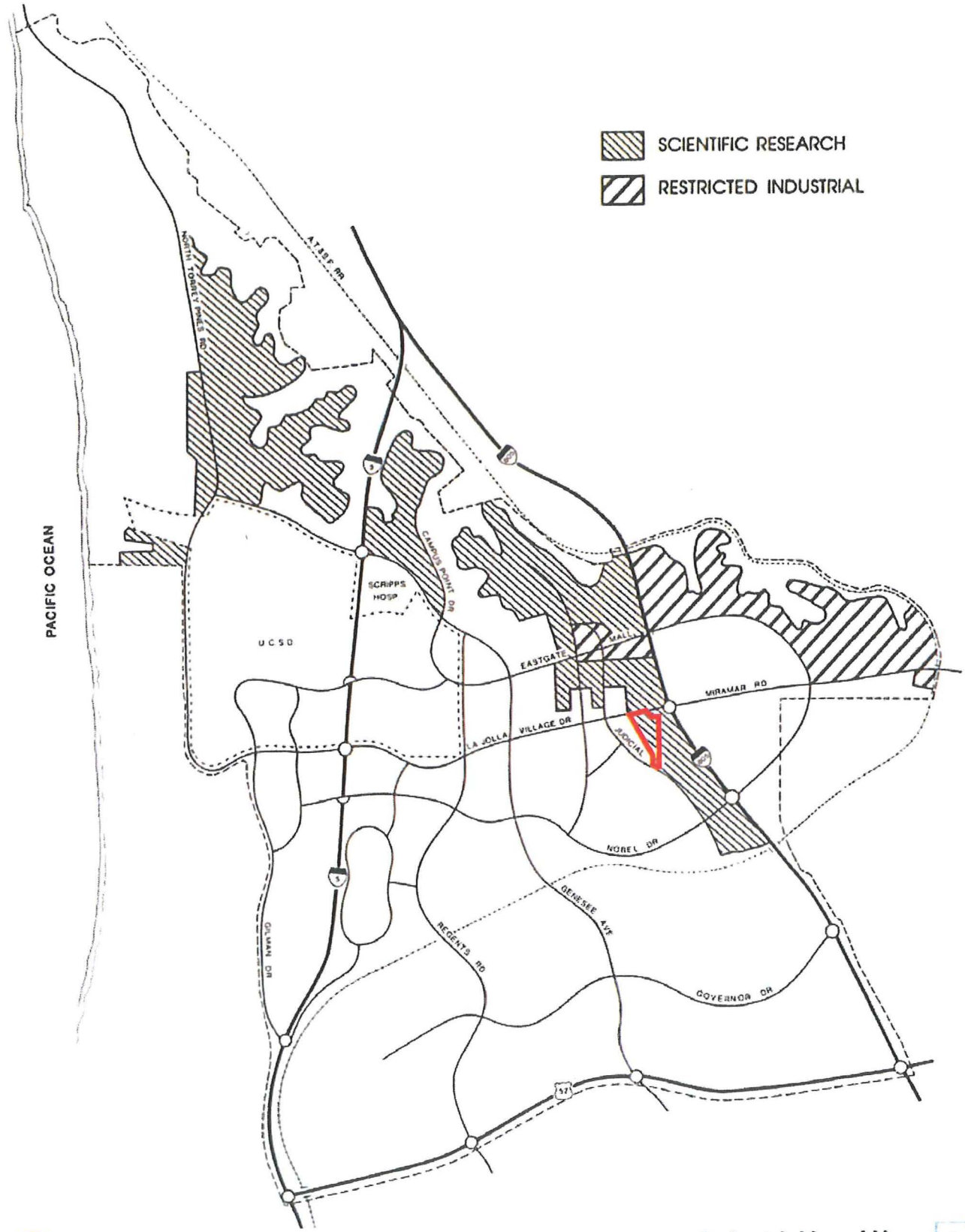
SCIENTIFIC RESEARCH
RESTRICTED INDUSTRIAL
PACIFIC OCEAN
NORTH TORREY PINES RD
ATSF RR
CAMPUS POINT DR
SCRIPPS HOSP
UCSD
EASTGATE MALL
MIRAMAR RD
LA JOLLA VILLAGE DR
JUDICIAL
NOREL DR
GENESEE AVE
REGENTS RD
GILMAN DR
GOVERNOR DR
5
805
52
163
Industrial Land Uses
University Community Plan
34
FIGURE

PLANNING COMMISSION RESOLUTION NO. 4714-PC

INITIATING AN AMENDMENT TO THE GENERAL PLAN
AND THE UNIVERSITY COMMUNITY PLAN

WHEREAS, on July 14,2011, the Planning Commission of the City of San Diego held a public hearing for the purpose of considering a request to initiate an amendment to the General Plan and the University Community Plan; and

WHEREAS, the proposed amendment would redesignated a 7.9 acre site from Scientific Research to High Density Residential land use; and

WHEREAS, the Planning Commission of the City of San Diego considered all maps, exhibits, and written documents presented for this project; NOW, THEREFORE:

BE IT RESOLVED by the Planning Commission of the City of San Diego, that the initiation of a plan amendment in no way confers adoption of a plan amendment, that neither staff nor the Planning Commission is committed to recommend in favor or denial of the proposed amendment, and the City Council is not committed to adopt or deny the proposed amendment; and

BE IT FURTHER RESOLVED that the Planning Commission of the City of San Diego determines that the proposed plan amendment meets the three criteria for initiation as described in section LU-D.10 of the Land Use Element of the General Plan:

a) **The amendment request appears to be consistent with the goals and policies of the General Plan and community plan and any community plan specific amendment criteria**

b) **The proposed amendment provides additional public benefit to the community as compared to the existing land use designation, density/intensity range, plan policy or site design**

c) **Public facilities appear to be available to serve the proposed increase in density/intensity, or their provision will be addressed as a component of the amendment process**

The following land use issues have been identified with the initiation request. These plan amendment issues, as well as others that have been and/or may be identified, will be analyzed and evaluated through the community plan amendment review process:

- Analyze and address the Prime Industrial Lands - Collocation/Conversion Suitability Factors in General Plan Appendix C, EP-2
- Evaluate the need for additional residential units in the vicinity
- Determine the appropriate land use designation and intensity for the site

- Evaluate the Air Quality and Noise Impacts from I-805 and MCAS Miramar
- Evaluate traffic generation and circulation
- Evaluate the accessibility of transit
- Evaluate the ability of the project to incorporate of sustainable design features
- Determine the appropriate zone to implement the proposed use and provide compatible development regulations
- Evaluate urban design issues within the site with regards to neighborhood interface and pedestrian access and circulation
- Evaluate the provision of pedestrian amenities and streetscape improvements associated with new multifamily residential development

Dan Monroe
Senior Planner
City Planning & Community Investment

Approved on July 14, 2011
Vote: 5-0-0

PTS No. 238283

cc. Legislative Recorder, Development Services Department

Planning Commission
Community Plan Amendment
Initiation Issues

1. Analyze and address the Prime Industrial Lands - Collocation/Conversion Suitability Factors in General Plan Appendix C, EP-2

Policy EP-A.12, in the General Plan's Economic Prosperity Element aims to protect prime industrial lands that support export-oriented base sector activities such as warehouse distribution, heavy or light manufacturing, research and development uses. Justification of a land use change to take an area out of prime industrial must be supported by an evaluation of the prime industrial land criteria in Appendix C, EP-1, the collocation/conversion suitability factors in Appendix C, EP-2, and the potential contribution of the area to the local and regional economy.

At the request of the applicant, Keyser Marston Associates, Inc. (KMA) has prepared a report which analyzes the prime industrial lands criteria in Appendix C, EP-1, and the collocation/conversion suitability factors listed in Appendix C, EP-2, regarding the proposed conversion of the project site from prime industrial land to residential use (Appendix C of the Final EIR). City staff has worked in conjunction with the applicant and KMA in preparation of the report to address all the criteria and factors in Appendix C, EP-1 and EP-2. The following sections include the analysis of Appendix C, EP-1 and EP-2.

Appendix C, EP-1
Prime Industrial Land Criteria

Designated Industrial: *Is the land designated for industrial uses in the applicable community plan?*

Yes, more specifically Scientific Research

Restrictive Industrial Zoning: *Is the land in an area where zones have been applied to restrict residential and commercial uses that were previously permitted in many older industrial areas?*

Yes. The site was zoned IP-1-1 in the year 2000 as part of the original La Jolla Crossroads project which made the zone consistent with the existing Scientific Research land use designation in the University Community Plan.

Market Feasibility: *In communities where at least 30 acres of fully entitled vacant land is available for sale, are land prices low enough so that new industrial development is still feasible?*

As illustrated in Table A-1 of KMA's report, several land transactions of industrial land have occurred in the last few years. Land prices of those transactions indicate that new industrial

development is still feasible in the University Community. However, the project site would likely be one of the last sites to be developed, if at all, due to the following constraints:

- The site is immediately adjacent to existing residential development, a factor which differentiates the project site from the previous industrial land transactions. The project is within 50 feet of approximately 2,500 residential units which would place a greater restriction on new Scientific Research (SR) Development.
- The project site's parcel configuration (narrow and triangular) would make it difficult to develop a large floor-plate industrial structure, consistent with current market demand for SR or high technology users in San Diego.
- Existing entitlement of the La Jolla Crossroads Planned Industrial Development (PID) permit requires two, 81,000 square foot, 3-story curved triangular structures. The second and third story floor-plates are progressively smaller than the first. Although there is the ability to revise the configuration of the structures, as mentioned above, the configuration of the parcels would make it difficult to accommodate a more traditional large floor-plate structure and needed parking.
- The proposed parking approved as part of the PID would provide 2.5 spaces per 1,000 square feet in below grade structures. The low parking ratio and cost associated with below grade parking may further deter potential SR or high tech users.

Predominantly Developed or Developable with Industrial Uses: *Has the majority of the developed portion of the industrial area been developed with heavy industrial, light industrial, research and development and other base sector uses? Does the area have the physical characteristics suitable for modern industrial development?*

The industrial areas of the University Community have been primarily developed with office, research and development uses and contain the physical characteristics suitable for modern industrial development.

Free from Non-Industrial Encroachment*: Is the industrial area generally free from residential uses and does it contain few institutional or "public assembly" uses or sensitive receptor land uses? Are less than 50 percent of existing uses commercial, or other non-industrial uses?*

The University Community's land designated for industrial use is free from residential use and contains few, if any public assembly and sensitive receptor land uses. However, the project site is located next to an area identified as an Urban Node in the UCP which is characterized by concentrated mix of employment, retail, residential and recreational uses. KMA analyzed a 1,000 foot radius around the project site to determine the mix of uses within close proximity. Within the 1,000 foot radius, approximately 50 percent of the developed acreage is residential, 31 percent industrial, 11 percent office and 8 percent park land.

Proximity to Resources of Extraordinary Value: *Is the area in proximity to certain human resources and infrastructure investments to which access is fundamental to the type of use it would support?*

Yes. The project site is approximately three miles from the University of California at San Diego (UCSD). UCSD's research enterprise creates new innovations which in turn are introduced as products in the marketplace, often by start-up companies spawned by UCDS's faculty and alumni. It is also one of the top employers in San Diego County. In addition to the project site's proximity to UCSD, the project site is also in close proximity to other major scientific research institutions (e.g. Scripps Research Institute, Salk, Burnham, etc.).

Appendix C, EP-2
Collocation/Conversion Suitability Factors

Area Characteristics: *The amount of office and commercial development in the area. The significance of encroachment of the non-industrial uses which has already occurred in the area. The area's attractiveness to manufacturing, research and development, wholesale distribution, and warehousing uses, based on a variety of factors including: physical site characteristics, parcel size, parcel configuration, surrounding development patterns, transportation access, and long-term market trends.*

Relatively little encroachment of non-industrial use has occurred in areas designated for industrial use by the UCP. However, as noted above, the project site is adjacent to an area identified as an Urban Node which is characterized by a relatively high density, mixed-use core in the area of La Jolla Village Drive and Genesee Avenue. Within a 1,000 foot radius of the project site approximately 50 percent of the developed land is for residential use and 11 percent for office use.

Generally, the industrial areas of the community are attractive for manufacturing, research and development and high technology uses. However, the project site's parcel configuration and adjacency to existing residential development would place several constraints on potential industrial users.

Transit Availability: *The area is located within one-third mile of existing or planned public transit. The project proponent's ability to provide or subsidize transit services to the project, if public transit service is not planned or is inadequate.*

The residents of the proposed project would have access to the existing Super Loop Bus Rapid Transit - Bus Route 204, with a stop just south of the intersection of Sydney Court and Judicial Drive approximately 300 feet away. Bus Route 204 provides peak hour service every 10 minutes and non-peak hour service every 15 minutes to the Westfield University Towne Center Mall UTC Transit Center. From the transit center, connections to Super Loop Bus Routes 201 and 202 can be made which serve the western portion of the University Community including La Jolla Village Square shopping center, UCSD, UCSD Medical Center Thornton Hospital, Scripps Memorial Hospital and employment areas in the Torrey Pines Mesa. Additionally, numerous bus connections can be made at the UTC Transit Center which provide service to downtown. The Mid Coast Trolley extension from the Old Town Transit Center to the UTC Transit Center is anticipated to begin construction in 2015 with the line going into service in 2018. This extension would provide expanded transit service for all residents of the University Community with little or no transfers needed to access many areas in the City of San Diego and neighboring cities.

The existing La Jolla Crossroads residential development currently provides its own shuttle service to its residents and would serve future residents of the proposed project. The current shuttle service provided is a 16-seat shuttle, operating seven days a week, making twelve stops each day which would help reduce additional vehicle trips within the community.

Impact on Prime Industrial Lands: *The location of the proposed project adjacent to prime industrial lands and the impact of the proposed project utilization of the prime industrial lands for industrial purposes.*

The project is located adjacent to an existing Scientific Research site which has additional development entitlement. The utilization of the project site for residential use would not preclude the development of the additional entitlement on the adjacent industrial site. The adjacent site is owned by Alexandria Real Estate Equities and is leased to the scientific research company Illumina. The applicant has contacted both parties and they have exchanged plans for both sites. The applicant has stated that there has been no subsequent contact from/with the referenced parties and no additional concerns have been expressed beyond those currently included in the report by KMA.

Significance of Residential/Employment Component: *The significance of the proposed residential density to justify a change in land use. If residential is proposed on the same site, the amount of employment space on the site is to be retained.*

The proposed amendment would redesignate the site to High-Density Residential and would develop 472 multi-dwelling units at a density of 60 dwelling units per acre. Ten percent of the proposed units would be set aside as affordable to households earning up to 65% of the Area Median Income. No employment uses are proposed as part of the project.

The additional residential units would provide housing for major employers in the University Community including UCSD, Scripps, and many more scientific research companies. Housing in close proximity to employment uses and transit which serves nearby employment would help implement smart growth policies in the General Plan and SB 375 for sustainable communities.

Residential Support Facilities: *The presence of public and commercial facilities generally associated with residential neighborhoods in close proximity to the area, such as recreational facilities, grocery stores, and schools.*

The proposed project is in close proximity to residential support facilities including grocery stores (within one mile), retail shopping at Westfield UTC Mall, educational facilities from elementary to university levels, and library and recreational use at the nearby Nobel Athletic Area located just south of the project site.

Airport Land Use Compatibility: *The location of the site in the airport influence area where incompatibilities may result due to adopted Airport Land Use Compatibility Plan policies, Air Installation Compatibility Use Zone Study recommendations, and restrictive use easements.*

The project site is not located within an area where residential development is identified as an incompatible use by the Airport Land Use Compatibility Plan for Marine Corp Air Station Miramar

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Public Health: *The location of the site in an employment area where significant incompatibilities may result regarding truck traffic, odors, noise, safety, and other external environmental effects.*

An Air Quality Technical Report was prepared in conjunction with the preparation of an Environmental Impact Report for the proposed project. The report concluded that health impacts from the adjacent industrial development on the proposed residential development would be at acceptable levels. Any new toxic air contaminants (TAC) proposed by the adjacent industrial development would be subject to permitting by the San Diego Air Pollution Control District (SDAPCD). As part of the permit review, the SDAPCD would evaluate the health impacts associated with the new source and would be required to comply with SDAPCD Rule 1200. Rule 1200 establishes acceptable risk levels and emission control requirements for new and modified facilities that may emit TACs.

Public Facilities: *The availability of facilities to serve the residential units. Provide public facilities on-site wherever feasible.*

Public facilities are available to serve the proposed residential units. Nobel Athletic Area and North University Branch Library are located within a quarter mile of the project site and are available to serve residents of the project. The applicant would be required to pay all Facilities Benefit Assessment fees and school fees to address the increase in population in the community and ensure the provision of adequate public facilities can be achieved.

The proposed project will include fenced play areas, two pools, a 'kiddie' pool with seating area for parents, spas and outdoor living areas. Seating areas with tables, chairs and barbeques would also be provided. Walking and jogging areas are planned along the eastern edge of the project and residents would have access to the existing recreational amenities in the existing La Jolla Crossroads development.

Separation of Uses: *The adequacy of the separation between industrial and residential properties with regard to hazardous or toxic air contaminants or hazardous or toxic substances. Determine if there are any sources of toxic or hazardous air contaminants, or toxic or hazardous substances, within a quarter mile of the property between proposed residential or other sensitive receptor land uses and proposed properties where such contaminants or substances are located. If so, an adequate distance separation shall be determined on a case-by-case basis based on an approved study submitted by the applicant to the City and appropriate regulatory agencies. If no study is completed, provide a 1000-ft. minimum distance separation between property lines. Uses which are not sensitive receptor land uses, such as most commercial and business offices, retail uses, parking, open space and public rights-of way can locate between the properties within the separation area.*

An Air Quality Technical Report was prepared in conjunction with the preparation of an Environmental Impact Report for the proposed project. The report concluded that health impacts from hazardous or toxic air contaminants or hazardous or toxic substances from the adjacent industrial development on the proposed residential development would be at acceptable levels. Any new toxic air contaminants (TAC) proposed by the adjacent industrial development would be subject to permitting by the San Diego Air Pollution Control District (SDAPCD). As part of the permit review, the SDAPCD would evaluate the health impacts associated with the new source and would be required to comply with SDAPCD Rule 1200. Rule 1200 establishes acceptable risk levels and emission control requirements for new and modified facilities that may emit TACs.

Potential Contribution of the Area to the Local and Regional Economy

A discussion on the potential contribution to the economy is included in the La Jolla Crossroads Economic Prosperity Elements Impacts report prepared by KMA and included as Attachment XX to this Planning Commission Report.

2. Evaluate the need for additional residential units in the vicinity

The University Community is identified as a Subregional Employment area by the General Plan. The northern area of the community is characterized by large low-rise industrial and mid-rise office structures in well-planned industrial parks. These industrial parks were developed to complement the academic scientific research at UCSD by creating a campus-like atmosphere conducive to the application of scientific research to high technology product development.

The southerly area of the community has been developed with a mixture of mid-and high-rise office buildings, multifamily housing, hospitals, retail and hospitality uses. The area is well served by transit including an intra-community loop bus route known as the Super Loop Bus Rapid Transit service. In addition to the existing transit service, plans are in review for the extension of the trolley from Old Town Transit Center to the UTC Transit Center via the Mid-Coast Trolley Line. The efficient location of high intensity employment adjacent to medium and high density residential with retail services enhances the potential for pedestrian oriented village development.

The applicant has completed a survey of over 2,700 residents who live in the University Community area. The majority of those surveyed were students and staff of UCSD (70%) and those working in the Life Sciences and High Technology fields (22%). The addition of high density residential development at the project's location would support the University Community as a Subregional Employment area without eroding the more formalized industrial park areas in the northern area of the community which are devoted to the application of scientific research and high technology product development. The development of residential units within this high intensity employment area would also promote sustainable communities as described in SB 375.

3. Determine the appropriate land use designation and intensity for the site

The project has been designed as an extension of the existing La Jolla Crossroads project which has a residential land use designation of High Density Residential (45-75 dwelling units per acre). The

proposed land use designation for the project site is High Density Residential to match that of the existing La Jolla Crossroads project and would allow an intensity and design similar to the existing adjacent residential development.

4. Evaluate the Air Quality and Noise Impacts from I-805 and MCAS Miramar

A detailed response is included in the Air Quality Technical Report in the EIR that evaluates the local and regional climate, meteorology and topography, and air quality conditions and recent trends in the San Diego Air Basin and project area, as well as the project's impact on the ability to meet regional air quality strategies. Stationary and non-stationary emissions are addressed in the EIR, as will a discussion on potential odor impacts resulting from traffic. The air quality technical report also includes an assessment of the project in relation to its greenhouse gas (GHG) emissions and the potential contribution to impacts on global climate change. The report concluded that Construction of the project would result in a temporary addition of pollutants to the local air shed caused by soil disturbance, fugitive dust emissions, and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling construction materials. The analysis concludes that the daily construction emissions would not exceed the City's significance thresholds for criteria pollutants. Air quality impacts resulting from construction would, therefore, be less than significant. Additionally, long-term operational emissions were found to be less than significant for all criteria pollutants.

5. Evaluate traffic generation and circulation

A Traffic Study has been prepared and approved by City Transportation Staff and is included as an appendix in the EIR. The boundary study area was established; intersection and segments and freeway ramps and segments have been evaluated; traffic generation and traffic distribution for the project have been analyzed. The impact summary concluded that the project, cumulatively with other projects, would result in a level of service (LOS) E during the p.m. peak hour at Judicial Drive and Executive Drive by Horizon Year 2030 and project traffic exceeds City's significance thresholds. The mitigation is the construction of either of the following two improvements: Mitigation Option 1: A mitigation measure has been identified as part of the La Jolla Centre III EIR that would improve the LOS in the long-term condition at the Judicial Drive and Executive Drive intersection, and specifies that a "150-foot-long dedicated eastbound right-turn lane shall be added" (La Jolla Centre III EIR, City of San Diego Project No. 176134, SCH No. 2010091015, November 2011). Mitigation Option 2: A westbound left-turn lane would be constructed within the existing landscaped median. This left-turn lane would allow the signal phasing to be modified away from east-west split phasing to be more efficient. Either of the two mitigation options would fully mitigate project impacts and achieve an acceptable LOS at the intersection of Judicial Drive and Executive Drive.

6. Evaluate the accessibility of transit

The residents of the proposed project would have access to the existing Super Loop Bus Rapid Transit - Bus Route 204, with a stop just south of the intersection of Sydney Court and Judicial Drive approximately 300 feet away from the project site. Bus Route 204 provides peak hour service every 10 minutes and non-peak hour service every 15 minutes to the Westfield

University Towne Center Mall UTC Transit Center. From the transit center, connections to Super Loop Bus Routes 201 and 202 can be made which serve the western portion of the University Community including La Jolla Village Square shopping center, UCSD, UCSD Medical Center Thornton Hospital, Scripps Memorial Hospital and employment areas in the Torrey Pines Mesa. Additionally, numerous bus connections can be made at the UTC Transit Center which provides service to downtown. The Mid Coast Trolley extension from the Old Town Transit Center to the UTC Transit Center is anticipated to begin construction in 2015 with the line going into service in 2018. This extension would provide expanded transit service for all residents of the University Community with little or no transfers needed to access many areas in the City of San Diego and neighboring cities.

7. Evaluate the ability of the project to incorporate of sustainable design features

Sustainable design features are included in the project and are analyzed in the EIR. Some of the features that have been incorporated into the project include Water Sense or Energy Star appliances, as approved by the Public Utilities Director and the City of San Diego, as well as certified or equivalent water conservation measures including features to reduce potable water consumption, low-flow toilets and bathroom fixtures, rain shutoff devices, irrigation systems that will be connected to the existing reclaimed water system and designed for individual area requirements, flow reducers or shutoff valves to control water loss in the event of broken heads or lines. The project includes design and construction of all buildings to include Leadership in Energy and Environmental Design. Solar panels and dual pane windows are also incorporated into the design. Additional features include free shuttle buses for residents to promote alternative transportation, construction waste management, electrical appliances that exceed Title 24 requirement by 20%, secure bike racks and bike storage facilities, and preferred parking spaces for low emitting vehicles.

8. Determine the appropriate zone to implement the proposed use and provide compatible development regulations

The proposed project would include a rezone of the project site from IP-1-1 (Industrial Zone) to RM-3-9 (Multi-Family Residential). The RM-3-9 zone would allow the proposed residential development at 59.9 dwelling units per acre which is consistent with the proposed land use designation of the site of High Density Residential (45-75 dwelling units per acre).

9. Evaluate urban design issues within the site with regards to neighborhood interface and pedestrian access and circulation

The project has been designed as an extension of the existing La Jolla Crossroads project through use of similar colors, materials, building articulation, landscaping and pedestrian oriented features to fit seamlessly into the existing character of adjacent development. Parking would be provided below grade and under buildings to eliminate any visual impact that surface parking would otherwise create. The siting and orientation of the buildings would maximize solar access into the project's interior courtyards and would not create any shadow impacts on adjacent development. Landscaping along the eastern boundary of the site would help buffer the residential use from the surface parking lots for the adjacent Scientific Research use. Rooftop

equipment would be hidden from public view and trash and storage areas would be provide in the parking areas out of public view.

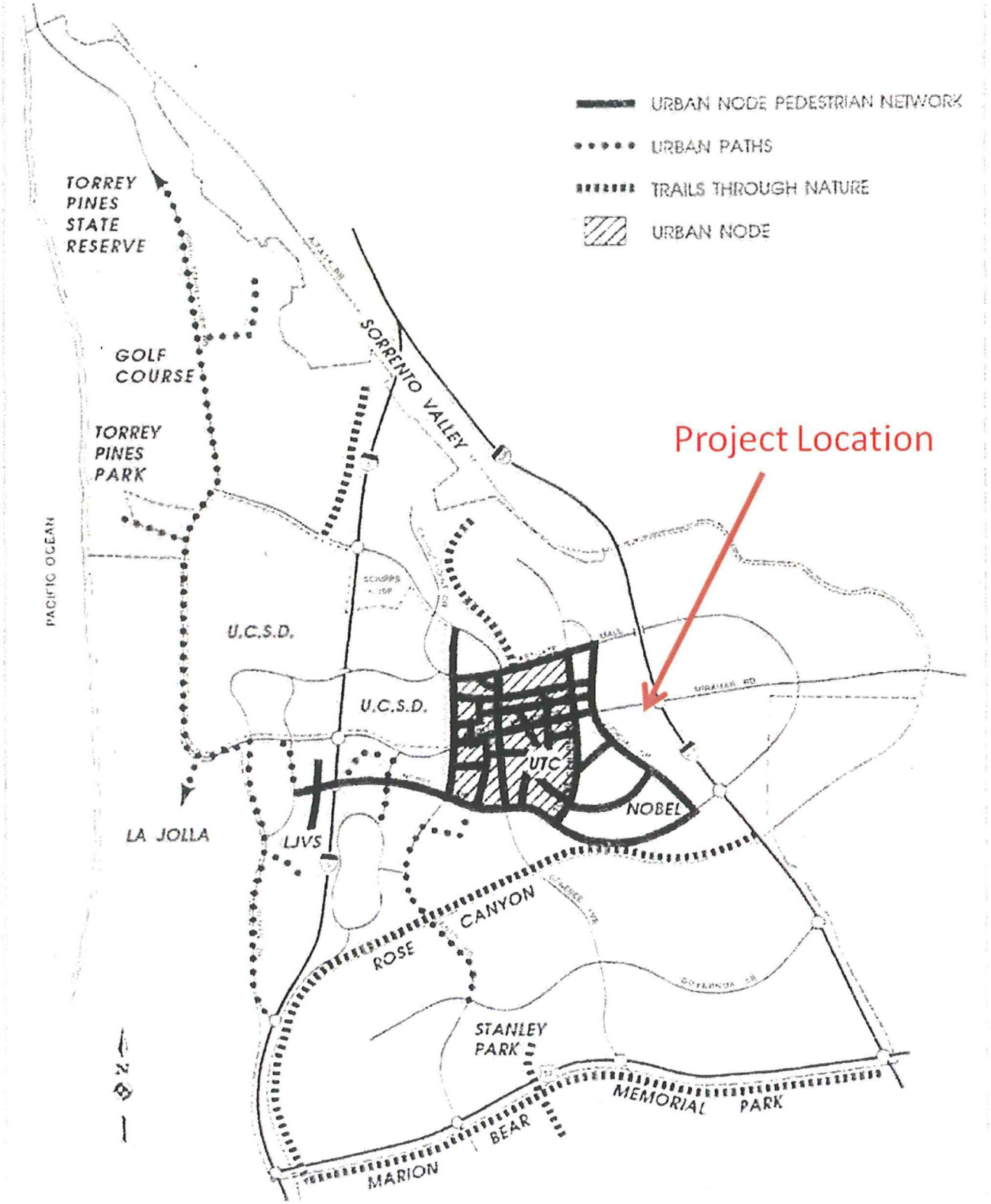
Sidewalks along Sydney Court would be noncontiguous and parkways would include street trees and landscaping to match existing development to the west and ensure a comfortable pedestrian experience. Interior walkways have been designed with a pedestrian orientation and would provide convenient and direct access to buildings within the project site and connections to the existing La Jolla Crossroads project. Building design includes articulation with use of varying materials, off-setting planes and colors to help reduce impacts of bulk and scale and create a more pleasant pedestrian experience.

The location of the project is situated where employment, retail, recreation and entertainment are concentrated near easy access to transit which would help promote walking and bicycling as a preferred mode of transportation rather than use of vehicles to make short trips to those uses. The planned extension of the trolley as part of the Mid Coast Extension to the Westfield UTC Shopping Towne transit as well as the full routing of the Super Loop Bus Rapid Transit now in service would also provide increased accessibility to transit for use as an alternate mode of transportation. Managed Lanes projects for both Interstate 5 and 805 and Direct Access Ramps to the community for Bus Rapid Transit would provide an even greater level of accessibility to transit to help reduce vehicle use as a preferred mode of transportation.

10. Evaluate the provision of pedestrian amenities and streetscape improvements associated with new multifamily residential development

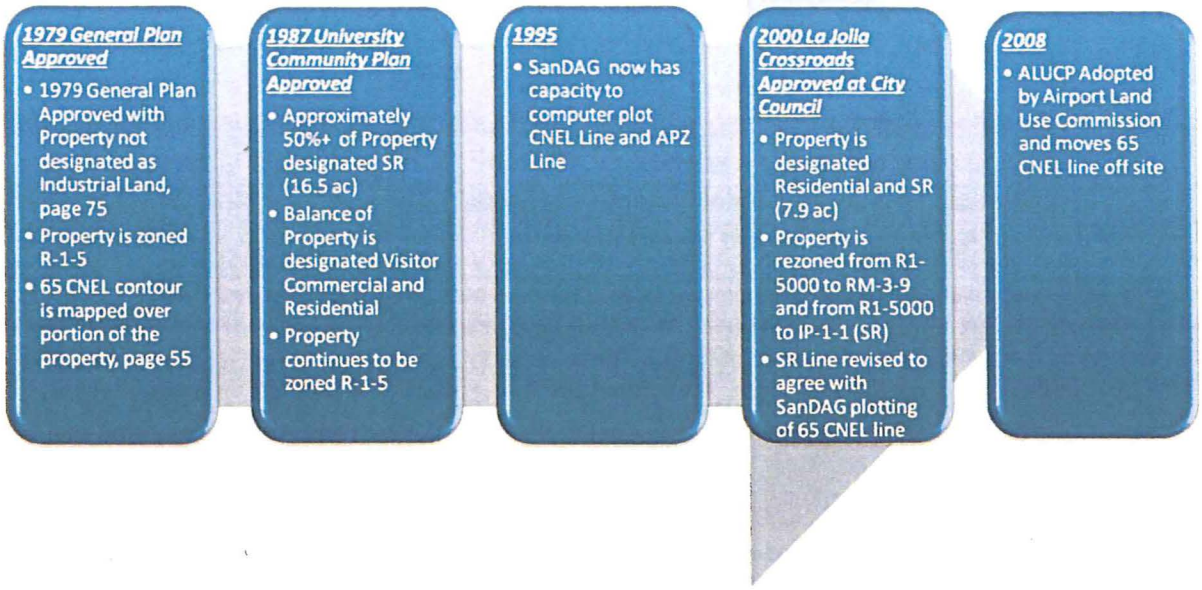
The proposed project will include fenced play areas, two pools, a 'kiddie' pool with seating area for parents, spas and outdoor living areas. Seating areas with tables, chairs and barbeques would also be provided. Walking and jogging areas are planned along the eastern edge of the project and residents would have access to the existing recreational amenities in the existing La Jolla Crossroads development.

As discussed above in issue number 9, the project proposes non-contiguous streets with landscaped parkways to provide a comfortable pedestrian experience along Sydney Court.



Primary Pedestrian Network (to be supplemented by internal paths within UCSD and superblocks)
University Community Plan

10 FIGURE



3. ***Market Feasibility – In communities where at least 30 acres of fully entitled vacant land is available for sale, are land prices low enough so that new industrial development is still feasible?***

The UCP area is located within the University Town Center (UTC) industrial submarket. As illustrated on Table A-1, few industrial land sale transactions have occurred in the UTC submarket in the last few years. Of those transactions that have occurred, land prices ranged from $28/SF to $46/SF. The sale of these properties to speculative industrial developers may indicate that there is a market for the industrial (SR) real estate in the area. However, the subject would likely be one of the last to be developed for SR/industrial use due to the following constraints:

- Immediately adjacent to existing residential development, a factor which differentiates the subject site from these properties. The fact that 2,500 residential units would be within 50 feet of the new SR development is a further restriction to the site's development capability for SR.

- The site's parcel configuration (narrow and triangular) would make it difficult to develop a large floor-plate industrial structure, consistent with current market demand for high technology users in San Diego.

- The adjacency of existing 5-story resident units at La Jolla Crossroads could create land use conflicts for the user of any industrial development on the subject site.

- Existing entitlement of La Jolla Crossroads PID requires two 81,000 SF 3-story curved triangular structures. This unusual and highly inefficient 3 story structure includes the requirement that the second and third story floor-plates are progressively smaller than the first.

- Site is approved for only 405 parking spaces or 2.5 spaces per 1,000 SF in contrast to the more typical 3 – 4 spaces per 1,000 SF for R&D, & office facilities. This parking limit would limit vertical development square footage to approximately 100,000 SF in order for it to be marketable and feasible.

- The proposed parking is also planned to be below grade which would substantially add costs which also may deter potential users.

A user/developer would most likely have to obtain relief from these restrictive design requirements through approval by the City of a Substantial Conformance Review (SCR) or by discretionary approval of an amendment to the existing PID. While the site could still accommodate a limited range of industrial users, such as Contract Research Organizations (CRO's), the parcel size/shape, its proximity to existing residential, and the restrictive design guidelines of the approved PID render the site much less attractive to modern industrial users than the other developed and undeveloped industrial properties in the survey area.

Another indicator of market feasibility are the vacancy and rents generated in the market area. As shown on Table A-2, the UTC submarket generates the highest rental rates, but also the highest industrial vacancy factor in San Diego County. It has been reported, but is unconfirmed at this time, that recent absorption of large spaces may have occurred that may drive the vacancy factor lower. At the higher price point, land prices may be considered too high and speculative to attract industrial developers.

4. ***Predominantly Developed or Developable with Industrial Uses – Is the majority of the developed portion of the industrial area developed with heavy industrial, light industrial, research and development and other base-sector uses? Does the area have the physical characteristics suitable for modern industrial development?***

   The industrial areas of the UCP area are developed primarily with office/research and development uses and contain physical characteristics suitable for modern industrial development.

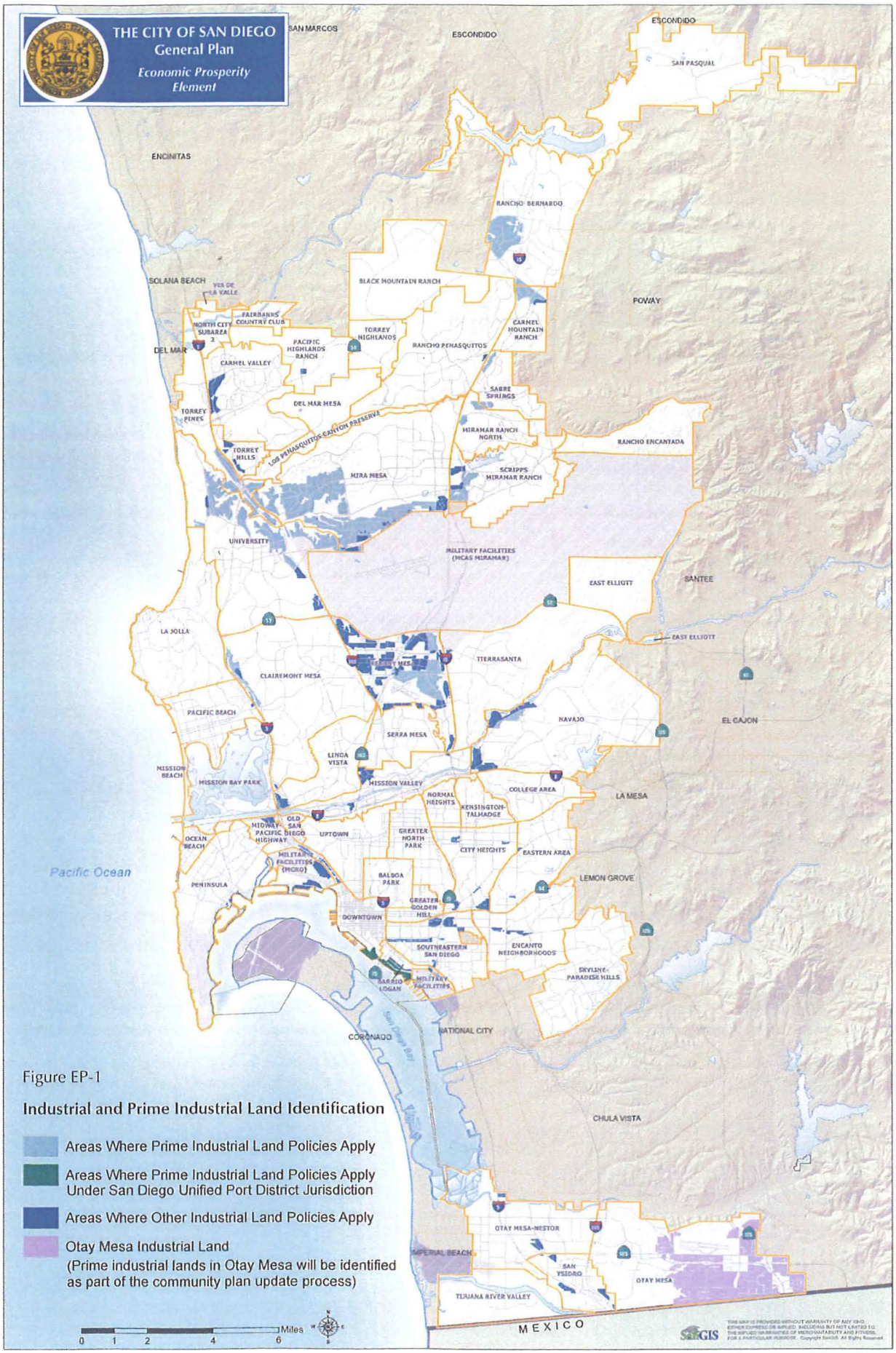
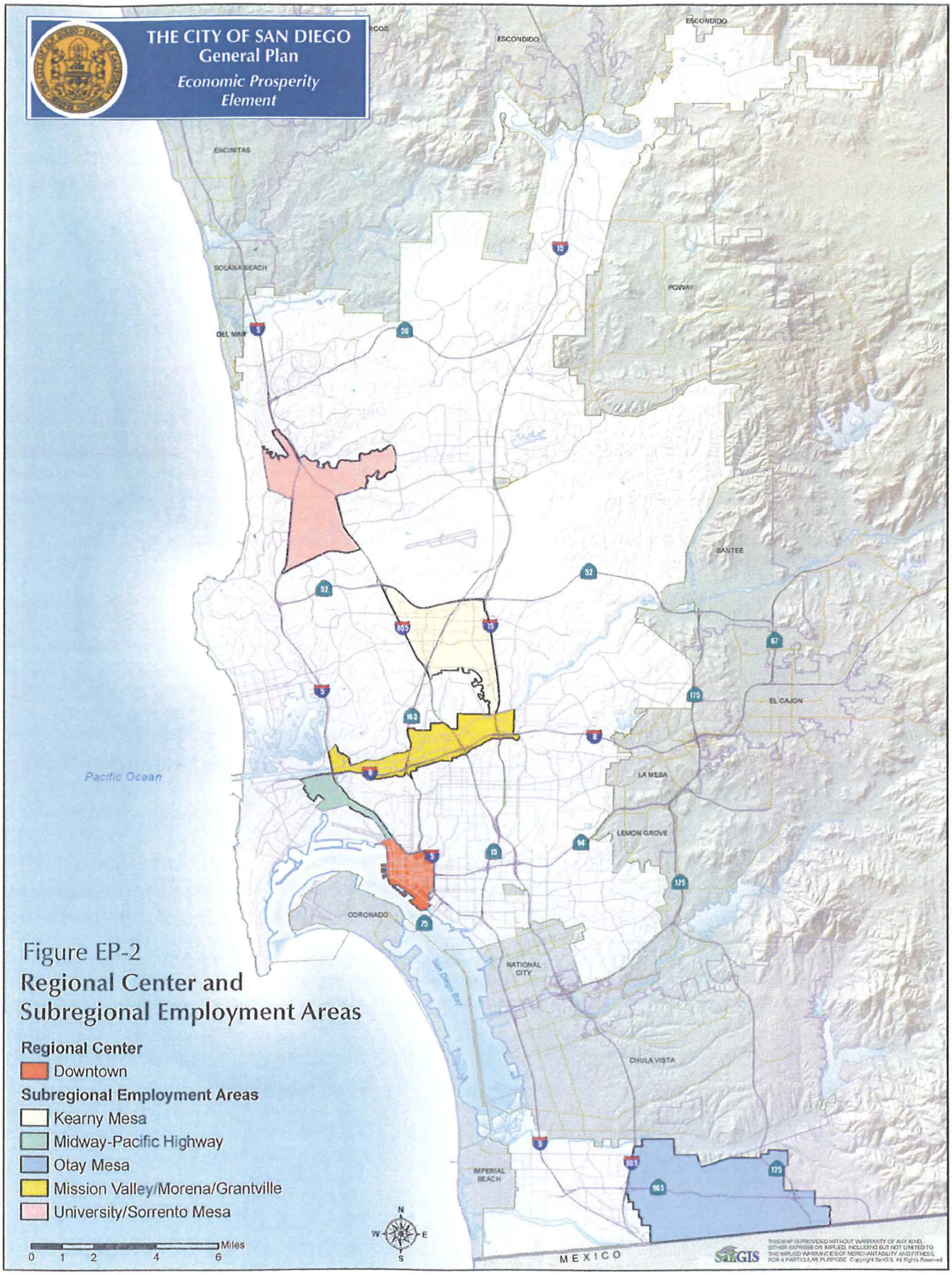


Figure EP-1

Industrial and Prime Industrial Land Identification

- Areas Where Prime Industrial Land Policies Apply
- Areas Where Prime Industrial Land Policies Apply Under San Diego Unified Port District Jurisdiction
- Areas Where Other Industrial Land Policies Apply
- Otay Mesa Industrial Land
  (Prime industrial lands in Otay Mesa will be identified as part of the community plan update process)


THE CITY OF SAN DIEGO
General Plan
Economic Prosperity Element
ESCONDIDO
ENCINITAS
SOLANA BEACH
DEL MAR
POWAY
SANTEE
EL CAJON
LA MESA
LEMON GROVE
NATIONAL CITY
CHULA VISTA
CORONADO
IMPERIAL BEACH
Pacific Ocean
MEXICO
Figure EP-2
Regional Center and Subregional Employment Areas
Regional Center
Downtown
Subregional Employment Areas
Kearny Mesa
Midway-Pacific Highway
Otay Mesa
Mission Valley/Morena/Grantville
University/Sorrento Mesa
Miles
0 1 2 4 6
N
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S
SanGIS

La Jolla Crossroads

San Diego, Ca

for

La Jolla Crossroads 1, LLC

Concept Design

Development Summary

Summary Of Request:

- Construction of up to 309 multi-family dwelling units, associated amenities and parking garages on a 7.93 ac site. Request includes a University Community Plan Amendment to change the land use designation from Industrial to Residential, rezone from IP-1-1 & lot 12 RS-1-14 to RM-3-9, process an amendment to PRD/PID No. 99-0647, and Vesting Tentative Map processed under the Expedite Program for Affordable/In-Fill Housing & Sustainable Buildings. Although the development is being entitled as a condominium project, it is the intent of the application to operate the entire project long term as a for rent project.
  Requesting SDP SDMC 126.0502(b)(4)

Deviations:

- A deviation is requested for the maximum height of the structure. The maximum height allowed is 60 ft, proposed maximum height is 89 ft .
- A deviation is requested for lots 2 and 3 since they do not have street frontage. (RM-3-9 requires each to to have 70' of street frontage)
- A deviation is requested for lot 1 since it does not provide street frontage for vehicular access.
- A deviation is requested for lot 1 street side setback to allow 69% of bldg. to encroach between 12 ft - 27 ft into the 33 ft street side setback.
- A deviation from SDMC Section 142.0341 is requested for the side setback of Lot 2 to permit 89% of the building to encroach eight feet into the required 20 foot front yard setback and 18% of building to encroach 15 feet into 20 ft. front setback.
- A deviation is requested for lot 3 front setback to allow 58% of bldg. to encroach 8 ft into 20 ft front setback; 42% of bldg. to encroach 15 ft into 20 ft front setback. The southwest corner of Parking Garage (Bldg. 13) encroaches 8 ft into 20 ft front setback.

Legal Description:
Refer to Civil Drawing C1.0

Type Of Construction:
Units Above Podium: Type IIIA
Units Below Podium / Garage: Type IA

Occupancy:
Units: R2
Garage: S2
Recreation Area: A3

Zone:
RM-3-9

Gross Site Area:
345,620 SF - 7.93 Acres

Gross Floor Area - FAR:
767,329 sf - 2.22 FAR (767,329 / 345,620)

Existing Use:
Surface Parking, No Existing Structure

Proposed Use:
309 Multi-Family Residential Dwelling Units

Landscape Area Square Footage:
Refer to Landscape Drawing L4.0

Sheet Index

Project Team

Owner: La Jolla Crossroads 1, LLC
9110 Judicial Drive
San Diego, CA 92122
(858) 200-2244

Architect: Togawa Smith Martin, Inc.
(213) 614-6050

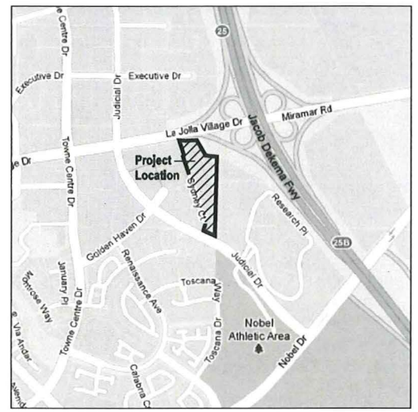
Civil Engineer: Leppert Engineering
(858) 597-2001

Landscape Architect: Roy Kato Landscaping
(626) 793-9871

Environment: Dudek & Associates
(760) 942-5147

Traffic Engineer: Urban Systems Associates USA
(858) 560-4911

Vicinity Map



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TBD
PROJECT NAME:
LA JOLLA CROSSROADS
SHEET TITLE:
COVER PAGE
SHEET 1 of 44
SCALE

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UNIT MIX SUMMARY

BUILDING 10

	Type	R1	R2	R3	R4	R5	TOTAL
Jr	JrA	5	5	5	5	3	23
1-BR	1A	7	7	7	3	-	24
	1Am	-	-	-	4	3	7
2-BR	2A	1	1	1	1	-	4
	2B	4	4	4	2	1	15
	2C	2	2	2	2	-	8
	2Am	-	-	-	-	1	1
	2Bm	-	-	-	2	1	3
	2Cm	-	-	-	-	2	2
3-BR	3A	1	1	1	1	-	4
	3Am	-	-	-	-	1	1
	TOTAL	20	20	20	20	12	92

BUILDING 11

	Type	P1	R1	R2	R3	R4	R5	TOTAL
Jr	JrA	1	1	1	1	1	-	5
1-BR	1A	5	10	11	11	10	1	48
	1Am	-	-	-	-	1	9	10
2-BR	2A	1	-	1	1	1	-	4
	2B	5	8	8	8	5	1	35
	2C	-	-	-	-	-	-	-
	2Am	-	-	-	-	-	1	1
	2Bm	-	-	-	-	3	4	7
	2Cm	-	-	-	-	-	-	-
3-BR	3A	-	1	1	1	1	-	4
	3Am	-	-	-	-	-	-	-
	TOTAL	12	20	22	22	22	16	114

BUILDING 12

	Type	R1	R2	R3	R4	R5	R6	R7	TOTAL
Jr	JrA	-	-	-	-	-	-	-	-
1-BR	1A	2	9	10	11	11	10	5	58
	1Am	-	-	-	-	-	1	2	3
2-BR	2A	1	4	4	4	4	3	1	21
	2B	1	3	3	3	3	3	1	17
	2C	-	-	-	-	-	-	-	-
	2Am	-	-	-	-	-	1	2	3
	2Bm	-	-	-	-	-	-	1	1
	2Cm	-	-	-	-	-	-	-	-
3-BR	3A	-	-	-	-	-	-	-	0
	3Am	-	-	-	-	-	-	-	0
	TOTAL	4	16	17	18	18	18	12	103

BUILDING 13 (Parking Garage)

BUILDING 10, 11, & 12

	Unit Type	Area	Total Units	Total (Net SF)
Jr	JrA	647	28	18,116
1-BR	1A	860	130	111,800
	1Am	1,014	20	20,280
2-BR	2A	1,332	29	38,628
	2B	1,110	67	74,370
	2C	1,165	8	9,320
	2Am	1,489	5	7,445
	2Bm	1,299	11	14,289
	2Cm	1,325	2	2,650
3-BR	3A	1,482	8	11,856
	3Am	1,639	1	1,639
	TOTAL	1004.5 (avg.)	309	310,393

Note:
Noise attenuation will be provided to ensure that interior noise levels are not higher than 45 dB CNEL in any habitable room.

PARKING SUMMARY

Per Table142-05C Required Parking Ratios

GARAGE A - BUILDING 10 & 11

Unit Type	Total Units	Automobile * Ratio	Required Automobile Spaces	Motorcycle Ratio	Required Motorcycle Spaces	Bicycle Ratio	Required Bicycle Spaces
Studio	28	1.5	42	0.1	2.8	0.4	11.2
1 Bedroom	72	1.5	108	0.1	7.2	0.4	28.8
1 Bedroom w/Mez	17	2.0	34	0.1	1.7	0.5	8.5
2 Bedroom	66	2.0	132	0.1	6.6	0.5	33
2 Bedroom w/Mez	14	2.25	31.5	0.1	1.4	0.6	8.4
3 Bedroom	8	2.25	18	0.1	.9	0.6	5.4
3 Bedroom w/Mez	1	2.25	2.25	0.1	0.1	0.6	0.6
**Common Area Pkg		.15 total Req.	55.2				
TOTAL	206		423		20.70		95.9

Automobile Space
Required: 423
Provided: 426

Automobile Accessible Spaces
Required: 8.46 (423 x .02)
Provided: 9

Motorcycle Spaces
Required: 20.70
Provided: 21

Bicycle Spaces
Required: 95.9
Provided: 108

Additional spaces from Parking Garage (13) : 265
Total additional spaces to be used toward replacement parking (existing parking lot @ Sydney court.)

PARKING GARAGE (13) - BUILDING 12

Unit Type	Total Units	Automobile * Ratio	Required Automobile Spaces	Motorcycle Ratio	Required Motorcycle Spaces	Bicycle Ratio	Required Bicycle Spaces
Studio	-	1.5	-	0.1	-	0.4	-
1 Bedroom	58	1.5	87	0.1	8.7	0.4	35
1 Bedroom w/Mez	3	2.0	6	0.1	.6	0.5	3
2 Bedroom	38	2.0	76	0.1	7.6	0.5	38
2 Bedroom w/Mez	4	2.25	9	0.1	.9	0.6	5.4
3 Bedroom	-	2.25	-	0.1	-	0.6	-
3 Bedroom w/Mez	-	2.25	-	0.1	-	0.6	-
**Common Area Pkg		.15 total Req.	27				
TOTAL	103		205		18		84.4

Automobile Space
Required: 205
Provided: 254
Additional: 265 (Replacement Parking)
Total Parking Provided In Parking Garage (13)- 519 Spaces

Automobile Accessible Spaces
Required: 4.1 (205 x .02)
Provided: 5

Motorcycle Spaces
Required: 18
Provided: 18

Bicycle Spaces
Required: 84.4
Provided: 85

GROSS FLOOR AREA - FAR

Allowed: 933,174 sf - 2.70 FAR
345,620 sf lot area x 2.70 = 933,174 sf

Proposed: 767,329 sf - 2.22 FAR ***
Refer to sheet **ii** for GFA Diagrams and Chart

Proposed Building Area:

Net Residential Area:	310,393 sf
Residential Common / Circ. Area, Balconies:	118,363 sf
Recreation Center Area:	11,151 sf
Parking Garage Area:	369,234 sf
	809,141 sf

LOT COVERAGE

Allowed: 60% (207,372 sf = 345,620 Lot Area x .60)
Proposed: 43.26% (149,500 sf = 345,620 Lot Area x .597)
Refer to sheet **ii** for Lot Coverage Diagrams

OPEN SPACE

Private
Required: 27,810 sf
(309 Units x 90 sf = 27,810 sf)
Provided: 60,468 sf

Supplimental PDP Requirements for RM-3-9 zone Developments

90 SF Min. Usable Open Space Required per Dwelling Unit (2)

90 SF Min. Total Open Space Required per Dwelling Unit (1)

Common
Required: 7,725 sf
(309 Units x 25 sf = 7,725 sf)
Provided: 51,454 sf

(1) Total open space includes usable open spaces plus any other areas to be left as open space.
(2) Usable open space includes private exterior open space and common open space that is functional to residents.

Note:
* *Based on basic parking ratio*
** *Commom area parking requirement applies to multiple dwelling unit developments that are located in Planned Urbanized Communities and that are processed in conjunction with a Planned Development Permit.*
*** *Excludes partial basement level area per 113.0234 (a)(2)(A)*

i

Summary Sheet

La Jolla Crossroads

San Diego, California

La Jolla Crossroads 1, LLC

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TBD
PROJECT NAME:
LA JOLLA CROSSROADS
SHEET TITLE:
SUMMARY SHEET
REVISION 14:
REVISION 13:
REVISION 12:
REVISION 11:
REVISION 10:
REVISION 9:
REVISION 8:
REVISION 7:
REVISION 6:
REVISION 5: 10/5/2012
REVISION 4: 8/24/2012
REVISION 3: 12/8/2011
REVISION 2: 11/17/2011
REVISION 1:
ORIGINAL DATE: 8/26/2011
SHEET 2 OF 44
REV#

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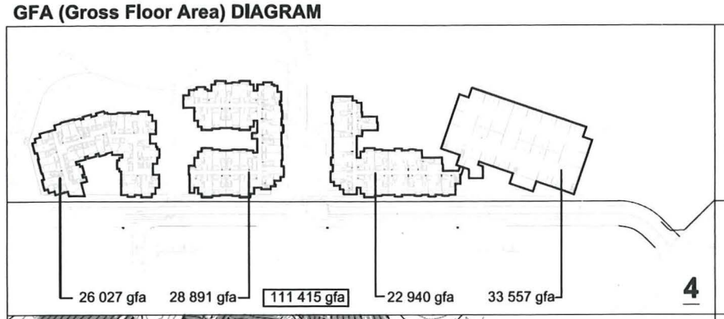
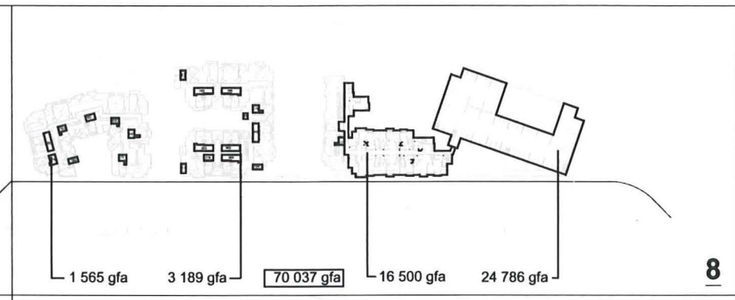
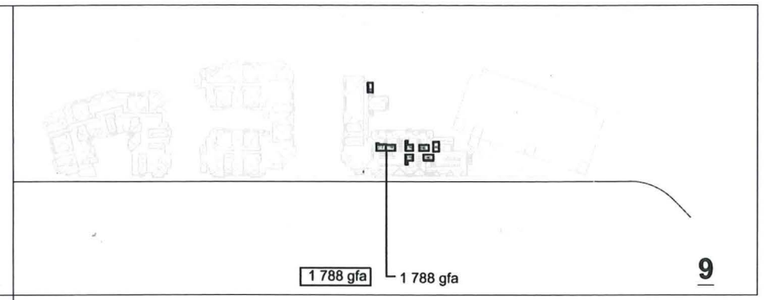
October 5, 2012

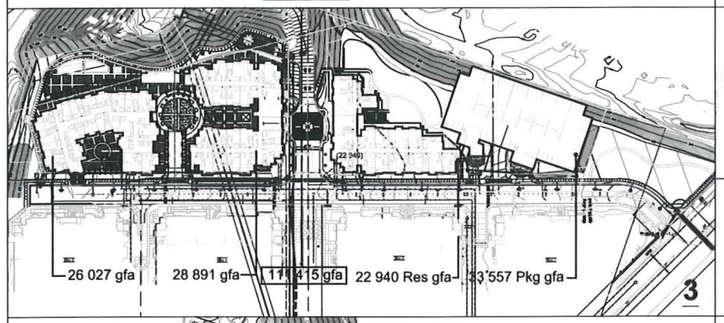
PROJECT DATA

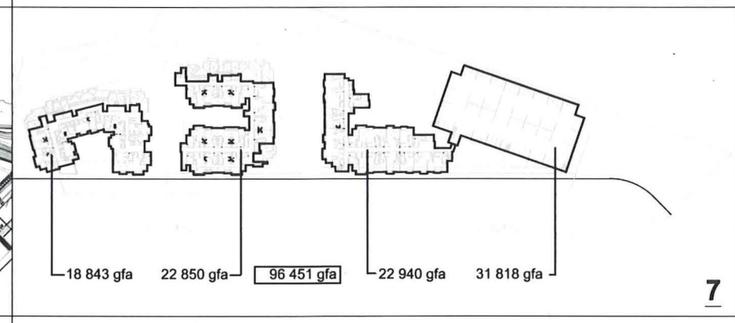
GFA (Gross Floor Area) DIAGRAM

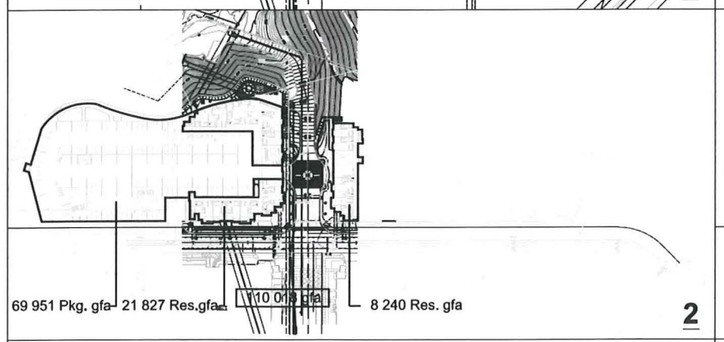


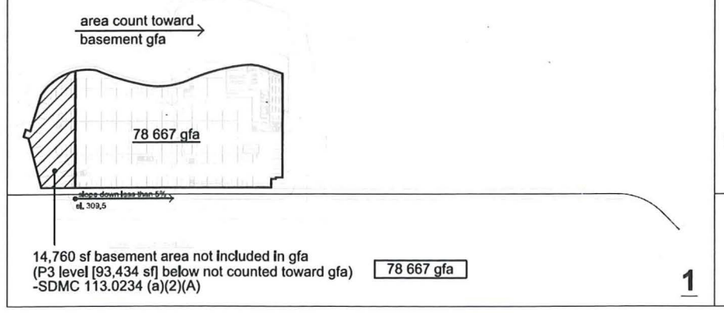


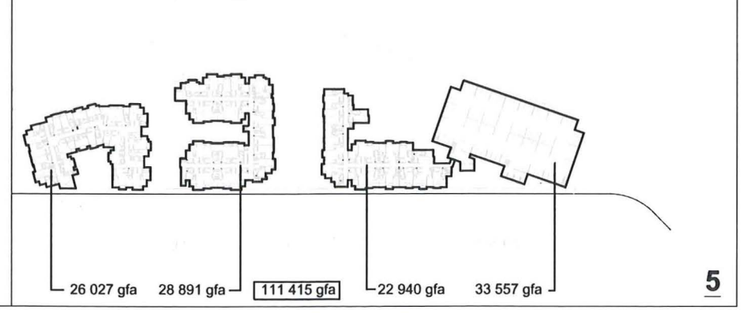




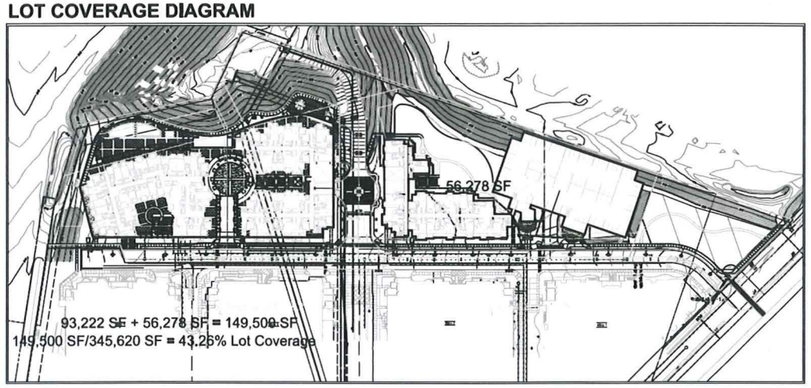








LOT COVERAGE DIAGRAM



GFA (Gross Floor Area) Chart

Building	Residential gfa	Parking gfa	Basement/Pkg Area Not Included In gfa	Total gfa
Bldg 10	124,088 sf	148,618 sf	[30,666 sf]	436,151 sf
Bldg 11	163,445 sf			
Bldg 12	141,228 sf	189,950 sf	-	331,178 sf
Pkg Garage.(13)	-			
Bldg 10 - 13	428,761 sf	338,568 sf	[30,666 sf]	767,329 sf

Total GFA Proposed: 767,329 sf, 2.22 FAR

Allowed: 933,174 sf, 2.70 FAR

345,620 sf lot area x 2.70 = 933,174 sf

933,174 sf x 2/3 = 622,116 sf
933,174 sf x 1/3 = 311,058 sf

La Jolla Crossroads

San Diego, California

La Jolla Crossroads 1, LLC

October 5, 2012

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Refer to cover page for Development Summary

Unit Summary

Units Provided: 309
Gross Lot Area: 345,620 sf / 7.93 Acres
Density: 39 DU / Acre (309 / 7.93)

Bldg 10 - 92 Units **Bldg 11 - 114 Units** **Bldg 12 - 103 Units**

Legend

Loading Area — 35' x 12', 14' Min. Vertical Clearance (5 areas required / provided per Table 142-10B)

Refer to Landscape Drawings for Information on Planting

Site Plan

La Jolla Crossroads

San Diego, California

La Jolla Crossroads 1, LLC

A1

October 5, 2012

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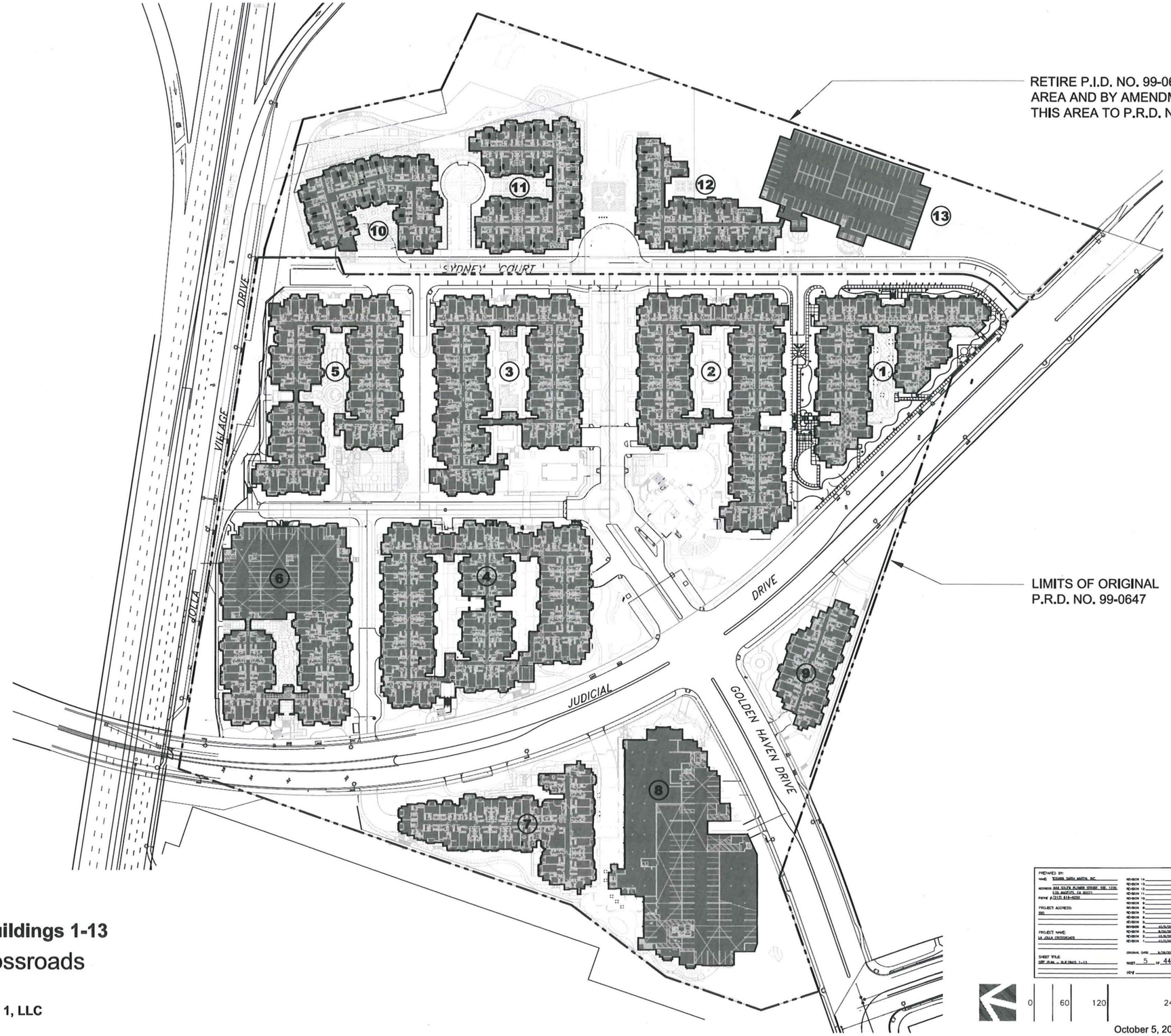
309 Units - Third Submittal 10-15-12



Site Plan - Buildings 1-13

La Jolla Crossroads

San Diego, California

La Jolla Crossroads 1, LLC

A1.1

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TBD

PROJECT NAME:
LA JOLLA CROSSROADS

SHEET TITLE:
SITE PLAN - BUILDINGS 1-13

REVISION 14: _____
REVISION 13: _____
REVISION 12: _____
REVISION 11: _____
REVISION 10: _____
REVISION 9: _____
REVISION 8: _____
REVISION 7: _____
REVISION 6: _____
REVISION 5: 10/5/2012
REVISION 4: 9/28/2012
REVISION 3: 12/6/2011
REVISION 2: _____
REVISION 1: 11/2/2011

ORIGINAL DATE: 8/26/2011

SHEET 5 OF 44

DRAWN BY: _____

0 60 120 240 ft

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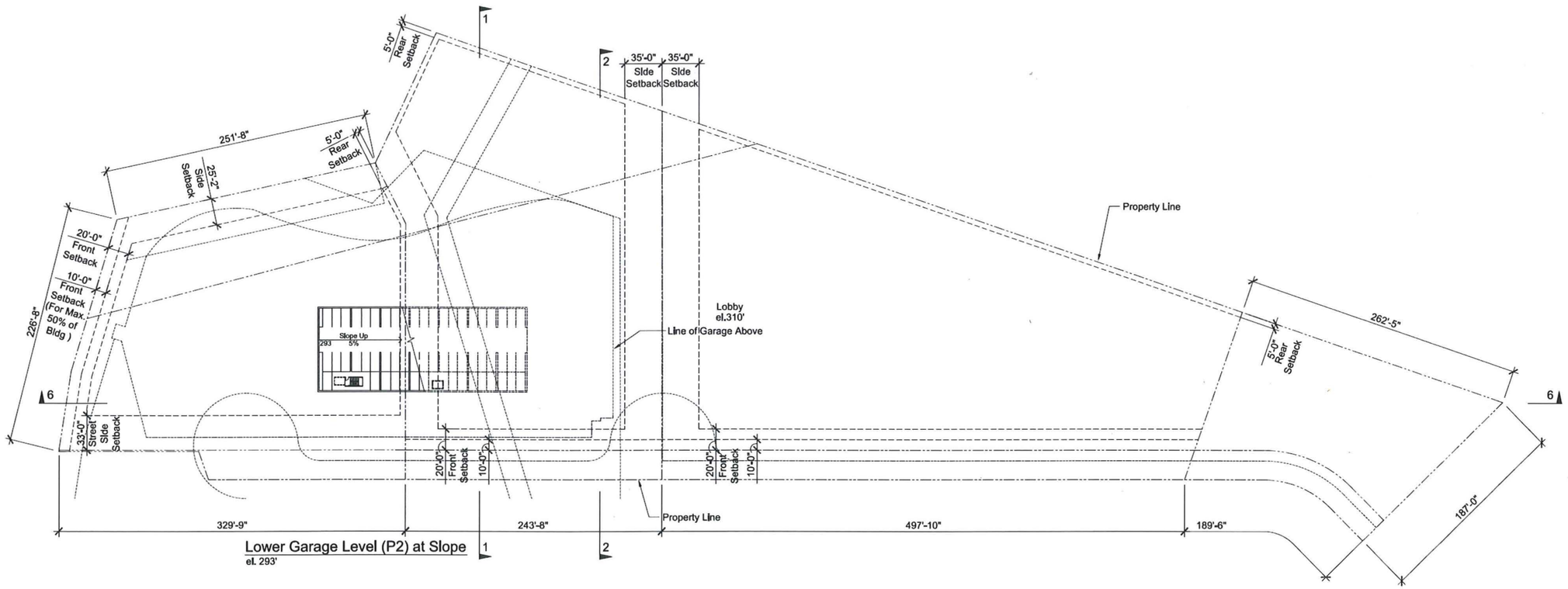

A3

Lower Garage Level Plan At Slope (P2)

La Jolla Crossroads

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PROJECT NAME
LA JOLLA CROSSROADS

SHEET TITLE:
Lower Garage Level Plan At Slope (P2)

REVISION 10
REVISION 9
REVISION 8
REVISION 7
REVISION 6
REVISION 5
REVISION 4 10/5/2012
REVISION 3 8/28/2012
REVISION 2 12/8/2011
REVISION 1 11/2/2011
ORIGINAL DATE 8/28/2011
SHEET 6 OF 44

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0 40 80 160 ft

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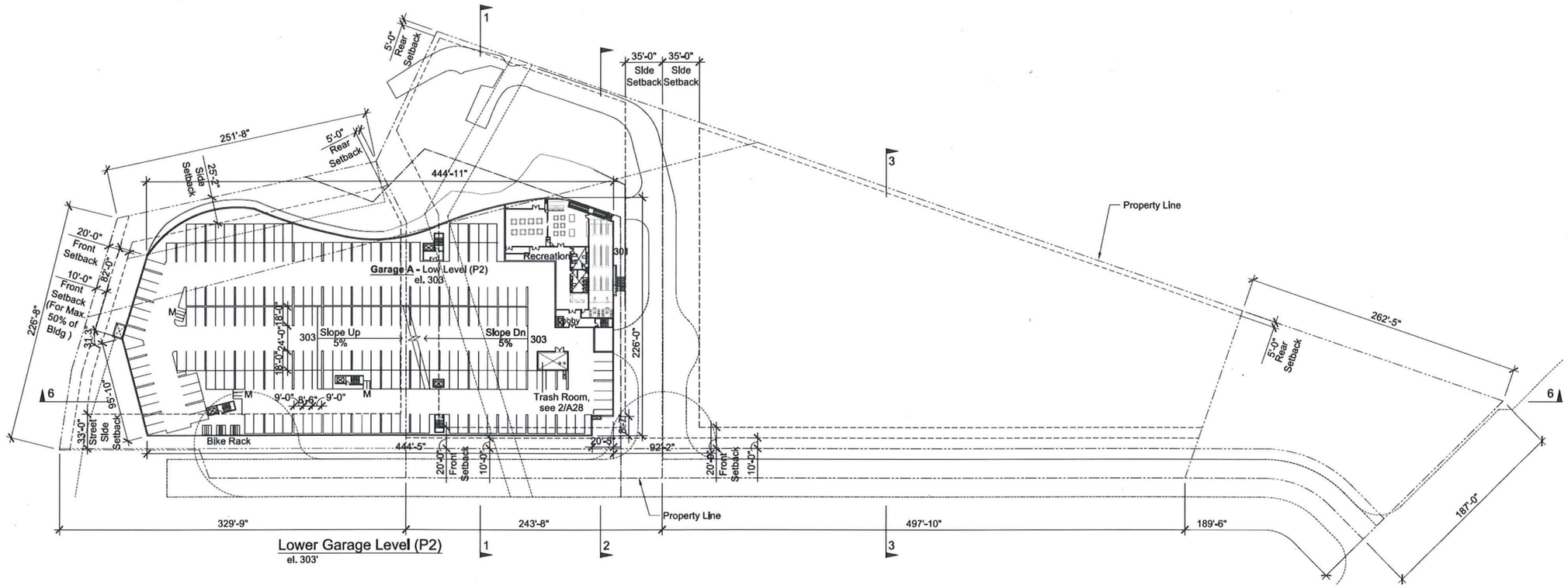

A4

Lower Garage Level Plan (P2)

La Jolla Crossroads

San Diego, California

La Jolla Crossroads 1, LLC

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PROJECT ADDRESS:
TBD

PROJECT NAME:
LA JOLLA CROSSROADS

SHEET TITLE:
Lower Garage Level Plan (P2)

REVISION 1:
REVISION 2:
REVISION 3:
REVISION 4:
REVISION 5:
REVISION 6:
REVISION 7:
REVISION 8:
REVISION 9: 10/15/2012
REVISION 10: 8/29/2012
REVISION 11: 12/5/2011
REVISION 12: 11/21/2011

ORIGINAL DATE: 8/29/2011
SHEET 7 OF 44
SHEET #

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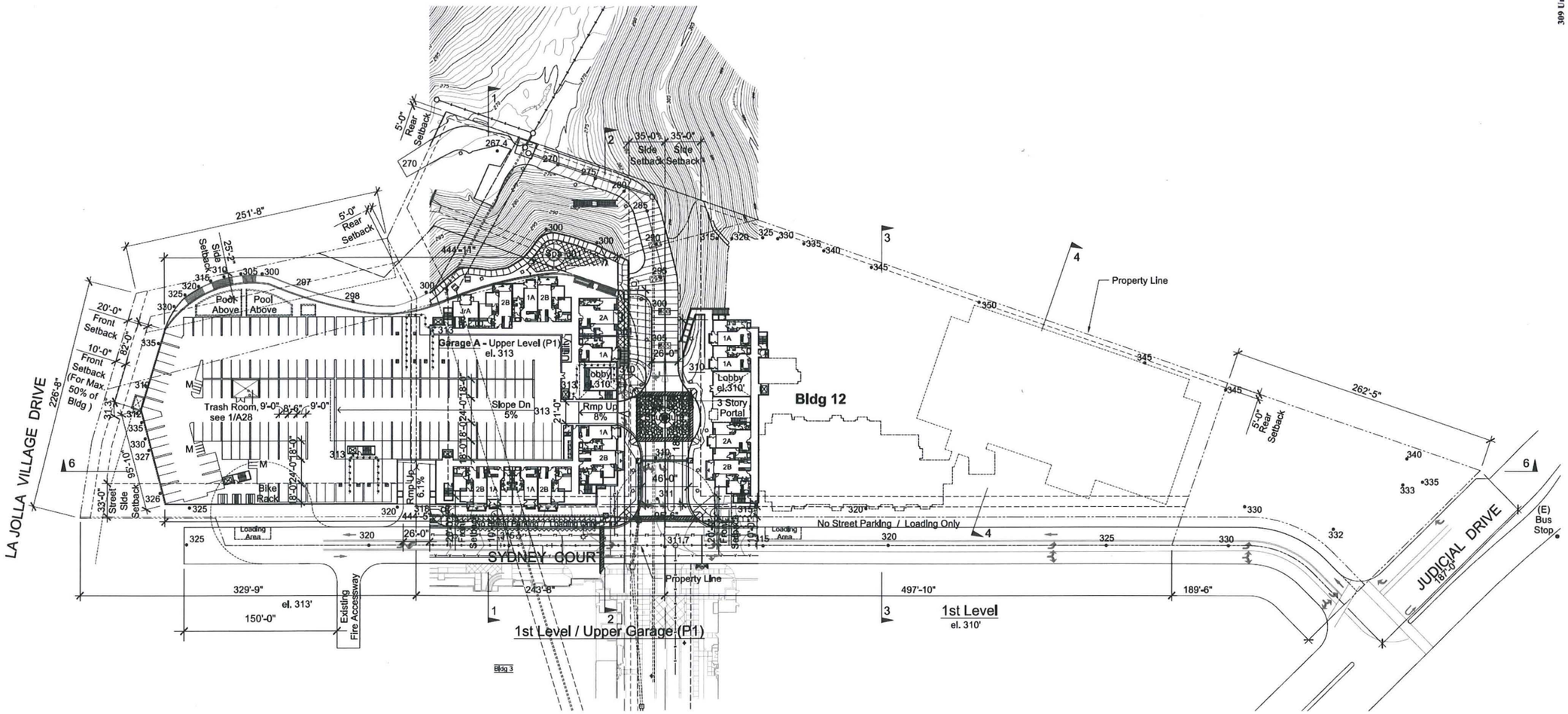

Legend

Accessible Path

Loading Area
35' x 12' Min.
Vert. Clr. 14' Min.

Note:

Refer to sheet A26 for balance of Accessible Paths

A5

1st Level Plan (Upper Garage - P1) / 1st Level Plan

La Jolla Crossroads

San Diego, California

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0 40 80 160 ft

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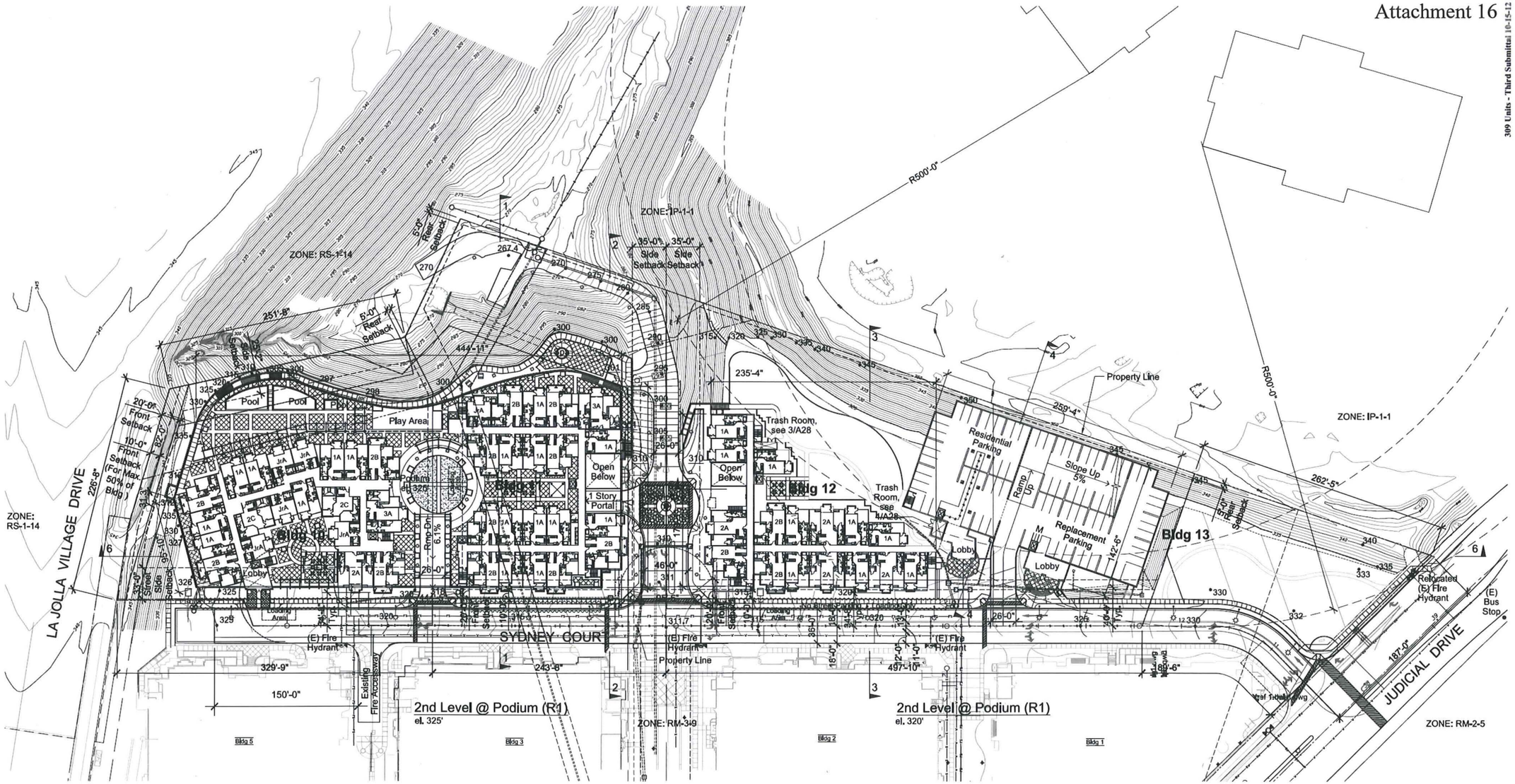

Legend

Loading Area
35' x 12' Min.
Vert. Clr. 14' Min.

A6

2nd Level Plan At Podium (R1) / 2nd Level Plan (R1)

La Jolla Crossroads

San Diego, California

La Jolla Crossroads 1, LLC

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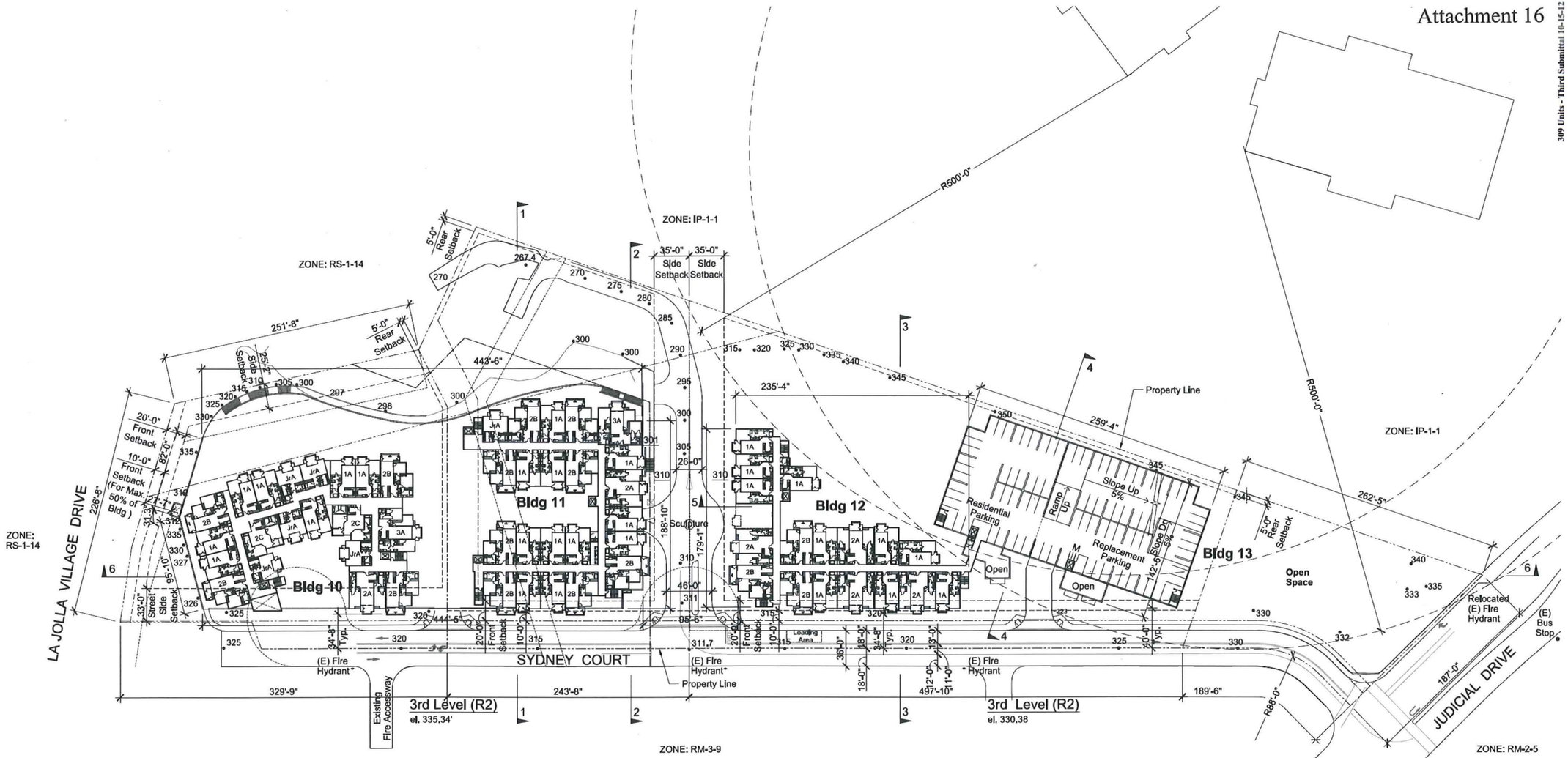
0 40 80 160 ft

October 5, 2012

309 Units - Third Submittal 10-15-12



Legend

Loading Area
35' x 12' Min.
Vert. Clr. 14' Min.

A7

3rd Level Plan (R2) / 3rd Level Plan (R2)

La Jolla Crossroads

San Diego, California

La Jolla Crossroads 1, LLC

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PROJECT NAME:
LA JOLLA CROSSROADS

SHEET TITLE:
3rd Level Plan (R2) / 3rd Level Plan (R2)

REVISION 10: 10/5/2012
REVISION 9: 10/5/2012
REVISION 8: 9/28/2012
REVISION 7: 9/21/2012
REVISION 6: 9/14/2012
REVISION 5: 8/31/2012
REVISION 4: 8/24/2012
REVISION 3: 8/17/2012
REVISION 2: 8/10/2012
REVISION 1: 8/3/2012
ORIGINAL DATE: 8/28/2012
SHEET 10 OF 44

0 40 80 160 ft

October 5, 2012

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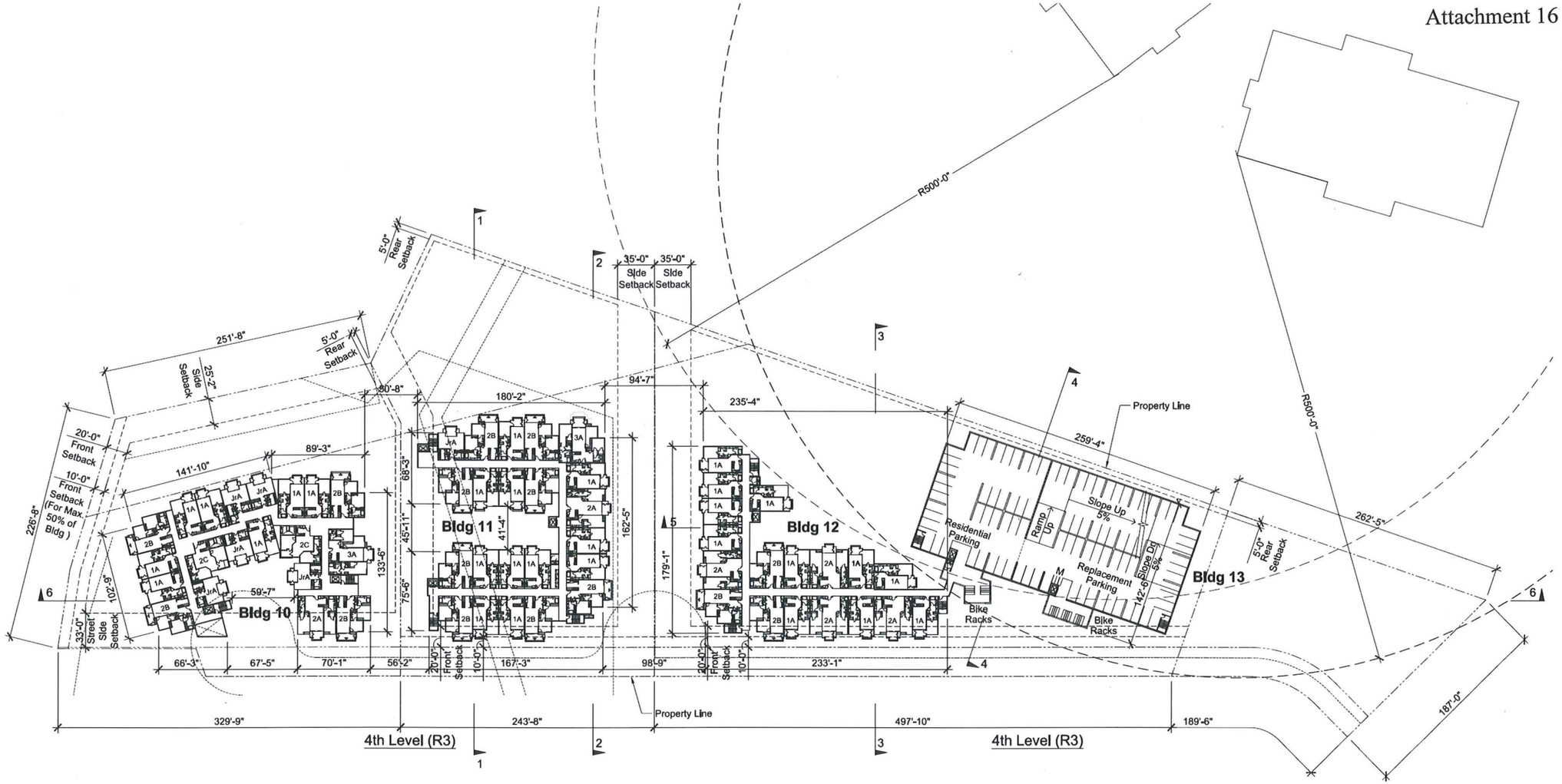

A8

4th Level Plan (R3) / 4th Level Plan (R3)

La Jolla Crossroads

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PROJECT ADDRESS:
TBD

PROJECT NAME:
LA JOLLA CROSSROADS

SHEET TITLE:
4th Level Plan (R3) / 4th Level Plan (R3)

REVISION 1:
REVISION 2:
REVISION 3:
REVISION 4:
REVISION 5:
REVISION 6:
REVISION 7:
REVISION 8:
REVISION 9:
REVISION 10:
REVISION 11:
REVISION 12:
REVISION 13:
REVISION 14:
REVISION 15:
REVISION 16: 10/15/2012
REVISION 17: 8/24/2012
REVISION 18: 10/5/2011
REVISION 19: 11/21/2011

ORIGINAL DATE: 8/26/2011
SHEET 11 OF 44

0 40 80 160 ft

October 5, 2012

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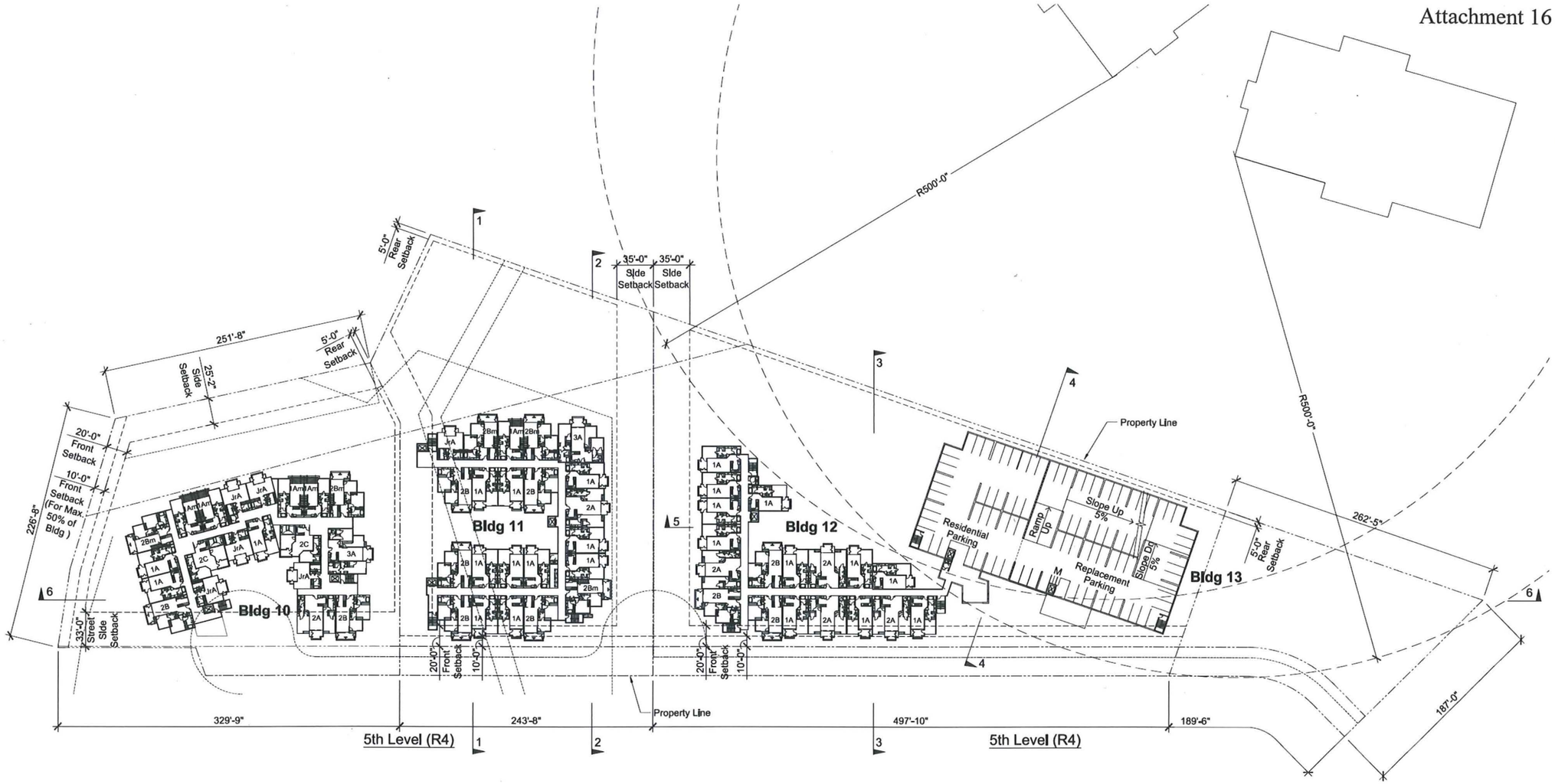

A9

5th Level Plan (R4) / 5th Level Plan (R4)

La Jolla Crossroads

San Diego, California

La Jolla Crossroads 1, LLC

PREPARED BY:
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PROJECT ADDRESS:
TBD

PROJECT NAME:
LA JOLLA CROSSROADS

SHEET TITLE:
5th Level Plan (R4) / 5th Level Plan (R4)

SHEET: 12 OF 44

ORIGINAL DATE: 8/28/2011

REVISION 1: 10/5/2012
REVISION 2: 8/28/2012
REVISION 3: 12/5/2011
REVISION 4: 11/2/2011

0 40 80 160 ft

October 5, 2012

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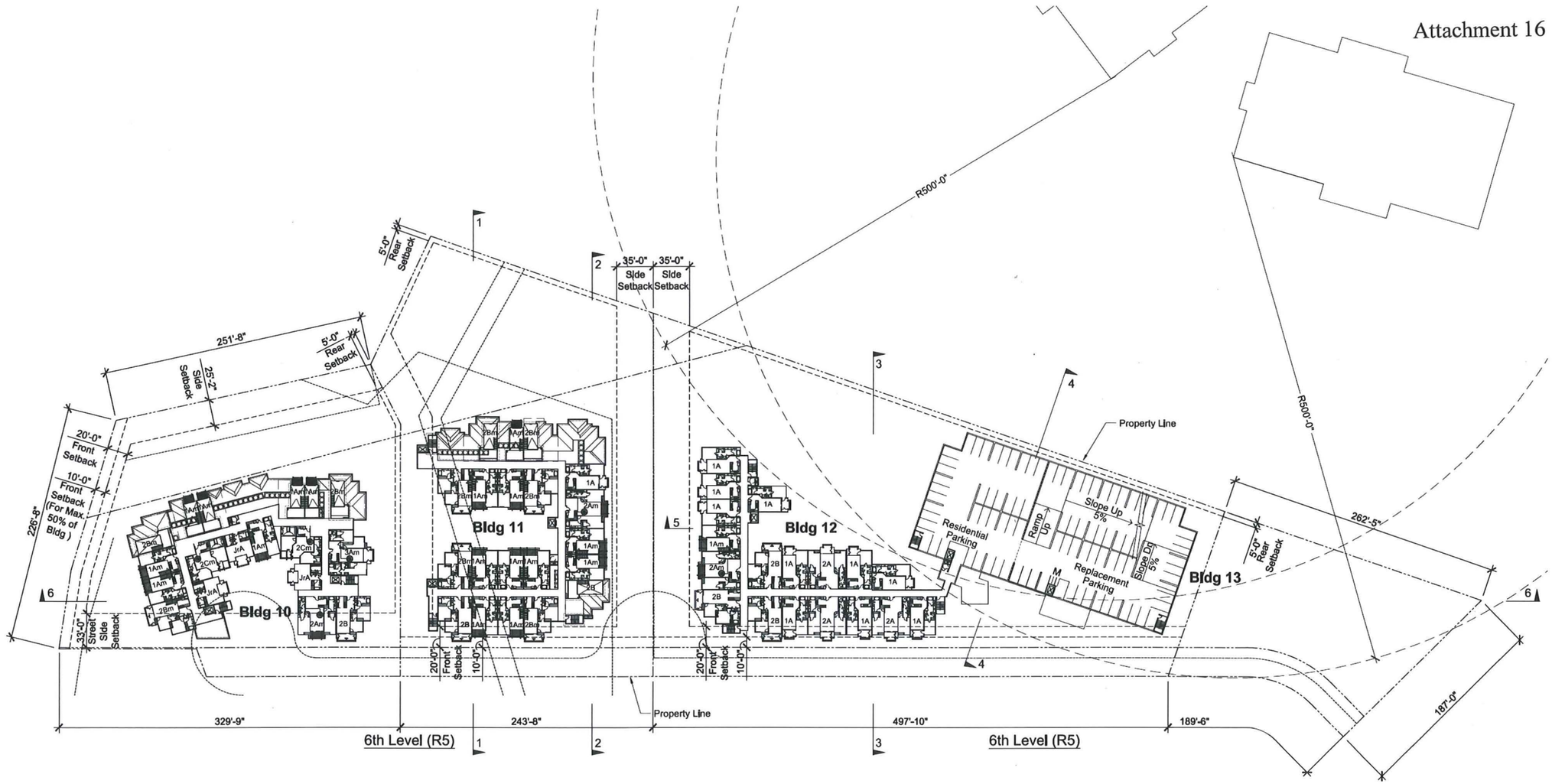

6th Level Plan (R5) / 6th Level Plan (R5)

La Jolla Crossroads

San Diego, California

La Jolla Crossroads 1, LLC

A10

PREPARED BY:
NAME: TOGAWA SMITH MARTIN, INC.
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PROJECT ADDRESS:
TBD

PROJECT NAME:
LA JOLLA CROSSROADS

SHEET TITLE:
6th Level Plan (R5) / 6th Level Plan (R5)

REVISION 10:
REVISION 9:
REVISION 8:
REVISION 7:
REVISION 6:
REVISION 5: 10/15/2012
REVISION 4: 8/29/2012
REVISION 3: 12/9/2011
REVISION 2: 11/2/2011
ORIGINAL DATE: 8/29/2011
SHEET 13 OF 44
DRFT

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0 40 80 160 ft

October 5, 2012

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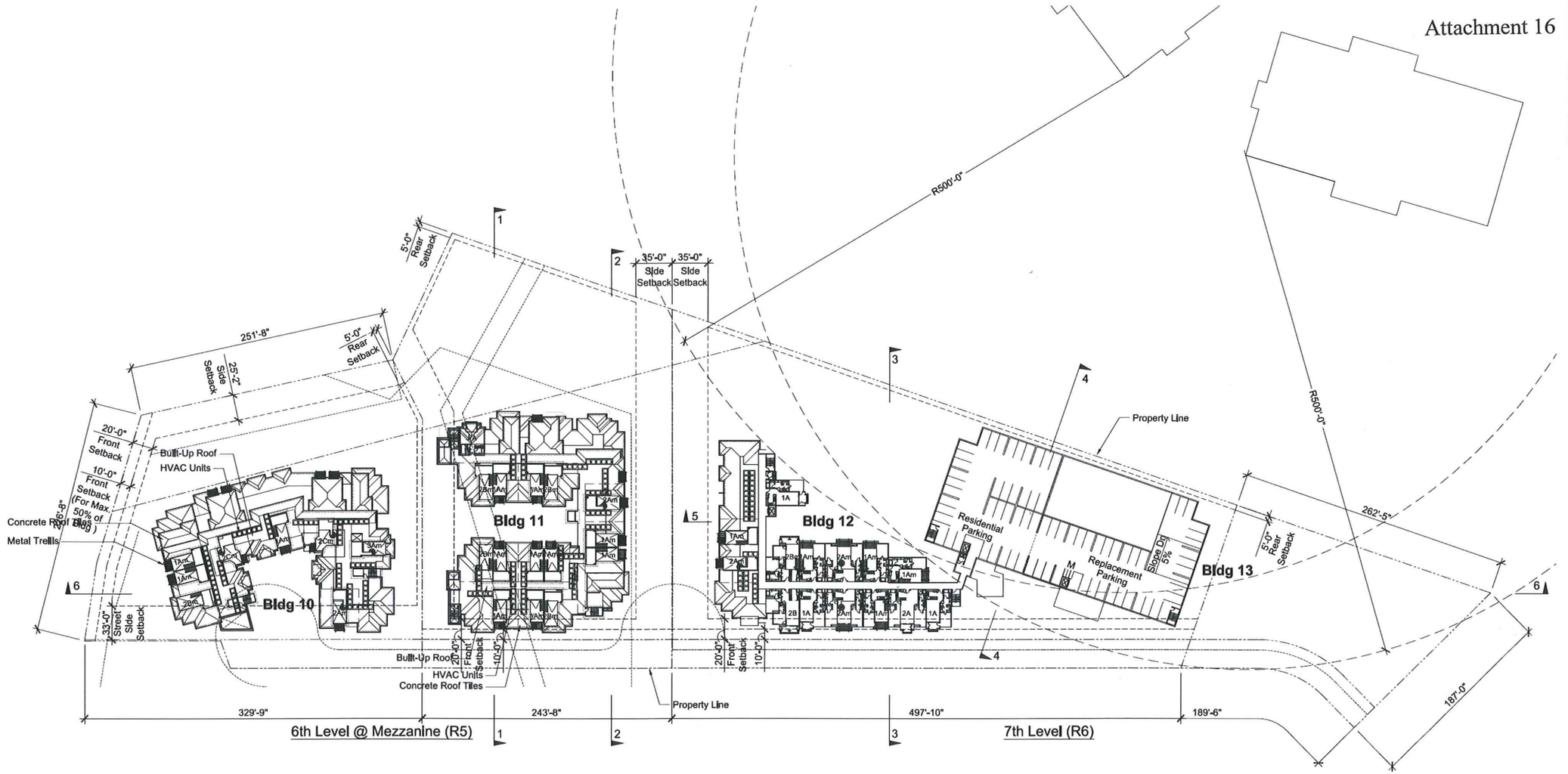

A11

6th Level Plan At Mezzanine (R5) / 7th Level Plan (R6)

La Jolla Crossroads
San Diego, California

La Jolla Crossroads 1, LLC

PREPARED BY:
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PROJECT ADDRESS:
TBD
PROJECT NAME:
LA JOLLA CROSSROADS
SHEET TITLE:
6th Level Plan At Mezzanine (R5) / 7th Level Plan (R6)
REVISION 1: 10/5/2012
REVISION 2: 8/24/2012
REVISION 3: 12/5/2011
REVISION 4: 11/2/2011
ORIGINAL DATE: 8/26/2011
SHEET 14 OF 44

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0 40 80 160 ft

October 5, 2012

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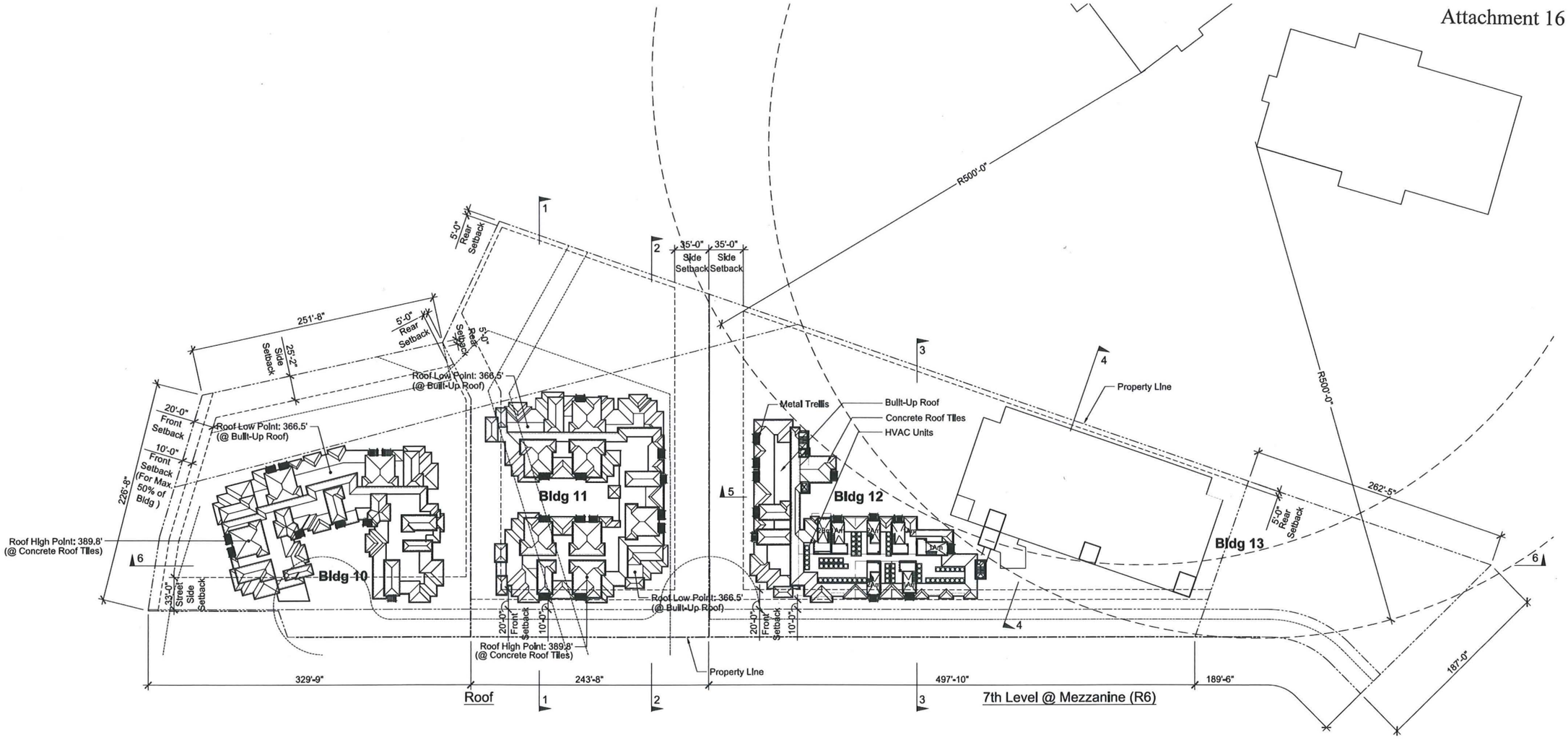

A12

Roof Level Plan / 7th Level Plan At Mezzanine (R6)

La Jolla Crossroads
San Diego, California

La Jolla Crossroads 1, LLC

PREPARED BY:
NAME: TOGAWA SMITH MARTIN, INC.
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PROJECT ADDRESS:
TBD
PROJECT NAME:
LA JOLLA CROSSROADS
SHEET TITLE:
Roof Level Plan /
7th Level Plan At Mezzanine (R6)
SHEET 15 OF 44

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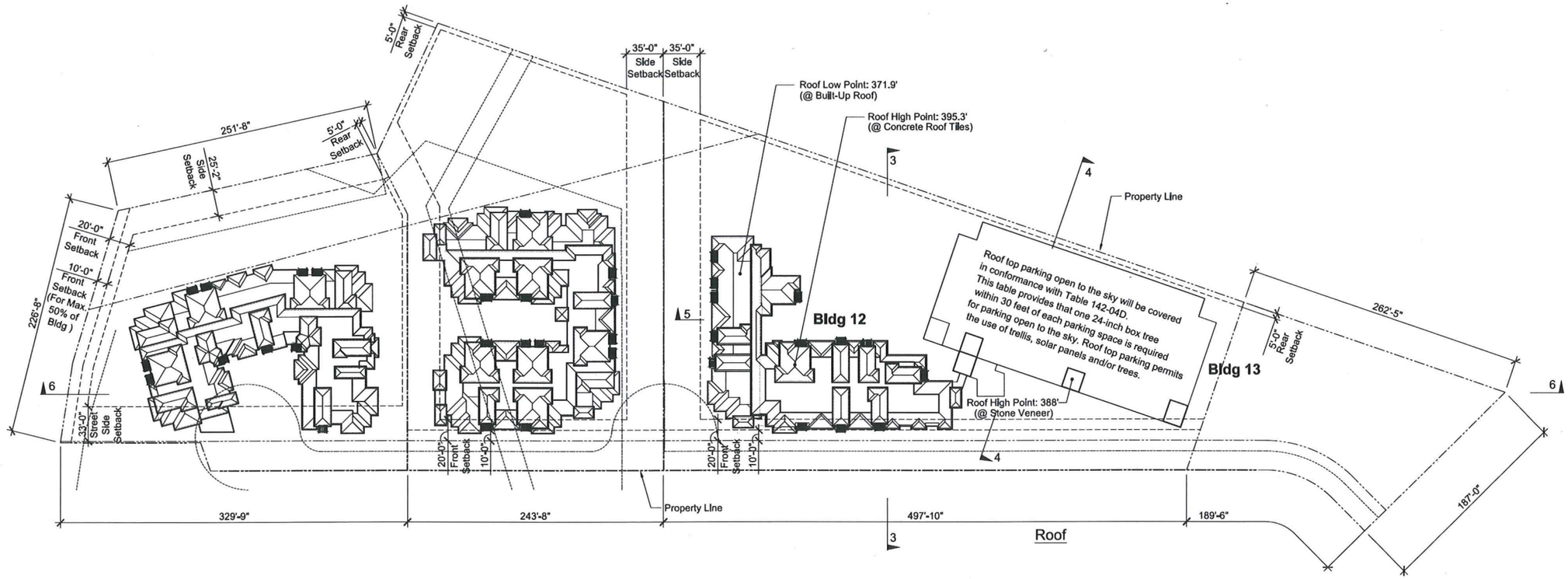
0 40 80 160 ft

October 5, 2012



A13

Roof Level Plan

La Jolla Crossroads

San Diego, California

La Jolla Crossroads 1, LLC

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PROJECT ADDRESS:

PROJECT NAME:
LA JOLLA CROSSROADS

SHEET TITLE:
Roof Level Plan

SHEET 16 OF 44

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0 40 80 160 ft

October 5, 2012

Sydney Court Elevation

La Jolla Crossroads

San Diego, California

La Jolla Crossroads 1, LLC

COLOR & MATERIAL SCHEDULE #1 (Bldgs 10 & 12)

BUILDING COMPONENT			COLOR
EPS	1	EPS TRIM	LIGHT LACE FINISH PLASTER TO MATCH OMEGAFLEX #9316
ENHANCED MATERIAL	2	TO BE DETERMINED	COLORADO STONE - ARCHITECTURAL STONE VENEER SANTA BARBARA ASHLAR
PRECAST	3	FOAM COATED PRECAST	FOAM CONCEPTS - LIMESTONE COATED SHAPES OATMEAL
METAL	5A	METAL RAIL	ENAMEL PAINT - COLOR TO MATCH ICI #376 BURNT BLACK MP #30YK 08/082
ROOF	7A	ROOF TILE	MONIER LIFETILE MARBLE TERRA COTTA ESCS #8120R CLASS A ROOFING - ICBO #2466
WINDOWS	8A	ALUMINUM WINDOWS	ALUMINUM WINDOWS ENAMEL PAINT - COLOR TO MATCH VISTA PAINT #907 - WHITE PEARL
WINDOWS	8B	VINYL WINDOWS	WHITE
STUCCO	9A	LOWER STUCCO BODY COLOR	MEDIUM DASH FINISH PLASTER TO MATCH OMEGAFLEX #9222
	9B	UPPER STUCCO BODY COLOR	LIGHT LACE FINISH PLASTER TO MATCH OMEGAFLEX #9316
MISCELLANEOUS	10A	TRELLIS	ENAMEL PAINT - COLOR TO MATCH ICI #787 LOAM MP #50YK 12/095

EXTERIOR WALL FINISH LEGEND

INDICATES GUN DASH FINISH

INDICATES SAND FINISH

COLOR & MATERIAL SCHEDULE #2 (Bldgs 11 & 13)

BUILDING COMPONENT			COLOR
EPS	11	EPS TRIM	LIGHT LACE FINISH PLASTER TO MATCH OMEGAFLEX #9259
ENHANCED MATERIAL	12	TO BE DETERMINED	COLORADO STONE - ARCHITECTURAL STONE VENEER BEDFORD ASHLAR
PRECAST	13	FOAM COATED PRECAST	FOAM CONCEPTS - LIMESTONE COATED SHAPES DUNE
METAL	5A	METAL RAIL	ENAMEL PAINT - COLOR TO MATCH ICI #376 BURNT BLACK MP #30YK 08/082
ROOF	17A	ROOF TILE	MONIER LIFETILE FOREST GREEN ESCS #8598R CLASS B ROOFING - ICBO #2466
WINDOWS	8A	ALUMINUM WINDOWS	ALUMINUM WINDOWS ENAMEL PAINT - COLOR TO MATCH VISTA PAINT #907 - WHITE PEARL
WINDOWS	8B	VINYL WINDOWS	WHITE
STUCCO	19A	LOWER STUCCO BODY COLOR	MEDIUM DASH FINISH PLASTER TO MATCH OMEGAFLEX #9222
	19B	UPPER STUCCO BODY COLOR	LIGHT LACE FINISH PLASTER TO MATCH OMEGAFLEX #9259
MISCELLANEOUS	10A	TRELLIS	ENAMEL PAINT - COLOR TO MATCH ICI #787 LOAM MP #50YK 12/095

EXTERIOR WALL FINISH LEGEND

INDICATES GUN DASH FINISH

INDICATES SAND FINISH

A14

October 5, 2012

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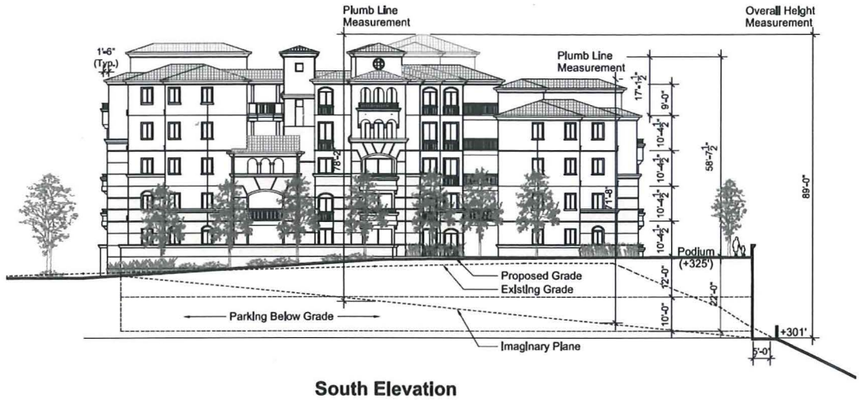
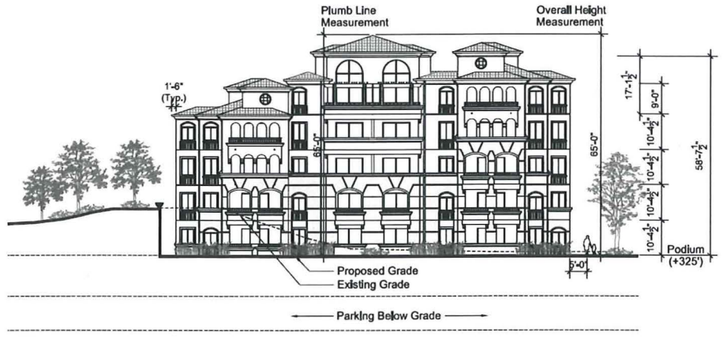
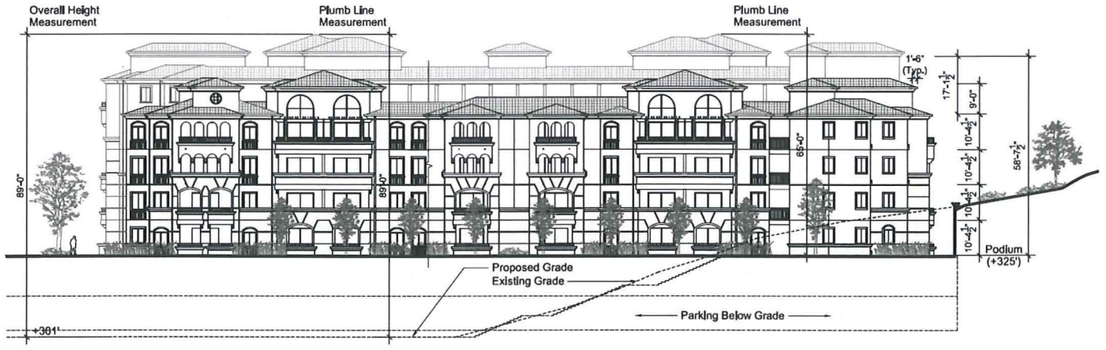
West Elevation



South Elevation



North Elevation



East Elevation

Building 10 - Elevations

La Jolla Crossroads

San Diego, California

La Jolla Crossroads 1, LLC

Maximum Permitted Structure Height - 60 ft

Maximum Proposed Structure Height - 89 ft
Plumb Line Measurement - 89 ft Max.
Overall Height Measurement - 89 ft (79 ft + 10 ft)

Note: Refer to sheet A14 for information on exterior materials and colors

PREPARED BY:
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PROJECT ADDRESS:
TBD

PROJECT NAME:
LA JOLLA CROSSROADS

SHEET TITLE:
BUILDING 10 - ELEVATIONS

REVISION 14:
REVISION 13:
REVISION 12:
REVISION 11:
REVISION 10:
REVISION 9:
REVISION 8:
REVISION 7:
REVISION 6:
REVISION 5:
REVISION 4: 10/5/2012
REVISION 3: 8/24/2012
REVISION 2: 12/8/2011
REVISION 1: 11/7/2011

ORIGINAL DATE: 8/24/2011
SHEET 18 OF 44
SCALE:

0 16 32 64 ft

October 5, 2012

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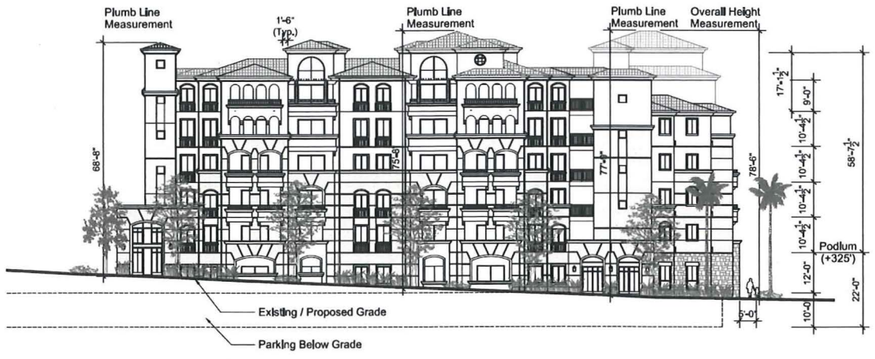
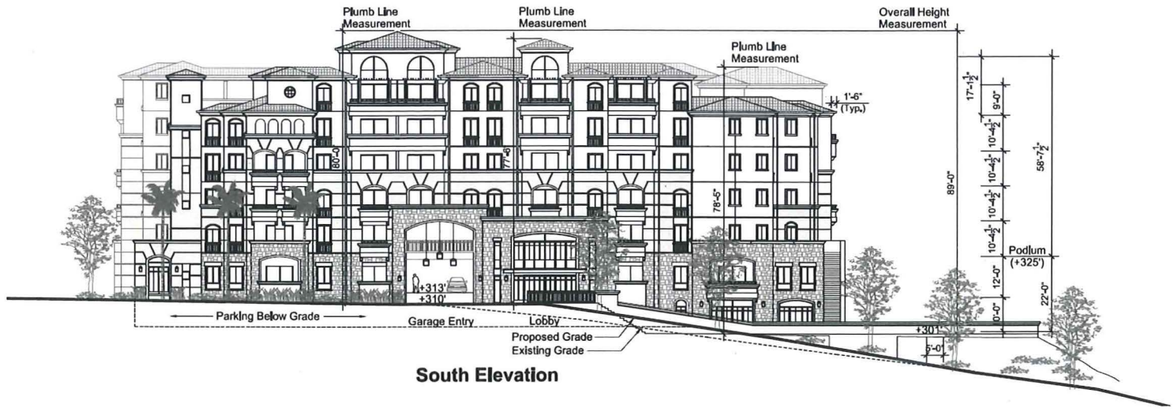
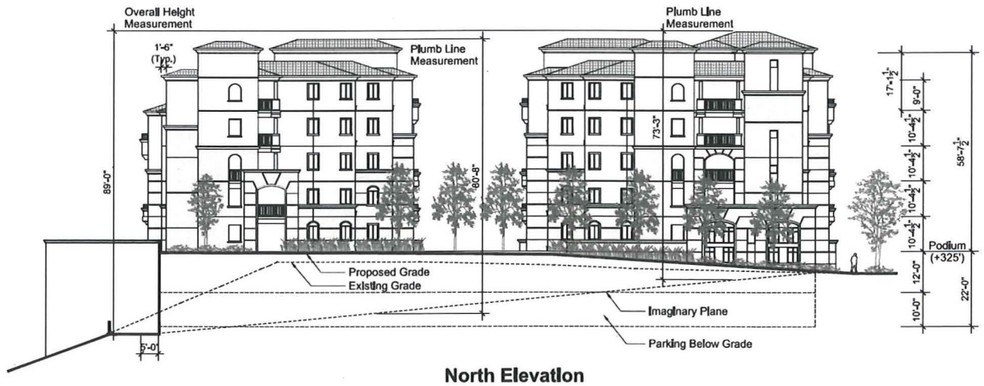
A15



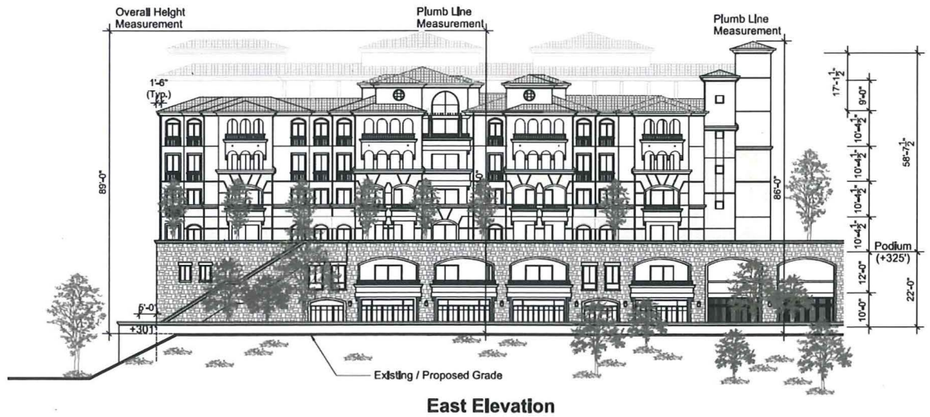
West Elevation



South Elevation



North Elevation



East Elevation

A16

Maximum Permitted Structure Height - 60 ft

Maximum Proposed Structure Height - 89 ft
Plumb Line Measurement - 89 ft Max.
Overall Height Measurement - 89 ft (79 ft + 10 ft)

Note: Refer to sheet A14 for information on exterior materials and colors

PREPARED BY:
NAME: TOGAWA SMITH MARTIN, INC.
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PROJECT ADDRESS:
BID:

PROJECT NAME:
LA JOLLA CROSSROADS

SHEET TITLE:
BUILDING 11 - ELEVATIONS

ORIGINAL DATE: 8/24/2012
SHEET 19 OF 44
SCALE:

REVISION 14:
REVISION 13:
REVISION 12:
REVISION 11:
REVISION 10:
REVISION 9:
REVISION 8:
REVISION 7:
REVISION 6:
REVISION 5: 10/5/2012
REVISION 4: 9/24/2012
REVISION 3: 10/8/2012
REVISION 2: 10/8/2012
REVISION 1: 11/2/2012

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0 16 32 64 ft

October 5, 2012

Building 11 - Elevations

La Jolla Crossroads

San Diego, California

La Jolla Crossroads 1, LLC