
Basement (Parking) S.F.		42,363
Gross Building Area		408,418
Net Usable Area (Residential)	70.3% Efficiency	238,415
Net Rentable Area (Retail)	100% Efficiency	2,149
Total Net Usable Area		240,564
Parking Spaces		69

FINANCING

Construction Financing:		
Loan Amount		$139,231,505
Loan to Cost		65%
Interest Rate		5.0%
Term (Months)		48
Refinance:		Take-Out Refi
Refinance at End of Year:		4
Permanent Loan Amount		$148,091,219
Less: Construction Loan		($139,231,505)
Less: Loan Fees	0.50%	($740,456)
Net Proceeds From Refinance		$8,119,258
Permanent Loan Info:		
Loan Amount		$148,091,219
Amortization		30
Interest Rate		4.25%
Annual Debt Service		$8,742,237
Next Year NOI @ Refi		$11,106,841
Value at Refi		$246,818,698
Loan To Value		60%
Debt Coverage Ratio		1.27
Debt Yield		7.50%

PROJECT LAND VALUE

Land S.F.	20,063
Land Acres	0.46
Land Value	$19,600,000
$/Unit	$49,873

PROJECT SUMMARY

Residential								Base Rents	
Market Rate	# of Units	% of Mix	Residential Unit Size	Residential Net Usable	Commercial Unit Size	Avg. Unit Size	Total Net Usable	Monthly Rent	$/S.F. Rent
Live/Work	4	1.0%	502	2,009	754	1,257	5,026	$3,500	$2.79
Studio	114	29.6%	379	43,252	0	379	43,252	$2,360	$6.22
1 Bed	119	30.9%	560	66,658	0	560	66,658	$2,763	$4.93
2 Bed	129	33.5%	800	103,200	0	800	103,200	$3,634	$4.54
3 Bed	19	4.9%	800	15,200	0	800	15,200	$4,180	$5.23
Subtotal	**385**	**100.0%**	**598**	**230,319**	**754**	**606**	**233,336**	**$3,013**	**$4.97**
Affordable Units									
Studio	2	25.0%	379	759	0	379	759	$634	$1.67
1 Bed	2	25.0%	560	1,120	0	560	1,120	$718	$1.28
2 Bed	3	37.5%	800	2,400	0	800	2,400	$816	$1.02
3 Bed	1	12.5%	800	800	0	800	800	$912	$1.14
Subtotal	**8**	**100.0%**	**635**	**5,079**	**0**	**635**	**5,079**	**$758**	**$1.19**
Total	**393**		**599**	**235,398**	**754**	**607**	**238,415**	**$2,967**	**$4.89**

Retail	
Retail S.F. (Gross)	2,149
Retail S.F. (Net)	2,149
Stabilized Occupancy	100%
Stabilized Occupied S.F.	2,149
Monthly Rent PSF (NNN - Base)	$3.00
Rental Rate Inflation	3.0%

Standard	**36**
ADA/Van	**3**
Parallel	**6**
Tandem	**24**

Average Daily Trips		
Retail	40 /1,000 SF	86
Total		**86**

CONSTRUCTION COST SUMMARY

	Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs	$19,600,000	$49,873	$47.99	$81.48
Predevelopment	$3,780,368	$9,619	$9.26	$15.71
Hard Costs	$139,379,631	$354,656	$341.27	$579.39
Soft Costs	$27,333,161	$69,550	$66.92	$113.62
Prevailing Wage	$0	$0	$0.00	$0.00
Finance & Contingency	$24,109,155	$61,346	$59.03	$100.22
Total Costs	**$214,202,315**	**$545,044**	**$524.47**	**$890.42**
Less: Loan Amount	($139,231,505)	($354,279)	($340.90)	($1.49)
Initial Investment:	$74,970,810	$190,765	$183.56	$314.46

INVESTMENT PERFORMANCE

Stabilized NOI	Year 5	$11,106,841
Total Project Costs		$214,202,315
Stabilized Yield On Cost		5.2%
	Return on Equity	Cash Flow
Initial		($74,970,810)
Year 1	0.0%	$0
Year 2	0.0%	$0
Year 3	4.6%	$3,478,556
Year 4	24.7%	$18,491,774
Year 5	3.2%	$2,364,604
Year 6	3.7%	$2,743,154
Year 7	4.2%	$3,133,968
Year 8	4.7%	$3,522,730
Year 9	5.3%	$3,953,941
Year 10	226.2%	$169,598,178
Total Profit		**$132,316,095**
Before Tax IRR		**12.1%**

Ballpark Storage - Downtown, San Diego
Alternative 1 - 5' & 10" Setbacks
Construction Costs

Market Rate Units	385
Affordable Units	8
Total # of Units	393
Residential Gross S.F.	339,284
Ground Floor Lobby/Equipment	12,906
Retail Gross S.F.	2,149
Amenity S.F. (Level 5 + Rooftop)	11,716
Gross Building Area (excl. Basement)	366,055
Basement (Parking) S.F.	42,363
Gross Building Area	408,418
Net Usable Area (Residential)	238,415
Net Rentable Area (Retail)	2,149
Total Net Usable Area	240,564
Parking Spaces	69

		Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs		$19,600,000	$49,873	$47.99	$81.48
Predevelopment					
Site Work		$1,530,368	$3,894	$3.75	$6.36
Historical Preservation		$1,000,000	$2,545	$2.45	$4.16
Environmental Mitigation		$1,250,000	$3,181	$3.06	$5.20
Predevelopment Subtotal		$3,780,368	$9,619	$9.26	$15.71
Hard Costs					
Hard Costs (Residential)		$128,320,526	$326,515	$350.55	$533.42
Hard Costs (Retail)	incl.	$0	$0	$0.00	$0.00
TI's (Retail)	incl.	$0	$0	$0.00	$0.00
Basement (Parking)	incl.	$6,999,504	$17,810	$17.14	$29.10
Cost Escalation		$4,059,601	$10,330	$9.94	$16.88
Hard Costs Subtotal		$139,379,631	$354,656	$341.27	$579.39
Soft Costs					
Predevelopment	0.5%	$696,898	$1,810	$1.71	$2.90
Architecture & Engineering	5.0%	$6,968,982	$18,101	$17.06	$28.97
Permit Costs	2.0%	$2,787,593	$7,241	$6.83	$11.59
Impact Fees - Market Rate	$0 /unit	$0	$0	$0.00	$0.00
DIF - Transportation	$1,396 /unit	$537,460	$1,396	$1.32	$2.23
DIF - Parks	$5,808 /unit	$2,236,080	$5,808	$5.47	$9.30
DIF - Library	$0 /unit				
DIF - Fire	$1,234 /unit	$475,090	$1,234	$1.16	$1.97
RTCIP	$2,360 /unit	$908,600	$2,360	$2.22	$3.78
School Impact Fee	$4.08 /NSF	$972,733	$2,527	$2.38	$4.04
Impact Fees - Affordable					
DIF - Transportation	$1,396 /unit	$11,168	$29	$0.03	$0.05
DIF - Parks	$5,808 /unit	$46,464	$121	$0.11	$0.19
DIF - Library	$0 /unit	$0	$0	$0.00	$0.00
DIF - Fire	$1,234 /unit	$9,872	$26	$0.02	$0.04
RTCIP	$2,360 /unit	$18,880	$49	$0.05	$0.08
School Impact Fee	$4.08 /NSF	$20,723	$54	$0.05	$0.09
Impact Fees - Retail					
DIF - Transportation	$349 /ADT	$30,000	$78	$0.07	$0.12
DIF - Fire	$2,839 /1,000 GSF	$6,101	$16	$0.01	$0.03
School Impact Fee	$0.66 /NSF	$1,418	$4	$0.00	$0.01
Housing Impact Fee	$1.28 /GSF	$2,751	$7	$0.01	$0.01
Impact Fees Escalation		$0	$0	$0.00	$0.00
Inclusionary Aff. Housing Fee (in lieu fee)	$0.00 /NSF	$0	$0	$0.00	$0.00
FAR Bonus Program		$883,896	$2,296	$2.16	$3.67
Legal & Accounting	1.0%	$1,393,796	$3,620	$3.41	$5.79
Taxes & Insurance	1.75%	$2,439,144	$6,335	$5.97	$10.14
Developer Fee	3.0%	$4,794,818	$12,454	$11.74	$19.93
Marketing/Lease-Up	1.50%	$2,090,694	$5,430	$5.12	$8.69
Soft Costs Subtotal	20%	$27,333,161	$69,550	$66.92	$113.62
Prevailing Wage					
Residential Impact	0%	$0	$0	$0.00	$0.00
Commercial Impact	0%	$0	$0	$0.00	$0.00
Prevailing Wage Subtotal	0%	$0	$0	$0.00	$0.00
Finance & Contingency					
Contingency	5.0%	$8,524,658	$22,142	$20.87	$35.44
Construction Loan Interest		$14,201,174	$36,886	$34.77	$59.03
Loan Fee	1.0%	$1,383,323	$3,593	$3.39	$5.75
Finance & Contingency Subtotal		$24,109,155	$61,346	$59.03	$100.22
Total Project Costs		**$214,202,315**	**$545,044**	**$524.47**	**$890.42**
Total Project Costs (Excl. Land)		**$194,602,315**	**$495,171**	**$476.48**	**$808.94**

Ballpark Storage - Downtown, San Diego
Alternative 1 - 5' & 10" Setbacks
Cash Flow Forecast

			Initial	24 Month Construction Year 1	Year 2	Year 3	Year 4	Stabilization Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
				2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
			0	1	2	3	4	5	6	7	8	9	10
Total Market Rate Units					385	385	385	385	385	385	385	385	385
Units Leased (Market Rate)					0	161	358	369	369	369	369	369	369
Units Leased (Affordable)					0	8	8	8	8	8	8	8	8
Units Vacant (Market Rate)					385	224	27	16	16	16	16	16	16
Occupancy Rate (Market Rate)					0.0%	41.8%	93.1%	95.8%	95.8%	95.8%	95.8%	95.8%	95.8%
Vacancy Rate (Market Rate)					100.0%	58.2%	6.9%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%
Monthly Rent (Market Rate)				$3,104	$3,197	$3,293	$3,391	$3,493	$3,598	$3,706	$3,817	$3,931	$4,049
Monthly Rent Per S.F. (Market Rate)				$5.19	$5.34	$5.50	$5.67	$5.84	$6.01	$6.19	$6.38	$6.57	$6.77
Annual Increase In Rent (Market Rate)					3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Monthly Rent (Affordable)				$781	$804	$828	$853	$879	$905	$932	$960	$989	$1,019
Monthly Rent Per S.F. (Affordable)				$1.23	$1.27	$1.30	$1.34	$1.38	$1.43	$1.47	$1.51	$1.56	$1.60
Annual Increase In Rent (Affordable)					3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Monthly Rent PSF (Retail)				$3.09	$3.18	$3.28	$3.38	$3.48	$3.58	$3.69	$3.80	$3.91	$4.03
Annual Increase In Rent (Retail)					3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Gross Rental Income (Market Rate Units)				$0	$14,768,510	$15,211,565	$15,667,912	$16,137,949	$16,622,088	$17,120,750	$17,634,373	$18,163,404	$18,708,306
Gross Rental Income (Affordable Units)				$0	$0	$79,516	$81,901	$84,358	$86,889	$89,495	$92,180	$94,946	$97,794
Parking Income				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Retail Income (NNN)				$0	$0	$84,538	$87,074	$89,686	$92,377	$95,148	$98,002	$100,942	$103,971
Less: Vacancy & Credit Loss (Residential)				$0	($14,768,510)	($8,850,365)	($1,088,615)	($670,668)	($690,788)	($711,512)	($732,857)	($754,843)	($777,488)
Net Rental Income				**$0**	**$0**	**$6,525,253**	**$14,748,272**	**$15,641,325**	**$16,110,565**	**$16,593,882**	**$17,091,699**	**$17,604,450**	**$18,132,583**
	Per Unit	% Increase											
Less: Operating Expenses (Residential)	($6,120)	2.0%		$0	$0	($1,076,065)	($2,378,645)	($2,497,431)	($2,547,379)	($2,598,327)	($2,650,294)	($2,703,299)	($2,757,365)
Less: Property Taxes	($4,789)	2.0%		$0	$0	($1,957,952)	($1,997,111)	($2,037,053)	($2,077,794)	($2,119,350)	($2,161,737)	($2,204,972)	($2,249,071)
Less: Brokerage Commission (Retail)	3.0%			$0	$0	($12,681)	$0	$0	$0	$0	($14,700)	$0	$0
Operating Expenses				**$0**	**$0**	**($3,046,698)**	**($4,375,756)**	**($4,534,484)**	**($4,625,174)**	**($4,717,677)**	**($4,826,731)**	**($4,908,271)**	**($5,006,437)**
Operating Expense Ratio				-	-	**46.7%**	**29.7%**	**29.0%**	**28.7%**	**28.4%**	**28.2%**	**27.9%**	**27.6%**
Net Operating Income				**$0**	**$0**	**$3,478,556**	**$10,372,516**	**$11,106,841**	**$11,485,391**	**$11,876,205**	**$12,264,968**	**$12,696,178**	**$13,126,146**
Less: Permanent Debt Service				$0	$0	$0	$0	($8,742,237)	($8,742,237)	($8,742,237)	($8,742,237)	($8,742,237)	($8,742,237)
Net Proceeds from Refinance:				$0	$0	$0	$8,119,258	$0	$0	$0	$0	$0	$0
Cash Flow From Operations				**$0**	**$0**	**$3,478,556**	**$18,491,774**	**$2,364,604**	**$2,743,154**	**$3,133,968**	**$3,522,730**	**$3,953,941**	**$4,383,909**

Disposition	
Residential	
Cap Rate	4.50%
Next Year NOI	$13,462,905
Asset Value	$299,175,671
Asset Value Per Net SF	$1,255
Asset Value Per Unit	$761,261
Retail	
Cap Rate	5.50%
Next Year NOI	$107,090
Asset Value	$1,947,089
Asset Value Per Net SF	$906
Sale Price	$301,122,759
Less: Commissions & Closing Costs	($4,516,841)
Less: Principal Balance of Loan O/S	($131,391,648)
Net Proceeds from Disposition	**$165,214,269**

Total Cash Flow Before Taxes			**($74,970,810)**	**$0**	**$0**	**$3,478,556**	**$18,491,774**	**$2,364,604**	**$2,743,154**	**$3,133,968**	**$3,522,730**	**$3,953,941**	**$169,598,178**
IRR	**12%**												

Ballpark Storage - Downtown, San Diego
Alternative 2 - 10' & 10" Setbacks
Assumptions & Results

GENERAL ASSUMPTIONS

Current Year	2021
Construction Start	2022
Hard Cost Escalation	3.0%
Impact Fees Escalation	1.0%
Construction Period	24 months
Op. Ex. Per Unit	$500
Op. Ex. Inflation	2.0%
Revenue Inflation (Market Rate)	3.0%
Revenue Inflation (Affordable)	3.0%

HOLDING & DISPOSITION

Holding Period:	10 Years
Cap Rate @ Refi/Sale (Residential):	4.50%
Cap Rate @ Refi/Sale (Retail):	5.50%
Commissions & Closing Costs:	1.50%
Value at Time of Sale (Year 10)	$301,203,779
Asset Value PSF	$737

BUILDING ASSUMPTIONS

Total # of Units		393
Units Per Net Acre (Pad)		853.3
Residential Gross S.F.		338,830
Ground Floor Lobby/Equipment		13,270
Retail Gross S.F.		2,239
Amenity S.F. (Level 5 + Rooftop)		11,716
Basement (Parking) S.F.		42,363
Gross Building Area		408,418
Net Usable Area (Residential)	70.4% Efficiency	238,470
Net Rentable Area (Retail)	100% Efficiency	2,239
Total Net Usable Area		240,709
Parking Spaces		69

FINANCING

Construction Financing:		
Loan Amount		$139,232,945
Loan to Cost		65%
Interest Rate		5.0%
Term (Months)		48
Refinance:		Take-Out Refi
Refinance at End of Year:		4
Permanent Loan Amount		$148,141,020
Less: Construction Loan		($139,232,945)
Less: Loan Fees	0.50%	($740,705)
Net Proceeds From Refinance		$8,167,370
Permanent Loan Info:		
Loan Amount		$148,141,020
Amortization		30
Interest Rate		4.25%
Annual Debt Service		$8,745,177
Next Year NOI @ Refi		$11,110,576
Value at Refi		$246,901,700
Loan To Value		60%
Debt Coverage Ratio		1.27
Debt Yield		7.50%

PROJECT LAND VALUE

Land S.F.	20,063
Land Acres	0.46
Land Value	$19,600,000
$/Unit	$49,873

PROJECT SUMMARY

Residential								Base Rents	
Market Rate	# of Units	% of Mix	Residential Unit Size	Residential Net Usable	Commercial Unit Size	Avg. Unit Size	Total Net Usable	Monthly Rent	$/S.F. Rent
Live/Work	4	1.0%	541	2,165	774	1,315	5,259	$3,500	$2.66
Studio	114	29.6%	380	43,321	0	380	43,321	$2,360	$6.21
1 Bed	119	30.9%	558	66,414	0	558	66,414	$2,763	$4.95
2 Bed	129	33.5%	800	103,200	0	800	103,200	$3,634	$4.54
3 Bed	19	4.9%	800	15,200	0	800	15,200	$4,180	$5.23
Subtotal	**385**	**100.0%**	**598**	**230,300**	**774**	**606**	**233,394**	**$3,013**	**$4.97**
Affordable Units									
Studio	2	25.0%	380	760	0	380	760	$634	$1.67
1 Bed	2	25.0%	558	1,116	0	558	1,116	$718	$1.29
2 Bed	3	37.5%	800	2,400	0	800	2,400	$816	$1.02
3 Bed	1	12.5%	800	800	0	800	800	$912	$1.14
Subtotal	**8**	**100.0%**	**635**	**5,076**	**0**	**635**	**5,076**	**$758**	**$1.19**
Total	393		599	235,376	774	607	238,470	$2,967	$4.89

Retail	
Retail S.F. (Gross)	2,239
Retail S.F. (Net)	2,239
Stabilized Occupancy	100%
Stabilized Occupied S.F.	2,239
Monthly Rent PSF (NNN - Base)	$3.00
Rental Rate Inflation	3.0%

Standard	36
ADA/Van	3
Parallel	6
Tandem	24

Average Daily Trips		
Retail	40 /1,000 SF	90
Total		90

CONSTRUCTION COST SUMMARY

	Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs	$19,600,000	$49,873	$47.99	$81.43
Predevelopment	$3,780,368	$9,619	$9.26	$15.71
Hard Costs	$139,379,631	$354,656	$341.27	$579.04
Soft Costs	$27,335,117	$69,555	$66.93	$113.56
Prevailing Wage	$0	$0	$0.00	$0.00
Finance & Contingency	$24,109,414	$61,347	$59.03	$100.16
Total Costs	**$214,204,530**	**$545,050**	**$524.47**	**$889.89**
Less: Loan Amount	($139,232,945)	($354,282)	($340.91)	($1.49)
Initial Investment:	$74,971,586	$190,767	$183.57	$314.39

INVESTMENT PERFORMANCE

Stabilized NOI	Year 5	$11,110,576
Total Project Costs		$214,204,530
Stabilized Yield On Cost		5.2%
	Return on Equity	Cash Flow
Initial		($74,971,586)
Year 1	0.0%	$0
Year 2	0.0%	$0
Year 3	4.6%	$3,481,545
Year 4	24.7%	$18,543,513
Year 5	3.2%	$2,365,399
Year 6	3.7%	$2,744,062
Year 7	4.2%	$3,134,991
Year 8	4.7%	$3,523,257
Year 9	5.3%	$3,955,206
Year 10	226.3%	$169,635,188
Total Profit		$132,411,574
Before Tax IRR		12.2%

Ballpark Storage - Downtown, San Diego
Alternative 2 - 10' & 10" Setbacks
Construction Costs

Market Rate Units	385
Affordable Units	8
Total # of Units	393
Residential Gross S.F.	338,830
Ground Floor Lobby/Equipment	13,270
Retail Gross S.F.	2,239
Amenity S.F. (Level 5 + Rooftop)	11,716
Gross Building Area (excl. Basement)	366,055
Basement (Parking) S.F.	42,363
Gross Building Area	408,418
Net Usable Area (Residential)	238,470
Net Rentable Area (Retail)	2,239
Total Net Usable Area	240,709
Parking Spaces	69

		Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs		$19,600,000	$49,873	$47.99	$81.43
Predevelopment					
Site Work		$1,530,368	$3,894	$3.75	$6.36
Historical Preservation		$1,000,000	$2,545	$2.45	$4.15
Environmental Mitigation		$1,250,000	$3,181	$3.06	$5.19
Predevelopment Subtotal	incl.	$3,780,368	$9,619	$9.26	$15.71
Hard Costs					
Hard Costs (Residential)		$128,320,526	$326,515	$350.55	$533.09
Hard Costs (Retail)	incl.	$0	$0	$0.00	$0.00
TI's (Retail)	incl.	$0	$0	$0.00	$0.00
Basement (Parking)	incl.	$6,999,504	$17,810	$17.14	$29.08
Cost Escalation		$4,059,601	$10,330	$9.94	$16.87
Hard Costs Subtotal		$139,379,631	$354,656	$341.27	$579.04
Soft Costs					
Predevelopment	0.5%	$696,898	$1,810	$1.71	$2.90
Architecture & Engineering	5.0%	$6,968,982	$18,101	$17.06	$28.95
Permit Costs	2.0%	$2,787,593	$7,241	$6.83	$11.58
Impact Fees - Market Rate	$0 /unit	$0	$0	$0.00	$0.00
DIF - Transportation	$1,396 /unit	$537,460	$1,396	$1.32	$2.23
DIF - Parks	$5,808 /unit	$2,236,080	$5,808	$5.47	$9.29
DIF - Library	$0 /unit				
DIF - Fire	$1,234 /unit	$475,090	$1,234	$1.16	$1.97
RTCIP	$2,360 /unit	$908,600	$2,360	$2.22	$3.77
School Impact Fee	$4.08 /NSF	$972,958	$2,527	$2.38	$4.04
Impact Fees - Affordable					
DIF - Transportation	$1,396 /unit	$11,168	$29	$0.03	$0.05
DIF - Parks	$5,808 /unit	$46,464	$121	$0.11	$0.19
DIF - Library	$0 /unit	$0	$0	$0.00	$0.00
DIF - Fire	$1,234 /unit	$9,872	$26	$0.02	$0.04
RTCIP	$2,360 /unit	$18,880	$49	$0.05	$0.08
School Impact Fee	$4.08 /NSF	$20,711	$54	$0.05	$0.09
Impact Fees - Retail					
DIF - Transportation	$349 /ADT	$31,256	$81	$0.08	$0.13
DIF - Fire	$2,839 /1,000 GSF	$6,357	$17	$0.02	$0.03
School Impact Fee	$0.66 /NSF	$1,478	$4	$0.00	$0.01
Housing Impact Fee	$1.28 /GSF	$2,866	$7	$0.01	$0.01
Impact Fees Escalation		$0	$0	$0.00	$0.00
Inclusionary Aff. Housing Fee (in lieu fee)	$0.00 /NSF	$0	$0	$0.00	$0.00
FAR Bonus Program		$883,896	$2,296	$2.16	$3.67
Legal & Accounting	1.0%	$1,393,796	$3,620	$3.41	$5.79
Taxes & Insurance	1.75%	$2,439,144	$6,335	$5.97	$10.13
Developer Fee	3.0%	$4,794,875	$12,454	$11.74	$19.92
Marketing/Lease-Up	1.50%	$2,090,694	$5,430	$5.12	$8.69
Soft Costs Subtotal	20%	$27,335,117	$69,555	$66.93	$113.56
Prevailing Wage					
Residential Impact	0%	$0	$0	$0.00	$0.00
Commercial Impact	0%	$0	$0	$0.00	$0.00
Prevailing Wage Subtotal	0%	$0	$0	$0.00	$0.00
Finance & Contingency					
Contingency	5.0%	$8,524,756	$22,142	$20.87	$35.42
Construction Loan Interest		$14,201,321	$36,887	$34.77	$59.00
Loan Fee	1.0%	$1,383,338	$3,593	$3.39	$5.75
Finance & Contingency Subtotal		$24,109,414	$61,347	$59.03	$100.16
Total Project Costs		**$214,204,530**	**$545,050**	**$524.47**	**$889.89**
Total Project Costs (Excl. Land)		**$194,604,530**	**$495,177**	**$476.48**	**$808.46**

Ballpark Storage - Downtown, San Diego
Alternative 2 - 10' & 10" Setbacks
Cash Flow Forecast

			Initial	24 Month Construction Year 1	Year 2	Year 3	Year 4	Stabilization Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
				2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
			0	1	2	3	4	5	6	7	8	9	10
Total Market Rate Units					385	385	385	385	385	385	385	385	385
Units Leased (Market Rate)					0	161	358	369	369	369	369	369	369
Units Leased (Affordable)					0	8	8	8	8	8	8	8	8
Units Vacant (Market Rate)					385	224	27	16	16	16	16	16	16
Occupancy Rate (Market Rate)					0.0%	41.8%	93.1%	95.8%	95.8%	95.8%	95.8%	95.8%	95.8%
Vacancy Rate (Market Rate)					100.0%	58.2%	6.9%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%
Monthly Rent (Market Rate)				$3,104	$3,197	$3,293	$3,391	$3,493	$3,598	$3,706	$3,817	$3,931	$4,049
Monthly Rent Per S.F. (Market Rate)				$5.19	$5.34	$5.50	$5.67	$5.84	$6.01	$6.20	$6.38	$6.57	$6.77
Annual Increase In Rent (Market Rate)					3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Monthly Rent (Affordable)				$781	$804	$828	$853	$879	$905	$932	$960	$989	$1,019
Monthly Rent Per S.F. (Affordable)				$1.23	$1.27	$1.31	$1.34	$1.38	$1.43	$1.47	$1.51	$1.56	$1.61
Annual Increase In Rent (Affordable)					3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Monthly Rent PSF (Retail)				$3.09	$3.18	$3.28	$3.38	$3.48	$3.58	$3.69	$3.80	$3.91	$4.03
Annual Increase In Rent (Retail)					3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Gross Rental Income (Market Rate Units)				$0	$14,768,510	$15,211,565	$15,667,912	$16,137,949	$16,622,088	$17,120,750	$17,634,373	$18,163,404	$18,708,306
Gross Rental Income (Affordable Units)				$0	$0	$79,516	$81,901	$84,358	$86,889	$89,495	$92,180	$94,946	$97,794
Parking Income				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Retail Income (NNN)				$0	$0	$88,078	$90,721	$93,442	$96,245	$99,133	$102,107	$105,170	$108,325
Less: Vacancy & Credit Loss (Residential)				$0	($14,768,510)	($8,850,365)	($1,088,615)	($670,668)	($690,788)	($711,512)	($732,857)	($754,843)	($777,488)
Net Rental Income				**$0**	**$0**	**$6,528,794**	**$14,751,919**	**$15,645,081**	**$16,114,434**	**$16,597,867**	**$17,095,803**	**$17,608,677**	**$18,136,937**
	Per Unit	% Increase											
Less: Operating Expenses (Residential)	($6,120)	2.0%		$0	$0	($1,076,065)	($2,378,645)	($2,497,431)	($2,547,379)	($2,598,327)	($2,650,294)	($2,703,299)	($2,757,365)
Less: Property Taxes	($4,789)	2.0%		$0	$0	($1,957,972)	($1,997,132)	($2,037,074)	($2,077,816)	($2,119,372)	($2,161,759)	($2,204,995)	($2,249,094)
Less: Brokerage Commission (Retail)	3.0%			$0	$0	($13,212)	$0	$0	$0	$0	($15,316)	$0	$0
Operating Expenses				**$0**	**$0**	**($3,047,249)**	**($4,375,776)**	**($4,534,505)**	**($4,625,195)**	**($4,717,699)**	**($4,827,369)**	**($4,908,294)**	**($5,006,460)**
Operating Expense Ratio				-	-	**46.7%**	**29.7%**	**29.0%**	**28.7%**	**28.4%**	**28.2%**	**27.9%**	**27.6%**
Net Operating Income				**$0**	**$0**	**$3,481,545**	**$10,376,143**	**$11,110,576**	**$11,489,239**	**$11,880,168**	**$12,268,434**	**$12,700,383**	**$13,130,477**
Less: Permanent Debt Service				$0	$0	$0	$0	($8,745,177)	($8,745,177)	($8,745,177)	($8,745,177)	($8,745,177)	($8,745,177)
Net Proceeds from Refinance:				$0	$0	$0	$8,167,370	$0	$0	$0	$0	$0	$0
Cash Flow From Operations				**$0**	**$0**	**$3,481,545**	**$18,543,513**	**$2,365,399**	**$2,744,062**	**$3,134,991**	**$3,523,257**	**$3,955,206**	**$4,385,300**
Disposition													
Residential													
Cap Rate													4.50%
Next Year NOI													$13,462,882
Asset Value													$299,175,146
Asset Value Per Net SF													$1,255
Asset Value Per Unit													$761,260
Retail													
Cap Rate													5.50%
Next Year NOI													$111,575
Asset Value													$2,028,632
Asset Value Per Net SF													$906
Sale Price													$301,203,779
Less: Commissions & Closing Costs													($4,518,057)
Less: Principal Balance of Loan O/S													($131,435,834)
Net Proceeds from Disposition													**$165,249,888**
Total Cash Flow Before Taxes			**($74,971,586)**	**$0**	**$0**	**$3,481,545**	**$18,543,513**	**$2,365,399**	**$2,744,062**	**$3,134,991**	**$3,523,257**	**$3,955,206**	**$169,635,188**
IRR	**12.2%**												

Ballpark Storage - Downtown, San Diego
Alternative 3 - 10' & 20" Setbacks
Assumptions & Results

GENERAL ASSUMPTIONS

Current Year	2021
Construction Start	2022
Hard Cost Escalation	3.0%
Impact Fees Escalation	1.0%
Construction Period	24 months
Op. Ex. Per Unit	$500
Op. Ex. Inflation	2.0%
Revenue Inflation (Market Rate)	3.0%
Revenue Inflation (Affordable)	3.0%

HOLDING & DISPOSITION

Holding Period:	10 Years
Cap Rate @ Refi/Sale (Residential):	4.50%
Cap Rate @ Refi/Sale (Retail):	5.50%
Commissions & Closing Costs:	1.50%
Value at Time of Sale (Year 10)	$299,404,737
Asset Value PSF	$734

BUILDING ASSUMPTIONS

Total # of Units		390
Units Per Net Acre (Pad)		846.8
Residential Gross S.F.		338,374
Ground Floor Lobby/Equipment		13,270
Retail Gross S.F.		2,239
Amenity S.F. (Level 5 + Rooftop)		11,716
Basement (Parking) S.F.		42,363
Gross Building Area		407,962
Net Usable Area (Residential)	70.1% Efficiency	237,142
Net Rentable Area (Retail)	100% Efficiency	2,239
Total Net Usable Area		239,381
Parking Spaces		68

FINANCING

Construction Financing:		
Loan Amount		$139,064,823
Loan to Cost		65%
Interest Rate		5.0%
Term (Months)		48
Refinance:		Take-Out Refi
Refinance at End of Year:		4
Permanent Loan Amount		$147,253,940
Less: Construction Loan		($139,064,823)
Less: Loan Fees	0.50%	($736,270)
Net Proceeds From Refinance		$7,452,847
Permanent Loan Info:		
Loan Amount		$147,253,940
Amortization		30
Interest Rate		4.25%
Annual Debt Service		$8,692,810
Next Year NOI @ Refi		$11,044,045
Value at Refi		$245,423,233
Loan To Value		60%
Debt Coverage Ratio		1.27
Debt Yield		7.50%

PROJECT LAND VALUE

Land S.F.	20,063
Land Acres	0.46
Land Value	$19,600,000
$/Unit	$50,256

PROJECT SUMMARY

Residential								Base Rents	
Market Rate	# of Units	% of Mix	Residential Unit Size	Residential Net Usable	Commercial Unit Size	Avg. Unit Size	Total Net Usable	Monthly Rent	$/S.F. Rent
Live/Work	4	1.0%	530	2,119	740	1,270	5,080	$3,500	$2.76
Studio	109	28.5%	380	41,430	0	380	41,430	$2,360	$6.21
1 Bed	121	31.7%	555	67,162	0	555	67,162	$2,763	$4.98
2 Bed	129	33.8%	800	103,200	0	800	103,200	$3,634	$4.54
3 Bed	19	5.0%	800	15,200	0	800	15,200	$4,180	$5.23
Subtotal	**382**	**100.0%**	**600**	**229,111**	**740**	**608**	**232,072**	**$3,020**	**$4.97**
Affordable Units									
Studio	2	25.0%	380	760	0	380	760	$634	$1.67
1 Bed	2	25.0%	555	1,110	0	555	1,110	$718	$1.29
2 Bed	3	37.5%	800	2,400	0	800	2,400	$816	$1.02
3 Bed	1	12.5%	800	800	0	800	800	$912	$1.14
Subtotal	**8**	**100.0%**	**634**	**5,070**	**0**	**634**	**5,070**	**$758**	**$1.20**
Total	**390**		**600**	**234,181**	**740**	**608**	**237,142**	**$2,974**	**$4.89**

Retail	
Retail S.F. (Gross)	2,239
Retail S.F. (Net)	2,239
Stabilized Occupancy	100%
Stabilized Occupied S.F.	2,239
Monthly Rent PSF (NNN - Base)	$3.00
Rental Rate Inflation	3.0%

Standard	37
ADA/Van	3
Parallel	6
Tandem	22

Average Daily Trips		
Retail	40 /1,000 SF	90
Total		90

CONSTRUCTION COST SUMMARY

	Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs	$19,600,000	$50,256	$48.04	$81.88
Predevelopment	$3,780,368	$9,693	$9.27	$15.79
Hard Costs	$139,214,985	$356,961	$341.24	$581.56
Soft Costs	$27,271,354	$69,927	$66.85	$113.92
Prevailing Wage	$0	$0	$0.00	$0.00
Finance & Contingency	$24,079,176	$61,741	$59.02	$100.59
Total Costs	**$213,945,882**	**$548,579**	**$524.43**	**$893.75**
Less: Loan Amount	($139,064,823)	($356,576)	($340.88)	($1.50)
Initial Investment:	$74,881,059	$192,003	$183.55	$315.76

INVESTMENT PERFORMANCE

Stabilized NOI	Year 5	$11,044,045
Total Project Costs		$213,945,882
Stabilized Yield On Cost		5.2%
	Return on Equity	Cash Flow
Initial		($74,881,059)
Year 1	0.0%	$0
Year 2	0.0%	$0
Year 3	4.7%	$3,499,197
Year 4	23.8%	$17,789,281
Year 5	3.1%	$2,351,235
Year 6	3.6%	$2,727,678
Year 7	4.2%	$3,116,317
Year 8	4.7%	$3,502,220
Year 9	5.3%	$3,931,730
Year 10	225.2%	$168,624,187
Total Profit		$130,660,786
Before Tax IRR		12.0%

Ballpark Storage - Downtown, San Diego
Alternative 3 - 10' & 20" Setbacks
Construction Costs

Market Rate Units	382
Affordable Units	8
Total # of Units	390
Residential Gross S.F.	338,374
Ground Floor Lobby/Equipment	13,270
Retail Gross S.F.	2,239
Amenity S.F. (Level 5 + Rooftop)	11,716
Gross Building Area (excl. Basement)	365,599
Basement (Parking) S.F.	42,363
Gross Building Area	407,962
Net Usable Area (Residential)	237,142
Net Rentable Area (Retail)	2,239
Total Net Usable Area	239,381
Parking Spaces	68

		Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs		$19,600,000	$50,256	$48.04	$81.88
Predevelopment					
Site Work		$1,530,368	$3,924	$3.75	$6.39
Historical Preservation		$1,000,000	$2,564	$2.45	$4.18
Environmental Mitigation		$1,250,000	$3,205	$3.06	$5.22
Predevelopment Subtotal	incl.	$3,780,368	$9,693	$9.27	$15.79
Hard Costs					
Hard Costs (Residential)		$128,160,675	$328,617	$350.55	$535.38
Hard Costs (Retail)	incl.	$0	$0	$0.00	$0.00
TI's (Retail)	incl.	$0	$0	$0.00	$0.00
Basement (Parking)	incl.	$6,999,504	$17,947	$17.16	$29.24
Cost Escalation		$4,054,805	$10,397	$9.94	$16.94
Hard Costs Subtotal		$139,214,985	$356,961	$341.24	$581.56
Soft Costs					
Predevelopment	0.5%	$696,075	$1,822	$1.71	$2.91
Architecture & Engineering	5.0%	$6,960,749	$18,222	$17.06	$29.08
Permit Costs	2.0%	$2,784,300	$7,289	$6.82	$11.63
Impact Fees - Market Rate	$0 /unit	$0	$0	$0.00	$0.00
DIF - Transportation	$1,396 /unit	$533,272	$1,396	$1.31	$2.23
DIF - Parks	$5,808 /unit	$2,218,656	$5,808	$5.44	$9.27
DIF - Library	$0 /unit				
DIF - Fire	$1,234 /unit	$471,388	$1,234	$1.16	$1.97
RTCIP	$2,360 /unit	$901,520	$2,360	$2.21	$3.77
School Impact Fee	$4.08 /NSF	$967,539	$2,533	$2.37	$4.04
Impact Fees - Affordable					
DIF - Transportation	$1,396 /unit	$11,168	$29	$0.03	$0.05
DIF - Parks	$5,808 /unit	$46,464	$122	$0.11	$0.19
DIF - Library	$0 /unit	$0	$0	$0.00	$0.00
DIF - Fire	$1,234 /unit	$9,872	$26	$0.02	$0.04
RTCIP	$2,360 /unit	$18,880	$49	$0.05	$0.08
School Impact Fee	$4.08 /NSF	$20,687	$54	$0.05	$0.09
Impact Fees - Retail					
DIF - Transportation	$349 /ADT	$31,256	$82	$0.08	$0.13
DIF - Fire	$2,839 /1,000 GSF	$6,357	$17	$0.02	$0.03
School Impact Fee	$0.66 /NSF	$1,478	$4	$0.00	$0.01
Housing Impact Fee	$1.28 /GSF	$2,866	$8	$0.01	$0.01
Impact Fees Escalation		$0	$0	$0.00	$0.00
Inclusionary Aff. Housing Fee (in lieu fee)	$0.00 /NSF	$0	$0	$0.00	$0.00
FAR Bonus Program		$883,896	$2,314	$2.17	$3.69
Legal & Accounting	1.0%	$1,392,150	$3,644	$3.41	$5.82
Taxes & Insurance	1.75%	$2,436,262	$6,378	$5.97	$10.18
Developer Fee	3.0%	$4,788,295	$12,535	$11.74	$20.00
Marketing/Lease-Up	1.50%	$2,088,225	$5,467	$5.12	$8.72
Soft Costs Subtotal	20%	$27,271,354	$69,927	$66.85	$113.92
Prevailing Wage					
Residential Impact	0%	$0	$0	$0.00	$0.00
Commercial Impact	0%	$0	$0	$0.00	$0.00
Prevailing Wage Subtotal	0%	$0	$0	$0.00	$0.00
Finance & Contingency					
Contingency	5.0%	$8,513,335	$22,286	$20.87	$35.56
Construction Loan Interest		$14,184,173	$37,131	$34.77	$59.25
Loan Fee	1.0%	$1,381,667	$3,617	$3.39	$5.77
Finance & Contingency Subtotal		$24,079,176	$61,741	$59.02	$100.59
Total Project Costs		**$213,945,882**	**$548,579**	**$524.43**	**$893.75**
Total Project Costs (Excl. Land)		**$194,345,882**	**$498,323**	**$476.38**	**$811.87**

Ballpark Storage - Downtown, San Diego
Alternative 3 - 10' & 20" Setbacks
Cash Flow Forecast

			Initial	24 Month Construction Year 1 2022	Year 2 2023	Year 3 2024	Year 4 2025	Stabilization Year 5 2026	Year 6 2027	Year 7 2028	Year 8 2029	Year 9 2030	Year 10 2031
			0	1	2	3	4	5	6	7	8	9	10
Total Market Rate Units					382	382	382	382	382	382	382	382	382
Units Leased (Market Rate)					0	161	356	366	366	366	366	366	366
Units Leased (Affordable)					0	8	8	8	8	8	8	8	8
Units Vacant (Market Rate)					382	221	26	16	16	16	16	16	16
Occupancy Rate (Market Rate)					0.0%	42.1%	93.2%	95.8%	95.8%	95.8%	95.8%	95.8%	95.8%
Vacancy Rate (Market Rate)					100.0%	57.9%	6.8%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%
Monthly Rent (Market Rate)				$3,111	$3,204	$3,300	$3,399	$3,501	$3,607	$3,715	$3,826	$3,941	$4,059
Monthly Rent Per S.F. (Market Rate)				$5.19	$5.34	$5.50	$5.67	$5.84	$6.01	$6.19	$6.38	$6.57	$6.77
Annual Increase In Rent (Market Rate)					3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Monthly Rent (Affordable)				$781	$804	$828	$853	$879	$905	$932	$960	$989	$1,019
Monthly Rent Per S.F. (Affordable)				$1.23	$1.27	$1.31	$1.35	$1.39	$1.43	$1.47	$1.52	$1.56	$1.61
Annual Increase In Rent (Affordable)					3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Monthly Rent PSF (Retail)				$3.09	$3.18	$3.28	$3.38	$3.48	$3.58	$3.69	$3.80	$3.91	$4.03
Annual Increase In Rent (Retail)					3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Gross Rental Income (Market Rate Units)				$0	$14,688,674	$15,129,334	$15,583,214	$16,050,710	$16,532,231	$17,028,198	$17,539,044	$18,065,216	$18,607,172
Gross Rental Income (Affordable Units)				$0	$0	$79,516	$81,901	$84,358	$86,889	$89,495	$92,180	$94,946	$97,794
Parking Income				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Retail Income (NNN)				$0	$0	$88,078	$90,721	$93,442	$96,245	$99,133	$102,107	$105,170	$108,325
Less: Vacancy & Credit Loss (Residential)				$0	($14,688,674)	($8,752,834)	($1,060,638)	($672,281)	($692,449)	($713,223)	($734,620)	($756,658)	($779,358)
Net Rental Income				**$0**	**$0**	**$6,544,093**	**$14,695,198**	**$15,556,229**	**$16,022,916**	**$16,503,604**	**$16,998,712**	**$17,508,673**	**$18,033,933**
	Per Unit	% Increase											
Less: Operating Expenses (Residential)	($6,120)	2.0%		$0	$0	($1,076,065)	($2,364,032)	($2,477,557)	($2,527,108)	($2,577,651)	($2,629,204)	($2,681,788)	($2,735,423)
Less: Property Taxes	($4,820)	2.0%		$0	$0	($1,955,619)	($1,994,732)	($2,034,627)	($2,075,319)	($2,116,825)	($2,159,162)	($2,202,345)	($2,246,392)
Less: Brokerage Commission (Retail)	3.0%			$0	$0	($13,212)	$0	$0	$0	$0	($15,316)	$0	$0
Operating Expenses				**$0**	**$0**	**($3,044,896)**	**($4,358,764)**	**($4,512,184)**	**($4,602,428)**	**($4,694,476)**	**($4,803,682)**	**($4,884,133)**	**($4,981,816)**
Operating Expense Ratio				-	-	**46.5%**	**29.7%**	**29.0%**	**28.7%**	**28.4%**	**28.3%**	**27.9%**	**27.6%**
Net Operating Income				**$0**	**$0**	**$3,499,197**	**$10,336,434**	**$11,044,045**	**$11,420,489**	**$11,809,128**	**$12,195,030**	**$12,624,540**	**$13,052,118**
Less: Permanent Debt Service				$0	$0	$0	$0	($8,692,810)	($8,692,810)	($8,692,810)	($8,692,810)	($8,692,810)	($8,692,810)
Net Proceeds from Refinance:				$0	$0	$0	$7,452,847	$0	$0	$0	$0	$0	$0
Cash Flow From Operations				**$0**	**$0**	**$3,499,197**	**$17,789,281**	**$2,351,235**	**$2,727,678**	**$3,116,317**	**$3,502,220**	**$3,931,730**	**$4,359,307**
Disposition													
Residential													
Cap Rate													4.50%
Next Year NOI													$13,381,925
Asset Value													$297,376,104
Asset Value Per Net SF													$1,254
Asset Value Per Unit													$762,503
Retail													
Cap Rate													5.50%
Next Year NOI													$111,575
Asset Value													$2,028,632
Asset Value Per Net SF													$906
Sale Price													$299,404,737
Less: Commissions & Closing Costs													($4,491,071)
Less: Principal Balance of Loan O/S													($130,648,786)
Net Proceeds from Disposition													**$164,264,880**
Total Cash Flow Before Taxes			**($74,881,059)**	**$0**	**$0**	**$3,499,197**	**$17,789,281**	**$2,351,235**	**$2,727,678**	**$3,116,317**	**$3,502,220**	**$3,931,730**	**$168,624,187**
IRR	**12.0%**												

Ballpark Storage - Downtown, San Diego
Alternative 4 - 15' & 15" Setbacks
Assumptions & Results

GENERAL ASSUMPTIONS

Current Year	2021
Construction Start	2022
Hard Cost Escalation	3.0%
Impact Fees Escalation	1.0%
Construction Period	24 months
Op. Ex. Per Unit	$500
Op. Ex. Inflation	2.0%
Revenue Inflation (Market Rate)	3.0%
Revenue Inflation (Affordable)	3.0%

HOLDING & DISPOSITION

Holding Period:	10 Years
Cap Rate @ Refi/Sale (Residential):	4.50%
Cap Rate @ Refi/Sale (Retail):	5.50%
Commissions & Closing Costs:	1.50%
Value at Time of Sale (Year 10)	$303,618,082
Asset Value PSF	$748

BUILDING ASSUMPTIONS

Total # of Units		398
Units Per Net Acre (Pad)		864.1
Residential Gross S.F.		336,558
Ground Floor Lobby/Equipment		13,270
Retail Gross S.F.		2,240
Amenity S.F. (Level 5 + Rooftop)		11,716
Basement (Parking) S.F.		42,363
Gross Building Area		406,147
Net Usable Area (Residential)	70.7% Efficiency	238,069
Net Rentable Area (Retail)	100% Efficiency	2,240
Total Net Usable Area		240,309
Parking Spaces		68

FINANCING

Construction Financing:		
Loan Amount		$137,919,840
Loan to Cost		65%
Interest Rate		5.0%
Term (Months)		48
Refinance:		Take-Out Refi
Refinance at End of Year:		4
Permanent Loan Amount		$149,343,668
Less: Construction Loan		($137,919,840)
Less: Loan Fees	0.50%	($746,718)
Net Proceeds From Refinance		$10,677,110
Permanent Loan Info:		
Loan Amount		$149,343,668
Amortization		30
Interest Rate		4.25%
Annual Debt Service		$8,816,173
Next Year NOI @ Refi		$11,200,775
Value at Refi		$248,906,114
Loan To Value		60%
Debt Coverage Ratio		1.27
Debt Yield		7.50%

PROJECT LAND VALUE

Land S.F.	20,063
Land Acres	0.46
Land Value	$19,600,000
$/Unit	$49,246

PROJECT SUMMARY

Residential Market Rate	# of Units	% of Mix	Residential Unit Size	Residential Net Usable	Commercial Unit Size	Avg. Unit Size	Total Net Usable	Base Rents: Monthly Rent	Base Rents: $/S.F. Rent
Live/Work	4	1.0%	526	2,105	785	1,311	5,243	$3,500	$2.67
Studio	118	30.3%	375	44,293	0	375	44,293	$2,351	$6.26
1 Bed	121	31.0%	545	65,893	0	545	65,893	$2,753	$5.06
2 Bed	128	32.8%	800	102,400	0	800	102,400	$3,621	$4.53
3 Bed	19	4.9%	800	15,200	0	800	15,200	$4,165	$5.21
Subtotal	**390**	**100.0%**	**589**	**229,891**	**785**	**598**	**233,029**	**$2,993**	**$5.01**
Affordable Units									
Studio	2	25.0%	375	751	0	375	751	$634	$1.69
1 Bed	2	25.0%	545	1,089	0	545	1,089	$718	$1.32
2 Bed	3	37.5%	800	2,400	0	800	2,400	$816	$1.02
3 Bed	1	12.5%	800	800	0	800	800	$912	$1.14
Subtotal	**8**	**100.0%**	**630**	**5,040**	**0**	**630**	**5,040**	**$758**	**$1.20**
Total	**398**		**590**	**234,931**	**785**	**598**	**238,069**	**$2,948**	**$4.93**

Retail	
Retail S.F. (Gross)	2,240
Retail S.F. (Net)	2,240
Stabilized Occupancy	100%
Stabilized Occupied S.F.	2,240
Monthly Rent PSF (NNN - Base)	$3.00
Rental Rate Inflation	3.0%

Standard	**37**
ADA/Van	**3**
Parallel	**6**
Tandem	**22**

Average Daily Trips		
Retail	40 /1,000 SF	90
Total		**90**

CONSTRUCTION COST SUMMARY

	Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs	$19,600,000	$49,246	$48.26	$81.56
Predevelopment	$3,780,368	$9,498	$9.31	$15.73
Hard Costs	$137,782,365	$346,187	$339.24	$573.35
Soft Costs	$27,148,400	$68,212	$66.84	$112.97
Prevailing Wage	$0	$0	$0.00	$0.00
Finance & Contingency	$23,873,236	$59,983	$58.78	$99.34
Total Costs	**$212,184,369**	**$533,127**	**$522.43**	**$882.96**
Less: Loan Amount	($137,919,840)	($346,532)	($339.58)	($1.46)
Initial Investment:	$74,264,529	$186,594	$182.85	$311.95

INVESTMENT PERFORMANCE

Stabilized NOI	Year 5	$11,200,775
Total Project Costs		$212,184,369
Stabilized Yield On Cost		**5.2%**
	Return on Equity	Cash Flow
Initial		($74,264,529)
Year 1	0.0%	$0
Year 2	0.0%	$0
Year 3	4.7%	$3,457,176
Year 4	28.4%	$21,089,914
Year 5	3.2%	$2,384,602
Year 6	3.7%	$2,766,111
Year 7	4.3%	$3,159,974
Year 8	4.8%	$3,551,258
Year 9	5.4%	$3,986,333
Year 10	230.2%	$170,980,588
Total Profit		**$137,111,427**
Before Tax IRR		**12.6%**

Ballpark Storage - Downtown, San Diego
Alternative 4 - 15' & 15" Setbacks
Construction Costs

Market Rate Units	390
Affordable Units	8
Total # of Units	398
Residential Gross S.F.	336,558
Ground Floor Lobby/Equipment	13,270
Retail Gross S.F.	2,240
Amenity S.F. (Level 5 + Rooftop)	11,716
Gross Building Area (excl. Basement)	363,784
Basement (Parking) S.F.	42,363
Gross Building Area	406,147
Net Usable Area (Residential)	238,069
Net Rentable Area (Retail)	2,240
Total Net Usable Area	240,309
Parking Spaces	68

		Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs		$19,600,000	$49,246	$48.26	$81.56
Predevelopment					
Site Work		$1,530,368	$3,845	$3.77	$6.37
Historical Preservation		$1,000,000	$2,513	$2.46	$4.16
Environmental Mitigation		$1,250,000	$3,141	$3.08	$5.20
Predevelopment Subtotal		$3,780,368	$9,498	$9.31	$15.73
Hard Costs					
Hard Costs (Residential)		$126,769,782	$318,517	$350.55	$527.53
Hard Costs (Retail)	incl.	$0	$0	$0.00	$0.00
TI's (Retail)	incl.	$0	$0	$0.00	$0.00
Basement (Parking)	incl.	$6,999,504	$17,587	$17.23	$29.13
Cost Escalation		$4,013,079	$10,083	$9.88	$16.70
Hard Costs Subtotal		$137,782,365	$346,187	$339.24	$573.35
Soft Costs					
Predevelopment	0.5%	$688,912	$1,766	$1.70	$2.87
Architecture & Engineering	5.0%	$6,889,118	$17,664	$16.96	$28.67
Permit Costs	2.0%	$2,755,647	$7,066	$6.78	$11.47
Impact Fees - Market Rate					
DIF - Transportation	$1,396 /unit	$544,440	$1,396	$1.34	$2.27
DIF - Parks	$5,808 /unit	$2,265,120	$5,808	$5.58	$9.43
DIF - Library	$0 /unit	$0	$0	$0.00	$0.00
DIF - Fire	$1,234 /unit	$481,260	$1,234	$1.18	$2.00
RTCIP	$2,360 /unit	$920,400	$2,360	$2.27	$3.83
School Impact Fee	$4.08 /NSF	$971,322	$2,491	$2.39	$4.04
Impact Fees - Affordable					
DIF - Transportation	$1,396 /unit	$11,168	$29	$0.03	$0.05
DIF - Parks	$5,808 /unit	$46,464	$119	$0.11	$0.19
DIF - Library	$0 /unit	$0	$0	$0.00	$0.00
DIF - Fire	$1,234 /unit	$9,872	$25	$0.02	$0.04
RTCIP	$2,360 /unit	$18,880	$48	$0.05	$0.08
School Impact Fee	$4.08 /NSF	$20,563	$53	$0.05	$0.09
Impact Fees - Retail					
DIF - Transportation	$349 /ADT	$31,270	$80	$0.08	$0.13
DIF - Fire	$2,839 /1,000 GSF	$6,359	$16	$0.02	$0.03
School Impact Fee	$0.66 /NSF	$1,478	$4	$0.00	$0.01
Housing Impact Fee	$1.28 /GSF	$2,867	$7	$0.01	$0.01
Impact Fees Escalation		$0	$0	$0.00	$0.00
Inclusionary Aff. Housing Fee (in lieu fee)	$0.00 /NSF	$0	$0	$0.00	$0.00
FAR Bonus Program		$883,896	$2,266	$2.18	$3.68
Legal & Accounting	1.0%	$1,377,824	$3,533	$3.39	$5.73
Taxes & Insurance	1.75%	$2,411,191	$6,183	$5.94	$10.03
Developer Fee	3.0%	$4,743,612	$12,163	$11.68	$19.74
Marketing/Lease-Up	1.50%	$2,066,735	$5,299	$5.09	$8.60
Soft Costs Subtotal	20%	$27,148,400	$68,212	$66.84	$112.97
Prevailing Wage					
Residential Impact	0%	$0	$0	$0.00	$0.00
Commercial Impact	0%	$0	$0	$0.00	$0.00
Prevailing Wage Subtotal	0%	$0	$0	$0.00	$0.00
Finance & Contingency					
Contingency	5.0%	$8,435,557	$21,630	$20.77	$35.10
Construction Loan Interest		$14,067,388	$36,070	$34.64	$58.54
Loan Fee	1.0%	$1,370,292	$3,514	$3.37	$5.70
Finance & Contingency Subtotal		$23,873,236	$59,983	$58.78	$99.34
Total Project Costs		**$212,184,369**	**$533,127**	**$522.43**	**$882.96**
Total Project Costs (Excl. Land)		**$192,584,369**	**$483,880**	**$474.17**	**$801.40**

Ballpark Storage - Downtown, San Diego
Alternative 4 - 15' & 15" Setbacks
Cash Flow Forecast

			Initial	24 Month Construction Year 1 2022	Year 2 2023	Year 3 2024	Year 4 2025	Stabilization Year 5 2026	Year 6 2027	Year 7 2028	Year 8 2029	Year 9 2030	Year 10 2031
			0	1	2	3	4	5	6	7	8	9	10
Total Market Rate Units					390	390	390	390	390	390	390	390	390
Units Leased (Market Rate)					0	161	362	374	374	374	374	374	374
Units Leased (Affordable)					0	8	8	8	8	8	8	8	8
Units Vacant (Market Rate)					390	229	28	16	16	16	16	16	16
Occupancy Rate (Market Rate)					0.0%	41.3%	92.7%	95.9%	95.9%	95.9%	95.9%	95.9%	95.9%
Vacancy Rate (Market Rate)					100.0%	58.7%	7.3%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
Monthly Rent (Market Rate)				$3,083	$3,175	$3,270	$3,369	$3,470	$3,574	$3,681	$3,791	$3,905	$4,022
Monthly Rent Per S.F. (Market Rate)				$5.23	$5.39	$5.55	$5.71	$5.89	$6.06	$6.24	$6.43	$6.62	$6.82
Annual Increase In Rent (Market Rate)					3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Monthly Rent (Affordable)				$781	$804	$828	$853	$879	$905	$932	$960	$989	$1,019
Monthly Rent Per S.F. (Affordable)				$1.24	$1.28	$1.31	$1.35	$1.39	$1.44	$1.48	$1.52	$1.57	$1.62
Annual Increase In Rent (Affordable)					3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Monthly Rent PSF (Retail)				$3.09	$3.18	$3.28	$3.38	$3.48	$3.58	$3.69	$3.80	$3.91	$4.03
Annual Increase In Rent (Retail)					3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Gross Rental Income (Market Rate Units)				$0	$14,859,705	$15,305,497	$15,764,661	$16,237,601	$16,724,729	$17,226,471	$17,743,265	$18,275,563	$18,823,830
Gross Rental Income (Affordable Units)				$0	$0	$79,516	$81,901	$84,358	$86,889	$89,495	$92,180	$94,946	$97,794
Parking Income				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Retail Income (NNN)				$0	$0	$88,118	$90,761	$93,484	$96,288	$99,177	$102,152	$105,217	$108,373
Less: Vacancy & Credit Loss (Residential)				$0	($14,859,705)	($8,987,074)	($1,145,296)	($666,158)	($686,143)	($706,727)	($727,929)	($749,767)	($772,260)
Net Rental Income				**$0**	**$0**	**$6,486,056**	**$14,792,028**	**$15,749,285**	**$16,221,764**	**$16,708,417**	**$17,209,669**	**$17,725,959**	**$18,257,738**
	Per Unit	% Increase											
Less: Operating Expenses (Residential)	($6,120)	2.0%		$0	$0	($1,076,065)	($2,400,835)	($2,530,553)	($2,581,164)	($2,632,788)	($2,685,443)	($2,739,152)	($2,793,935)
Less: Property Taxes	($4,684)	2.0%		$0	$0	($1,939,597)	($1,978,389)	($2,017,957)	($2,058,316)	($2,099,482)	($2,141,472)	($2,184,301)	($2,227,987)
Less: Brokerage Commission (Retail)	3.0%			$0	$0	($13,218)	$0	$0	$0	$0	($15,323)	$0	$0
Operating Expenses				**$0**	**$0**	**($3,028,880)**	**($4,379,224)**	**($4,548,510)**	**($4,639,480)**	**($4,732,270)**	**($4,842,238)**	**($4,923,454)**	**($5,021,923)**
Operating Expense Ratio				-	-	**46.7%**	**29.6%**	**28.9%**	**28.6%**	**28.3%**	**28.1%**	**27.8%**	**27.5%**
Net Operating Income				**$0**	**$0**	**$3,457,176**	**$10,412,804**	**$11,200,775**	**$11,582,283**	**$11,976,147**	**$12,367,431**	**$12,802,506**	**$13,235,815**
Less: Permanent Debt Service				$0	$0	$0	$0	($8,816,173)	($8,816,173)	($8,816,173)	($8,816,173)	($8,816,173)	($8,816,173)
Net Proceeds from Refinance:				$0	$0	$0	$10,677,110	$0	$0	$0	$0	$0	$0
Cash Flow From Operations				**$0**	**$0**	**$3,457,176**	**$21,089,914**	**$2,384,602**	**$2,766,111**	**$3,159,974**	**$3,551,258**	**$3,986,333**	**$4,419,642**

Disposition	
Residential	
Cap Rate	4.50%
Next Year NOI	$13,571,484
Asset Value	$301,588,543
Asset Value Per Net SF	$1,267
Asset Value Per Unit	$757,760
Retail	
Cap Rate	5.50%
Next Year NOI	$111,625
Asset Value	$2,029,539
Asset Value Per Net SF	$906
Sale Price	$303,618,082
Less: Commissions & Closing Costs	($4,554,271)
Less: Principal Balance of Loan O/S	($132,502,865)
Net Proceeds from Disposition	**$166,560,945**

Total Cash Flow Before Taxes			**($74,264,529)**	**$0**	**$0**	**$3,457,176**	**$21,089,914**	**$2,384,602**	**$2,766,111**	**$3,159,974**	**$3,551,258**	**$3,986,333**	**$170,980,588**
IRR	**12.6%**												

Ballpark Storage - 611 Island Ave. Downtown San Diego, CA
Alternative 5 - Refurbish Existing Building to Retail & Office
Assumptions & Results

GENERAL ASSUMPTIONS

Current Year	2021
Acquisition/Construction Start	2022
Hard Cost Escalation	3.0%
Impact Fees Escalation	1.0%
Construction Period	12 months

HOLDING & DISPOSITION

Holding Period:	10
Cap Rate @ Refi/Sale (Office):	6.00%
Cap Rate @ Refi/Sale (Retail):	5.50%
Commissions & Closing Costs:	1.50%
Value at Time of Sale (Year 10)	$30,084,380
Asset Value PSF	$555

BUILDING ASSUMPTIONS

Total Building S.F.		54,225
FAR		2.70
Ground Floor Lobby/Equipment		2,500
Office Gross S.F.		36,150
Retail Gross S.F.		15,575
Gross Building Area		54,225
Net Rentable Area (Office)	85% Efficiency	30,728
Net Rentable Area (Retail)	100% Efficiency	15,575
Total Net Rentable Area		46,303
Parking Spaces		0

FINANCING

Construction Financing:		
Loan Amount		$19,613,767
Loan to Cost		65%
Interest Rate		5.0%
Term (Months)		24
Refinance:		Take-Out Refi
Refinance at End of Year:		2
Permanent Loan Amount		$15,846,147
Less: Construction Loan		($19,613,767)
Less: Loan Fees	0.50%	($79,231)
Net Proceeds From Refinance		($3,846,851)
Permanent Loan Info:		
Loan Amount		$15,846,147
Amortization		30
Interest Rate		4.25%
Annual Debt Service		$935,442
Next Year NOI @ Refi		$1,358,241
Value at Refi		$22,637,353
Loan To Value		70%
Debt Coverage Ratio		1.45
Debt Yield		8.57%

RESIDUAL LAND VALUE

Land S.F.	20,063
Land Acres	0.46
Land Value	$19,600,000
$/Land S.F.	$976.92

PROJECT SUMMARY

Commercial Office	
Office S.F. (Gross)	36,150
Office S.F. (Net)	30,728
Stabilized Occupancy	90%
Stabilized Occupied S.F.	27,655
Annual Rent PSF (Base - $2020)	$3.25
Rental Rate Inflation	3.0%
Ground Floor Retail	
Retail S.F. (Gross)	15,575
Retail S.F. (Net)	15,575
Stabilized Occupancy	95%
Stabilized Occupied S.F.	14,796
Annual Rent PSF (Base - $2020)	$2.75
Rental Rate Inflation	3.0%

Parking Summary		
Office	0.0 /1,000 SF	0
Retail	0.0 /1,000 SF	0
Total		**0**
Monthly Parking Rate Per Space (Office Only)		$0
Parking Revenue Inflation		2.0%

CONSTRUCTION COST SUMMARY

	Total Cost	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs	$19,600,000	$361.46	$423.30
Predevelopment	$212,680	$3.92	$4.59
Hard Costs	$7,501,722	$138.34	$162.02
Soft Costs	$1,125,258	$20.75	$24.30
Contingency	$431,349	$7.95	$9.32
Construction Loan Interest	$1,109,147	$20.45	$23.95
Construction Loan Fee	$194,871	$3.59	$4.21
Total Costs	**$30,175,027**	**$556.48**	**$651.69**
Less: Loan Amount	($19,613,767)	($361.71)	($423.60)
Initial Investment:	$10,561,259	$194.77	$228.09

INVESTMENT PERFORMANCE

Stabilized NOI	Year 3	$1,358,241
Total Project Costs		$30,175,027
Stabilized Yield On Cost		**4.5%**

	Return on Equity	Cash Flow
Initial		($10,561,259)
Year 1	0.0%	$0
Year 2	-26.7%	($2,821,366)
Year 3	4.0%	$422,799
Year 4	4.6%	$483,778
Year 5	5.0%	$526,354
Year 6	5.4%	$570,208
Year 7	3.9%	$414,762
Year 8	6.1%	$639,132
Year 9	6.7%	$709,823
Year 10	161.3%	$17,037,149
Total Profit		**$7,421,379**
Before Tax IRR		**5.1%**

Ballpark Storage - 611 Island Ave. Downtown San Diego, CA
Alternative 5 - Refurbish Existing Building to Retail & Office
Construction Costs

Office Gross S.F.	36,150
Retail Gross S.F.	15,575
Gross Building Area	54,225
Net Rentable Area (Office)	30,728
Net Rentable Area (Retail)	15,575
Total Net Rentable Area	46,303
Parking Spaces	0

		Total Cost	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs		$19,600,000	$361.46	$423.30
Predevelopment				
Site Work		$212,680	$10.00	$4.59
Foundation Allowance		$0	$0.00	$0.00
Predevelopment Subtotal		$212,680	$3.92	$4.59
Hard Costs				
Hard Costs (Office)		$3,795,750	$105.00	$81.98
Hard Costs (Retail)		$1,635,375	$105.00	$35.32
TI's Office	$40 PSF	$1,229,100	$22.67	$26.55
TI's Retail	$40 PSF	$623,000	$11.49	$13.45
Parking	$0	$0	$0.00	$0.00
Cost Escalation		$218,497	$4.03	$4.72
Hard Costs Subtotal		$7,501,722	$138.34	$162.02
Soft Costs	**15%**	**$1,125,258**	**$20.75**	**$24.30**
Finance & Contingency				
Contingency	5.0%	$431,349	$7.95	$9.32
Construction Loan Interest		$1,109,147	$20.45	$23.95
Loan Fee	1.0%	$194,871	$3.59	$4.21
Finance & Contingency Subtotal		$1,735,367	$32.00	$37.48
Total Project Costs		**$30,175,027**	**$556.48**	**$651.69**
Total Project Costs (Excl. Land)		**$10,575,027**	**$195.02**	**$228.39**

Ballpark Storage - 611 Island Ave. Downtown San Diego, CA
Alternative 5 - Refurbish Existing Building to Retail & Office
Cash Flow Forecast

			Construction		Stabilization							
		Initial	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
		0	1	2	3	4	5	6	7	8	9	10	11
Gross Scheduled Income - Office			$0	$1,271,353	$1,309,494	$1,348,779	$1,389,242	$1,430,919	$1,473,847	$1,518,062	$1,563,604	$1,610,512	$1,658,828
Gross Scheduled Income - Retail			$0	$545,276	$561,634	$578,483	$595,838	$613,713	$632,124	$651,088	$670,621	$690,739	$711,462
Less: Vacancy & Credit Loss (Office)			$0	($317,838)	($130,949)	($134,878)	($138,924)	($143,092)	($147,385)	($151,806)	($156,360)	($161,051)	($165,883)
Less: Vacancy & Credit Loss (Retail)			$0	($27,264)	($28,082)	($28,924)	($29,792)	($30,686)	($31,606)	($32,554)	($33,531)	($34,537)	($35,573)
Parking Revenue			$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Gross Operating Income			**$0**	**$1,471,527**	**$1,712,097**	**$1,763,460**	**$1,816,364**	**$1,870,855**	**$1,926,981**	**$1,984,790**	**$2,044,334**	**$2,105,664**	**$2,168,834**
	OpEx Ratio												
Less: Operating Expenses (Office)	27.0%		$0	($257,449)	($318,207)	($327,753)	($337,586)	($347,713)	($358,145)	($368,889)	($379,956)	($391,355)	($403,095)
Less: Operating Expenses (Retail)	3.0%		$0	($15,540)	($16,007)	($16,487)	($16,981)	($17,491)	($18,016)	($18,556)	($19,113)	($19,686)	($20,277)
Less: Brokerage Commission (Office)	2.0%		$0	($95,352)	($19,642)	$0	$0	$0	($110,539)	($22,771)	$0	$0	$0
Less: Brokerage Commission (Retail)	3.0%		$0	($77,702)	$0	$0	$0	$0	($90,078)	$0	$0	$0	$0
Operating Expenses			**$0**	**($446,043)**	**($353,856)**	**($344,240)**	**($354,567)**	**($365,204)**	**($576,777)**	**($410,216)**	**($399,069)**	**($411,041)**	**($423,372)**
Total Operating Expenses			-	30.3%	20.7%	19.5%	19.5%	19.5%	29.9%	20.7%	19.5%	19.5%	19.5%
Net Operating Income (Office)			$0	$600,714	$840,695	$886,148	$912,732	$940,114	$857,779	$974,596	$1,027,288	$1,058,107	$1,089,850
Net Operating Income (Retail)			$0	$424,770	$517,546	$533,072	$549,065	$565,537	$492,425	$599,978	$617,977	$636,516	$655,612
Net Operating Income (Parking)			$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Net Operating Income			**$0**	**$1,025,485**	**$1,358,241**	**$1,419,220**	**$1,461,797**	**$1,505,651**	**$1,350,204**	**$1,574,574**	**$1,645,265**	**$1,694,623**	**$1,745,462**
Less: Permanent Debt Service			$0	$0	($935,442)	($935,442)	($935,442)	($935,442)	($935,442)	($935,442)	($935,442)	($935,442)	$0
Net Proceeds from Refinance:			$0	($3,846,851)	$0	$0	$0	$0	$0	$0	$0	$0	$0
Cash Flow From Operations			**$0**	**($2,821,366)**	**$422,799**	**$483,778**	**$526,354**	**$570,208**	**$414,762**	**$639,132**	**$709,823**	**$759,181**	**$0**

Disposition

Office	
Cap Rate	6.00%
Next Year NOI+Parking	$1,089,850
Asset Value	$18,164,164
Asset Value Per Net SF	$591
Retail	
Cap Rate	5.50%
Next Year NOI	$655,612
Asset Value	$11,920,216
Asset Value Per Net SF	$765
Sale Price	$30,084,380
Less: Commissions & Closing Costs	($451,266)
Less: Principal Balance of Loan O/S	($13,355,146)
Net Proceeds from Disposition	**$16,277,968**

Total Cash Flow Before Taxes	($10,561,259)	$0	($2,821,366)	$422,799	$483,778	$526,354	$570,208	$414,762	$639,132	$709,823	$17,037,149
IRR	5%										

Ballpark Storage - 611 Island Ave. Downtown San Diego, CA
Alternative 5 - Refurbish Existing Building to Retail & Office
Commercial Component Revenue Assumptions

Office

Gross S.F.	36,150
Efficiency % (Rentable)	85%
Net S.F. (Rentable)	30,728
Rental Rate (Monthly)	$3.35
Inflation Rate	3.00%

Year	1	2	3	4	5	6	7	8	9	10	11
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Rental Rate (NNN)	$3.35	$3.45	$3.55	$3.66	$3.77	$3.88	$4.00	$4.12	$4.24	$4.37	$4.50
Vacancy & Credit Loss Rate	100.00%	25.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
Average Annual Occupancy	0.00%	75.00%	90.00%	90.00%	90.00%	90.00%	90.00%	90.00%	90.00%	90.00%	90.00%
Total Occupied S.F.	-	23,046	27,655	27,655	27,655	27,655	27,655	27,655	27,655	27,655	27,655

Retail

Gross S.F.	15,575
Efficiency % (Rentable)	100%
Net S.F. (Rentable)	15,575
Rental Rate (Monthly)	$2.83
Inflation Rate	3.00%

Year	1	2	3	4	5	6	7	8	9	10	11
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Rental Rate (NNN)	$2.83	$2.92	$3.00	$3.10	$3.19	$3.28	$3.38	$3.48	$3.59	$3.70	$3.81
Vacancy & Credit Loss Rate	100.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Average Annual Occupancy	0.00%	95.00%	95.00%	95.00%	95.00%	95.00%	95.00%	95.00%	95.00%	95.00%	95.00%
Total Occupied S.F.	-	14,796	14,796	14,796	14,796	14,796	14,796	14,796	14,796	14,796	14,796

london moeder
advisors

Corporate Profile
London Moeder Advisors

REPRESENTATIVE SERVICES

Market and Feasibility Studies	Development Services	Litigation Consulting
Financial Structuring	Fiscal Impact	Workout Projects
Asset Disposition	Strategic Planning	MAI Valuation
Government Processing	Capital Access	Economic Analysis

London Moeder Advisors (formerly The London Group) was formed in 1991 to provide real estate advisory services to a broad range of clientele. The firm principals, Gary London and Nathan Moeder, combine for over 60 years of experience. We have analyzed, packaged and achieved capital for a wide variety of real estate projects. Clients who are actively pursuing, developing and investing in projects have regularly sought our advice and financial analysis capabilities. Our experience ranges from large scale, master planned communities to urban redevelopment projects, spanning all land uses and development issues of all sizes and types. These engagements have been undertaken principally throughout North America and Mexico.

A snapshot of a few of the services we render for both the residential and commercial sectors:

- **Market Analysis** for mixed use, urban and suburban properties. Studies concentrate on market depth for specific products, detailed recommendations for product type, absorption and future competition. It also includes economic overviews and forecasts of the relevant communities.

- **Financial Feasibility Studies** for new projects of multiple types, including condominium, apartment, office, and master-planned communities. Studies incorporate debt and equity needs, sensitivity analyses, rates of return and land valuations.

- **Litigation support/expert witness services** for real estate and financial related issues, including economic damages/losses, valuations, historic market conditions and due diligence. We have extensive deposition, trial, mediation and arbitration experience.

- **Investment studies for firms acquiring or disposing of real estate.** Studies include valuation, repositioning projects and portfolios, economic/real estate forecasts and valuation of partnerships. Often, the commercial studies include the valuation of businesses.

- **Estate Planning services** including valuation of portfolios, development of strategies for disposition or repositioning portfolios, succession planning and advisory services for high net worth individuals. We have also been involved in numerous marriage dissolution assignments where real estate is involved.

- **Fiscal Impact, Job Generation and Economic Multiplier Effect Reports**, traditionally prepared for larger commercial projects and in support of Environmental Impact Reports. We have been retained by both developers and municipalities for these reports. The studies typically relate to the tax revenues and employment impacts of new projects.

The London Group also draws upon the experience of professional relationships in the development, legal services, financial placement fields as well as its own staff. Clients who are actively investigating and investing in apartment projects, retail centers, commercial projects, mixed use developments and large master plans have regularly sought our advice and financial analysis capabilities.

San Diego: 825 10th Ave | San Diego, CA 92101 | (619) 269-4010
Carlsbad: 2792 Gateway Road #104 | Carlsbad, CA 92009 | (619) 269-4012

Candidate Findings for the Site Development Permit (SDP)
611 Island Project
October 7, 2021

FINDINGS

The following findings are required for the SDP for deviations from historic resources regulations to remove the Klauber-Wangenheim Company Building (City Resource #159) while retaining much of the façade.

SDP FINDINGS § 126.0505 (i)

The following supplemental findings are required for substantial alteration of Klauber-Wangenheim Company Building (City Resource #159).

1. There are no feasible measures, including a less environmentally damaging alternative, that can further minimize the potential adverse effects on the designated historical resource or historical district. § 126.0505(i)(1).

The project proposes to substantially alter the Klauber Wagenheim Company Building by removing most of the building but retaining its façade on 6th Avenue, 7th Avenue, and Island Avenue, as part of the construction of the 37-story mixed-use development that will provide 443 residential dwelling units, 985 square feet of commercial space, and 52 residential parking spaces.

To evaluate the project (Base Project) and five alternatives for potential feasible measures to avoid the complete demolition of the historic resource, the Applicant retained the London Moeder Advisors (LMA) to conduct an economic analysis of alternatives. The following alternatives were evaluated in the LMA analysis dated July 27, 2021 (LMA Analysis), and are summarized in the table below:

Alternative	**Description**
Base Project	Maintain the existing façade of the historical structure, add two subterranean levels with 52 parking spaces, construct 37 levels of residential use with 443 units (12 affordable micro-units and 431 market-rate micro-units), ground floor retail, and two levels of residential amenities. Setbacks of 5' and 5'.
1	Maintain the existing façade of the historical structure, add two subterranean levels with 69 parking spaces, construct 41 levels of residential use with 393 units (8 affordable micro-units, 4 live/work units, and 381 market-rate micro-units), ground floor retail, and two levels of residential amenities. Setbacks of 5' and 10'.
2	Maintain the existing façade of the historical structure, add two subterranean levels with 68 parking spaces, construct 41 levels of residential use with 390 units (8 affordable micro-units, 4 live/work units, and 378 market-rate micro-

	units), ground floor retail, and two levels of residential amenities. Setbacks of 10' and 10'.
3	Maintain the existing façade of the historical structure, add two subterranean levels with 68 parking spaces, construct 41 levels of residential use with 390 units (8 affordable micro-units, 4 live/work units, and 378 market-rate micro-units), ground floor retail, and two levels of residential amenities. Setbacks of 10' and 20'.
4	Maintain the existing façade of the historical structure, add two subterranean levels with 68 parking spaces, construct 40 levels of residential use with 398 units (8 affordable micro-units, 4 live/work units, and 386 market-rate micro-units), ground floor retail, and two levels of residential amenities. Setbacks of 10' and 20'.
5	Rehabilitate the existing 54,225 square foot historic structure and use as 15,575 square feet of ground floor retail and two levels of office space above containing 36,150 square feet.

The alternatives include four alternatives with larger setbacks and one adaptive reuse alternative that rehabilitates the existing historic structure. Alternatives 1-4 are less damaging because they follow the National Parks Service Rehabilitation Standards and Guidelines, page 93, which provides that additional stories for a new use should be set back from the wall plane and be as inconspicuous as possible when viewed from the street. Alternative 5 is less damaging because it will rehabilitate the entire historical resource. Applicant also considered but rejected adaptive reuse and rehabilitation with residential use instead of retail and office. The historical building was designed for industrial use, and most recently used as self-storage, so its structural layout and utility locations are inefficient for residential units, which would add approximately 16% higher costs per square foot beyond even Alternative 5 (the most economically infeasible alternative), and would result in reduced production of both market-rate and affordable housing units.

The LMA analysis concluded that none of the alternatives are economically feasible because they fail to meet the Yield on Cost (YOC) and internal rate of return (IRR) needed to be economically feasible and obtain project financing. As shown on pages 4-5 of the LMA Analysis, a project needs a YOC at least 1.5% over existing cap rates. Minimum YOC is 5.5% for residential projects and 6.5-7% for office projects. And a project needs an IRR of 13-15% for residential rental housing and 15-18% for commercial projects. The proposed project has a YOC of 5.5% and a IRR of 13.7%, making it feasible. None of the alternatives are economically feasible. Therefore, it is determined that the proposed project, which does not retain the entire structure, and which has smaller setbacks that create more room in the tower in order to provide more residential units, is the only alternative that is economically feasible on the site and no other feasible measures can further minimize the potential adverse effects of the historical structure.

2. The deviation is the minimum necessary to afford relief and accommodate the development and all feasible measures to mitigate for the loss of any portion of the historical resource have been provided by the applicant. § 126.0505(i)(2).

The project's deviation from the historical resources regulations proposes the minimum deviation necessary to afford relief and accommodate the development of the site in accordance with the density and development regulations of the SDMC and the population and employment goals of the DCP. The LMA Analysis analyzes Alternatives 1-4, alternatives with larger setbacks, and Alternative 5, an adaptive reuse alternative that rehabilitates the existing historic structure. Alternatives 1-4 are less damaging because they follow the National Parks Service Rehabilitation Standards and Guidelines, page 93, which provides that additional stories for a new use should be set back from the wall plane and be as inconspicuous as possible when viewed from the street. Alternative 5 is less damaging because it will rehabilitate the entire historical resource. Applicant also considered but rejected adaptive reuse and rehabilitation with residential use instead of retail and office. The historical building was designed for industrial use, and most recently used as self-storage, so its structural layout and utility locations are inefficient for residential units, which would add approximately 16% higher costs per square foot beyond even Alternative 5 (the most economically infeasible alternative), and would result in reduced production of both market-rate and affordable housing units.The LMA analysis concluded that none of the alternatives are economically feasible. Only the proposed project accommodates an economically feasible development of the site because it is the only project that meets the Yield on Cost (YOC) and internal rate of return (IRR) needed to achieve project financing. The proposed project only removes as much of the historic resource necessary to make the project economically feasible. The project also retains the historic façade on 6th, 7th, and Island Avenues, and complies with mitigation measures HIST-A.1-1, HIST-A.1-2, and HIST-A.1-3 of the DCP EIR MMRP by: obtaining this SDP for demolition of a historic resource; providing a treatment plan and documentation plan before construction, historical monitoring during construction, and a final report after construction; and providing photo documentation before issuance of a demolition permit.

Therefore, the project is designed with the minimum necessary deviation to afford relief to and accommodate the development and all feasible measures to mitigate the loss of the historic resource have been provided by or are require from the applicant.

3. The denial of the proposed development would result in economic hardship to the owner. For purposes of this finding, "economic hardship" means there is no reasonable beneficial use of a property, and it is not feasible to derive a reasonable economic return from the property. § 126.0505(i)(3).

The LMA analysis used the YOC and IRR as measures to determine the economic feasibility of each alternative. As stated in the report, for a residential rental project to be economically feasible, it must achieve a minimum YOC of 5.5% and a minimum IRR of 13%. Anything less would not derive a reasonable economic return from the property necessary to attract investors to provide funding to construct and operate the project or make reasonable beneficial use of the property. The table below summarizes the conclusions of the LMA analysis for each alternative.

Alternative	**Yield on Cost (YOC)** (Min. 5.5% Required)	**Internal Rate of Return (IRR)** (Min:13-15% Required)
Base Project	5.5%	13.7%
1	5.2%	12.1%
2	5.2%	12.2%

3	5.2%	12.0%
4	5.2%	12.6%
5	4.5%	5.1%

Therefore, denial of the SDP for the project would result in economic hardship to the owner because there is no reasonable beneficial use of the property that does not require removal of most of the building in order to derive a reasonable economic return from the property.

The project was submitted to the City's Economic Development Department (EDD) for a requested peer review as has been done on some previous SDPs; however, due to current workloads and programs associated with the COVID-19 pandemic, EDD was unable to perform the review. Urban Division staff compared the LMA analysis to previous economic alternatives analysis for Downtown projects and found the assumptions consistent with those analyses.

HISTORIC AMERICAN BUILDINGS SURVEY

KLAUBER-WANGENHEIM COMPANY BUILDING

HABS No. LMT HABS01

Name: Klauber-Wangenheim Company Building

Location: 611 Island Ave, San Diego, California 92101

Present Owner/Occupant: Island Sky Place, LLC

Present Use: The Klauber-Wangenheim Company Building is presently a commercial storage facility known as Ballpark Storage. This building is located on the original site of the Klauber-Wangenheim trading post built in 1869. Klauber-Wangenheim became one of the largest wholesale grocers in San Diego.

Significance: The Klauber-Wangenheim Company Building is currently listed as City of San Diego historical resource #159. It has also been established as a contributing resource to the proposed Warehouse/Industrial Thematic Historic District. The district reflects San Diego's industrial development during the first half of the twentieth century, when it was the economic engine of the city. It is also a surviving design by recognized Master Architect William Wheeler, former President of the State Board of Architecture and of the San Diego Architectural Association.

Historian: Thomas Saunders, Architect, Heritage Architecture & Planning. Camille Jorgensen, Research Assistant/Historian, Heritage Architecture & Planning.

Project Information: Report prepared by Camille Jorgensen, assisted by Thomas Saunders. The HABS drawings were prepared by Thomas Saunders. Photography provided by Diana Pacheco and P. David Marshall, AIA. All HABS work was under the direction of P. David Marshall, AIA, Heritage Architecture & Planning.

PART I. HISTORICAL INFORMATION

A. Physical History

Date of Erection: 1929

Architect: William H. Wheeler

Original and subsequent owners, uses:

Builder: Trepte Construction Company

Original Plans and Construction:

Digital scans of sheets from the original drawings, dated 1929, were utilized for this report. Also included in the digital scans are sheets from the 1944 drawings for the two-story addition to the west wing.

Alterations and additions:

- 1869 - Small grocery store.
- 1871 - 20' x 60' addition.
- 1929 – Original building razed, $150,000 four-story warehouse built, designed by William Wheeler.
- 1930s – Sprinkler system, fire towers, spur railroad tracks and elevators are added.
- 1944 – Original two-story portion increased to four stories, 50,000 cubic foot refrigerator, two floors added to west wing.
- 2004-2005 – Improvements to corridors, electrical, mechanical & plumbing, foundation and sidewalks around building.

B. Physical History

Warehouse Historic District (Excerpted from Warehouse Thematic Historic District, Historic Context Statement)[1]

> Southern California's growth since 1870 has been described as 'one continuous boom punctuated at intervals by explosions'. The two major explosions were the booms of the 1880s and the 1920s both can be traced directly to transportation improvements respectively, the Santa Fe railroad and the widespread use of the automobile.
>
> Carey McWilliams, 1946
> *Southern California Country: An Island on the Land*

By the mid-nineteenth century it was evident to Americans coming from the east that expansion of the village of San Diego was precluded by the promontory to the northeast and an erratic river and vast marshland surrounding it to the west and south. In 1850, the same year California joined the Union, San Diego's center shifted away from the little Mexican Republic village to the San Diego Bay waterfront, due south of Old Town.

William Heath Davis, a land speculator, and Andrew Gray, a military surveyor for the U.S. Boundary Commission, acquired 160 acres adjacent to the waterfront. Gray prepared a city plan that laid out blocks and streets in a typical north/south, west/east grid. San

[1] Warehouse Historic District, City of San Diego Historical Survey. April 2006.
https://www.sandiego.gov/sites/default/files/warehouse_district_2006.pdf

Diego's first subdivision was bounded by what is now Broadway to the north, the Bay to the west and south, and Union Street to the east. Gray oversized blocks near the shore, intending them to be used for waterfront privileges. He also set aside United States blocks for government and military uses. Conforming to basic American Period town planning, Gray's plan utilized numbered streets, although they ran west/east, instead of north/south as they do today. Gray also oversized two large cross streets, Commercial and Atlantic, to 100-foot widths that intersected where Kettner and Market (former alignment) are today. The first 'L' shaped pier was constructed by 1852 at the site of Punto de los Muertos. Several street names from the Gray plan survive from that early period; California, Commercial, Front, India, Columbia, State, and Union. However, much of the plan went unimplemented as several of the paper blocks extended out into the bay in anticipation of future landfill and pier development. The business that fueled the efforts of Davis and Gray was the selling of lumber and prefabricated structures from the East Coast.

Unfortunately for the new town, the promise of a transcontinental railroad terminus stalled. The lack of available water and the severe winter rains of 1862, which caused significant pier damage, also conspired to irreversibly mire the hard work of Davis and Gray. Their gallant experiment, a victim of bad timing, thereafter became known as Davis' Folly. One of the few remaining pieces from the Davis and Gray era is the old Plaza site on west 'G' Street, called Pantoja Park.

In 1867 Alonzo Horton came to San Diego fresh from his gold rush successes in the San Francisco bay area. Lured by the promise of gold in the hills around Julian, he purchased 800 acres of languishing downtown waterfront property at about 30 cents an acre. Two years later he would add another 160 acres. Horton filed a new and improved downtown plan essentially building on, yet nullifying, the Davis and Gray plan. 'Horton's Addition,' often referred to as 'New Town' or 'Nuevo', borrowed heavily from the Gray layout with the exception of relocating the prominent central intersection east to Fifth Avenue and Market Street, and renaming all streets west/east alphabetically, and north/south in numeric designations. The plan was bounded by A Street to the north, First Street (near the water's edge) to the west, O Street to the south, and Fifteenth Street to the east. A subsequent amended plan in 1870 referred to as the 'final' Horton's Addition expanded the boundaries to address the new 1400-acre City Park reservation of 1868. Upas Street served as the park's northern boundary as well as an amended Horton subdivision line. A Street became the new southern boundary to the park.

In 1868 Horton constructed his first pier of 500 feet at the end of Fifth Street, ensuring a major connection with shipping and related land uses. Lumberyards, horse corrals, warehouses, Chinese laundries, and a few saloons began emerging in close proximity to the pier. Early businesses transported fruits, grains, honey (San Diego was the largest producer of honey in the United States), and other cultivated crops. Incoming shipments included lumber, iron and dry goods. Following the end of the American Civil War, western pioneer migration escalated and brought to bear external forces on the maturing town. In 1870-1875, Horton's real estate ventures boomed through. Later, in 1880 the transcontinental railroad finally became a reality when ground was broken in December for the first 18 miles of the California Southern Railroad, a subsidiary of the Atchison

Topeka and Santa Fe. The line would lead out of San Diego. The coastal route started in National City and passed through San Diego, Encinitas, Temecula, San Jacinto and Colton, where it would eventually cross the Southern Pacific line and meet the Santa Fe Atlantic and Pacific at Barstow.

Thanks to the railroad, land speculation was off and running. 'San Diego became real estate mad', according to the Federal Writers' Project book, San Diego: A California City. Local people, housewives, lawyers, clerks, ministers, and businessmen began buying and selling. Some speculators paid as much as $500 for a place in line to buy property. The first significant land boom in San Diego was unprecedented and erratic, with dramatic highs and lows from 1880 through 1906. As fast as prices would rise, they would fall with equal intensity. Throughout the cycles of boom and bust, an additional element in San Diego's sustained growth was the consistent presence of military installations from the very beginning. Essentially charged with securing California's coast and border against Mexican forces, the U.S. military was always welcome and provided a source of stability for residents and investors.

In 1881, between Old Town and New Town combined, the population of the fledgling city reached 3,000. In 1882 the California Southern Railroad service connected San Diego to all points north. By the end of the decade the population would increase more than seven times. Construction of homes and businesses was strident, increasing the demand for building materials not available locally. Lumber, oil, coal and sugar importing businesses flourished; pier and waterfront warehouses soon followed to service them. The town was progressing through waterfront development, public transportation, utilities, and an emergent city government. Even as growth slowed in the 1890s the town was sustained by its strong social, educational and cultural foundations.

As the turn of the century approached, the region was still not on a main direct rail line. San Diego watched as Los Angeles absorbed much of the economic benefits of the railroad. Rivalry between the two cities originated during this period. A second round of harbor improvements was initiated to attract businesses and new residents. A busy harbor was a characteristic of San Diego in this period. Despite the arrival of rail connections via the Santa Fe system, San Diego remained very much a port city, and would for a long time. Land transportation had many inherent difficulties, and the sea remained the chief means of moving people and goods. A significant amount of wharf construction continued. Russ Lumber Co., West Coast Lumber, Benson's Wharf, and Standard Oil's Tanker Wharf were some of the larger projects. One of the major wharves was the Santa Fe Wharf, with its east and west wings. It was served by the railroad whose cars went out onto the wharf to receive and unload cargo.

Merchant prince and civic visionary, George Marston, generously commissioned noted city planner John Nolen of Cambridge, Massachusetts to visit San Diego and generate a guiding document. With a fresh eye on the area Nolen was painfully honest about San Diego's existing conditions. His report characterized the city's planning, or the lack thereof, as "ignorant and wasteful." Among many recommendations, he concentrated on the "Great Bayfront," the area north of H (Market) Street. A champion of aesthetics,

Nolen recognized the supreme importance of commercial interests, but he encouraged visual screening of the railroad yards to create pleasing views of the waterfront from land and offshore.

Despite the dawn of a new century, the horse and wagon was still the primary mode of transportation through about 1908. Horses and wagons were often superior to early motor vehicles on unpaved streets. As the automobile and truck population increased, local and state officials were forced to respond to the less than desirable road conditions. The County of San Diego appointed a County Highway Commission in 1909 to assess the region's needs. The commission consisted of three local millionaires: Newspaper magnate, E.W. Scripps, sugar tycoon, John D. Spreckels, and sporting goods manufacturer, A.G. Spaulding. The three were often referred as the "Triple-S Commission." Bonds were issued and in 1909 a number of streets were paved, mostly in the central portion of town. Other areas remained unpaved well in to the 1920s.

The official program at the July 19, 1911 groundbreaking for the Panama-California Exposition in Balboa Park boasted that a new era in California had begun with the rebuilding of San Diego. The planning for the 1915 Panama-California Exposition consumed all city resources and efforts. San Diego, the upstart city that staged its own Exposition without sanction by the federal government, created one of the most character-defining complexes of Spanish Colonial Revival architecture in the Southwest. During the planning of the Exposition the city conducted a campaign to clean-up the downtown area, especially the areas around the docks. Some buildings were demolished, businesses centered on vice were driven out, and roads were paved. Downtown numbered Streets became Avenues.

In 1911, partially as a result of lobbying done by San Diego Congressman William Kettner, legislation entitled the Tidelands Act of 1911 was passed by the California Legislature. The act was written exclusively for San Francisco and San Diego, coincidentally the two cities that were to host celebrations for the opening of the Panama Canal, granting them local control of bay front tidelands. Bond issues of $1.4 million approved in 1912 and 1913 funded the purchase of 60 acres of bay front land from Broadway Street to Date Street, as well as construction of Broadway Pier. Kettner, with help from then Assistant Secretary of the Navy, Franklin Delano Roosevelt, secured federal funding to dredge San Diego Bay to allow for the entry of deep hulled naval ships. San Diego's largest harbor dredging project began almost immediately in anticipation of increased commercial and naval traffic to be generated by both Expositions. As the harbor was dredged for channels, the silt was used as fill to extend the shoreline considerably.

In 1919 the San Diego & Arizona Eastern Railway, another major contribution by John D. Spreckels with assistance from the federal government, was completed and provided a direct eastern link to the rest of the country. Plagued by rough terrain and a general lack of economic viability, the rail line underperformed. Los Angeles remained the major commercial railroad hub in California. Automobile and trucking lines were beginning to overtake the railroads in profitability. The next significant infrastructural push was to get San Diego connected to a national highway system. The modern transportation crusade

for the automobile, led primarily by Colonel Ed Fletcher, paralleled that of the 19th century efforts to promote rail lines.

In the afterglow of the Exposition, where a town of about 40,000 hosted 3.7 million people in a two-year period, city leaders were confident that San Diego's future was unlimited. They were sobered, however, by the 1920 census showing San Diego lagging far behind the state's most populous city, Los Angeles. At 75,000 residents, San Diego's highest count ever, the figure paled in comparison to the 576,000 in Los Angeles. Oscar W. Cotton, president of Pacific Building Co., San Diego's most prolific residential subdivider and builder, initiated a program of advertising in the Midwest and East. San Diego's delightful year-round climate, scenic beauty, clean air, orange groves and seaside resorts were an easy sell. Slowly people began to respond.

By 1923 the city's population and the populations of adjoining communities were rising rapidly. San Diego's prosperity seemed assured. By the 1920s the automobile had gained prominence as a growing fixture in the lives of Californians. An increase in the popularity of automobiles in San Diego called for road improvements to the city as well as to its rural back roads. The profound impact of the automobile also caused a general abandonment of earlier site design principles. Increasingly, the landscape had to be functionally accommodating of vehicular transportation. Infrastructural issues persisted, including the development of an adequate water supply, maintaining a proper balance between civic, cultural and business interests in downtown, and adequate public transportation. In 1923 the city initiated its first zoning code, Ordinance #8924, in an attempt to manage growth, encourage business and commerce, and protect the quality of its residential neighborhoods. The new code addressed appropriateness and compatibility of land uses:

An Ordinance providing for the creation in the City of San Diego, California, of five zones, consisting of various districts, and prescribing the classes of buildings, structures, and improvements in said several zones, and the use thereof.

In the heat of the 1920s boom, as he had done previously in 1908, George Marston again invited noted city planner John Nolen back to San Diego to produce a modern comprehensive city planning document that would further the city's zoning code effort with his progressive and aesthetic eye. Marston, who was Park Commissioner, personally funded the creation of the document which was prepared for the city's triumvirate of power at the time, the City Planning, Harbor and Park Commissions.

In Nolen's 1926, *A Comprehensive City Plan for San Diego*, California, he advanced a much-needed global view on the importance of planning and zoning for a fast-growing San Diego. The plan addressed major streets and thoroughfares, harbor and waterfront development, and park and recreational systems. Nolen's earlier attempt at a city plan in 1908 had essentially gone unimplemented.

The 1926 plan commented on San Diego's first subdivision:

The Horton Addition, platted 85 years ago with little or no attempt to fit the land conformation has had its influence upon all subsequent layouts. It includes the business district of modern San Diego, has a typical 'grid-iron' design providing, with few exceptions, uniform 80-foot streets and uniform 200x300 foot blocks. Market Street, which was supposed to develop as the main business street, is 100 feet wide. Broadway from the Municipal Pier to Third Street is 120 feet.

During the preceding fifty years, New Town had developed in a more or less haphazard, inconsistent, and wasteful manner. Nolen's recommendations for the waterfront began the process of sorting out land uses; it confirmed the interrelationship of the water's edge with the railroad and other attendant uses. Heavy industrial uses requiring large plots of land would be shifted further to the south in order to ease the loading of cargo.

Nolen divided the waterfront into seven major zones, A through H, which stretched south to north from the city boundary at National City to the Fort Rosecrans Military Reservation on Point Loma. Zone A covered the full area of today's Warehouse Thematic Historic District, from the southern city boundary to Market Street at Punto de los Muertos. Nolen was firm: Market Street was to mark the northern boundary of industry in San Diego. Accordingly, activities assigned to Zone A fell under the designation of "Commerce and Industry." Beyond the boundaries of Zone A, Zone B continued north from Market Street to Pier No. 1 (Broadway Pier) and was to be reserved for "Business and Commerce." Zone C was intended to be the civic showpiece and included the site for San Diego's new City Hall (now the County Administration Center). The plan for Zone C also featured a broad west/east block-wide green 'Paseo' connecting the waterfront to Balboa Park. The remaining four zones would fulfill additional purposes. The crowning piece of Nolen's plan, however, was the creation of Harbor Drive, a 200 foot wide thoroughfare connecting all seven zones. Harbor Drive was designed to serve as an efficient arterial route for heavy commercial use as well as pleasure driving, a modern consideration in deference to the automobile.

In the aftermath of the Great Depression, San Diegans were fortunate to have attracted several New Deal government projects that softened the blow and kept the local economy moving. Former Assistant Secretary to the Navy, Franklin Delano Roosevelt, was now the President of the United States and took a keen interest in providing for San Diego, a significant naval port that he helped create. Roosevelt's Works (Progress) Projects Administration (WPA), was mandated by the Emergency Relief Act of 1935 and provided 4.8 billion dollars for work programs -- the largest peacetime appropriations in American history. Between the years 1935-1943, one-fifth of the nation's labor force worked on WPA projects, later transitioning into private industry from skills learned in WPA opportunities. After the bombing of Pearl Harbor much of the emphasis in labor skills of the WPA was absorbed by military contracts. The most important WPA/PWA projects for the San Diego County region were centered in and around the San Diego harbor. Early projects included: harbor facilities, the municipal airport, the civic center (now known as the County Administration Center), the police headquarters, jails, and the municipal courts. Because of the strategic importance of San Diego as a military city, the federal government provided assistance in major harbor improvements, civic buildings,

educational facilities at San Diego State University, and at the California Pacific Exposition of 1935.

The bombing of Pearl Harbor on December 7, 1941 catapulted the nation into the Second World War almost overnight. The resulting military mobilization in the Western Command profoundly affected the San Diego region and its built environment. The Navy seized public and private properties temporarily for the war effort. Waterfront facilities were used for off-loading war supplies, hotels for personnel billeting, theaters for entertainment, warehouses for storage, and Balboa Park became an expanded Navy hospital. Supplies arriving by train were off-loaded on the east side of the bay and reloaded onto the Coronado Belt Way to old Rockwell Field and North Island Naval Base. The Second World War created a multitude of changes in San Diego as the city outgrew its reputation as a small, fair weather cul-de-sac on the edge of the Pacific Ocean and became an essential Naval defense city critical to the war effort. San Diego's population soared due to a massive influx of military personnel and defense workers eagerly seeking jobs in the rapidly expanding defense industries. One out of every four San Diegans was employed by a federal agency, not counting military personnel. In 1940, 50,000 aircraft workers descended on San Diego. The war years represent an unprecedented period in local history. As reported by Life Magazine in 1941: "A year ago San Diego was a quiet, slow-moving town…but no longer. The defense boom has hit it…changing the look of the town. With the boom have come housing projects, trailer camps, traffic snarls, and bigger red-light districts." For newcomers San Diego was as close to paradise as they had ever come.

Klauber-Wangenheim Company (Excerpted from the Klauber-Wangenheim building Historical Resources Board nomination, 1982)

In 1869, Abraham Klauber arrived in San Diego, to begin life on a new frontier. He joined with Samuel Steiner of San Francisco in opening a retail grocery store. Abraham Klauber was born in Zdaslav, Bohemia, then a part of the Austrian Empire in 1831, came to this country in 1848, to California in 1852, and then to San Diego. Samuel Steiner, about whom little seems to be known was very likely from central Europe. He arrived in San Diego for the first time on the steamer Sierra Nevada on July 28, 1869 and by April 27, 1871, he and Klauber planned to build a 20' x 60' addition to their establishment at 7th and "I" (now Island).

Together, they had purchased property in Block 112, Horton's Addition on March 13, 1869. And shortly opened a very small store, but within two years began wholesale operations. All the while Steiner bought up properties in town. He traveled very frequently to and from San Francisco as the buyer for the company, but always kept his home in the Bay Area, never residing permanently in San Diego. Newspapers reported in November 1872, that he held San Diego County 20-year bonds valued at nearly $60,000. The firm sold such goods as barbed wire, honey, tobacco, sugar and whiskey, and moved their goods by wagon and ship, and later by rail, extending operations into Arizona and locations elsewhere in California with the 7th and Island location as the base of operations. Klauber had picked the location for the store so it could serve as a sort of trading post on a trail

which led eastward to Arizona. It was the main road southward to Tijuana, as well as into the San Diego County backcountry, and then pointed eastward across the desert into Arizona. The author Max Miller wrote that "most of the customers came down from the hills with pack burros," but there were the Julian miners, sheepmen, cattlemen, beemen, farmers and fishermen to whom the goods were often carted.

On February 24, 1876, the firm changed to become Steiner, Klauber and Company, and local newspapers reported that Simon Levi had just entered the firm. Also, a native of Austria, born in 1850,he had come to San Diego in 1873, but engaged in general merchandising business in Temecula and in 1876 moved to San Diego to stay. Because their small store could no longer accommodate the growing business, they moved everything to 5th and F or Market Street but kept the old address.

In January 1883, Klauber and Levi bought out Steiner and he retired. Their principal business was retailing general merchandise, but when Steiner retired, they paid more attention to wholesaling and not until 1886, did they give up retail sales. With the rapid growth of the city, they felt constricted in their quarters, and again moved, this time to 4th and H in October 1887. They stayed there until September 1888, when the building was destroyed by fire. Papers reported the loss of groceries, liquors and hardware in the building in which every available inch of space had been filled.

In this era the firm had several warehouses doing business in San Diego and San Bernardino Counties and in Lower California. Klauber salesmen visited the back country or mountain stores in the 1890's by wagon. The old "trading post" moved downtown and thrived on this business. In fact, in 1887, the firm did 1 million dollars in trade. In that interim after the fire destroyed the building and business on Market Street, the company returned to 7th and I until rebuilding was completed at 4th and H.

These men were interested in their community as well. Klauber served as Chairman of the Board of Supervisors from 1878-1880; was a Mason. Levi served as a councilman, was President of the Chamber of Commerce in 1882, also a Mason; President of the San Diego Gas and Electric Light Company, President of the San Diego Telephone Company and President of the San Diego Board of Trade. These men knew the value of investment and property. Klauber owned Lot 13, ex-Mission Rancho, 1,800 acres of what is called today Encanto, and the firm owned the Steiner, Klauber, Choate and Castle Addition of 175 acres in that tract.

A number of years later, in 1913, the company became the owner of acreage in Descanso, where they installed the water system, and subdivided the site into mountain cabins, calling the place Descanso Park Terrace. In 1882, Melville Klauber (1865-1932) was made a partner with his father and Simon Levi in the firm. In May 1895, the company was incorporated as Klauber and Levi Company with Simon Levi elected the first President. But when Levi resigned as President in 1897 to form his own company, Abraham became President and Edgar Klauber, another son who joined the company in 1891 was elected to the Board. At that point Julius Wangenheim, son-in-law of Abraham Klauber entered the firm. After the panic of 1893, the introduction of new capital into the firm by

Wangenheim was most helpful. The partners then became Abraham Klauber, Henry Epstein (his brother-in-law), Melville, Klauber, Simon Levi and Julius Wangenheim. Epstein and Wangenheim each put up $25,000 to reorganize the family business. At that point the name became the Klauber-Wangenheim Company (KW Company). Another of Abraham's sons, Hugo, joined the firm in 1898.

Julius Wangenheim was born in San Francisco in 1866, took a degree in engineering in 1887 at University of California at Berkeley, and worked for the Southern Pacific Railroad in bridge building. In November 1892 he married Laura Klauber, and in 1896 moved to San Diego. At that time, active in the business, like other family members he became involved in community enterprises, and about 1901 helped organize the University Club, becoming its first Vice President. He worked with George White Marston, U.S. Grant Jr., and others to organize the Balboa Park Improvement Committee, started the Security Savings Bank in 1905, and the Bank of Commerce in 1907. Wangenheim was Chairman of the Park Commission, a member of the City Planning Commission, Water and Harbor Commission, former President of the Fine Arts Society, and Chairman of the Southern California Philharmonic Board. His collection of graphic and typographic art displayed at the Fine Arts Gallery in San Diego attracted nationwide attention. Wangenheim died on March 10, 1942.

Melville Klauber was born in San Francisco in 1865, became a director of the Southern Trust and Commercial Bank of San Diego, was President of the San Diego Chamber of Commerce 1918-1919; Chairman of the City Playground Commission and Director of the California War Camp Community Service, the early day USO. His wife Amy Salz Klauber was an accomplished artist. Melville died in 1932; Amy passed away in 1928.

Hugo Klauber married Jessica Barrett who died in 1957. Jessica was born in Sheldon, Iowa in 1880; she had lived in San Diego since 1892, and in her own right was a pioneer business leader. Hugo who served San Diego as President of the Board of Park Commissioners died in 1935. Edgar Klauber, who died in 1960, for most of the time he was active with the KW Company, he operated the Los Angeles branch. Of the balance of the 12 children, Ella was a gifted artist and musician who married Gustav Wormser who was one of the founders of the well-known S&W Company.

Alice Klauber (1871- 1951) was the 5th child of 12, a founder of the old art Association which became the San Diego Fine Arts Society, an artist and poet in her own right, publishing her work frequently. Amy J. Klauber married Paul Heyneman and later Paul Wormser.

The Klauber-Wangenheim company began to add to its holdings and by 1895 they partly owned a chain of back country stores known as the Mountain Commercial Company operated at Campo, Tecade, Jacumba and Descanso. Similar retail stores were operated at Alpine, Lakeside and Del Mar. The Harbison Grocery Company was purchased in 1900 by KW Company under the name of Cook-Haddock Company; later the name was changed to the Southwestern Grocery Company. In 1901 KW Company opened a branch

of the parent company in Los Angeles, and soon another branch in Long Beach, managed by family members.

In 1915, the Keil Grocery Company was taken over by KW Company and its stock and employees became part of the new parent organization. And in 1920, another addition was the acquisition of the Delta Mercantile Company of El Centro.

In 1919 the first through train into the Imperial Valley over the San Diego and Arizona Railway carried carloads of groceries and general merchandise exclusively by the KW Company to merchants of the Imperial Valley. Twenty-two cars carried 3/4 of a million pounds of all California products.

On February 10, 1929, the San Diego Union heralded the construction of a new "Metropolitan Warehouse" by a pioneer firm and stated that this was setting an example of expansion in harmony with the rapid growth of the city. The $150,000 warehouse at 7th and Island would be one of the finest in the Southland, wrote the editor of the Union Building section of the paper. The account showed the architect William H. Wheeler's (see his biographical sketch later in this paper) rendering of the building noting that the Trepte Construct1on Company (see their biographical sketch later in this paper) headed then by Walter Trepte would erect the building on the site of the original trading post. The old 25' x 60' frame building would be razed to make home for the warehouse of "mill type with concrete walls." Floors would be of heavy timber, topped with maple flooring.

Included in the plans and specifications were all features to be found in a modern grocery house. Included in the equipment were high speed elevators, a double spiral chute, a pneumatic tube system and jack type floor trucks. The KW Company emphasized that as much of the material as could be supplied locally was used. The interior was supported by heavy milled timbers secured especially from the Frost Lumber Company for the offices. The exterior was of brick and concrete. Excavation began on February 16, 1929, and by July 15, 1929 the building had opened for business. The four-story building had 70,000 square feet of floor space with provision for additional floors when needed. A 200-foot frontage on Island and 150 feet on 7th, and 50 feet on 6th Avenue made up an investment of the land and building, not counting merchandise of 1/2 million dollars.

In the 1930's the KW Company gave assistance to a group of independent grocers when they organized themselves as the Allied Food Stores. In the depression of the 1930's the KW Company assumed indirect control of a retail chain, the Humpty Dumpty Stores until it was liquidated. Even then, as the building had been newly completed, the KW Company planned to add two stories to the section at the corner of 6th and Island and planned the work so that employees had a maximum of light and fresh air. A complete system of automatic sprinklers was installed for safety with fire towers at each stairway landing. Spur railroad tracks capable of accommodating three cars of merchandise to upper floors by elevators which worked downward by gravity conveyors as needed. During these same depression years, the KW Company never forgot the people who had made their company so successful. On March 8, 1933, the Company sent out the following letter:

POINT LOMA" "SILVER GATE" "PAY DAY"

HOUSES AT LOS ANGELES AND EL CENTRO

KLAUBER-WANGENHEIM CO.

ISLAND AVE., 6TH TO 7TH
SAN DIEGO, CALIFORNIA
FRANKLIN 1201

WHOLESALE DISTRIBUTORS
GROCERIES, CIGARS, TOBACCOS, PAPER, FURNISHINGS, STATIONERY
NOTIONS, TEAS, COFFEES, CRACKERS, CANDIES, BEVERAGES

SAN DIEGO, CAL.

March 8, 1933.

TO OUR CUSTOMERS.

Dear Friends:

During the present financial emergency, we will be glad to carry on our business relations with you in the usual normal manner.

Please order all your needs, either through our salesmen by telephone or mail, and we will see that prompt shipment is made of same. Payment for these goods may be made when the bank situation permits, and you will be allowed the usual cash discount if any applies on the articles ordered.

We wish to co-operate closely with you during the present anxious period, and as always, we are here ready and willing to serve you. We have absolute faith in America, its Government, and its institutions, and we wish to do our little bit in contributing to the normal conduct of business.

Let us all work at our accustomed tasks with good cheer, and we know our governmental leaders will guide us safely through the present difficult period.

Yours very truly,

KLAUBER WANGENHEIM CO.,

By_____
H. Klauber
PRESIDENT.

HK:LL

On July 25, 1944, the San Diego Journal, and on July 26th, the San Diego Union carried the story of the addition to the KW Company building, to be constructed by Trepte Construction Company at a cost of $27,500 to bring the original two-story portion of the building to four stories.

By September, a 50,000 cubic foot refrigerator, big enough to hold 10 train carloads of merchandise at once was completed as were the two 50 x 100 foot floors on the west wing of the warehouse bringing the structure to a total of 80,000 square feet with 5,000 square feet of parking lot.

During the World War II years, the KW Company made its individual and company efforts to help the war causes. The building, because of its strength through construction, had air raid crews on all floors with first aid facilities and it served as a substation for policemen.

Allan Klauber was appointed Chairman of the War Chest Campaign; and the Company functioned through its many operations and plants to serve the needs of the military. For example, in 1944, the KW Company operated four warehouses in Southern California: Los Angeles, San Diego, Long Beach and El Centro. And, after the war had ended opened Cash and Carry stores in such locales as La Mesa and South Bay. One of the company's stabilizing forces was the strong control of credit. When Allan Klauber graduated from Stanford, he worked in San Francisco for a time and then came to the KW Company, and developed for them a relatively new innovation in the grocery field, the wholesale Cash and Carry business, which by 1959 consisted of seven such branches in the San Diego City and County. But after 50 years, in 1954, the KW Company closed its Los Angeles branch, at the same time acquiring other state-wide firms and opening other local stores on Main Street and in Pacific Beach.

In 1953, KW Company bought the assets of the Eaton Frozen Foods Company, and in 1955 purchased the assets of the Wellman-Peck Company, another competitor. Laurence M. Klauber, youngest of the twelve Klauber children left his mark in other fields in the community, rising to the Chairmanship and Chief Executive Officer of the San Diego Gas and Electric Company. During World War II, he was appointed Chairman of the Civilian Defense Council. Through his avocation, Laurence became the world's leading authority on rattlesnakes and as a herpetologist. From such recognition he was elected as President of the Pacific Division of the American Association for the Advancement of Science. He died in 1968.

In 1965, Howard Gardner became President of the KW Company. For at least thirty years to this time the Company had been building an investment portfolio of securities which varied in size. Mr. Gardner continued the wholesale business, and at the same time expanded the portfolio, and both aspects of the business flourished and prospered under his leadership.

In 1969, the Klauber-Wangenheim Company celebrated its l00th birthday and was recognized as the second oldest Company in California continuously operating and

controlled by descendants of the founder. Only the Levi M. Strauss and Company of San Francisco (makers of Levis) standing as older. Of all the firms in San Diego, only two were of that duration, the other being the San Diego Union. And, the Klauber-Wangenheim Company was the oldest wholesale grocery organization in the State.

In October 1980, the wholesale center Company's operations and administrative center closed. Mr. Gardner liquidated the assets and cleanly recovered all outstanding receivables. The KW Company then and [in 1982] stands stronger than ever, with continued KW attention to the Investment in securities, which in 1980, brought back to owners and investors of the Company the largest dividends in the history of the Company. The Klauber-Wangenheim Company established itself in the last quarter of the 19th century much like other pioneering families in the merchandising business, for example the Goldwaters and the Steinfelds. The long tenure of the Company, the lessons its personnel received through experience were passed along or handed down to enable those who followed to function with sound business acumen. The Klauber-Wangenheim Company made an impact by its acquisition and consolidation of a variety of companies which had different manufacturing, retail, and wholesale functions and brought them together to strengthen their own enterprise, and in some instances to save the companies and their personnel from going under. While the firm changed names over the years, the several generations of leadership passed on what the firm regarded as three basic unchanged qualities: initiative, resourcefulness and integrity.

The building itself marks an historic location on the old road from San Diego, as a trading post; by the same token the site marks the start of the Klauber business with Steiner in 1869. Since 1929, the structure now on the site has reflected a simplicity of construction, the utility of the detailing of the space, the use of ornament which all contribute to making this structure a timeless "Good Neighbor" to the Gaslamp Quarter whose boundaries are directly west of this site. It is clearly representative of a "Roaring 20's" industrial architectural style. It has crisp, clean lines which are slightly accented with bas relief sculpture over the main entry. At several strategic exterior locations, concrete base relief sculptures accent the walls. The windows are clean industrial metal frames.

The Klauber-Wangenheim Building stands as a symbol of a pioneering family business. It is a blending of the design of one of San Diego's early 20th century outstanding architects, who has handed the tradition down to his sons; it is the work of a contracting firm which began in 1895, and which likewise the Trepte's have maintained that strong relationship with the City. And the building stands as an anchor to the area, where other structures have held a variety of businesses which, in the face of adverse conditions have come and gone.

Architect William H. Wheeler

William Henry Wheeler, an Australian, emigrated to America in 1905, became an architect working his way through night school in San Francisco, while at the same time acting and singing in such operas as Gilbert and Sullivan productions and later in The Mikado.

Coming to San Diego he worked as chief architect for the firm of McFadden and Buxton in 1913. For the period 1914-1917, he was in partnership with architect Robert Hally Jr., and from 1918 to the time of his passing in 1956 had his own firm. His wife Mary and two sons survived him, at their home at 2151 Guy Street.

In 1928, Wheeler was elected to the Presidency of the State Board of Architecture, and in that same year President of the San Diego Architectural Association. During his term of office in the statewide organization, Wheeler worked to have the California State Registration Act changed so that architects would be required to be licensed, as was the case with other professionals, instead of simply having a certificate to practice. His goal was to put architects in the same classification as "doctors, dentists, layers and… (those who) use the word license," so as to make it a misdemeanor for anyone practicing architecture without such a permit.

The two sons of Wheeler, like their father, became important figures in the San Diego community. Richard G. Wheeler, President of A.I.A. and Associates has himself become nationally known for his architectural brilliance. He once said that his father told him, "never be an architect. They're the first guys hit by a depression." The other son Henry L. Wheeler was a General Contractor in San Diego, President of his firm.

The architectural contributions of William Wheeler are staggering. Among those, however, still standing; others gone, are the following:

1914: With Halley: O.Walter Strange residence in Loma Portal.
1914: The Mission Theatre
1917: Vegetable Canning Plant, "G" Street (on a tideland lease)
1917: St. Mary's Church, El Cajon
1917: Earl C. Anthony automobile agency, Front & "B" Streets
1918: Steele Packing Company, Foot of Juniper Street
1918: Arrow Packing Company, Foot of Juniper Street
1918: The YMCA at Rockwell Field, North Island.
1922: Plymouth Church, Oregon Street and University Avenue
1922: Western Cotton Product Company's Mfg. Plant, National City.
1922: Angeles Temple for Aimee Semple McPherson, Echo Park,Los Angeles with contractor Brooke Hawkins of Winter Construction Co.
1924: The Balboa Theatre, 648 4th Avenue, San Diego
? Congregational Beth Israel Temple, 3rd and Laurel Streets

1924: Home for Needy Children, erected by Boy's and Girl's Aid Society, 4285 3rd Street
1926: Residence for Godfrey S. Strobeck, Guy and Witherby Streets
1926: Coliseum Athletic Club, 15th and "E".
1927: San Diego Athletic Club Building (with F.W. Stevenson and I.E. Loveless) 8 stories, at SW corner of 6th & "A".
1928: Hillside House, La Jolla
1928: All Saints Episcopal Church, San Diego.
1929: Agua Caliente: Casino, hotel, pool and golf course with Gordon E. Mayer
1929: Klauber-Wangenheim Building 6th to 7th on Island

PART II. ARCHITECTURAL INFORMATION

A. General Statement

1. **Architectural Character:** The Klauber-Wangenheim Company Building consists of a single 4-story structure which is divided into two sections, the east wing and the west wing. The west wing was originally only 2 stories, with the 3rd and 4th floors being added in 1944. The first floor of the west wing consists primarily of a lobby, reception, office and a small restroom dedicated for office use supporting the self-storage use. There is also a stairwell located at the dividing wall between the east and west wings. The east wing of the first floor consists of a loading bay to the north and storage to the south. There are two stairwells located at the north and south ends of the east side of the building. There are two elevators, one located at the dividing wall between the two wings, and one closer to the east façade. A lightwell rises along the west wall of the east wing, but has been roofed-over.

   The building is constructed of cast-in-place concrete with post and beam framing with masonry infill and board-formed concrete finish at the exterior walls. The exterior walls were originally unpainted, but have since received several coats of paint. The stair and elevator wells are constructed from board-formed cast-in-place concrete. The interior wood floors are supported by wood timber columns and beams on a rectilinear grid layout. The columns from the floors above rest on steel web column capitals of the floor below. The columns decrease in size on each successively higher floor. The roof consists of a wood-framed flat roof with 3x wood decking and asphalt sheet built-up membrane.

   The fenestration on all facades consist primarily of steel framed windows with a central pivot sash. These windows are the only feature on the west façade at the first, second and third floor. The first floor windows feature contemporary curved awnings.

   The north façade consists of the main entry with an added aluminum storefront door with sidelites and a contemporary steel canopy over the opening. Three large 20 foot wide contemporary roll-up doors provide access to the loading dock. Above the main entry are two cast-stone decorative elements; a company shield at the first floor and a decorative shield at

the third floor. There is another cast-stone decorative shield at the center of the façade at the first floor and at the top of the northeast stair tower.

The east façade consists of the same historic steel windows, with two steel fire exit doors from the building stairwells, and a series of contemporary steel roll-up doors. There are two cast-stone shields mounted at the top at the north and south sides of the façade. A raised concrete loading dock runs the length of the east façade, with an added ramp and rail at the north side, and stair access to the south. Two historic steel fire escape balconies are hung at the north and south sides at the second floor.

2. **Condition of Fabric**: The historic integrity of the Klauber-Wangenheim Company Building remains largely intact. The original two-story west wing had an addition completed in 1944 to add an additional two stories. Large signs were added on all three facades when the building was converted into a self-storage facility. Overall the building is in good condition.

B. Description of Exterior:

1. **Overall Dimensions:** The building an 'L' shaped configuration and has an approximate 20,000 sq ft. footprint. The building has a total of approximately 80,000 sq ft.
2. **Foundations:** The foundation is cast-in-place concrete piers and footings with a slab on grade and no basement.
3. **Walls:** The exterior walls consist of cast-in-place board-formed concrete with masonry infill. The zero lot line walls (to the south of the building) are left exposed with no finish. The north, east and south facades have a painted board-formed finish.
4. **Structural System and Framing:** The structural system of the Klauber-Wangenheim Company Building consists of heavy timber post and beam framing with steel C-shaped capitals. The stair cores consist of cast-in-place concrete.
5. **Doorways and Doors:** The primary entry at the north façade consists of a contemporary aluminum storefront door system with sidelites. On the east side of the north façade are three 20 foot wide overhead steel roll-up doors. The east façade consists of several overhead roll-up doors for individual storage unit entry, and hollow metal doors at the fire escape exits.
6. **Windows:** The windows are mostly large, fixed steel windows with a central pivot window. A few windows on the north façade were replaced by aluminum units.
7. **Roof:** The building consists of a flat roof with parapet and is constructed with wood decking and built-up sheet membrane. There is a loose gravel finish on top of the roofing membrane.

C. Description of Interior

1. **Floor Plans:** The Klauber-Wangenheim Company Building is configured into an 'L' shape layout with a separating wall running between the east and west wing. The northwest potion of the west wing on the first floor consists of the main entry, lobby, reception, offices and employee restroom. The north portion of the west wing consists of loading docks and electrical room. The rest of the first floor, and the second, third and fourth floor consists of storage, stairwells and two elevators.

2. **Stairways:** There are three stairway cores, one in the west wing and two in the east wing. The stair cores are made up of board-formed cast-in-place concrete. The stairs are cast-in-place concrete with metal railing.
3. **Flooring:** The first floor has a concrete floor with a painted finish. The lobby and office area has sheet vinyl flooring. All other floors consist of painted wood 3x decking.
4. **Wall and Ceiling Finishes:** The exterior perimeter walls consist of exposed board-formed concrete and masonry infill with a painted finish. The office area has wood 2x interior partition walls. The self-storage areas are a mix of fabricated sheet metal walls and wood-framed partition walls. The ceilings consist primarily of exposed wood decking with a painted finish. The ceiling at the first floor ramp from the east to west wing is a dropped wood 2x ceiling joist and gypsum board ceiling. The ceiling in the first floor maintenance rooms is a wood 2x ceiling joist and gypsum board ceiling. The stair and elevator cores consist of board-formed concrete ceilings.
5. **Openings:** Primarily hollow metal doors. There is also a sliding metal barn door at the east wing stair core (at the fourth floor).
6. **Hardware:** Door handles consist of replaced contemporary hardware. Windows consist of their original hardware and operating mechanisms.
7. **Utilities:**

   Lighting: The lighting consists primarily of contemporary fluorescent fixtures. There is some hung LED lighting in the lobby.

   Plumbing: Plumbing fixtures throughout have been replaced.
8. **Miscellaneous:** There are two freight elevators. The central elevator has a manual gate system, and the east elevator has an electric gate system.
9. **Furnishings:** None of the original interior furnishings, if any, remain.

D. Site

1. **Historical Landscape Design:** The Klauber-Wangenheim Company Building is surrounded by concrete sidewalks and there is no landscaping other than three street trees on Island.

PART III. SOURCES OF INFORMATION

A. Architectural Drawings: Partial sets of original drawings were referenced.
B. Early Views: Early photographic views are available from the San Diego Historical Society Photograph Collection.
C. Interviews: No interviews were conducted for this HABS survey.
D. **Selected Sources:** The Warehouse Thematic Historic District, City of San Diego Historical Survey and the Klauber-Wangenheim Building Historical Resources Board nomination were utilized in preparing this HABS document.
E. Likely Sources Not Yet Investigated: Unknown.
F. Supplemental Material: None.

HISTORIC AMERICAN BUILDINGS SURVEY
INDEX OF PHOTOGRAPHS

Klauber-Wangenheim Company Building
611 Island Ave
San Diego, CA, 92101

INDEX OF DIGITAL PHOTOGRAPHS

Photographs by P. David Marshall, AIA and Diana Pacheco of Heritage Architecture & Planning, February 2020 and February 2021. Historic photos are from the San Diego History Center and are dated.

EXTERIOR VIEWS

H1 LOOKING SOUTHWEST ACROSS ISLAND AVE. AT THE NORTH AND EAST FAÇADES OF THE KLAUBER WANGENHEIM CO., DATED CA.1929. NOTE THE TWO-STORY WEST WING PRIOR TO THE TWO-STORY ADDITION. SOURCE: SAN DIEGO HISTORY CENTER.

H2 LOOKING NORTHEAST AT THE SOUTH FAÇADES OF THE KLAUBER WANGENHEIM CO. (CURRENTLY HIDDEN BY ADJACENT ZERO-LOT-LINE CONSTRUCTION). DATED CA. 1980. SOURCE: SAN DIEGO HISTORY CENTER.

H3 LOOKING SOUTHEAST AT THE NORTH AND PARTIAL WEST FAÇADES OF THE KLAUBER WANGENHEIM CO. WITH THE COMPLETED TWO-STORY ADDITION AT THE WEST WING. DATED CA. 1980. SOURCE: SAN DIEGO HISTORY CENTER.

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02 LOOKING SOUTHWEST ACROSS ISLAND AVE AND SEVENTH STREET INTERSECTION.

03 LOOKING SOUTH ACROSS ISLAND AVE. AT THE PRIMARY NORTH FAÇADE (WITH SCALE STICK).

04 LOOKING SOUTH ACROSS ISLAND AVE. AT THE PRIMARY NORTH FAÇADE (w/o SCALE STICK).

05 CONTEXT VIEW LOOKING NORTHEAST AT THE WEST FAÇADE. A SMALL PORTION OF THE SOUTH FAÇADE IS VISIBLE SHOWING THE CONCRETE POST AND BEAM FRAMING WITH BRICK INFILL.

06 LOOKING SOUTH AT THE PRIMARY ENTRANCE AT THE NORTH FAÇADE. THE ENTRY CONSISTS OF CONTEMPORARY ALUMINUM STOREFRONT DOORS WITH SIDELITES AND AN ADDED STEEL CANOPY.

07 A TYPICAL HISTORIC STEEL WINDOW WITH A CENTRAL PIVOT SASH AND STEEL MULLIONS.

08 CAST-STONE DECORATIVE "CABRILLO" SHIELD LOCATED ABOVE THE FIRST FLOOR ON THE NORTH FAÇADE.

09 CAST-STONE DECORATIVE SHIELD FEATURING POINT LOMA LOCATIED ABOVE THE MAIN ENTRY AT THE THIRD FLOOR ON THE NORTH FAÇADE.

10 DETAIL PHOTO SHOWING ONE OF THE CAST STONE DECORATIVE SHIELDS AT THE EAST ELEVATION.

11 ORIGINAL STEEL FIRE-ESCAPE BALCONY AT THE SOUTHERN END OF THE EAST FACADE.

12 TYPICAL WOOD TIMBER COLUMN AND BEAM CONNECTION WITH STEEL C-CHANEL CAPITALS SUPPORTING THE WOOD TIMBER BEAMS.

13 LOOKING EAST FROM THE MAIN OFFICE AREA TO THE RECEPTION AREA.

14 LOOKING SOUTH AT THE INTERIOR OF A TYPICAL CORRUGATED STEEL WALL SELF-STORAGE UNIT ON THE FIRST FLOOR.

15 LOOKING SOUTH THROUGH A TYPICAL INTERIOR HALLWAY ON THE FIRST FLOOR. THE CENTRAL ELEVATOR CORE IS ON THE RIGHT.

16 CAST-IN-PLACE CONCRETE STAIRS WITH METAL RAILING. STAIR CORE WALLS ARE CONSTRUCTED FROM BOARD-FORMED CONCRETE. LOOKING NORTH IN THE CENTRAL STAIR CORE AT THE FIRST FLOOR.

17 LOOKING SOUTHWEST AT THE ROOF FRAMING AT THE WEST WING FORTH FLOOR.

18 LOOKING EAST AT THE EAST FREIGHT ELEVATOR ON THE SECOND FLOOR.

19 LOOKING NORTH AT THE BARN-TYPE FIRE DOOR FOR THE CENTRAL STAIR CORE ENTRY AT THE THIRD FLOOR. THE CHAIN WEIGHT AND PULLEY SYSTEM ARE ALSO VISIBLE.

20 THE INTERIOR OF THE LIGHTWELL AT THE WEST SIDE OF THE EAST WING, LOOKING DOWN.

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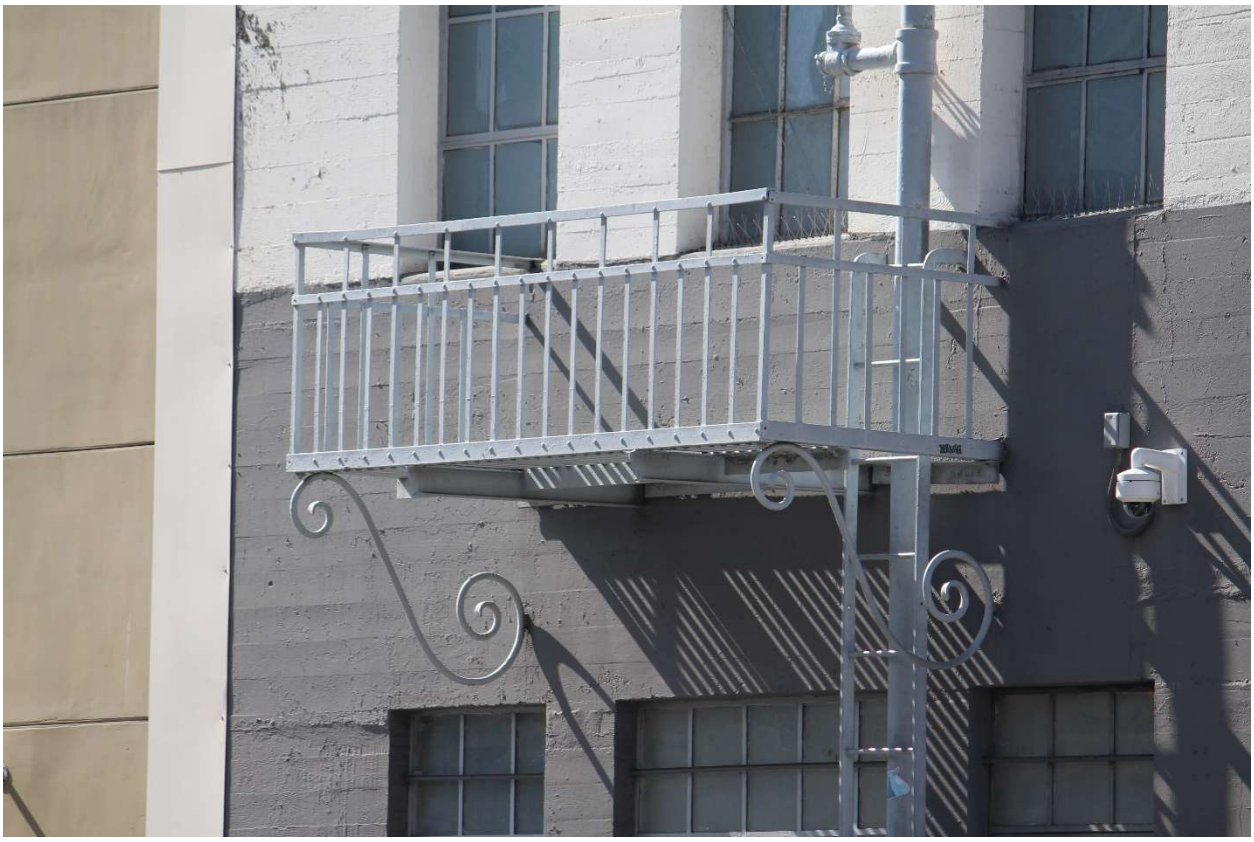

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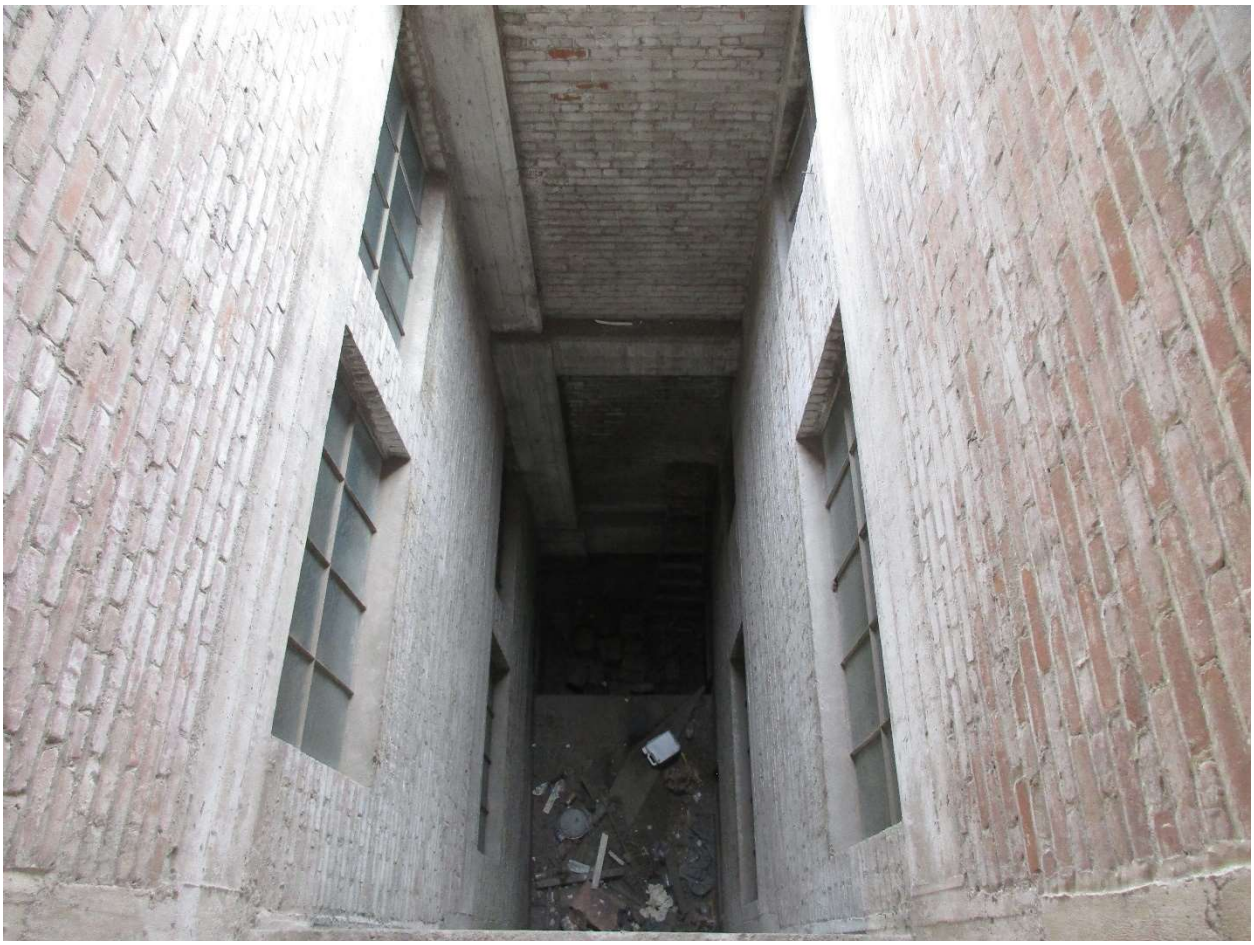


20 THE INTERIOR OF THE LIGHTWELL AT THE WEST SIDE OF THE EAST WING, LOOKING DOWN.

21 VIEW LOOKNG EAST OVER THE ROOF FROM THE WEST END OF THE WEST WING.

KLAUBER-WANGENHEIM COMPANY BUILDING

STATEMENT OF SIGNIFICANCE

THE KLAUBER-WANGEHEIM COMPANY BUILDING IS LISTED AS A CITY OF SAN DIEGO HISTORICAL RESOURCE (HRB #159) AND IS ALSO IDENTIFIED AS A CONTRIBUTOR TO THE 2004 PROPOSED WAREHOUSE THEMATIC HISTORIC DISTRICT. THE BUILDING IS SIGNIFICANT FOR ITS ASSOCIATION WITH THE CITY'S EARLY PIONEERING MERCHANTS, THE KLAUBER-WANGENHEIM COMPANY, FOR ITS ARCHITECTURE AND USE AS A WAREHOUSE REFLECTING SAN DIEGO'S INDUSTRIAL DEVELOPMENT DURING THE FIRST HALF OF THE TWENTIETH CENTURY, WHEN IT WAS THE ECONOMIC ENGINE OF THE CITY. FURTHER, THE WAREHOUSE BUILDING WAS DESIGNED BY MASTER ARCHITECT WILLIAM H. WHEELER.

PROJECT INFORMATION STATEMENT

THIS HABS DOCUMENTATION OF THE KLAUBER-WANGENHEIM COMPANY BUILDING WAS PRIVATELY FUNDED. THE BUILDING WAS DOCUMENTED AS MITIGATION FOR THE PLANNED INTERIOR DEMOLITION AND REHABILITATION OF THE STREET FACADES.

PRINCIPAL ARCHITECT FOR HABS WAS P. DAVID MARSHALL, AIA OF HERITAGE ARCHITECTURE & PLANNING (HERITAGE). FIELD DOCUMENTATION WAS PERFORMED BY THOMAS SAUNDERS AND DIANA PACHECO OF HERITAGE. PHOTOGRAPHS WERE TAKEN BY DAVID MARSHALL AND DIANA PACHECO. DRAFTING WAS COMPLETED BY THOMAS SAUNDERS. WORK WAS PERFORMED BETWEEN FEBRUARY AND MARCH 2021.

SHEET INDEX

LIBRARY OF CONGRESS INDEX NUMBER

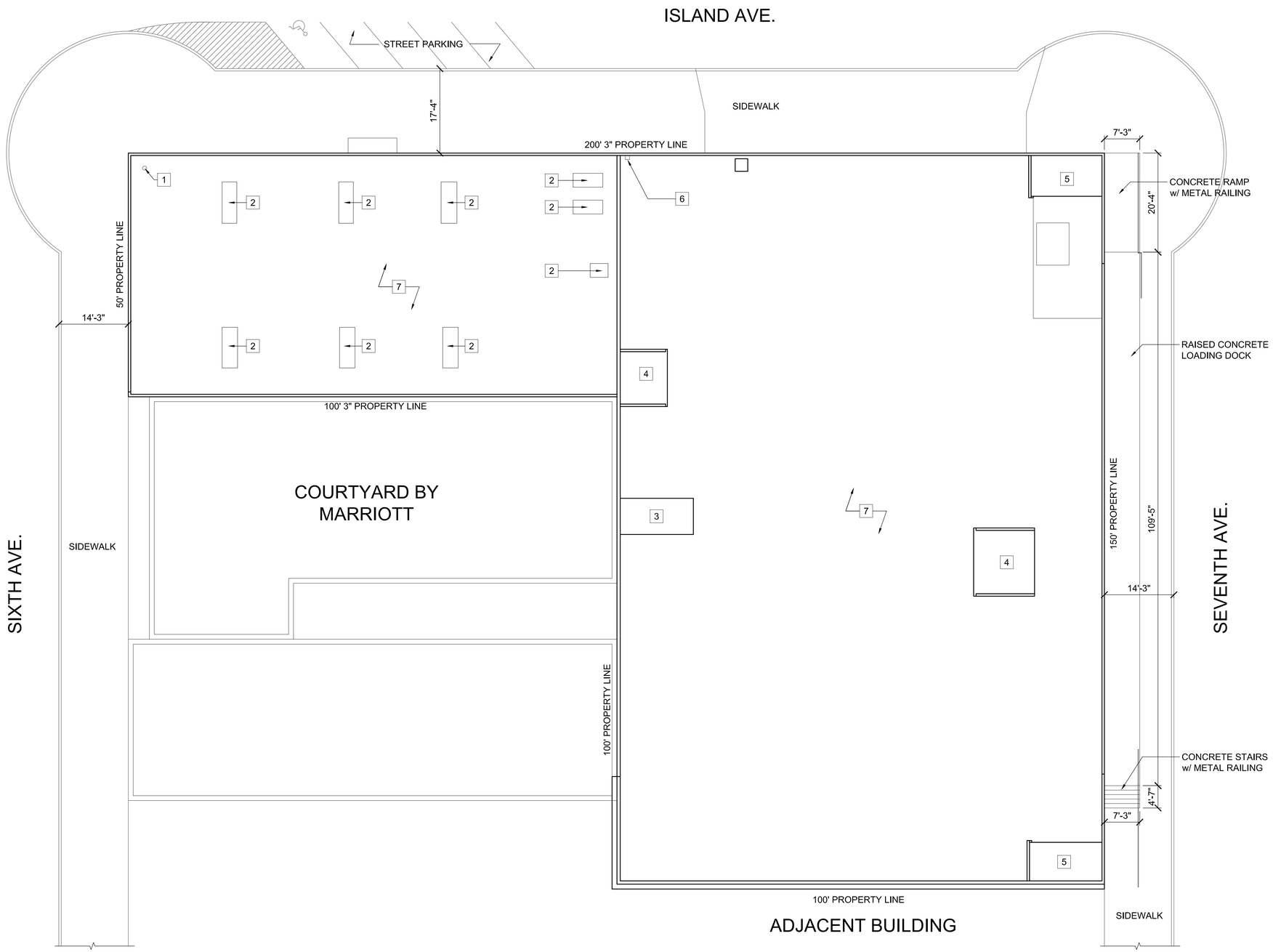
HISTORIC AMERICAN BUILDING SURVEY
SHEET 1 OF 9 SHEETS

KLAUBER-WANGENHEIM COMPANY BUILDING
611 ISLAND AVE, SAN DIEGO, CALIFORNIA 92101

DRAWN BY: THOMAS SAUNDERS (2021)

KEYNOTES:

1. METAL 10" DIA. FLAG POLE
2. ACRYLIC SKYLIGHT
3. COVERED LIGHT WELL
4. ELEVATOR PENTHOUSE
5. STAIRWELL PENTHOUSE
6. WOOD FLAG POLE
7. BUILT-UP ROOFING



SITE / ROOF PLAN

SCALE: 3/32" = 1'-0"

0' 5' 10' 20' 30' 40'

NORTH

LIBRARY OF CONGRESS INDEX NUMBER

HISTORIC AMERICAN BUILDING SURVEY
SHEET 2 OF 9 SHEETS

KLAUBER-WANGENHEIM COMPANY BUILDING

611 ISLAND AVE, SAN DIEGO, CALIFORNIA 92101

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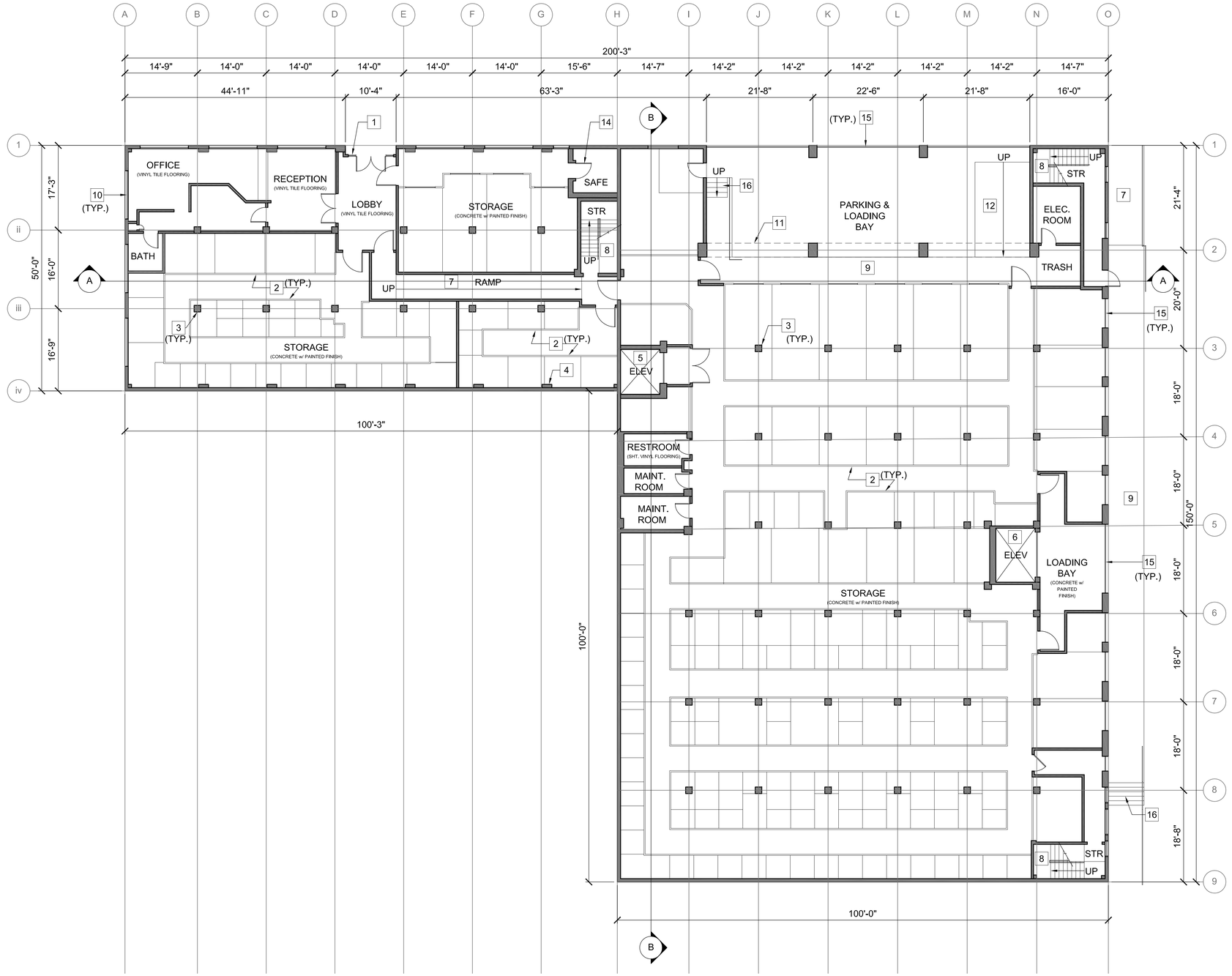

KEYNOTES:

1. ALUMINUM STOREFRONT ENTRY
2. MODULAR BUILT-IN STORAGE ROOMS
3. WOOD COLUMN
4. CONCRETE PILASTER
5. FREIGHT ELEVATOR w/ MANUAL GATE
6. FREIGHT ELEVATOR w/ ELECTRIC GATE
7. ACCESS RAMP
8. BOARD-FORMED CONCRETE STAIRWELL
9. RAISED CONCRETE LOADING PLATFORM
10. HISTORIC STEEL WINDOW
11. BOARD-FORMED CONCRETE BEAM
12. POURED-IN-PLACE CONCRETE RAMP
13. METAL CHAIN-OPERATED FIRE DOOR
14. SAFE DOOR
15. STEEL ROLL-UP DOOR
16. CONCRETE STAIRS w/ METAL RAILING
17. STEEL BALCONY / FIRE ESCAPE

LEGEND:

- BOARD-FORMED CONCRETE WITH MASONRY INFILL
- CORRUGATED STEEL / WOOD FRAMED BUILT-IN STORAGE UNITS

FIRST FLOOR PLAN

SCALE: 3/32" = 1'-0"

0' 5' 10' 20' 30' 40'

NORTH

DRAWN BY: THOMAS SAUNDERS (2021)

KLAUBER-WANGENHEIM COMPANY BUILDING

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HISTORIC AMERICAN BUILDING SURVEY
SHEET 3 OF 9 SHEETS

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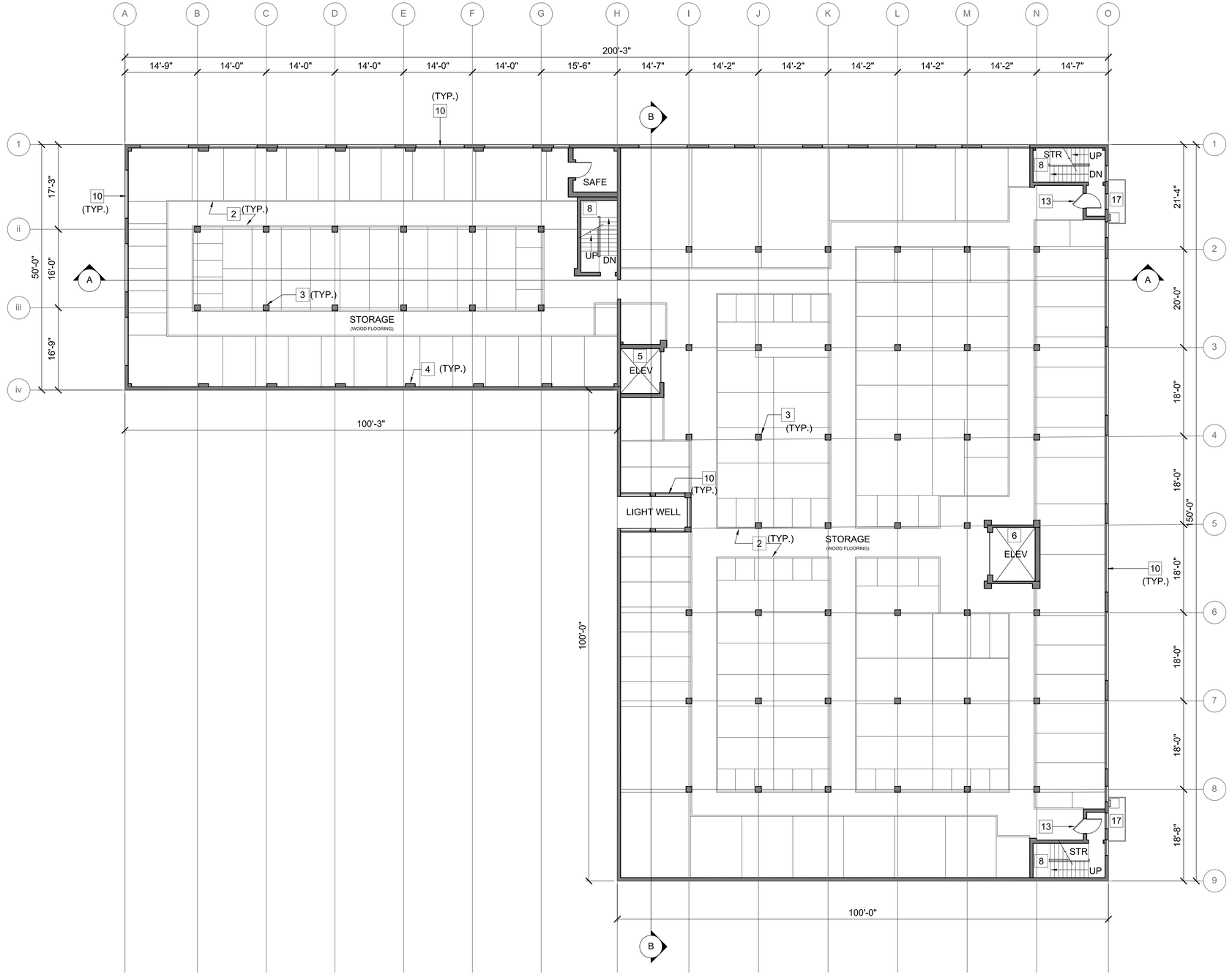

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LEGEND:

BOARD-FORMED CONCRETE WITH MASONRY INFILL

CORRUGATED STEEL / WOOD FRAMED BUILT-IN STORAGE UNITS

SECOND FLOOR PLAN

SCALE: 3/32" = 1'-0"

0' 5' 10' 20' 30' 40'

NORTH

DRAWN BY: THOMAS SAUNDERS (2021)

KLAUBER-WANGENHEIM COMPANY BUILDING

611 ISLAND AVE, SAN DIEGO, CALIFORNIA 92101

HISTORIC AMERICAN BUILDING SURVEY

SHEET 4 OF 9 SHEETS

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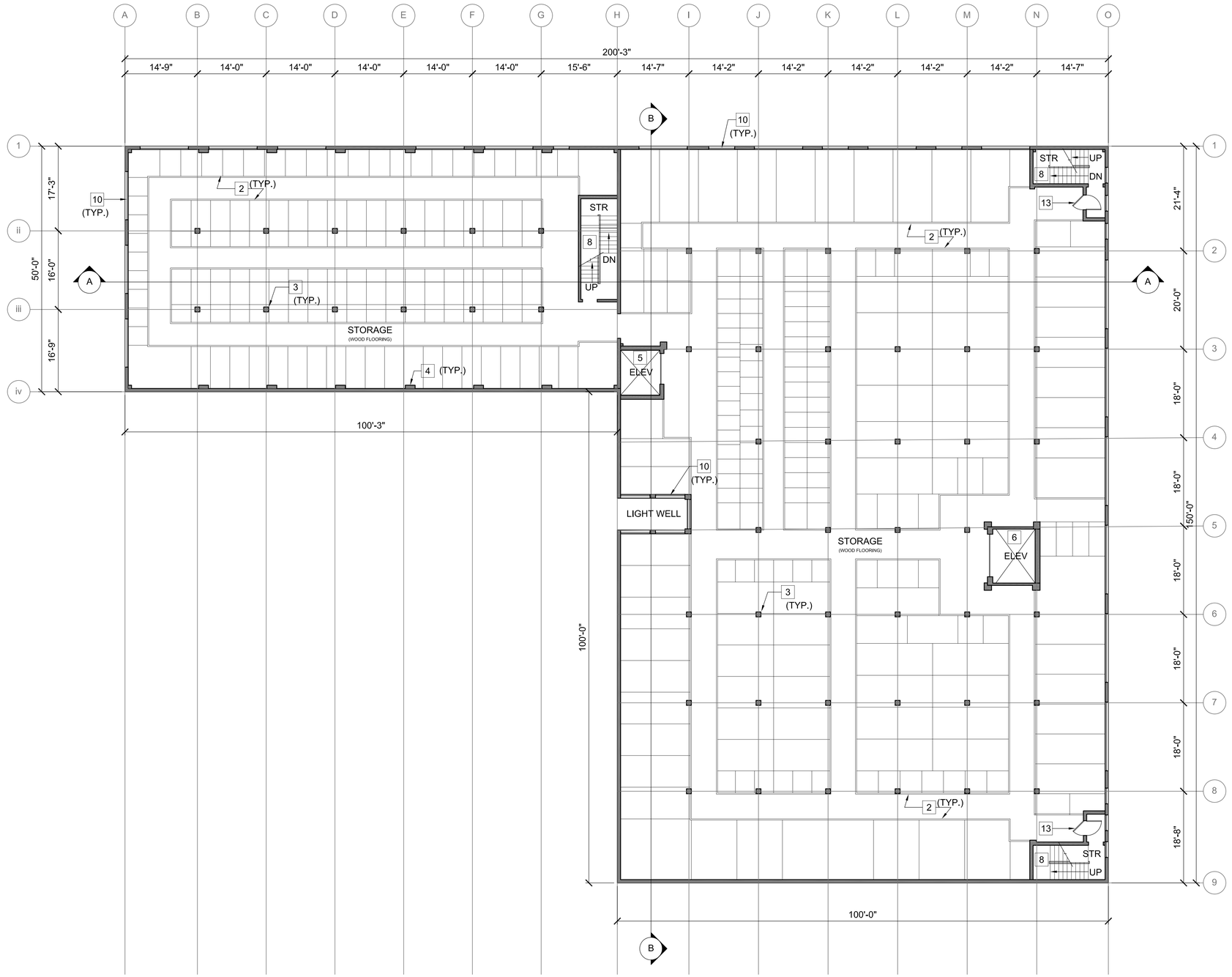

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17. STEEL BALCONY / FIRE ESCAPE

LEGEND:

- BOARD-FORMED CONCRETE WITH MASONRY INFILL
- CORRUGATED STEEL / WOOD FRAMED BUILT-IN STORAGE UNITS

THIRD FLOOR PLAN

SCALE: 3/32" = 1'-0"

0' 5' 10' 20' 30' 40'

NORTH

DRAWN BY: THOMAS SAUNDERS (2021)

KLAUBER-WANGENHEIM COMPANY BUILDING

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HISTORIC AMERICAN BUILDING SURVEY
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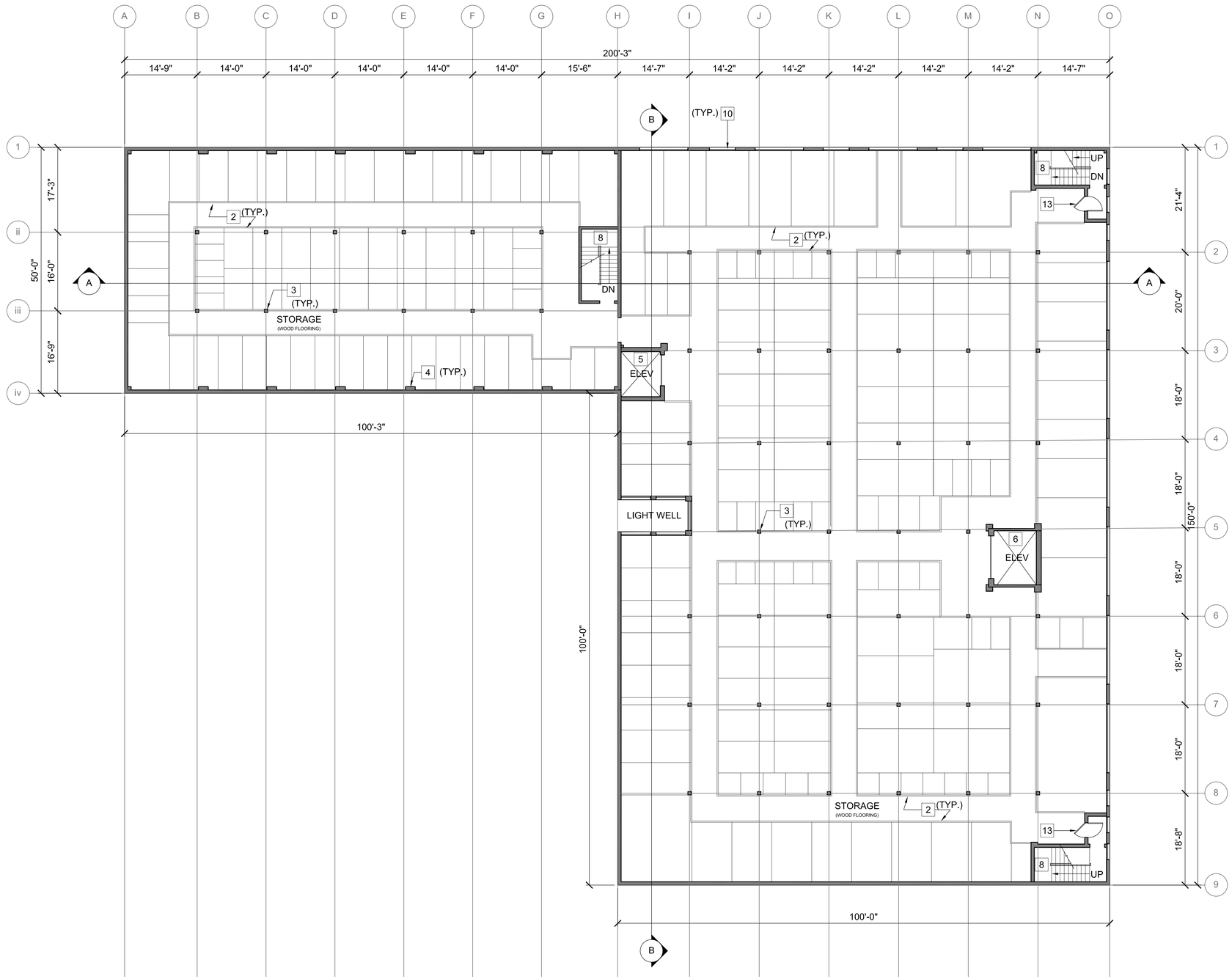

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LEGEND:

- BOARD-FORMED CONCRETE WITH MASONRY INFILL
- CORRUGATED STEEL / WOOD FRAMED BUILT-IN STORAGE UNITS

FOURTH FLOOR PLAN

SCALE: 3/32" = 1'-0"

0' 5' 10' 20' 30' 40'

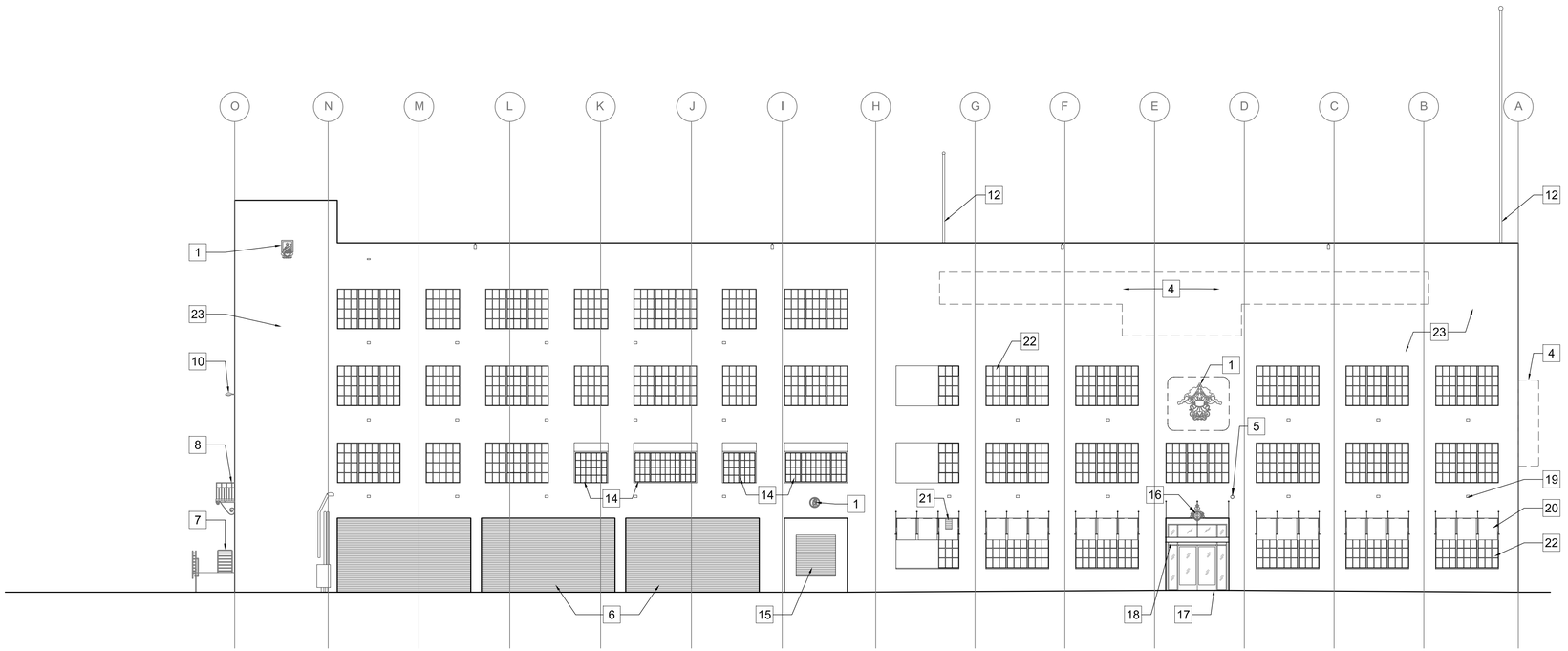
NORTH

LIBRARY OF CONGRESS INDEX NUMBER

HISTORIC AMERICAN BUILDING SURVEY
SHEET 6 OF 9 SHEETS

KLAUBER-WANGENHEIM COMPANY BUILDING
611 ISLAND AVE, SAN DIEGO, CALIFORNIA 92101

DRAWN BY: THOMAS SAUNDERS (2021)

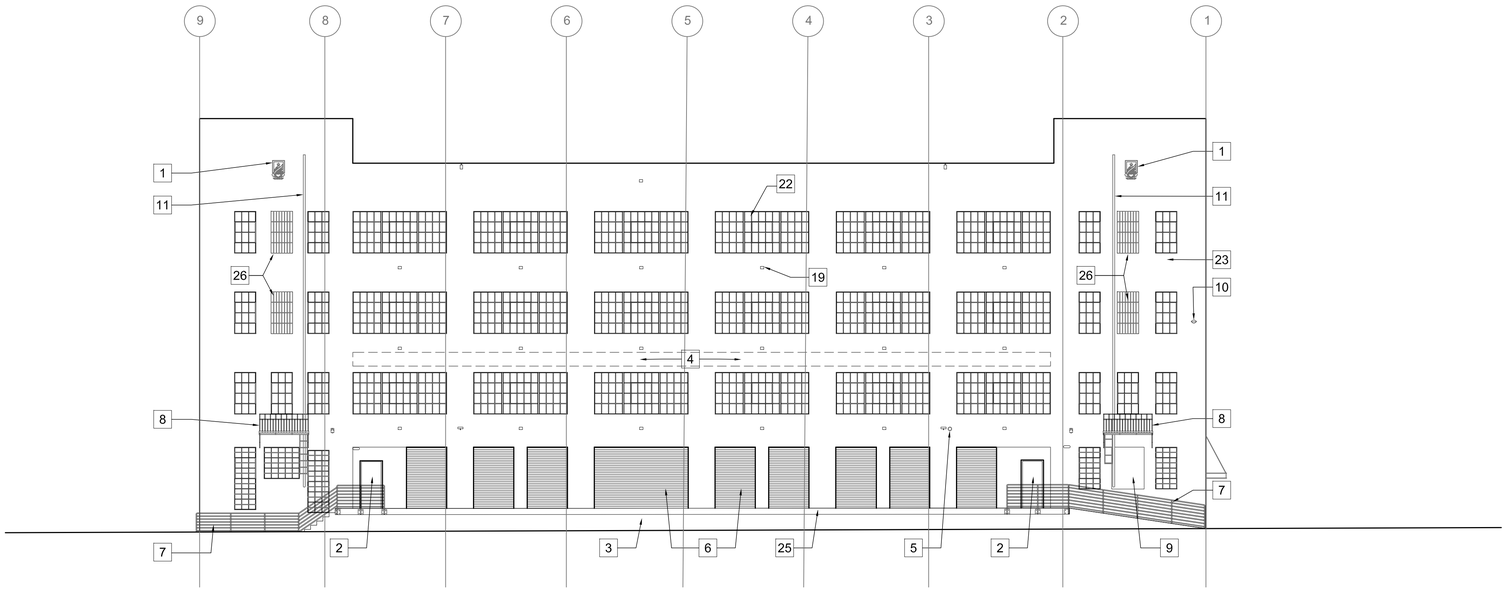


NORTH ELEVATION

SCALE: 3/32" = 1'-0"

KEY NOTES:

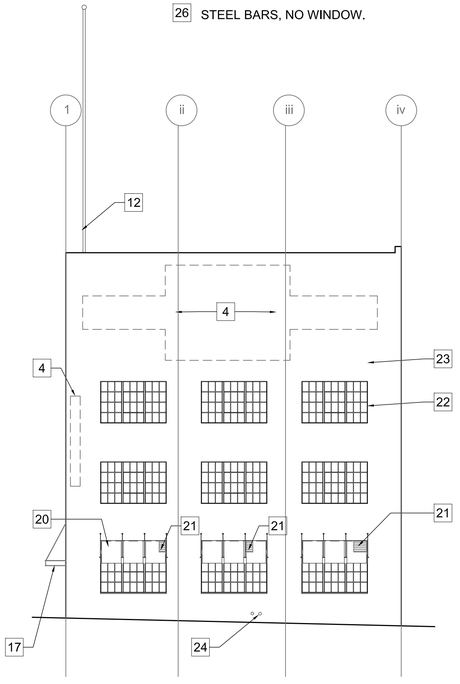
1. CAST-STONE SHIELD (DETAIL 5, SHEET 9)
2. NON-HISTORIC STEEL DOOR
3. CONCRETE LOADING DOCK
4. NON-HISTORIC SIGNAGE
5. FIRE ALARM BELL
6. STEEL ROLL-UP DOORS
7. STEEL PIPE RAIL
8. ORIGINAL STEEL BALCONY/ FIRE ESCAPE (DETAIL 1, SHEET 9)
9. INFILLED OPENING
10. STREET LIGHT
11. FIRE DEPARTMENT STAND PIPE
12. FLAG POLE
13. ELECTRICAL EQUIPMENT
14. NON-HISTORIC ALUMINUM WINDOWS
15. SMALL ROLL-UP DOOR
16. CAST-STONE COMPANY SEAL
17. NON-HISTORIC ALUMINUM STOREFRONT
18. NON-HISTORIC STEEL CANOPY
19. CAST-IRON SCUPPER, TYP.
20. NON-HISTORIC AWNING
21. VENTS
22. HISTORIC STEEL WINDOW, TYP. (DETAILS 6, 7 & 8, SHEET 9)
23. PAINTED BOARD-FORMED CONCRETE, TYP.
24. FIRE DEPARTMENT SIAMESE CONNECTION
25. WOOD BUMPER
26. STEEL BARS, NO WINDOW.



EAST ELEVATION

SCALE: 3/32" = 1'-0"

0' 5' 10' 20' 30' 40'



WEST ELEVATION

SCALE: 3/32" = 1'-0"

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HISTORIC AMERICAN BUILDING SURVEY

SHEET 7 OF 9 SHEETS

KLAUBER-WANGENHEIM COMPANY BUILDING

611 ISLAND AVE, SAN DIEGO, CALIFORNIA 92101

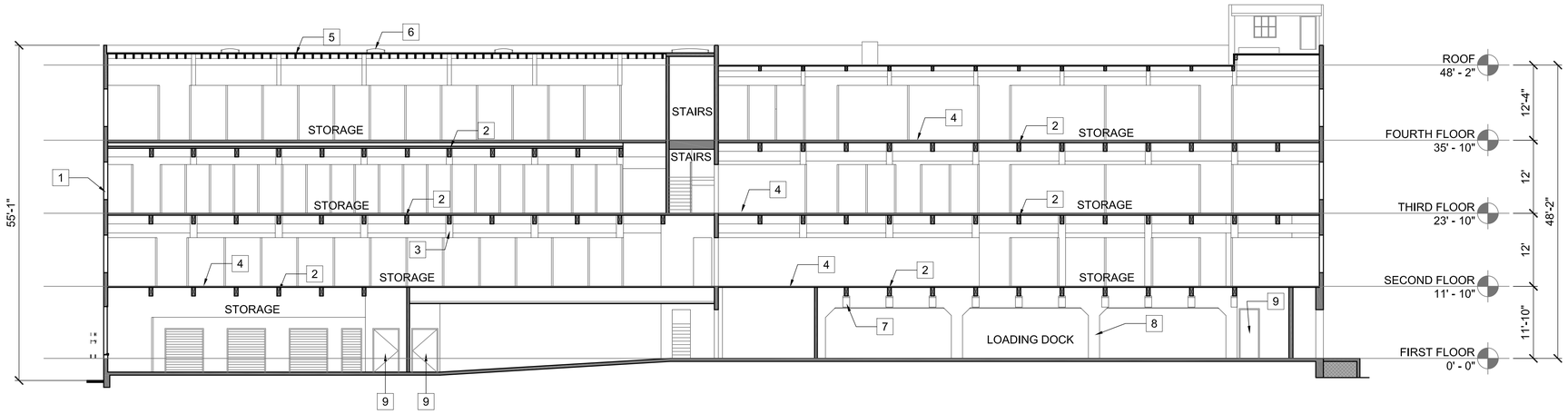
DRAWN BY: THOMAS SAUNDERS (2021)

KEY NOTES:

1. HISTORIC STEEL WINDOW
2. 8x18 WOOD TIMBER BEAM @ 7' O.C.
3. WOOD COLUMN
4. WOOD FLOORING
5. 3x9 WOOD CEILING JOIST @ 17" O.C.
6. SKYLIGHT
7. CONCRETE BRACKET
8. BOARD-FORMED CONCRETE COLUMN
9. HOLLOW METAL DOOR

LEGEND:

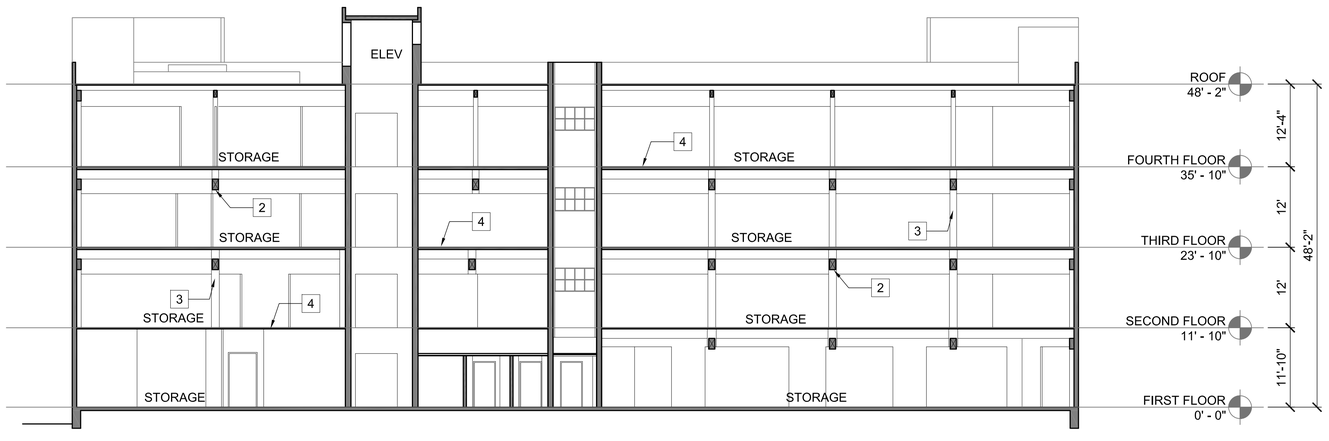
BOARD-FORMED CONCRETE WALL WITH MASONRY INFILL



SECTION A (EAST - WEST SECTION)

SCALE: 3/32" = 1'-0"

0' 5' 10' 20' 30' 40'



SECTION B (NORTH - SOUTH SECTION)

SCALE: 3/32" = 1'-0"

0' 5' 10' 20' 30' 40'

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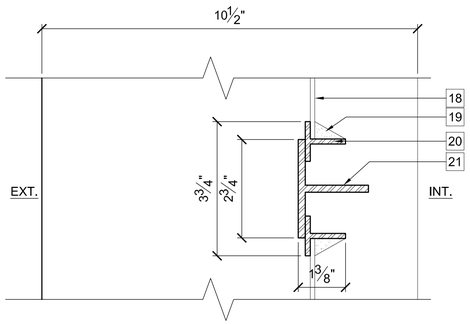
KLAUBER-WANGENHEIM COMPANY BUILDING

611 ISLAND AVE, SAN DIEGO, CALIFORNIA 92101

HISTORIC AMERICAN BUILDING SURVEY
SHEET 8 OF 9 SHEETS

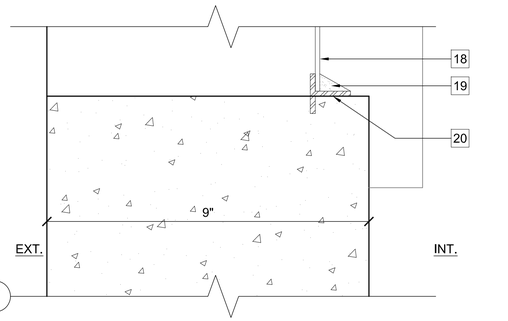
LIBRARY OF CONGRESS INDEX NUMBER



6 WINDOW MUNTIN (PLAN VIEW)

SCALE: 6" = 1'-0"

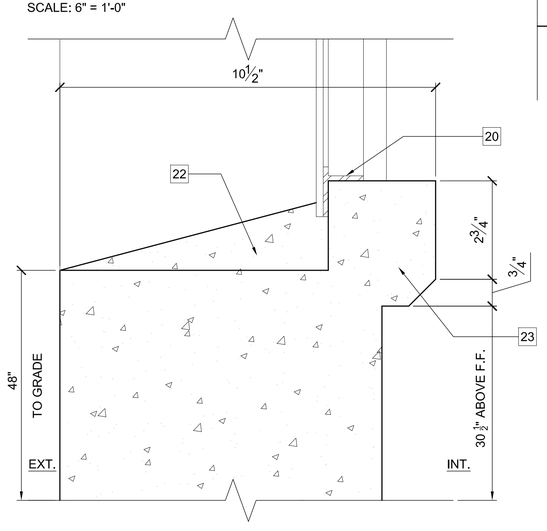
0 1" 2" 3" 4"



7 WINDOW JAMB

SCALE: 6" = 1'-0"

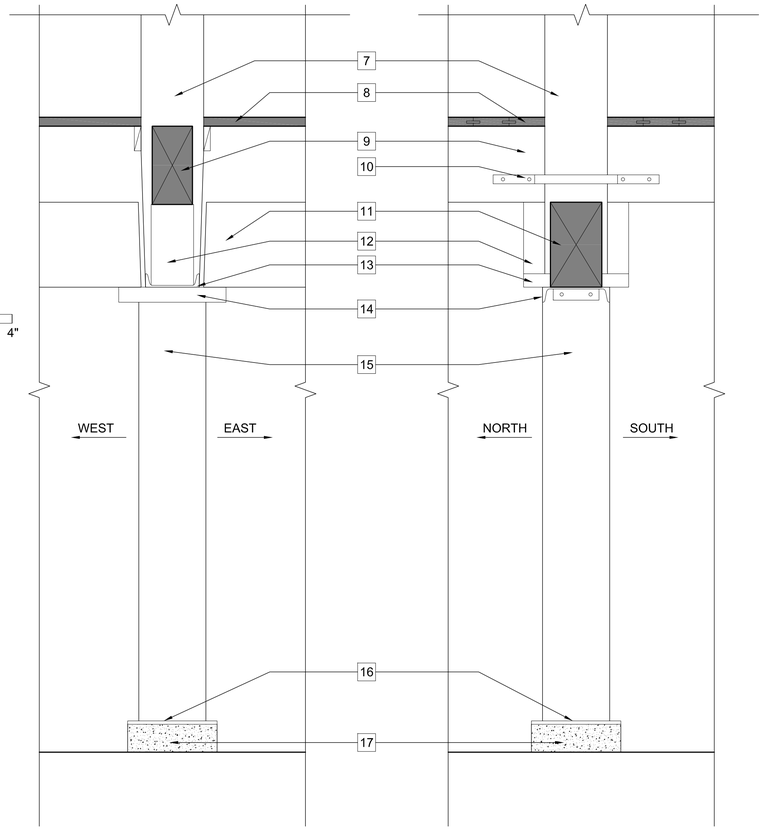
0 1" 2" 3" 4"



8 WINDOW SILL

SCALE: 6" = 1'-0"

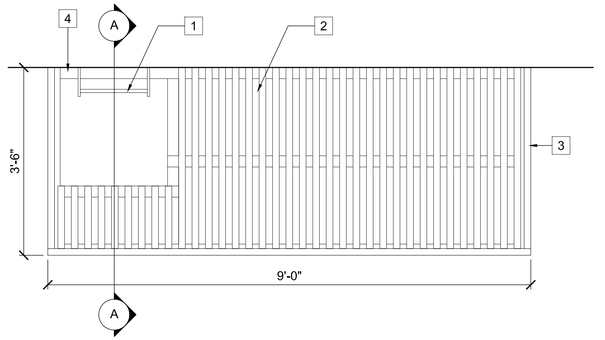
0 1" 2" 3" 4"



4 FIRST FLOOR COLUMN ELEVATIONS

SCALE: 3/4" = 1'-0"

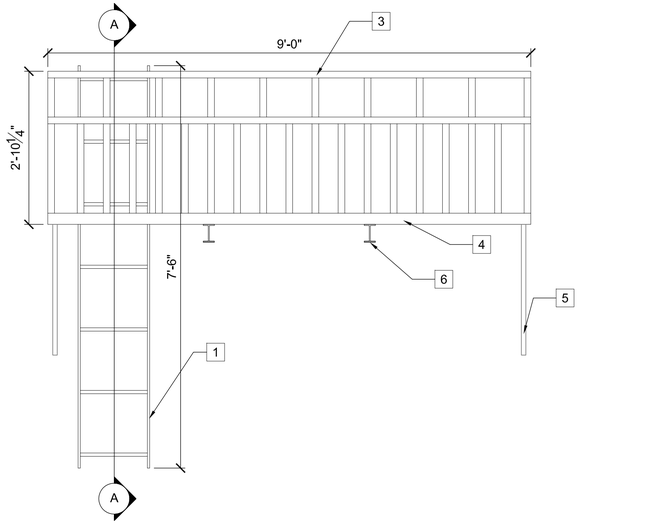
0 6" 1' 2' 3'



1 FIRE EXIT BALCONY (PLAN)

SCALE: 3/4" = 1'-0"

0 6" 1' 2' 3'

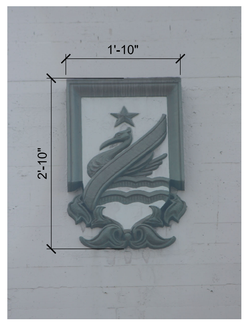


2 FIRE EXIT BALCONY (ELEVATION)

SCALE: 3/4" = 1'-0"

0 6" 1' 2' 3'

COMPANY SHIELD ABOVE MAIN ENTRY (FIRST FLOOR - NORTH ELEVATION)



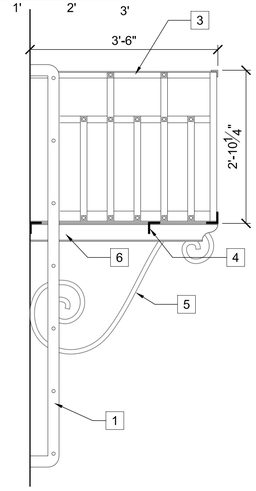
DECORATIVE SHIELD AT TOP OF STAIR TOWERS (NORTH AND EAST ELEVATIONS)

DECORATIVE SHIELD ABOVE MAIN ENTRY (FIRST FLOOR NORTH ELEVATION)

DECORATIVE SHIELD (FIRST FLOOR NORTH ELEVATION)

5 CAST-STONE DECORATIVE SHIELDS

SCALE: NTS



3 FIRE EXIT BALCONY (SECTION A)

SCALE: 3/4" = 1'-0"

0 6" 1' 2' 3'

KEY NOTES:

1. STEEL FIRE ESCAPE LADDER
2. 3x STEEL STRIP FLOORING @ 3" O.C.
3. STEEL HANDRAIL
4. 2 ½" X 2 ½" STEEL L-ANGLE
5. STEEL SCROLL BRACKET
6. 4" x 2 ½" STEEL I-BEAM
7. 14" x 14" WOOD COLUMN
8. WOOD FLOORING w/ WOOD SPLINES
9. 9" x 18" WOOD TIMBER BEAM
10. STEEL STRAP
11. 12" x 18" WOOD TIMBER BEAM
12. WOOD BLOCKING
13. 12" x 3" STEEL C-SHAPE
14. 15" x 3 ¼" STEEL C-SHAPE
15. 16" x 16" WOOD COLUMN
16. 20" x 20" STEEL BASE PLATE
17. 20" x 20" CONCRETE BASE
18. ⅛" HISTORIC GLASS
19. GLAZING PUTTY
20. STEEL WINDOW MUNTIN
21. STEEL WINDOW MULLION
22. CONCRETE SILL INFILL
23. CAST-IN-PLACE CONCRETE SILL

HISTORIC AMERICAN BUILDING SURVEY
SHEET 9 OF 9 SHEETS

KLAUBER-WANGENHEIM COMPANY BUILDING
611 ISLAND AVE, SAN DIEGO, CALIFORNIA 92101

DRAWN BY: THOMAS SAUNDERS (2021)

HERITAGE
ARCHITECTURE & PLANNING

KLAUBER-WANGENHEIM COMPANY BUILDING
TREATMENT PLAN

By Heritage Architecture & Planning
October 4, 2021

INTRODUCTION

This Treatment Plan for the exterior rehabilitation of the Klauber-Wangenheim Company Building has been generated by Heritage Architecture & Planning. Construction Observation services will be provided by the Project Architect, Carrier Johnson and the Historic Architect/Monitor, Heritage Architecture & Planning. The project will be completed in accordance with the Site Development Permit requirements. This Treatment Plan is accompanied by entitlement drawings by Carrier Johnson which depict the proposed exterior rehabilitation of the historic building that is consistent with this document.

PROJECT DESCRIPTION

The Klauber-Wangenheim Company Building at 611 Island Avenue is presently a commercial self-storage facility known as Ballpark Self-Storage. This building is located on the original site of the Klauber-Wangenheim trading post built in 1869. Klauber-Wangenheim became one of the largest wholesale grocers in San Diego. The building is a mill-type warehouse building with board-formed concrete walls and heavy timber post and beam interior construction and was designed by architect William Wheeler. It was constructed in 1929 by the Trepte Construction Company. A two-story addition to the upper floors of west wing was completed in 1944. The building was designated as City of San Diego Historical Site #159 in 1982.

The proposed project at 611 Island Avenue is a mixed-use development comprised of a 37-story tower containing 443 dwelling units, 985 square feet of commercial space and 53 parking spaces in two levels of below grade parking. The building will be located on a 20,063 square foot site containing Klauber-Wangenheim Company Building on the south side of Island Avenue between 6th and 7th Avenues in the East Village Neighborhood of the Downtown Community Planning area.

The proposed development includes the retention and rehabilitation of the facades and windows of the existing historical resource.

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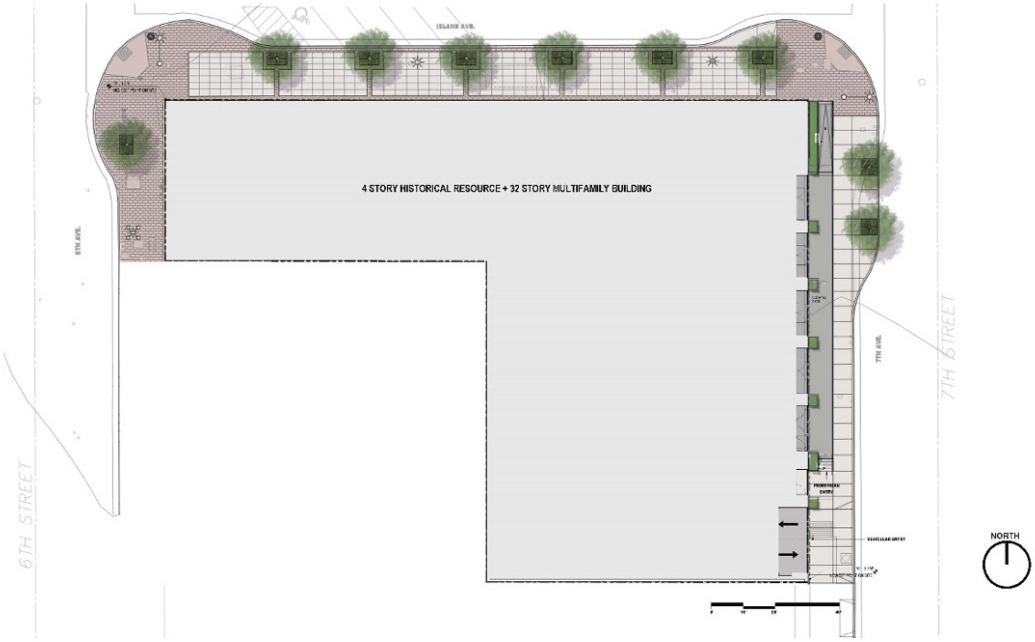

Figure 1: Site development plan. **Source: Carrier Johnson + Culture**

Figure 2: Existing building site at 611 Island Avenue. **Source: Google Maps**

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REHABILITATION APPROACH

The proposed exterior rehabilitation consists of a two-story subterranean parking garage and a 37-story tower with commercial and residential spaces. The existing 4-story historic building will be partially demolished leaving only the historic north, east, and west facades. These concrete walls will be left largely intact, with only minor modifications to accommodate the proposed new uses.

The exterior rehabilitation of the historic north, east, and west facades will include the repair and restoration of the existing steel-framed windows. The historic windows will be fully documented to allow for fabrication of any required replacement parts. If any original windows are damaged beyond repair, new steel replica windows will be created to match the historic look of the existing windows. Added windows and storefronts will be fabricated in aluminum with a different mullion configuration to differentiate them from historic windows. No historic doors remain on the building, so all existing doors will be replaced. Some door openings will be infilled, as shown on the plans.

PREPARATION REQUIREMENTS

1. **Preparation of the Structure Prior to Rehabilitation:**
   Coordination Meeting & Monitoring: Prior to the start of any work the Project Architect and Historic Architect/Monitor shall meet on site to review the scope of demolition, removal, salvage, and temporary shoring. Through the course of all work, the contractor shall notify the Historic Architect/Monitor of discovery of any previously unknown architectural elements on site. The Historic Architect/Monitor shall evaluate the significance of such material prior to determining the appropriate treatment in compliance with *The Secretary of the Interior's Standards for Rehabilitation.*

   Temporary Shoring: The north, east and west facades shall be protected in place. Temporary shoring shall support the existing structure to remain during the demolition phase of the project. The shoring shall remain in place during construction until such time as the new permanent structural support system has been completed. At that time, the temporary shoring will be removed, taking care not to damage or destroy existing historical features. Holes created to anchor the shoring must be patched to seamlessly match the adjacent surface.

   Windows: Existing steel windows shall be protected by plywood prior to temporary shoring and partial demolition. All windows shall be covered with ¾" exterior grade plywood installed without causing damage to the existing historic windows and window frames. Removal of selective glass panes will be permitted to enable installation of the plywood.

   Doors: The existing building doors are non-historic and shall be removed during demolition. The historic openings shall be temporarily reinforced where necessary to protect the integrity of the openings.

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Cast-stone shields and medallions: All decorative cast-stone elements shall remain in place during construction. Prior to demolition, all cast-stone elements (including shields and medallions) shall be inspected to ensure that their connection to the building is sound and secure. The cast-stone elements are premiere character-defining historic features and must be protected by the contractor during demolition and construction activities to ensure they are not damaged.

2. **Building Rehabilitation:**
Following the demolition of the interior structure, the exterior of the structure will be rehabilitated and repaired in accordance with *The Secretary of the Interior's Standards for Rehabilitation*.

Construction Monitoring: Periodic construction monitoring shall be provided during the rehabilitation process. Following each site visit, the construction monitor shall complete a Consultant Site Visit Record (CSVR) summarizing the field conditions and any recommendations for compliance with *The Standards*. The CSVR will then be copied to the City.

Rehabilitation Design: The rehabilitation of the exterior facades will be completed in accordance with *The Standards*. The design team includes the expertise of a Historic Architect that meets the Secretary of the Interior's Professional Qualification Standards. The rehabilitation design will require review and approval by the City of San Diego's Development Services Department and the Historical Resources Board staff and/or Design Assistance Subcommittee.

SUMMARY OF EXISTING HISTORIC FEATURES

Exterior:
Historically significant exterior features and finishes should be preserved and protected in accordance with *The Standards*. Existing historic exterior features include:

- Steel windows.
- Board-formed cast-in-place concrete wall finish.
- Exterior steel fire-escape balconies and ladders at the east facade.
- Two cast-stone pelican shields at the north and south ends of the east facade.
- Cast-stone pelican shield at the east end of the north facade.
- Large cast-stone shield at the third floor of the north facade.
- Cast-stone Spanish explorer medallion near the center of the north facade.
- Cast-stone shield with company seal above the main entry of the north facade.
- Floor drain scuppers.
- Rooftop flagpole at the center of the north façade.
- Loading Dock (to be reconstructed).

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Interior:
The building interior will be demolished to allow construction of the new subterranean two-story parking garage and 37-story commercial and residential tower. No interior features will be retained or restored.

Non-Historic Features:
The Klauber Wangenheim Building retains a high degree of historical integrity. Only a few minor alterations have been completed since the building's construction in 1929. A two-story addition to the west wing was completed in 1944 and is considered historic and will remain. Non-historic items that will be removed include: The main entry doors were replaced with non-historic aluminum storefront doors and windows. Many of the loading dock doors at the north and south facades appear to have been replaced with steel overhead roll-up doors. Metal-framed fabric awnings were added to the first floor windows. Contemporary signage has been installed on the three street facades. Other minor changes include exposed electrical utility equipment, non-historic light fixtures and a non-historic flagpole at the northwest corner of the roof.

The interior of the building possesses a similarly high level of historical integrity with the primary structural system, floor finishes and exterior walls remaining largely intact. Modifications include non-historic storage unit wood-framed partitions and doors, wood-framed partitions at the first floor, including the main entry lobby and reception, bathroom and utility closets. The lighting and elevators appear to have been modernized as well. No interior features will be retained.

REHABILITATION RECOMMENDATIONS

Site:

- In accordance with *The Standards*, new additions such as the proposed demolition and recreation of the accessible ramp and loading dock platform at the east facade, shall not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the historic construction and compatible in materials, features, size, scale, proportion, and massing. The additions should also be constructed in such a manner that, if removed in the future, the essential form and integrity of the building would be unimpaired. Replacement of the sidewalks, curbs, street trees and streetlights is permitted as these features are not historic.
- The reason for removing and reconstructing the loading dock is that the existing dock extends too far south and blocks the new garage entry. The existing dock is also too high to allow for an ADA ramp to access the dock from the north end. The new elevation height is based on the ramp run and railing extensions that are meet ADA and code requirements.

Roof:

- The existing building roof shall be removed and replaced with new construction. Refer to Figure 18.

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Exterior Walls:

- All existing non-historic features and utilities (including exterior lighting, exposed conduit, etc.) shall be removed.
- Historic research, paint scrapings and color analysis was utilized to determine the original paint scheme of the building. The historic facades and windows shall be repainted to be compatible with the historic color scheme. Refer to Figures 7 and 11.
- Fabric awnings at the north and west facades shall be removed. Refer to Figure 6.
- Non-historic signage shall be removed. Refer to Figures 5 and 6.
- Damage remaining from the installation of the items noted above shall be patched and repaired to match the adjacent historic surface.

Cast-Stone Ornamentation:

- The cast-stone features are premiere character-defining historic features and are in good condition. Refer to Figures 12 through 15. They must be protected in place by the contractor during demolition and construction activities to ensure that they are not damaged.

Windows:

- The historic windows are all steel with putty-set glazing. Refer to Figure 10. Replace broken and missing glass in historic windows with single-pane light restoration glass. Replace glazing putty where damaged or missing. Remove stick-on film and paint from glass. Laminated or tempered glass can be used where required by code or for improved acoustic performance. Restore existing historic windows to working condition and add weatherstripping as needed.
- Windows will be added as shown on the elevation drawings to accommodate the new uses.
- New windows and storefronts must be differentiated, yet compatible, with the historic units. New units will have aluminum frames and utilize industrial-style mullion spacing. Standard float glass, including insulated units, is permitted for new windows and storefronts.
- Two first floor windows on the west fade will be partially removed to accommodate a required egress door and doors for a retail entry and trash room. Adding these doors to the west façade allows the primary north façade to maintain its historic appearance.
- Tinted and reflective films shall not be applied to windows in the historic facades.

Exterior Doors:

- Existing steel roll-up doors will be removed as they are incompatible with the new uses. Refer to Figure 8.
- All existing exterior doors are non-historic and will be replaced. Refer to Figure 9.

Interior:

- All interior building elements will be removed, including the post and beam framing, elevators, partitions, fixtures, and stair wells. Refer to Figures 19 and 20.

Mechanical, Plumbing, and Electrical Systems:

- All mechanical, plumbing and electrical systems shall be new.
- Incorporate period-appropriate exterior lighting at the historic facades.

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Exterior Fire-Escape Balconies and Ladders:

- Protect the existing historic fire-escape balconies at the north and south ends of the east façade. Refer to Figure 17.
- Remove existing flaking paint and repaint to match the historic color scheme.
- Repair and/or replace damaged and missing elements.

Floor Drain Scuppers:

- Centered below all of the large steel windows on the east and north façade are small cast-iron scuppers with hinged doors that are cast into the concrete walls. They were installed to drain any water that gathered on the interior floors, either from melted ice or cleaning activities. The scuppers will be protected-in-place, but they will be sealed off from the interiors. Refer to Figure 16.

Rooftop Flagpole:

- At the center of the north façade is a wood flagpole that appears to be original. This pole will be salvaged and reinstalled, or replaced in-kind if it is damaged beyond repair. Refer to Figure 18.

Historic Signage:

- Current non-historic signage will be removed. Replicate the historic wall-painted and raised-letter signage on the upper north façade, if possible, to reference the building's history. Refer to Figure 3.

SUMMARY OF APPLICABLE STANDARDS AND GUIDELINES

Any work undertaken on the historic exterior facades of the Klauber-Wangenheim Company Building shall be completed in compliance with *The Secretary of the Interior's Standards for the Treatment of Historic Properties* (*The Standards*). There are separate standards for acquisition, protection, stabilization, preservation, rehabilitation, restoration, and reconstruction. Rehabilitation has been identified as the appropriate treatment for the Klauber-Wangenheim Building due to the proposed adaptive re-use and modifications. Rehabilitation is defined as "the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values." The ten Standards for Rehabilitation are:

1. *A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*
2. *The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.*
3. *Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.*

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4. *Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.*
5. *Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.*
6. *Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.*
7. *Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.*
8. *Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.*
9. *New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.*
10. *New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

The City of San Diego will use *The Standards* as a guideline for confirming the appropriateness of proposed rehabilitation work on the building. Rehabilitation work and proposed alterations and additions to the building will also need to comply with the current (2019) California Building Code and the Americans with Disabilities Act (ADA). Additionally, since the Klauber-Wangenheim Building is a designated historical resource, the provisions of the California Historical Building Code are also applicable for rehabilitation work.

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Figure 3: Historic photo of the Klauber-Wangenheim Building ca.1929 looking southwest. The original walls were unpainted tinted board-formed concrete. The painted signage on the building was likely black.

Figure 4: 1980 Photo looking southeast. Note the upper floor addition and added signage.

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Figure 5: View of the Klauber-Wangenheim Building from 2020 looking southwest. Note the painted walls and added signage.

Figure 6: View of the Klauber-Wangenheim Building from 2020 looking southeast. Note the non-historic awnings.

Figure 7: View of the interior of an elevator equipment room on the roof where the original yellow/beige integral concrete color is exposed. Aside from soiling, this is the original color of the building's exterior walls.

Figure 8: Concrete loading dock and steel roll-up doors on the east side. The dock will be reconstructed with railings and planters added. The doors will be replaced with new glazed storefronts to serve the new uses.

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Figure 9: The main entry at the north facade has non-historic aluminum doors and transoms. The steel canopy is also contemporary. The shield above is historic (see Figure 13).

Figure 10: Typical historic steel window with putty-set glazing. Note the added film on the glass. Replace broken and missing glass and restore windows to working condition.

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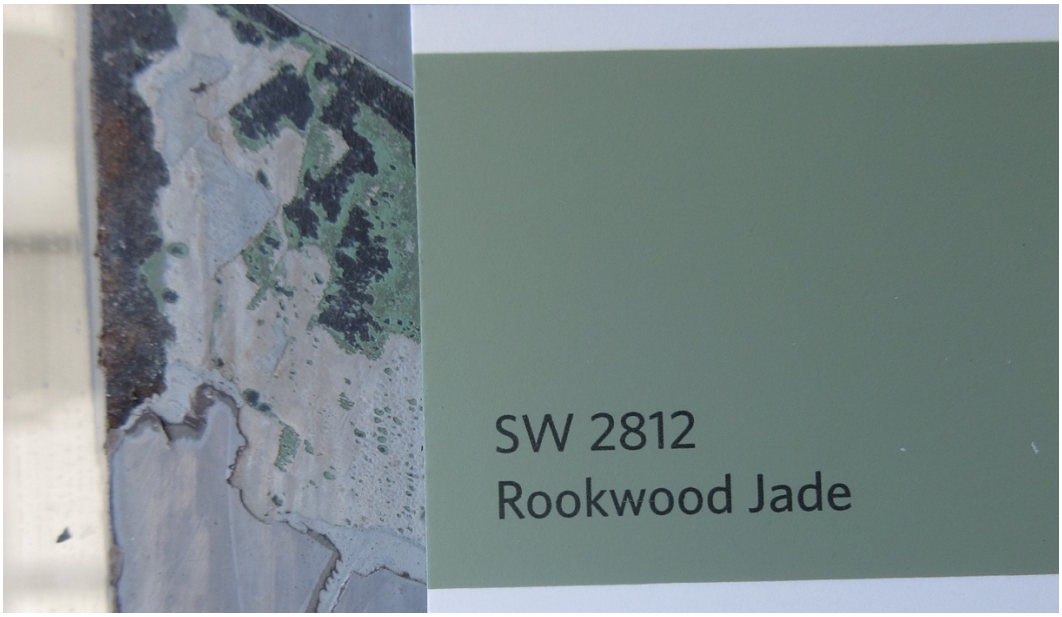

Figure 11: Close-up of a window mullion (left) with the original green paint uncovered. There are two shades of green, which may represent a tinted primer and a final coat. The upper green matches "Rookwood Jade."

Figure 12: This cast-stone shield features sea monsters and an image of Point Loma. It is on the north facade and will be protected-in-place.

Figure 13: This cast-stone shield directly above the main entrance features sea monsters and the Wangenheim Company seal and founding date. It will be protected-in-place.

Figure 14: The cast-stone "Spanish Explorer" medallion that will be protected-in-place.

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Figure 15: One of three cast-stone "pelican shields" that will be protected-in-place. Note the adjacent board-formed cast-in-place concrete wall finish.

Figure 16: A cast-iron floor scupper with a hinged door. These facade features will be protected-in-place.

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Figure 17: One of two fire escape balconies on the east facade with scrolled bracket supports. These will be incorporated into the rehabilitated facade.

Figure 18: Rooftop view looking east. The roofing, added skylights and penthouses will be removed. The wood flagpole on the left will be retained or replaced in-kind.

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Figure 19: Interior view showing a typical storage space and original post and beam construction. These will be removed.

Figure 20: Interior view showing an original concrete stair with steel pipe railings. The stairs will be removed.

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HERITAGE
ARCHITECTURE & PLANNING

KLAUBER-WANGENHEIM COMPANY BUILDING
MONITORING PLAN

By Heritage Architecture & Planning

DATE: September 30, 2021

PROJECT: Klauber-Wanghenheim Company Building (Ballpark Storage)
Address: 611 Island Avenue, San Diego, CA 92101
APN #535-116-0100
HRB Site #159
Year Built: 1929
Period of Significance: 1929

SUBJECT: Monitoring Plan for Historic Resource

PROJECT TEAM:

D (Developer)	Cresleigh Homes
CM (Construction Manager)	TBD
PA (Project Architect)	Carrier Johnson + CULTURE
HA (Historic Architect & Monitor)	Heritage Architecture & Planning
BI (Building Inspector)	City of San Diego Development Services: Environmental and Historical staff
PI (Principal Investigator)	Heritage Architecture & Planning
RE (Resident Engineer)	City of San Diego, Engineering Staff

PROPERTY DESCRIPTION:

The Klauber-Wangenheim Company Building, known today as the Ballpark Storage building, is locally designated under the City of San Diego Register of Historical Resources as HRB #159. It has also been established as a contributing resource to the proposed Warehouse/Industrial Thematic Historic District and is a surviving design by recognized Master Architect William Wheeler. It is a four-story industrial warehouse building with board-formed concrete walls, divided-lite steel windows, and a flat roof. The north and east facades have small cast-stone decorative elements including the company shield and nautical motifs. The historic integrity of the building is largely intact with the only major modification being a two-story addition to the west wing in 1944. Its period of significance is 1929, the date of its original construction.

This Monitoring Plan shall follow the Treatment Plan and supporting architectural documents prepared for the adaptive re-use of the building's street-facing exterior facades.

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Figure 1: Site plan showing the existing historic resource, outlined in red. **Source: Google Maps**

MONITORING PROCEDURES:

1. Preconstruction Meeting (D, CM, PA, HA, BI. Refer to abbreviations on page 1)
   a. Conduct an overview of the Treatment Plan and Monitoring Plan as related to the historic resource. The team shall review building elements to remain and be protected in place. Selective demolition methods and temporary shoring and protection methods shall be reviewed.

2. Preparation of Structure for Interior Demolition (CM, HA)
   a. Historic Architect/Monitor to be present to observe the protection of existing historic elements, including exterior windows, fire-escapes and decorative cast-stone elements. Architect and Monitor shall also observe disconnection and removal of non-historic elements including exterior lighting, signage, and utility items.

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3. Temporary Shoring (CM, HA)
   a. Historic Architect/Monitor to be present to observe the installation of temporary shoring and structural supports for the exterior facades to stabilize them during construction.

4. Continued Monitoring During Rehabilitation (CM, PA, HA)
   a. Monitoring by the HA to occur periodically as dictated by construction activity.
   b. Observe rehabilitation of the building in accordance with the Treatment Plan and approved architectural, landscape, and engineering documents.
   c. Following each site visit, the HA shall complete a Consultant Site Visit Record (CSVR) summarizing the field conditions and any recommendations for compliance with *The Standards*. The CSVR will then be submitted to the BI for review.

5. Final Monitoring (D, CM, PA, HA)
   a. Generate a final Punch List of items to complete according to the Treatment Plan and architectural, landscape, and engineering documents.

6. Draft Monitoring Report (HA, BI)
   a. Draft report of monitoring process to be submitted to the BI for review.

7. Final Monitoring Report (D, HA, BI)
   a. Final Monitoring Report, review and update of HABS documents (if necessary) to be submitted to Development Services and the San Diego History Center.

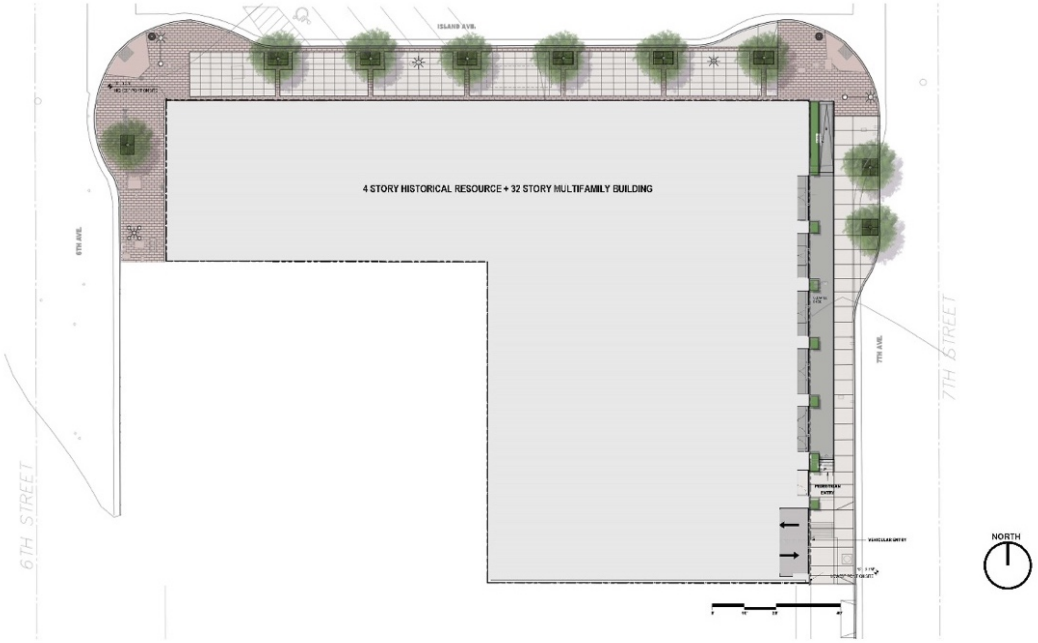

Figure 2: 611 Island Avenue site development plan. **Source: Carrier Johnson + Culture**

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City of San Diego
Development Services

Community Planning Committee Distribution Form

Project Name:	Project Number:
Cresleigh 611 Island project	687976

Community: Downtown

For project scope and contact information (project manager and applicant), log into OpenDSD at https://aca.accela.com/SANDIEGO.

Select "Search for Project Status" and input the Project Number to access project information.

- ● Vote to Approve
- ☐ Vote to Approve with Conditions Listed Below
- ☐ Vote to Approve with Non-Binding Recommendations Listed Below
- ☐ Vote to Deny

# of Members Yes	# of Members No	# of Members Abstain
11	2	

Conditions or Recommendations:
na

☐ No Action
(Please specify, e.g., Need further information, Split vote, Lack of quorum, etc.)

NAME: ROBERT B. LINK

TITLE: DCPC INTERIM CHAIR

DATE: October 26, 2021

Attach additional pages if necessary (maximum 3 attachments).