# Civic San Diego

DATE ISSUED:

April 2, 2013

REPORT NO. PC-13-044

ATTENTION:

Planning Commission, Agenda of April 11, 2013

**SUBJECT:** 

Appeal of the Civic San Diego Board of Directors' Approval of Centre City Development Permit/Planned Development Permit 2012-48 for the Blue Sky Project (full block bounded by Eighth and Ninth avenues and A and B streets) – East Village Neighborhood of the Downtown Community

Plan Area – PROCESS THREE

OWNER/

APPLICANT:

East Village San Diego, LLC/ Gray Development, LLC

## **SUMMARY**

<u>Issue(s)</u>: "Should the Planning Commission ("Commission") deny the appeal and uphold the Civic San Diego ("CivicSD") Board of Directors' ("Board") decision to approve Centre City Development Permit/Planned Development Permit (CCDP/PDP) 2012-48 for the Blue Sky project ("Project") located in the East Village Neighborhood of the Downtown Community Plan Area ("Downtown")?"

<u>Staff Recommendation</u>: Staff recommends that the Commission deny the appeal and uphold the CivicSD Board's approval of CCDP/PDP 2012-48 for the Project.

Community Planning Group Recommendation: On February 20, 2013, the Centre City Advisory Committee (CCAC) considered the Project and some members expressed concerns over the architecture, the massing of the Project, the amount of parking, the size of the parking stalls, the amount of storage, and the size of the retail space and location of the garage vent in the B Street Plaza. However, others strongly supported the density and urban open spaces and acknowledged the difficulty of the site.

The CCAC voted 12-9 to recommend Design Review approval of the Project subject to the following five conditions:

- 1. That the Project include an unspecified number of three-bedroom units as a tradeoff for the increased bulk of the towers in order to attract families to the Project;
- 2. That the Eighth Avenue Green Street improvements should contain a 32-foot wide, in lieu of the proposed 24-foot wide, sidewalk as envisioned in the Draft Public Open Space Implementation Plan (POSIP), which has been on hold for the last year (this would require removal of the parking lane on the east side of the street);
- 3. Provide more storage for the units to avoid the use of balconies for storage;

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- 4. Relocate the garage exhaust vent from the B Street Plaza, or at least center it in the planter and screen with plantings; and,
- 5. Redesign the oriel window elements to remove any utilitarian closets and add more glazing to these elements consistent with the requirements of the Centre City Planned District Ordinance (CCPDO).

Because the original motion did not address the CCDP/PDP, the CCAC then made a motion to approve CCDP/PDP 2012-48 subject to the same five conditions, but the motion failed to pass on a 10-10 vote (one member had left the meeting) after more discussion on the architecture and amount of deviations. It should be noted that the Applicant has incorporated recommendation #'s 4 and 5 into the Project.

# Other Recommendations: None.

Environmental Review: This Project is covered under the Final Environmental Impact Report (FEIR) for the San Diego Downtown Community Plan (DCP), CCPDO, and 10th Amendment to the Centre City Redevelopment Plan, certified by the Former Redevelopment Agency ("Former Agency") and City Council ("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), and August 3, 2010 (Former Agency Resolution R-04544). The Project is within the scope of the development program described in the FEIR and the potential environmental impacts of the Project were adequately addressed in the FEIR; therefore, no further environmental documentation will be required under the California Environmental Quality Act. The 2006 FEIR and subsequent addenda can be found online at <a href="http://www.ccdc.com/planning/environmental-documents.html">http://www.ccdc.com/planning/environmental-documents.html</a>

Fiscal Impact Statement: None.

Code Enforcement Impact: None.

**Housing Impact Statement:** None.

# BACKGROUND:

The Project consists of the proposed construction of a two-tower, 210-250 foot tall residential project containing 939 residential apartment units on a full-block site (60,223 square feet) bounded by Eighth and Ninth avenues and A and B streets. The Project required the following actions from the CivicSD Board under the CCPDO:

- 1. Design Review approval.
- 2. Approval of CCDP 2012-48.
- 3. Approval of PDP 2012-48 for deviations from the development standards of the CCPDO.

On February 27, 2013, the CivicSD Board granted Design Review approval and approval of CCDP/PDP 2012-48 for the Project. The latter two actions are a consolidated Process 3 action, which may be appealed to the Planning Commission under Section 156.0304(f) of the CCPDO.

On March 11, 2013, Laura Baldrati filed an appeal of the approval of CCDP/PDP 2012-48 for the Project, which is the subject of this public hearing.

The following is a summary of the Project program:

Site Area	ogram: 60,223 sq. ft. (full-block)	
Maximum FAR	10.0/14.0 (with TDR/FAR Bonuses)	
Minimum FAR Required	6.0	
Proposed FAR	14.0	
FAR Bonuses Requested	1.0 Eco-Roof	
	1.0 Urban Open Space	
	2.0 FAR Bonus Payment Program	
Above-Grade Square Footage	843,077 sq. ft.	
Stories/Height	West Tower: 21-25/240 feet	
Stories/Height	East Tower: 20-23 / 230 feet	
Amount of Retail Space	294 sq. ft.	
Type of Housing	Apartments	
Number of Housing Units/Total Residential Square Feet	939/756,280 sq. ft.	
Types of Units (average size)	223 Studios (455 sq. ft.)	
	549 One-bedroom units (700 sq. ft.)	
	167 Two-bedroom units (957 sq. ft.)	
Projected Rental Rates	Market Rate	
Number of Units/Buildings Demolished	None/Single-story Commercial Building	
Inclusionary Housing Ordinance Compliance	Payment of Inclusionary Affordable Housing Fee	
Parking		
Required (residential and guest)	971 (1 per unit + 1 per 30 units for guests)	
Proposed (residential and guest)	977 plus 164 tandem spaces	
Common Outdoor Open Space		
Required	12,044 sq. ft. (20 percent of lot area)	
Proposed	12,584 sq. ft.	
Common Indoor Space		
Required	500 sq. ft.	
Proposed	2,990 sq. ft.	

# **DEVELOPMENT TEAM**

ROLE	FIRM/CONTACT	OWNERSHIP
Applicant/Developer	Gray Development, LLC	Bruce Gray
Architect	Gray Architects, PLLC	Bruce Gray
Property Owner	East Village San Diego, LLC	Bruce Gray and Berkshire Multifamily Equity Fund, L.P

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# **DISCUSSION**

# Site Description

The 60,223 square-foot site occupies the full block bounded by Eighth and Ninth avenues and A and B streets in the East Village Neighborhood, directly east of the Core financial district. Streets surrounding the site are well traveled by vehicular traffic, with A Street being the major eastbound couplet serving State Route 163, B Street providing westbound access to the City of San Diego's commercial office core, and Eighth and Ninth avenues providing access into and out of the Cortez Hill Neighborhood directly adjacent to the north. The site currently contains the small single-story Brake Depot building and a large surface parking lot.

The site is located between two of the largest full-block developments/buildings within the Downtown area. The Symphony Tower and Sheraton Tower development lies to the west of the Project site, and to the east lies the 689-unit Vantage Pointe residential mixed-use tower. To the north of the site lies the 10-story Symphony Terrace residential project and a two-story Best Western motel. A vacant parking lot owned by the Bosa Development Corporation lies to the south, the south half of which is designated for a future park site in the DCP.

The site slopes down approximately 37 feet in a southeast direction, from a high point at the northwest site corner at Eighth Avenue and A Street, to a low point at the southeast site corner at Ninth Avenue and B Street. Site photos are attached to this report to provide a better understanding of the site's topography.

# **Centre City Development Permit**

Projects within a majority of Downtown require the approval of a CCDP, which includes a Design Review process. Projects must be found to be consistent with the DCP and the CCPDO. The Project is located within the northwest corner of the East Village neighborhood and the DCP calls for this neighborhood to be the highest intensity residential area Downtown, with many towers matching the height and intensity of the commercial buildings in the Core neighborhood to the west. The land use district for the site is Residential Emphasis (RE), which is intended to accommodate primarily residential development and requires that at least 80 percent of a project's gross floor area be dedicated to residential uses. The Project complies with this requirement as it contains 100 percent residential uses (except for the 294 square-foot retail alcove adjacent to the lower public plaza). The proposed 939-unit development is consistent with the goal of reaching a Downtown population of 90,000 residents, with 46,000 being in East Village.

The Base Maximum Floor Area Ratio (FAR) for the Project site is 10.0, with the ability to earn an additional 4.0 FAR utilizing FAR Bonus Programs allowed under the CCPDO. The Project has qualified for the maximum 4.0 Bonus FAR (to establish a maximum FAR of 14.0 for the site) through the following bonus programs:

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Eco-Roof – The Project earns a 1.0 FAR Bonus (60,223 square feet of additional building area) for providing 60 percent of the Project's roof area as planted eco-roof and be accessible to the building occupants. The Project contains an accessible eco-roof area atop each of the two towers.

Urban Open Space – The Project earns another 1.0 FAR Bonus (60,223 square feet of additional building area) in return for the provision of 20% of the site area in public open spaces, which consist of: 1) a public plaza area at the southwest corner of the site; and, 2) a landscaped public park space at the northeast corner. These open spaces will be dedicated for public use between the hours of 6:00 a.m. and 10:00 p.m. and meet the Urban Open Space criteria of the Downtown Design Guidelines (attached) in order to ensure that they provide sufficient public benefit to justify the requested FAR Bonus.

FAR Bonus Payment Program – The Project obtains the additional 2.0 FAR Bonus through the CCPDO's FAR Bonus Payment Program, which allows the Applicant to purchase 120,446 square feet at \$16.61 per square foot, requiring a payment of \$2,000,608 into a special fund for the future construction of Downtown parks and enhanced public rights-of-way.

The proposed Project design consists of two parallel residential towers (containing a total of 939 units) atop a partially subterranean, multilevel parking structure. The rectangular-shaped towers are oriented in a north-south direction along the site's west and east property lines. The towers are almost identical in height with the west tower measuring 240-feet-tall (21-25 stories) and the east tower measuring 230-feet-tall (20-23 stories). The tower massing can best be described as two long rectangular slabs oriented along a north-south axis and separated by approximately 57 feet. The site's grade differential creates a condition where underground parking levels at the north of the site protrude above grade, or "daylight," as the site slopes down towards B Street to the south. As a result, between one-to-four levels of parking are located above grade, depending on the location along the sloping site perimeter. At the north and south ends of the towers, above-grade parking levels are partially buffered by residential units and the Project's dual residential lobby/amenity areas. Other sections of the above-grade parking are located behind solid wall areas that are proposed to be treated with a combination of landscape and greenwall features along Eighth Avenue and by ground-floor residential units along Ninth Avenue. Between the two towers is an exposed parking level that will be partially screened from views from above by tensile shade structures.

The Project is proposed to be developed in two phases, with the taller western tower (480 units) constructed in Phase I and the shorter eastern tower (459 units) in Phase II. The eastern half of the site would be developed in Phase I with interim landscaping at the northeast corner of the site and a surface parking lot in the southeast portion of the block.

Tower Design — The towers have been designed to utilize a dark reddish-brown brick material on its base, which is between two-to-four stories in height, with the towers utilizing a silver metal panel system with a large amount of glazing typical of high-rise buildings. While the articulation of the towers exhibit a mostly vertical extrusion of the floorplates with no building sculpting and minimal variation in the facades above the base until the upper four floors, the buildings had been modified throughout the Design Review process and had improved from the initial design,

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which utilized facades containing punched window openings within an EIFS wall panel system. The CivicSD Board found that the final design represented a more elegant aesthetic, consistent with the office buildings located along the commercial corridor to the west of the site.

The Downtown Design Guidelines (DDG) provide guidelines for the design of towers (attached), which encourage a variety of fenestration and material patterns within towers, including plane off-sets when facades exceed 100 feet in length. In addition, the guidelines encourage that the upper 20 percent of the towers exhibit a graceful transition to the sky with articulated forms or composition, that the appearance of single-floor extrusions should be avoided, and that some elements of the tower should integrate with the base of the building. The CivicSD Board found that these guidelines were met by utilizing upgraded materials such as brick and the metal panel wall system, creating the large frame elements, changing the fenestration on the upper four floors, and providing varying parapet setbacks and heights.

Urban Open Spaces – in order to earn the additional 60,223 square feet of bonus building square footage, the Applicant is providing 12,053 square feet of Urban Open Space within a park area at the site's northeast corner (6,396 square feet) and a plaza at the site's southwest corner (5,657 square feet). The northern park area is proposed to be developed with landscaping, a pedestrian pathway, enhanced paving, seating wall areas, and a fountain. The southern plaza is proposed to be developed with seating areas, enhanced paving and landscaping, and water features. The northern A Street Park space should be an attractive amenity to the Cortez Hill neighborhood that will supplement the Tweet Street Park along the freeway frontages. The southern B Street Plaza will provide an open space area at the eastern end of the Financial District with an attractive water feature and moveable and fixed seating. The DDG provides guidelines for urban open spaces (attached), encourages connectivity to the surrounding public sidewalks, provisions for adequate landscaping and seating opportunities, and activation with various types of retail vendors from pushcarts to retail/restaurant storefronts. The spaces have been designed consistent with these guidelines, although the only retail space is a very small alcove adjacent to the B Street Plaza.

Eighth Avenue Green Street – the DCP designates Eighth Avenue as a Green Street to connect Cortez Hill to future C Street and Post Office Park sites and the Outfield Park adjacent to Petco Park. The DDG encourages green streets to contain wider sidewalks and increased landscaping against the adjacent buildings. The sidewalk will be widened to approximately 24 feet and will include a series of raised brick clad planters, which will include trees and low landscaping, along with landscaped parkways and greenwall elements on the building walls. While this will be the first block of this street to receive this enhanced design, the block to the north contains a similar raised planter treatment within the building setback area even though the sidewalk is not widened.

Overall, the Project provides for the largest concentration of workforce housing Downtown, directly adjacent to Downtown's employment center, and the provision of two public open spaces. While the proposed massing of the Project could be a concern in other areas, the Project's location between two of the largest buildings Downtown and adjacent to the financial district, which consists of high-rise, bulkier towers, mitigates potential visual impacts normally

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associated with this type of massing. Overall, the Project was found to be consistent with the DCP and CCPDO, subject to the approval of deviations as discussed below. In approving Centre City Development Permit 2012-48, the CivicSD Board made the following finding:

The proposed development is consistent with the Downtown Community Plan, Centre City Planned District Ordinance, San Diego Land Development Code, and all other adopted plans and policies of the City of San Diego pertaining to the Centre City Planned District.

The proposed development is consistent with the DCP, CCPDO, San Diego Land Development Code, and all other adopted plans and policies of the City of San Diego pertaining to the Centre City Planned District as the development advances the goals and objectives of the DCP and Centre City Planned District by:

- Developing Northwest East Village as the most intensive residential area in concert with its central location, transit access, and available redevelopment sites.
- Allowing intensity bonuses for development projects in specific locations established by this plan that provide public amenities/benefits beyond those required for normal development approvals.
- Providing a range of housing opportunities suitable for urban environments and accommodating a diverse population.
- Ensuring supplies of housing for Downtown employees commensurate with their means to reduce automobile trips and achieve related air quality benefits.

In addition, with approval of the Planned Development Permit, the development will be consistent with the requirements of the Land Development Code and CCPDO.

# **Planned Development Permit**

The purpose of a PDP is to provide flexibility in CCPDO development regulations where strict application of the regulations would restrict design options and result in a less desirable project. The Applicant has submitted draft findings along with explanations for each deviation, including exhibits where appropriate.

The following is a summary of the various deviation requests:

# Building Bulk

- 1. Increase length of tower (above 85-feet height level) from the maximum 200 feet to 268 feet.
- 2. Decrease separation between the towers from the minimum 60 feet to 57 feet.
- 3. Increase the lot coverage permitted for the tower portions of the Project (above 85 feet) from the maximum 50 percent to 61 percent.

The bulk controls limit tower floorplate size and massing above a height of 85 feet in order to provide light and air to the public sidewalks and provide views of the sky within the RE land use district, which is primarily residential. It should be noted that the Employment Required Overlay District directly west along B Street allows for much bulkier buildings, including 80 percent lot

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coverage up to 180 feet and 60 percent above that height. While the towers exhibit a very long and uniform massing, it must be viewed in the context of the neighborhood. Both the Symphony Tower and Vantage Pointe towers (as well as a likely tower development to the south) limit most long-range views of the Project. Most people view projects at the lower 30 feet along the base of the building from adjoining streets unless intentionally looking up. Therefore, the visual impacts of larger tower footprints are minimized. In addition, there are two long (one 200 and the other 300-foot long), older apartment towers directly to the north and northeast across A Street. As a result, staff does not anticipate any significant visual impacts from the larger towers given the neighborhood context. In fact, this may be one block in all of Downtown where potential visual impacts are minimized to this extent. The Project creates a unique urban design experience by creating two significant public open spaces, including an urban plaza along a highly-travelled street through the Financial District and a green park adjacent to the Cortez Hill residential neighborhood. The CivicSD Board found that the deviations to these standards resulted in a more desirable project with respect to the resulting open space areas, which will remain open to the general public. In addition, the longer tower facades and increased lot coverage are consistent with the surrounding development pattern, as this corridor contains the densest buildings in the Downtown area.

# Streetwall Transparency/Ground Floor Activation

- 1. Reduce the requirement that a streetwall containing habitable space shall be located along 100 percent of the frontage (public open spaces are an allowed exception) to 86 percent of the frontage not containing public open space.
- 2. Reduce the requirement for at-grade garage encapsulation (constructing habitable space between the garage and public rights-of-way) from 100 percent to 72 percent.
- 3. Increase the amount of blank wall within the first floor streetwall from the maximum 30 percent to 48 percent.
- 4. Increase the length of blank wall within the first floor streetwall from the maximum 20 feet to 57 feet.

The Project site's grade changes along the various streets provided challenges with the provision of habitable uses along steep sidewalk areas and screening of the parking levels as they protruded above grade due to the sloping site. The Project design evolved throughout the review process and now includes many design features to address the challenging conditions through the following measures:

- 1. Providing a well-detailed brick building material.
- 2. Providing ground-floor residential units along Ninth Avenue.
- 3. Providing windows and units lower into the base.
- 4. Providing window-shaped openings into the upper garage levels to provide added visual interest.
- 5. Providing Green Street features along Eighth Avenue including widened sidewalks, landscaped parkway strips, brick clad planters with a double row of trees, and greenwall panels on the building.

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These design improvements create an attractive pedestrian experience and the CivicSD Board found that the above changes resulted in an acceptable design solution to the site conditions.

## Parking Stalls

1. Reduce the required width of parking stalls adjacent to a wall or column from the required minimum 9'-0" to 8'-6".

The Applicant has submitted that the reduced parking widths are the result of the structural system that utilizes shear walls rising through the parking levels up into the tower, and that the required spacing of these shear walls results in the reduced parking widths within the garage. The overall project design, which results in the public open spaces, is predicated upon this structural grid system for these towers and the CivicSD Board found that any potential impacts from the reduced parking widths were mitigated by the residential use (low turnover of spaces) and the provision of "cushion" strips within the walls adjacent to the vehicles to prevent damage to car doors.

# **Other Deviations**

- 1. Reduce the amount of private storage area for residential units from the minimum 240 to 80 cubic square feet per unit.
- 2. Modify the oriel window regulation to increase the maximum height from 50 to 175 feet and increase the maximum width from 12 to 46 feet.

The Applicant has proposed the provision of 80 cubic feet of storage area per unit in lieu of the 240 cubic feet now required by the CCPDO (adopted in 2010 to match the City-wide requirements). In order to provide this space, a majority of the tandem parking spaces would need to be converted to storage areas. The Project currently provides 164 tandem spaces that provide additional parking for units (17 percent of the units) that may have more than one vehicle (the tandem spaces are in excess of the required parking for the Project under the CCPDO). Given that some neighbors had expressed concerns with overflow parking, the reduction in storage areas in order to provide additional tandem parking was determined to result in a more desirable project by the CivicSD Board.

The CivicSD Board also found that the proposed oriel window deviations resulted in an overall design element that is better proportioned within the tower facades. Earlier versions appeared heavier and contained less glazing, but the final design was approved at the public hearing for the Project.

The CivicSD Board made the following findings in approving PDP 2012-48:

1. The proposed development will not adversely affect the applicable land use plan;

The Project, but maximizing its intensity with a Floor Area Ratio (FAR) of 14.0 will assist in meeting the residential population goals of the DCP and is consistent with the DCP's vision for Northwest East Village as the most intense residential area in the Downtown area. The Project will add to the variety of housing units in Downtown, including the location of a large stock of

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workforce housing close to employment centers within the Core District. The Project will also add two urban open spaces to the mix of Downtown open spaces, provide an eco-roof, and provide funding for additional public parks and enhanced rights-of-way through the FAR Bonus Payment Program.

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

The proposed Project is consistent with the uses within the surrounding neighborhood and the proposed deviations will have no impact on the health, safety, or welfare of the public.

3. The proposed development will comply to the maximum extent feasible with the regulations of the Land Development Code; including any proposed deviations pursuant to Section 126.0602(b)(1) that are appropriate for this location and would result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the applicable zone, and any allowable deviations that are otherwise authorized pursuant to the Land Development Code; and,

The Project will utilize several deviations to building bulk to provide a unique urban design solution that will provide two public open spaces for use by the surrounding neighborhood's residents and workers. The building bulk deviations will result in buildings that are not inconsistent with the surrounding development pattern which consists of the largest buildings in Downtown. The deviations for ground level activation and garage encapsulation are appropriate given the steep slopes of the adjoining sidewalks which create a unique situation and which will be enhanced by Green Street improvements along Eighth Avenue, raised planters, green walls, and detailed brick facades to create an interesting pedestrian experience. Additional deviations to parking space widths will allow for the structural grid required by this particular building design which results in the ability to provide public open spaces within the Project. The deviations for reduced storage areas will result in more parking for the project in the form of tandem spaces in order to reduce the potential for overflow parking from the Project. The deviations to the oriel window regulations will result in a more interesting building façade by providing a larger element consistent with the larger than normal tower facades.

4. The proposed deviations will result in a development exhibiting superior architectural design.

The deviations will result in an overall project design that will provide a unique urban design solution to this site with unique slope characteristics. The superior architecture achieved by the Project includes the provision of two public open spaces including the B Street Plaza and A Street Park, the provision of Green Street improvements along Eighth Avenue, enhanced brick and metal panel building materials throughout the Project, and enhanced streetscape improvements including raised brick planters to create an enhanced pedestrian experience. The Project provides a simple and sophisticated architectural design enhanced by upgraded building materials that is consistent with, and complements, the surrounding neighborhood containing the largest buildings in the Downtown area.

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# <u>Discussion – Public Correspondence</u>

Staff has received numerous emails regarding the Project (Attachment E), most in opposition to the Project citing several areas of concern. The following is a quick summary of the concerns and staffs' response:

- 1. Views there is no legal protection for private views across private property. The DCP and CCPDO establish View Corridors down designated public streets to preserve views of San Diego Bay by requiring building setbacks and stepbacks from the property line adjoining the street. There are no required View Corridor standards that apply to any of the adjoining streets. In a high intensity urban environment, parking lots and underutilized properties should be expected to be developed with projects consistent with zoning similar to existing surrounding developments.
- 2. Density while the Project maximizes its allowed intensity under the DCP and the CCPDO, it is within all adopted regulations, which allow for a Maximum FAR of 14.0 in this neighborhood (second highest in Downtown). The CCPDO does not regulate specific density, just FAR. The proposed development is consistent with the goal of reaching a Downtown population of 90,000 residents, with 46,000 being in the East Village. The DCP calls for this neighborhood to be the highest intensity residential area Downtown with many towers matching the height and intensity of the commercial buildings in the Core neighborhood to the west.
- 3. Height the proposed 250-foot tall buildings are well below the maximum height of approximately 420 feet and the existing buildings in the immediate neighborhood.
- 4. Parking the Project meets the parking requirements of the CCPDO including guest parking (the applicants are no longer seeking reduced parking for the Project).
- 5. Traffic since the Project complies with the DCP and CCPDO it is covered by the traffic analysis prepared for the 2006 FEIR, which included a comprehensive traffic analysis evaluating total build-out of the Downtown area. There was some mitigation required for the Eighth Avenue and A Street intersection (minor restriping) in the long term, but the Project's traffic study determined that the Project will not have any impacts to traffic circulation and that the long-term mitigation is not required with the Project.
- 6. Market Competition with other Developments zoning laws should not, and do not, regulate market competition. With Downtown apartment vacancy rates below five percent, there is a current and future demand for over 32,000 additional residential units Downtown.

In summary, the Project is consistent with the vision of the DCP and meets the regulations of the CCPDO, except for the requested deviations which are unrelated to the above issues.

## **APPEAL**

Laura Baldrati filed an appeal of the CivicSD Board's approval of the Project based on the approval of the deviation for the parking stall widths. While the appeal was limited to this issue, the Commission's public hearing will consider the overall approval of CCDP/PDP 2012-48 for

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the Project and is not limited to the parking stall width issue. With regards to the appellant's argument against the reduction in parking stall width from 9'-0" to 8'-6" for spaces adjacent to the shear walls within the garage, the CivicSD Board found that the deviation to the parking space widths is minimal, is based on the structural grid required by this particular building design which results in the ability to provide public open spaces within the Project. Therefore, the CivicSD Board made the findings for approval of this deviation. Staff therefore recommends that the appeal be denied and the Project approval be upheld.

### **CONCLUSION**

Based on an analysis of the Project, the CivicSD Board has concluded that the findings for approval of CCDP/PDP 2012-48 could be made and approved the Project on February 27, 2013. The Applicant made significant improvements to the architecture and urban design characteristics of the Project during the review process and the Project will provide important amenities, including 12,053 square feet of public urban open space, green roofs and a landscaped Green Street along Eighth Avenue. Staff recommends that the Commission deny the appeal and uphold the CivicSD Board's approval of the Project as listed in the attached CivicSD Resolution and Permit.

### **ALTERNATIVES**

- 1. Grant the appeal and overturn the CivicSD Board approval of CCDP/PDP 2012-48.
- 2. Uphold the appeal and Deny CCPDP 2012-48 for the Project.

Respectfully submitted,

Brad Richter

Assistant Vice President, Planning

Concurred by:

Herban

Attachments: A – Site Photos

B - Project Description, Architectural Narrative, and Open Space Narrative

C – Applicant's PDP Requests/Justification

D – Downtown Design Guidelines Urban Open Space, Tower and Streetwall Criteria

E – Public Correspondence

F - CivicSD Board Resolution and CCDP/PDP 2012-48

G - Appeal from Laura Baldrati, dated received March 11, 2013

Basic Concept/Schematic Drawings





# **Project Description**

Blue Sky San Diego is a proposed multi-family residential apartment development planned for the full city block bounded by A and B streets, and 8th and 9th avenues in the East Village's Northwest sub-district of the Centre City Planned District. The site is zoned CCPD — Residential Emphasis. The 1.38 acre site is located immediately adjacent to the Core district to the west and the Cortez Neighborhood to the north. Its topography is challenging, with steep slopes in two directions and a grade differential of 37 feet between the site's low and high points.

The project is comprised of two high-rise towers oriented north-south over a multi-level parking garage. Phase One, which parallels 8th Avenue, includes 480 apartments in 21 residential stories, while Phase Two, paralleling 9th Avenue, includes 459 units in 20 residential stories. Both buildings include a range of studio, one-bedroom and two-bedroom units, ranging from approximately 430 square feet to 1,040 square feet. Up to eight levels of parking occupy the entire block beneath the residential towers. Depending on one's location within the sloped site, three to seven levels of the parking are located below grade. The garage provides parking for 977 cars in standard spaces, plus an additional 164 tandem spaces.

Blue Sky features Type I construction, comprised of a non-combustible, cast-in-place concrete structure. The project is designed in a contemporary architectural vernacular. The exterior of the residential towers include a variety of materials, none of which constitute a majority of the buildings' surfaces on their own. Exterior surfaces consist of approximately 44% light -tinted blue-green glass (clear at street level), 39% bonded, prefinished aluminum panels, 11% exposed cast-in-place structural concrete elements, 4% reddish-brown brick and 2% planted green-screen living wall at the building base. Ninety-one percent of units have balconies, all with clear glass railing. Accent materials include painted metal canopies at the project's southeast and northwest lobby entry corners, and metal shade elements over windows.

Two dedicated urban open spaces, totaling 12,390 square feet, cover more than 20% of the project site. The urban open spaces feature planters, seat walls, water features and adjacencies to activated spaces. The roofs of both towers include Eco-Roofs, totaling more than 21,000 square feet, or just over 60% of the project's total roof area. Both Eco-Roofs will be accessible to building residents and their guests with a meandering path that leads to a dog run area for each tower. Other resident amenities include wired and wireless internet accessibility; rooftop swimming pools and social area; a fitness center; a lounge and business center; and a bicycle repair, wash and storage center within each tower.

Tower heights above grade for each building vary due to the severe grades of the site. Phase One reaches as high as approximately 240 feet, plus elevator, mechanical equipment and a stair tower, adjacent to the intersection of 8th Avenue and B Street. Phase Two's maximum height is nearly 228 feet, plus elevator, mechanical equipment and a stair tower, near 9th Avenue and B Street.

Total building gross construction area is 1,141,488 square feet for Blue Sky's residential towers and parking structure. This includes 385,208 square feet in the parking garage, 385,837 square feet in the phase one residential tower and 370,443 square feet in the phase two residential tower. Total building square footage applicable to floor area ratio ("FAR") is 843,077 gross square feet, resulting in a FAR of 14. The project is eligible for bonus FAR above the maximum base of 10 by providing Urban Open Space that equals 20% of the site area and accessible Eco-Roofs sized to achieve the maximum bonus permitted under the Centre City Planned District Ordinance ("CCPDO"). The applicable bonus calculations are provided on separate worksheets. With the provision of these amenities, the total permitted bonus FAR is two. The project's owner intends to purchase an additional FAR bonus of two through the FAR Payment Bonus Program, bringing the total bonus to four and the total FAR to 14.

Blue Sky has already arranged the required equity financing for first phase of the \$275 million project. The owner's objective is to break ground as soon as possible.

## **Architectural Narrative**

Blue Sky is a proposed apartment development within the Centre City Planned District. The full-block project is immediately east of Symphony Hall within the Northwest sub-district of East Village. Bounded by A and B streets, and 8th and 9th avenues, it directly borders the Core to the west and Cortez Neighborhood to the north. The southeast corner of the site is occupied by a vacant auto repair shop; the balance of the site is surface parking. Consistent with the goals of the Downtown Community Plan and the Centre City Planned District Ordinance ("PDO"), this two-tower, two-phase project will add 939 market-rate rental units to the area designated by the plan for downtown's "highest residential intensities." The overall floor-area-ratio ("FAR") is 14.0, including bonuses for both Urban Open Space and Eco-Roofs, as well as bonus FAR purchased through the FAR Payment Bonus Program. With a 37-foot grade differential between the high and low corners, the Blue Sky site abruptly begins the transition between the relatively flat topography that characterizes much of downtown to the sloped, elevated grades of Cortez Hill.

Blue Sky's towers feature contemporary design characterized by streamlined forms that reflect and support the buildings' function. Designed to integrate into the context of its neighborhood, the buildings are comprised of durable and sustainable high-quality materials that provide an appropriate residential scale, elegance and refinement while simultaneously responding to the transitional nature of a site surrounded by some of San Diego's largest buildings. Primary exterior surfaces consist of approximately 44% lighted-tinted blue-green glass (clear at street level), 39% bonded, pre-finished aluminum panels, 11% exposed cast-in-place structural concrete elements, 4% brick and 2% planted living wall at the building base. The buildings are accented with painted metal canopies above the storefronts on the southeast and northwest corners of the project. Ninety-one percent of units have balconies, all with clear glass railings. Each tower has a rooftop pool deck and social area with high glass wall surround; the majority of both rooftops, however, are planted, resident-accessible Eco-Roofing. A parking garage with up to seven levels below grade will occupy the entire block beneath the towers. Up to three and one-half levels of parking occur above grade, depending on the site's cross-slope. Both buildings are oriented north-south consistent with the Downtown Design Guidelines to maximize sun access and optimize view corridors for residents of Cortez Hill.

The Phase One (west) tower has 21 residential stories while the Phase Two (east) tower has 20, for total tower heights of approximately 240 feet and 228 feet above B Street, respectively, plus elevator, stair towers and mechanical equipment. Building articulation and modulation is accomplished through a variety of measures. The upper floors of each tower along the street frontages are designed to distinguish the top portion of each building from its lower floors. These sections are characterized by larger balconies and windows around the perimeter of each building. Portions of the two top floors of each building are penthouse units with continuous nearly floor-to-ceiling glass and even larger balconies. The balance of the elevations of each tower combines diverse, but complementary, materials of metal, glass and brick within proper proportions. Their use and arrangement are sensitive to the overall composition. Deep-set balconies and tall brick walls create three-dimensional depth avoiding a flat, unarticulated façade. All four corners of each building contain balconies with large expanses of windows which further add to the three-dimensional quality. The patterns on each elevation of aluminum panels and a significant amount of glazing create a clean, ordered composition, not busy and chaotic. The aluminum panels and brick walls create an elegant and timeless look that marries residential warmth with a downtown urban context. Elegant brick detailing at the street level offers a comfortable, organic quality that pedestrians enjoy and brings a real human scale to the street.

A primary design objective for Blue Sky is to create significant destination and pedestrian amenities for the neighborhood. Fully 20% of the site will be converted from asphalt today to permanent public open space. The centerpiece of the 6,555 square foot park-like area planned along A Street to the north is a large, elliptical-shaped public gathering area surrounded by landscaping and seat walls. The gathering area can be accessed via paths at multiple entry points along the public sidewalk, separated only by landscaped garden areas. The park is designed to be extremely visible and accessible from the adjoining public sidewalks, while simultaneously creating a peaceful garden oasis among the urban vitality that surrounds it. On B Street to the south, the 5,835 square foot urban plaza features a curvilinear water pool and small cascading water feature with lush shade trees, and a variety of informal meeting areas. Ample seating areas will be directly accessible from the public sidewalk and adjacent to a retail space that will be very attractive for a small coffee shop, service or sundry business at the southwest corner of the property. Both urban plaza areas will have complimentary finish detailing and planting palettes, and open adjacent community room balconies looking into the plazas. The South Plaza will have a convenient residence building entry, as well as direct connectivity from the adjacent "Blue Sky Lounge." Additionally, Blue Sky's street level features fully activated interior spaces, including leasing and resident amenities spaces along A and B streets and walk-up residential units along a large portion of 9th Avenue. Near the middle of the block on 8th Avenue, the "Bike & Board Shop" for residents will be located off of the sidewalk on a terraced platform which will allow for maintenance and cleaning of bicycles and a place to stretch prior to riding. Where habitable space is not possible on the steeply sloping 8th Avenue and a small portion of 9th Avenue, pedestrians will find very hospitable walking environments adjacent to planted vertical surfaces, or eco-friendly "living walls". This treatment is especially appropriate along 8th Avenue, a designated "green street" in the Downtown Community Plan, where artistic patterns will be woven into the green screen.

# Blue Sky Resident Amenities and Public Plazas

The project's north and south frontages, A and B streets, respectively, will provide habitable space and/or dedicated urban open spaces along 100% of their frontages (see attached exhibits). These streets will be comprised exclusively of clear glass storefronts containing Blue Sky's leasing/marketing offices and amenities spaces, and inviting public open spaces at the northeast and southwest corners of the site.

The project's leasing/marketing and amenities spaces have been designed to create an appearance identical to that of commercial spaces along the street frontage and adjacent to the public plazas. At street level, prospective and/or existing residents are able to enter these spaces directly from the sidewalk through clear glass doors located at the corners of 8th Avenue and A Street and 9th Avenue and B Street, respectively. The Blue Sky Lounge, a large area located immediately adjacent to the street and plaza frontages, will feature a very visible lounge-themed area that features interactive games, social areas and a theatre with a megasized screen. Food and beverage service will be available to residents in these spaces. Blue Sky's contemporary, high tech leasing lobby will also be visible directly through the building's large glass doors. Leasing activities will occur throughout the day, seven days per week, while the Blue Sky Lounge will generate both daytime activity and nightlife. During the day, portions of this area are easily transformed into business activity areas, including individual work spaces and small, glass-walled conference areas complete with state-of-the-art audio-visual technology. The theatre will also be available for viewing a variety of broadcasts during the daytime hours. At night, the entire lounge area is transformed into the center of nightlife for the community, featuring music, food and beverages, table shuffleboard, socializing opportunities and broadcasts in the street-side theatre. The second level of amenities spaces in each building, located directly above the lounges, will house state-of-the-art fitness centers for Blue Sky residents. The fitness centers will feature equipment equal to or better than what can be found in top-ranked commercial fitness centers and will be available to residents 24 hours per day, seven days per week.

Comprising more than 20% of the total site area, the project's two public plazas will serve as public parks for the Northwest subdistrict of East Village and eastern portion of the Civic/Core district. Each of these urban open spaces will feature shaded, garden oases, environmentally-conscious water features, seating areas, lighting and access to adjacent habitable spaces. The South Plaza will feature a small retail space at the ground level of the Phase One tower. This space will be ideal for small food and beverage, sundry or service businesses. The retail counter within this space will be placed at the building's edge so that all customer and public activities actually occur outside within the plaza area. Additionally, residential units, including many with balconies, will directly overlook the plazas. At the North Plaza, these units will begin at ground level immediately adjacent to the plaza, while the units overlooking the South Plaza begin immediately above the retail space. Importantly, these plazas will be located immediately adjacent to the glass-walled amenities spaces, where both the lounges and fitness centers will have direct relationships with the plazas and the adjoining public sidewalks, providing activity, lighting and enhanced security. At the South Plaza, the first floor lounge will feature multiple, contiguous glass doors that can be opened and stacked to the side to blur or even eliminate the demarcation between indoor and outdoor spaces. Residents will undoubtedly utilize this feature regularly to take advantage of San Diego's outstanding climate. Above the lounge, the fitness center will feature a long, wide balcony, perfect for outdoor stretching and fitness activities, directly overlooking the plaza. The fitness center's south glass wall will directly overlook the B Street sidewalk. At the North Plaza, where the site's slope creates an elevation difference between the first floor of the amenities spaces and the plaza, the lounge will feature a large balcony with seating and socializing opportunities that will directly overlook the plaza. The second level fitness center will also utilize clear glass walls that overlook the plaza and the adjacent A Street sidewalk.

March 28, 2013

Mr. Brad Richter Assistant Vice President Civic San Diego 401 B Street, Suite 400 San Diego, CA 92101-4298

Project: Blue Sky San Diego — CSD Application 2012-34
RE: Request for Planned Development Permit Approval

Dear Mr. Richter:

East Village San Diego, LLC (EVSD) respectfully requests Civic San Diego's approval of a Planned Development Permit ("PDP") for Blue Sky San Diego, a 939-unit, two-phase, high-rise, multifamily rental project proposed for the full block site located between A and B streets, 8th and 9th avenues. The Centre City Planned District Ordinance ("CCPDO") provides the opportunity for applicants to seek a PDP. The purpose of this provision "is to provide flexibility in the application of the development regulations for projects where strict application of the development regulations would restrict design options and result in a less desirable project." The CCPDO further provides guidance to the CSD Board by prescribing that certain findings be made in order to grant an application. The deviations requested by Blue Sky are as follows:

- 1. Encapsulation and Habitable Space
  - a. Reduce habitable space required along street wall from 100% to 86%.
  - b. Reduce ground level parking encapsulation from 100% to 72%.
  - c. Permit modifications to oriel window requirements.
- 2. Blank Walls and Transparency
  - a. Increase maximum percentage of blank wall from 30% of first-story street wall to 48%.
  - b. Increase maximum continuous blank wall from 20 feet to 57 feet.
- 3. Bulk Regulations
  - a. Increase maximum north-south tower dimension (above 85 feet) from 200 feet to 268 feet.
  - b. Increase lot coverage for towers (above 85 feet) from 50% to 61%.
  - c. Decrease minimum tower separation (above 85 feet) from 60 feet to 57 feet.
- 4. Parking
  - 1. Reduce required width of parking stalls adjacent to a column or wall from 9' 0" to 8' 6".
  - b. Permit reduction in required storage from 240 c.f. per unit to an average of 80 cubic feet per unit.

Following a summary of the project site and its constraints, the requested deviations and associated findings for the Planned Development Permit are described below.

#### **Site Description and Constraints**

Blue Sky will be developed on the full 60,223 square foot (1.38 acre) block purchased by Gray, an EVSD partner, in 2004/2005. The building commonly known as the Brake Depot building is currently located at the southeast corner; the balance of the property is now surface parking. Gray previously received CCDC approval for a 43-story mixed-use building in 2006 but elected not to build. That approval has since expired and the CCPDO has been amended twice since that time. The CCPDO now designates the land use for this site as Residential Emphasis. It is located at the physical northwest corner of the Northwest sub-district of the East Village Neighborhood. The DCP describes this area as "poised to begin its reincarnation as downtown's residential core" and "highest intensity residential-emphasis district." Reflective of these objectives, the CCPDO establishes a minimum base floor-area-ratio

("FAR") for this site of 6.0 and a maximum base of 10.0 (both the highest downtown). The maximum FAR for the site, inclusive of available incentives other than an affordable housing bonus, is 14.0 (the second highest allowed in the city).

This block is immediately adjacent to the Core district (in fact, the site was located in the Core prior to 2006) directly across 8<sup>th</sup> Avenue to the west and the Cortez Neighborhood directly across A Street to the north. It is surrounded by some of the largest buildings in San Diego (Symphony Tower, Sheraton Hotel, Merrill Lynch and Vantage Pointe), midrise residential and a low-rise hotel immediately to the north, and a surface parking lot designated for up to 20.0 FAR (the highest allowed in San Diego) owned by Bosa Development immediately to the south. While extremely well-located for residential development adjacent to San Diego's highest concentration of employment, existing development to the east and west, combined with the steep topography of the streets bordering the site, create unique challenges and opportunities in developing this block.

First, the site is the physical transition from the relatively flat topography that characterizes most of downtown to the elevated heights of Cortez Hill immediately north of Blue Sky. The DCP identifies Cortez Hill as "the highest point in downtown." The transition between these areas is abrupt and steep. The Blue Sky site has 37 feet (four floors) of fall from the northwest to southwest corners of the site, nearly a 12.5% slope. The steep slope presents significant functional, architectural and pedestrian-oriented design challenges.

Second, as the DCP notes, the Northwest sub-district of East Village "makes the transition between the very-high intensity, employment-orientation of the Core, and the academic and institutional synergy of Northeast." In other words, Blue Sky directly abuts some of the largest buildings in San Diego and is the first transitional block east of the Core. The opposite side of 8<sup>th</sup> Avenue is the 200-foot, featureless, service and loading backside of Symphony Hall and the solid, blank wall of the Sheraton's parking garage. The steeply sloping streetscape along 8<sup>th</sup> Avenue is not a desirable location for residential or commercial activities at the sidewalk given the blank walls and service facilities located at the back of Symphony Hall and the Sheraton Hotel.

Finally, the 8-foot diameter storm sewer pipe that runs under downtown cuts diagonally beneath the northeast third of the Blue Sky site. While not unique to this property, it requires special engineering consideration and restricts how and where structural loads are located for a substantial portion of the site.

#### **Deviation Requests and Findings**

In order to achieve the best possible design and contribute the best overall project to the community on this uniquely situated and constrained site, EVSD is seeking a PDP. A discussion of the required findings follows below:

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

With approval of the PDP, the project is consistent with the goals and objectives of the Downtown Community Plan ("DCP") and CCPDO. Both documents identify the Blue Sky site as a Residential Emphasis Zone appropriate for large scale, high intensity multifamily residential projects. Specifically, the DCP defines the Northwest sub-district of the East Village Neighborhood as a "high-intensity residential zone" with intensities that "parallel those of Civic/Core" immediately to the west of Blue Sky. It further prescribes that the Northwest sub-district should be developed as "the most intensive residential area in concert with its central location, transit access, and available redevelopment sites," and that, "Establishing peak residential intensities in Northwest will help to maximize use of the area's transit access." Finally, the DCP describes the Northwest sub-district as "poised to begin its reincarnation as downtown's residential core" and projects that, "This transformation will yield downtown's highest-intensity residential emphasis district." Further, the DCP encourages strategies to, "Achieve building intensities that ensure efficient use of available land" and "permit population and employment targets to be met." The DCP projects a residential buildout of nearly 90,000 residents, including 47,700 in projects that were not yet envisioned at the time of the DCP's publication.

Consistent with these DCP provisions, Blue Sky's efficient use of the project site will provide 939 residential units in two towers with a floor area ratio of 14. Blue Sky's proposed density will facilitate meeting the DCP's population targets by providing housing for more than 1,200 new downtown residents.

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

The granting of the PDP will not have a detrimental impact on the public health, safety and welfare. With approval of the PDP, Blue Sky will promote the public health, safety and welfare of the community in multiple ways:

- Blue Sky's more than 1,200 residents will provide eyes and feet on the surrounding streets 24 hours per day, seven
  days per week.
- Blue Sky will provide badly-needed outdoor public spaces to the thousands of residents and employees that surround the project.
- Blue Sky will provide an environmentally-friendly eco-roof covering more than 60% of the roof area of its two towers.
- Blue Sky will reduce dependence on private vehicles by providing shared electric car parking and associated charging stations in a publicly accessible location within the project's garage.
- Blue Sky's long slender towers will provide a sunlight/view corridor for the benefit of nearby residents on Cortez Hill and residents of a future project on the block located immediately to the south.
- Consistent with the DCP, Blue Sky will provide housing opportunities within walking distance of one the region's largest employment concentrations, reducing vehicle trips and improving air quality.
- Blue Sky will implement the DCP's Green Street principles on 8<sup>th</sup> Avenue, creating an inviting pedestrian environment, and enhancing connectivity to light rail and other downtown destinations.
- Blue Sky will result in an investment of approximately \$275 million, including approximately \$16 million in fees paid directly to the City of San Diego. Each phase of the project's construction alone will create approximately 500 jobs and \$32.5 million in annual payroll.
- 3. The proposed development will comply with the regulations of the Division, except for any proposed deviations which are appropriate for this location and will result in a more desirable project than would be achieved if designed in conformance with the strict regulations of this Division; and

Blue Sky will comply with all regulations of the CCPDO, except for the proposed deviations requested as a part of this application. The Project proposes two towers of simple, elegant materials, harmonious with the surrounding neighborhood, while providing the largest concentration of workforce housing directly adjacent to Downtown's employment center. The Project creates a unique urban design experience by including two significant public pocket parks, one an urban plaza along a highly travelled street through the adjacent Core and Financial District, and the other a green park adjacent to Cortez Hill. The resultant simple, elegant, harmonious unique urban experience is achieved despite several site constraints and challenges caused by steep topography and the 8-foot diameter storm sewer line that runs diagonally beneath one third of the site.

- Encapsulation and Habitable Space
  - a. Reduce habitable space (including permitted exceptions) at street wall from 100% to 86% (see Exhibit 1a).

b. Reduce ground level parking encapsulation from 100% to 72% (see Exhibit 1b). (Note: While the PDO does not reference permitted exceptions for this requirement, if urban open spaces were a permitted exception as they are with respect to habitable space at the street wall (1a), the percentage of encapsulated parking rises to 86 %.)

At the street level, the reductions in habitable space and encapsulated parking results from a unique condition of the site affecting 8<sup>th</sup> and 9<sup>th</sup> avenues. The severely sloped condition (in excess of a 12% grade) that exists along all of 8<sup>th</sup> Avenue, combined with the blank walls and loading zones located immediately across the street, creates a uniquely challenged condition along a good portion of this street. The severe slope that exists along a 56-foot segment on the north end of 9<sup>th</sup> Avenue also creates significant design challenges. The project's design has addressed the challenges of these streets in a manner that will create an outstanding environment on these frontages, resulting in an outcome that is more desirable than would be achieved under strict conformance to the CCPDO.

Consistent with the City's designation of 8<sup>th</sup> Avenue as a "green street," dense, lush landscaping will be used along this entire street frontage. The landscape design includes a dual row of street trees, as well as planters with year-round vegetation that will separate pedestrians from the busy adjacent street. The green street design will also activate this building frontage in multiple ways. For example, uniquely-shaped planters installed on the building side of the sidewalk will incorporate pedestrian seating opportunities. Additionally, a "Bike and Board" shop intended to provide Blue Sky residents with a location to repair and clean bicycles, surfboards and the like, will be located along this frontage. A living green wall that incorporates artistic elements will be installed on the building's façade to separate pedestrians from the parking garage and to further enhance the "green" nature of this street. The sidewalk will be widened an additional 9'-9" (a full 40%) to create an extremely generous 24-foot wide sidewalk, while existing parallel parking will be maintained. As part of this improvement, bulb-outs will be installed at the intersections with A and B streets to reduce the distance required for pedestrians to cross the street. As a result of this comprehensive approach, pedestrians will find that the east side of 8<sup>th</sup> Avenue offers a superior alternative to walking along the back side of the buildings on the west side of the street.

On 9<sup>th</sup> Avenue, the flatter topography along a portion of the street and it's adjacency to Vantage Pointe provide an opportunity for residential living at the street level. At this location, the project includes residential units with direct access from the sidewalk along nearly 120 feet (or 45%) of the street frontage. When added together with the public open space and Blue Sky's marketing/amenities spaces that front this street, 84% of the 9<sup>th</sup> Avenue frontage meets the requirement for habitable space. The only area not meeting the CCPDO's requirements is a 49-foot long area near the A Street end of the garage, where the slope of the street, at more than 13%, is even more severe than 8<sup>th</sup> Avenue. Similar to 8<sup>th</sup> Avenue, this area will be enhanced by a living wall and sidewalk landscaping to ensure a positive pedestrian experience along this short stretch of frontage.

The project's remaining two frontages, A and B streets, will provide habitable space and/or dedicated urban open spaces along 100% of their frontages. These streets will be comprised exclusively of clear glass storefronts containing Blue Sky's leasing/marketing offices and amenities spaces, and inviting public open spaces at the northeast and southwest corners of the site.

The project's leasing/marketing and amenities spaces have been designed to create an appearance identical to that of commercial spaces along the street frontage and adjacent to the public plazas. At street level, prospective and/or existing residents are able to enter these spaces directly from the sidewalk through clear glass doors located at the corners of 8<sup>th</sup> Avenue and A Street and 9<sup>th</sup> Avenue and B Street, respectively. The Blue Sky Lounge, a large area located immediately adjacent to the street and plaza frontages will feature a

very visible lounge area that features interactive games, social areas and a theatre-area with a mega-sized screen. Food and beverage service will be available to residents in these spaces. Blue Sky's contemporary, high tech leasing lobby will also be visible directly through the building's large glass doors. Leasing activities will occur throughout the day, seven days per week, while the lounge will generate both daytime activity and nightlife. During the day, portions of this area are easily transformed into business activity areas, including individual work spaces and small, glass-walled conference areas complete with state-of-the-art audio-visual technology. The theatre will also be available for viewing a variety of broadcasts during the daytime hours. At night, the entire lounge area is transformed into the center of nightlife for the community. The second level of amenities spaces in each building, located directly above the lounges, will house state-of-the-art fitness centers for Blue Sky residents. The fitness centers will feature equipment equal to or superior to that found in top-ranked commercial fitness centers and will be available to residents 24 hours per day, seven days per week.

Comprising more than 20% of the total site area, the project's two public plazas will serve as public parks for the Northwest sub-district of East Village and eastern portion of the Civic/Core district. Each of these urban open spaces will feature shaded, garden oases, environmentally-conscious water features, seating areas, lighting and access to adjacent habitable spaces. The South Plaza will feature a small retail space at the ground level of the Phase One tower. This space will be ideal for small food and beverage, sundry or service businesses. The retail counter within this space will be placed at the building's edge so that all customer and public activities actually occur outside within the plaza area. Additionally, residential units, including many with balconies, will directly overlook the plazas. At the North Plaza, these units will begin at ground level immediately adjacent to the plaza, while the units overlooking the South Plaza begin immediately above the retail space. Importantly, these plazas will be located immediately adjacent to the glass-walled amenities spaces, where both the lounges and fitness centers will have direct relationships with the plazas and the adjoining public sidewalks, providing activity, lighting and enhanced security. At the South Plaza, the first floor lounge will feature multiple, contiguous glass doors that can be opened and stacked to the side to blur or even eliminate the demarcation between indoor and outdoor spaces. Residents will undoubtedly utilize this feature regularly to take advantage of San Diego's outstanding climate. Above the lounge, the fitness center will feature a long, wide balcony, perfect for outdoor stretching and fitness activities, directly overlooking the plaza. The fitness center's south glass wall will directly overlook the B Street sidewalk. At the North Plaza, where the site's slope creates an elevation difference between the first floor of the amenities spaces and the plaza, the lounge will feature a large balcony with seating and socializing opportunities that will directly overlook the plaza. The second level fitness center will also utilize clear glass walls that overlook the plaza and the adjacent A Street sidewalk.

These visible, activated public spaces will provide outdoor activities and social interaction opportunities sorely lacking elsewhere in the surrounding area.

Permit modifications to oriel window requirements (see Exhibit 1c).

The CCPDO permits oriel windows to project into the right-of-way while requiring these features to meet certain parameters. Blue Sky's 8<sup>th</sup> and 9<sup>th</sup> Avenue elevations will utilize a form of oriel window to create articulation in the facades and to emphasize distinct vertical elements within the building's elevations. The application of the oriel windows contributes to the project's superior architecture, achieved through the composition of design, form and open spaces.

Specifically, the east and west elevations will each feature a pair of aluminum metal panel-enclosed 12'-0" wide x 4'-0" deep projections into the right-of-way. The projections will feature an 8'-0" x 6'-0" window on the street facing wall and a 3'-0" x 6'-0" window on the patio facing wall at each floor. The two windows meet

at the corner of the projections, effectively creating a continuous glass corner. The projections begin above the base of the building to permit the required clearance above the ground. The oriel windows are strategically located in the center of each elevation and incorporate sizeable windows in order to provide light into the adjacent units. Given the specific application of these architectural features within the Blue Sky design, strict compliance with the standards of the CCPDO would result in a less desirable project with less articulation and architectural expression. Specifically, the proposed modifications are to: 1) permit the oriel windows to extend more than 50'-0" vertically; and 2) permit less than 70% of each oriel window surface area to be vision glass.

#### 2. Blank Walls and Transparency

- Increase maximum percentage of blank wall from 30% of first story street wall to 48% (see Exhibit 2a and 2b).
- Increase maximum continuous blank wall from 20 feet to 57 feet (includes green screen areas) (see Exhibit 2a and 2b).

The severe slope of the Blue Sky site necessitates that parking be located both above and below grade. At the high point of the site, below grade parking will reach as many as seven levels. To prevent residents from being required to traverse even more levels, and to avoid the associated undesirable impacts on housing costs to residents and the impact to downtown of excavating and supporting a hole more than 80 feet into the ground, parking has been maximized beneath the footprint of each tower. The result is that parking is located at the property line at certain points around the perimeter of the buildings. Blue Sky's design will enhance many of these areas by creating the appearance of residential windows within the context of the brick base used throughout the project. In other locations, the parking will be screened with a living green wall to provide visual interest and a soft texture at these locations. The living wall is a fully designed, independent, irrigated landscape system that will feature a creative artistic design. While technically considered a "blank wall" because it is not transparent, we believe the living wall provides an attractive, ecologically-friendly building edge not characteristic of a typical blank wall. Because of the undesirable impacts of adding additional levels of parking, these deviations will result in a more desirable project than would be achieved if designed in strict conformance with the regulations of the CCPDO.

#### 3. Bulk Regulations

- a. Increase maximum north-south tower dimension (above 85 feet) from 200 to 268 feet.
- b. Increase lot coverage for towers (above 85 feet) from 50% to 61%.
- c. Decrease minimum tower separation (above 85 feet) from 60 feet to 57 feet.

Compliance with the CCPDO Bulk Regulations would result in bulky and unimaginative building massing, such as that depicted in Exhibit 3, Figures A-1 and A-2. The deviations provide sleek, slender building masses (see Figures B-1 and B-2) designed to: 1) maximize view and sunlight corridors for existing residents located to the north on Cortez Hill and future residents of a residential tower immediately south of Blue Sky; 2) permit 20% of the site to be transformed into public open space for surrounding residents and employees in this transitional area of East Village, where open space and public amenities are lacking; and 3) achieve the maximum FAR potential for the site, consistent with the DCP's designation of this area as "Centre City's highest intensity residential emphasis district."

To achieve the proposed superior design, the project requires an increase in lot coverage above 85 feet of an additional 10% over the permitted 50% coverage standard (to 61%), but will utilize 20% to 40% less than the permitted 100% lot coverage below 85 feet. The proposed tower lot coverage is permitted in approximately one-third of the downtown area, including the Core area immediately to the west of Blue Sky. The north-south dimensions on each of the two towers will be 267'-6", approximately 34% above the

permitted 200-foot length. Each of Blue Sky's towers will be approximately 72 feet wide, nearly 45% shorter than the permitted 130-foot east-west dimension. The distance between Blue Sky's two towers will vary, ranging from a maximum of 62'-1" feet (a greater distance than the 60 foot requirement) to a minimum of 57'-2" (occurs at locations representing less than 28% of the overlap between the buildings), and achieving an average in excess of 59 feet. These separations will also occur at heights less than 85 feet (where the CCPDO requires no separation at all); therefore the average separation between Blue Sky's buildings from top to bottom is substantially greater than that required by the CCPDO.

The Blue Sky site is located immediately adjacent to the center of downtown employment. This area has been zoned "Core," and also carries with it an "Employment Overlay" designation. Until only a few years ago, the Blue Sky site was also zoned "Core." The standards which govern this area immediately to the west and southwest are significantly different than those which govern the Blue Sky site and have resulted in very large, massive buildings. The Symphony Tower/Sheraton block immediately west of Blue Sky is a solid mass covering the entire block (i.e. 100% lot coverage), then has two large towers both substantially higher than the Blue Sky west tower. Vantage Pointe, located on the full block immediately east of Blue Sky, is also significantly taller with much higher coverage and mass than Blue Sky. The half-block immediately south of Blue Sky permits the highest intensity land use downtown with a permitted 20 FAR. In sum, Blue Sky will be surrounded by buildings with bulk and mass far greater than its own.

Blue Sky's buildings have been designed to be as low, long and narrow as practicable while at the same time achieving the allowed 14 FAR. The Blue Sky design accomplishes these objectives with considerably less bulk and mass at the buildings' base than allowed by the CCPDO, while the towers have slightly more. Blue Sky has buildings at least 37% shorter than allowed (the Federal Aviation Administration permits heights up to 500 feet), a floor plate over 20% smaller than allowed (each building's floor plate is only 18,285 square feet or less), and buildings over 44% narrower than allowed. The net effect is less overall bulk and mass than permitted by the CCPDO. The design delivers significant public benefits by providing a 6,555 square foot pocket-park at the northeast corner of the site and a 5,835 square foot plaza at the southwest corner of the site. Both areas will provide outdoor opportunities not found elsewhere in the surrounding area. The view corridor between the two towers will alleviate the considerable height, bulk and mass of Blue Sky's neighbors immediately to the east and west that provide little or no view corridors for residents of Cortez Hill.

#### 4. Parkina

a. Reduce required width of parking stalls adjacent to a column or wall from 9' - 0" to 8' - 6" (see exhibits related to 4a).

The minor reduction requested in the width of parking spaces adjacent to columns or walls is required to meet Blue Sky's overarching design goals; that is, to provide long, slender towers that:

- 1. Maximize view and sunlight corridors for existing residents located to the north on Cortez Hill and future residents of a residential tower to be constructed immediately south of Blue Sky;
- Permit 20% of the site to be transformed into critically-needed public open space for thousands of surrounding residents and employees in this transitional area of East Village; and
- Achieve the maximum FAR and density potential for the site, consistent with the DCP's designation of this area as downtown's "highest intensity residential emphasis district."

Implementing Blue Sky's elegant aesthetic and unique urban experience on a site with steep, asymmetric slopes, burdened by an existing storm drain impacting roughly one-third of the site, requires overcoming the

site's challenges and constraints with special engineering considerations caused by forced restrictions on how and where structural loads are located. Such engineering considerations result in the requirement that structural shear walls be placed at specific locations and at specific distances from each other. These shear walls begin at the lowest level of the parking garage and extend upward through the towers, serving as demising walls between individual apartments. The required location of the shear walls results in the need for the deviation in the width of the parking stalls. Because of the engineering and construction considerations caused by the site constraints, implementing the project's overall design, open space and towers in a manner that is harmonious with the neighborhood requires the parking stall width deviation.

Specifically, the Municipal Code requires unobstructed parking spaces to be 8'-3" for commercial uses, and 8'-0" for all other uses, including residential. The reduction in required width for residential parking reflects the familiarity residents have with a parking space due to their consistent use of the space, versus commercial patrons who may be unfamiliar with their surroundings. When a parking stall is adjacent to a wall or column on just one side, the Code requires stalls to be 9'-0" wide, regardless of use. Surprisingly, in this situation the Code does not provide a corresponding reduction in stall width for residential users. Blue Sky's design provides 8'-6" spaces adjacent to a wall or column, a dimension still 6" wider than that required for an unobstructed residential space.

Importantly, based on decades of experience and its thorough investigation of this specific design, Gray is 100% confident that the proposed parking layout works. For example, one concern might be that the spaces adjacent to a wall or column would be difficult for a vehicle to maneuver into and out of them. To test this concern, Gray retained a professional traffic engineering firm to conduct a comparative maneuverability study. This study concluded that in fact there is no difference in maneuverability between 9'-0'' spaces and the proposed 8'-6'' spaces. The other potential impact of a narrower space (keep in mind that the spaces in question are actually 6'' wider than a standard unobstructed space) is the potential for damaging the vehicle's door while entering or exiting the vehicle. To ensure that the small reduction in available space does not compromise the ability to enter and exit the vehicle without damage, all walls and columns adjacent to parking will have a 1/4'' scratch-resistant foam pad recessed into the concrete at vehicle door height. Importantly, all other parking dimension requirements, including the length of spaces and the width of drive aisles, will meet code requirements.

Finally, like most residential developments downtown, parking at Blue Sky will be assigned to residents. Parking selection at Blue Sky will become part of the leasing experience for prospective residents in the same manner as selecting an apartment. Prior to leasing, building management will learn the size and type of vehicle owned and every effort will be made to designate a stall well-suited to their specific needs. Management will then show prospective lessees their actual parking space. If the space is not suitable for any reason, every effort will be made to offer them another option. If unsuccessful, prospects will of course have the option of leasing elsewhere. Blue Sky therefore assumes the risk of losing a customer on rare occasions due to parking facilities, just as it might if an apartment fails to meet a renter's needs.

We do not expect this to be the case, however, as Blue Sky will be over-parked. Census data and research of other competitive properties suggest that 15-20% of the resident population at Blue Sky will not own a car given its downtown location, adjacent to one of the region's largest employment concentrations and within three blocks of a transit station. Moreover, Blue Sky will feature more than 160 tandem spaces, spaces that are above and beyond the PDO-required parking, which will be available to meet the needs of residents with more than one vehicle.

In conclusion, the engineering and construction considerations caused by the site's constraints require the parking stall width deviation in order to implement the project's superior architecture, achieved through the

composition of building design, open space and form in a manner that is harmonious with the surrounding neighborhood. Further, the deviation results in a more desirable project than would be achieved if designed in conformance with the strict regulations of the CCPDO, thus satisfying the third finding for the PDP. The conditions requiring this deviation are unique to this site and thus will not set a precedent for future development.

 Permit reduction in required storage from 240 c.f. per unit to an average of 80 cubic feet per unit (see Exhibit 4b).

Section 156.0310(g) (4) of the CCPDO requires that a personal storage area be provided for each dwelling unit in accordance with Chapter 13, Article 1, Division 4 of the Land Development Code. The latter requires each unit to "have a fully-enclosed personal storage area outside the unit that is at least 240 cubic feet with a minimum 7-foot horizontal dimension," requiring land area equivalent to nearly 2/3 of a typical full downtown block.

Market research and many years of experience suggest that meeting this requirement is not necessary to meet market demand and would only increase the cost of downtown housing for renters. This quantity of storage is not an inherent need or an affordable luxury for young urban renters, the primary target market for Blue Sky and many other downtown multi-family properties. The cost of excavating and constructing an area this large adds significantly to the already high rents downtown renters face. Requiring renters to pay for this storage when far less expensive options are available in nearby mini-storage facilities would certainly be a deterrent to living downtown for those who work or attend school in the area. Research of apartment projects built in downtown since 2000 has not produced any evidence that a single completed project has ever achieved this standard; further evidence that market demand is not in line with this requirement.

Rather than add this burden to prospective downtown renters, Blue Sky proposes to provide a range of storage opportunities designed to fit their actual lifestyles. While the size of individual storage spaces will vary, the average size will equal a minimum of 80 cubic feet per unit, and will maintain the required horizontal dimension of 7'. Blue Sky's "Smart Storage" program will offer vertically-oriented storage designed specifically for recreational items such as bicycles, skis, surf boards and other similar items. Other storage opportunities will include personal units mounted above vehicles at the ends of parking spaces. These spaces will be designed to accommodate boxed storage and other similarly-shaped items. The Smart Storage program will provide adequate storage to meet market demand without unnecessarily requiring each renter to pay for an oversized storage space they very likely do not need or want.

Providing storage as described above also permits Blue Sky the ability to offer a significant number of tandem spaces to those residents who desire additional parking spaces. The availability of these spaces will help ensure that those residents who have second cars do not park them on the street in the surrounding neighborhoods, a concern that has been raised frequently by downtown residents, including the Downtown Residents' Association. Thus, the provision of storage as proposed will result in a better project than would strict adherence to the requirements of the CCPDO.

4. The proposed deviations will result in a development exhibiting superior architectural design.

Architecture has been described as the planning, designing and constructing of form, space and ambience that reflect functional, technical, social, environmental, and aesthetic considerations. The technical and functional considerations particularly apply to the Blue Sky site because it is severely constrained by steep topography and an 8-foot diameter storm sewer line that runs diagonally beneath one-third of the site. Architecture also has been described as the whole, and not

just a building, but the set and setting of the site. Architecture includes the things that make a building and its site well-shaped, including orientation of the site and the building on it, to the features of the grounds on which it is situated. Blue Sky's architecture is consistent with these descriptions because it is a combination of: 1) the simple forms and massing of the towers compatible with the surrounding neighborhood; 2) elegant materials that will weather well and withstand the test of time; and 3) public open spaces that create a unique and special social, environmental and aesthetic setting.

Blue Sky's architecture will facilitate the density sought by the DCP and CCPDO at this location in a manner that creates less mass at the street level, while dedicating 20% of the site as permanent public open space to the community and providing a north-south view/sunlight corridor for Cortez Hill residents and future residents to the south. Nearly 78% of the site will be dedicated to useable open space either at the ground level or on the eco-roof decks.

Specifically, Blue Sky's towers feature contemporary design characterized by streamlined forms that reflect and support the buildings' function. Designed to integrate into the context of its neighborhood, the buildings are comprised of durable and sustainable high-quality materials that provide an appropriate residential scale, elegance and refinement while simultaneously responding to the transitional nature of a site surrounded by some of San Diego's largest buildings. The project will be comprised of timeless materials and colors; including a strong reddish-brown brick base; pre-finished, bonded aluminum panels; high quality, energy efficient glazing; cast-in-place concrete, glass balcony railings and a soft, artistic, living green wall in select locations where habitable space is not appropriate. The materials and colors are utilized in a manner that provides variety and interest to the buildings, while integrating its various components. The aluminum panels and brick walls create an elegant and timeless look that marries residential warmth with a downtown urban context. Elegant brick detailing at the street level offers a comfortable, organic quality that pedestrians enjoy and brings a real human scale to the street. The towers also utilize small modulations in the building's shape, varying window fenestration patterns and projecting balconies (91% of the units have balconies) to create articulation and visual interest. All four corners of both towers create prominent architectural statements through the use of large wrapping balconies at each location.

The upper portions of the towers are given special treatment through a heavier emphasis on larger windows and larger, nearly continuous balconies. One end of each tower is also modulated by stepping down the pool area one-half level from the balance of the roof line. More than 60% of the roof decks of each tower are covered by pedestrian-accessible, eco-roof systems that provide residents with a large, environmentally-conscious outdoor open space. The roof line of each building is articulated by variations in its parapet walls and the extension of vertical elements above the main roof line, along with the step-down of each building's pool deck.

The two public plaza spaces formed at the ground plane between the two towers will create significant pedestrian activation of the site. In addition to attracting nearby residents and employees, these plazas are enhanced by their connectivity to activated adjacent spaces such as each building's "Blue Sky Lounge" and fitness center, and in the case of the South Plaza, a retail space and a resident entrance to the building's elevator lobby. The retail space, located at the southwest corner of the west building, offers a corner coffee/food service opportunity that is transparent and inviting, with adjacent plaza seating. Also visible from the public plazas is a rhythmic tensile canopy system that stretches between the bases of the two towers, providing an attractive and graceful architectural element that also shades and screens a small amount of parking located between the buildings.

The combined efforts of a less imposing podium scale, activated public spaces, a strong residential character, dramatic roofscapes, and a rich palette of finish colors and textures, results in a project of superior architectural quality that will enhance the vitality of its surrounding neighborhood. Further, Blue Sky's architecture blends technical engineering requirements caused by the site's topographical constraints with aesthetic elegance and a desirable environmental urban setting. As designed, the two towers allow the set and setting of a site that includes two attractive open space public parks harmonious with the environment and well oriented to the features on the grounds on which it is situated, as well as the surrounding community.

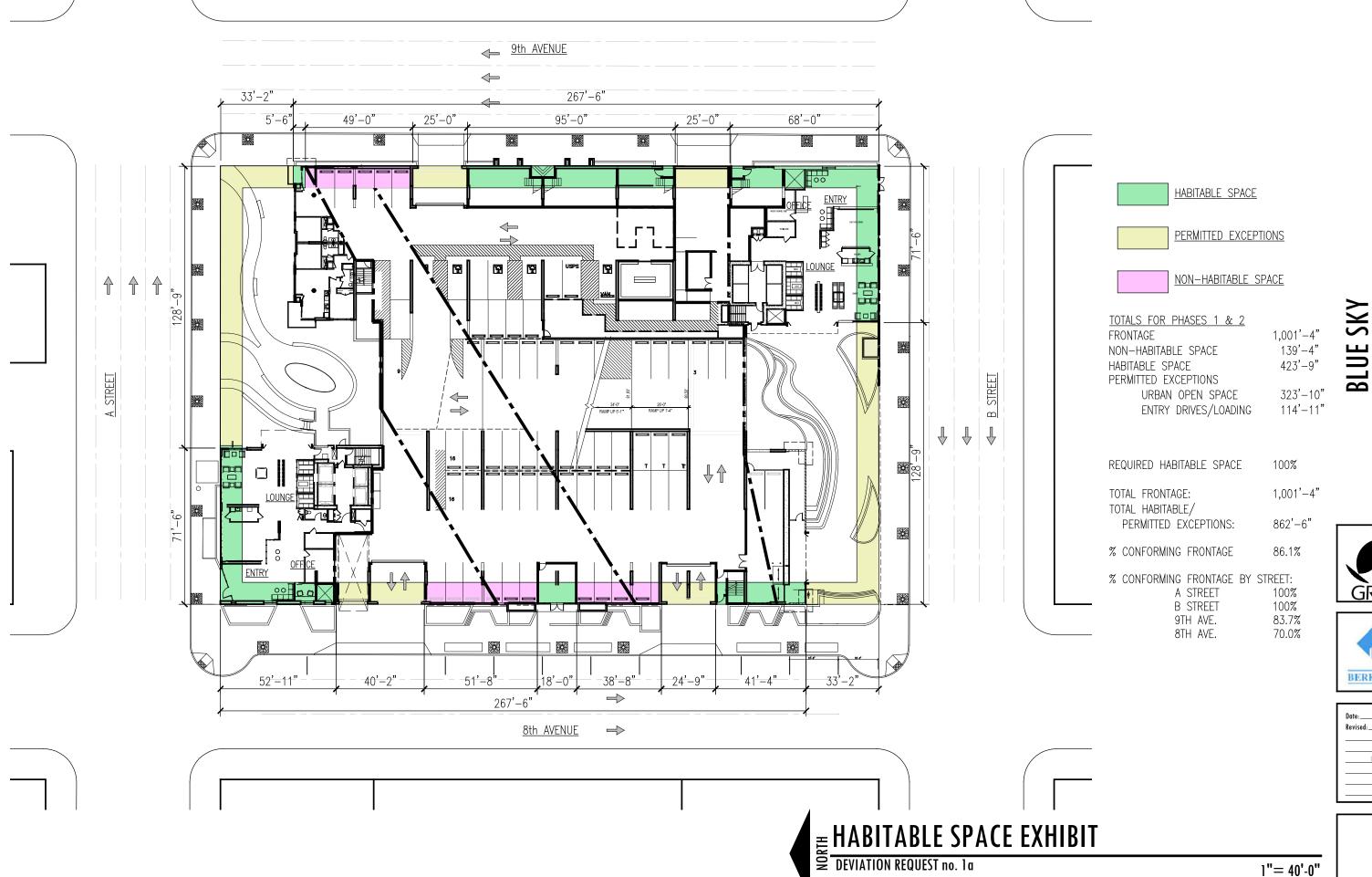
The Project, as a whole, with all of its design features and public amenities, creates a unique urban experience near the downtown Core and Financial District that overall, and in combination of its elements, is superior architecture of a higher rank, quality and importance to its specific downtown location. Because there are restrictive engineering considerations needed to construct Blue Sky's unique, superior urban experience on a severely constrained site, the requested deviations satisfy the fourth finding for the PDP.

Sincerely,

Brian Kearney

Chief Operating Officer

**Attachments** 

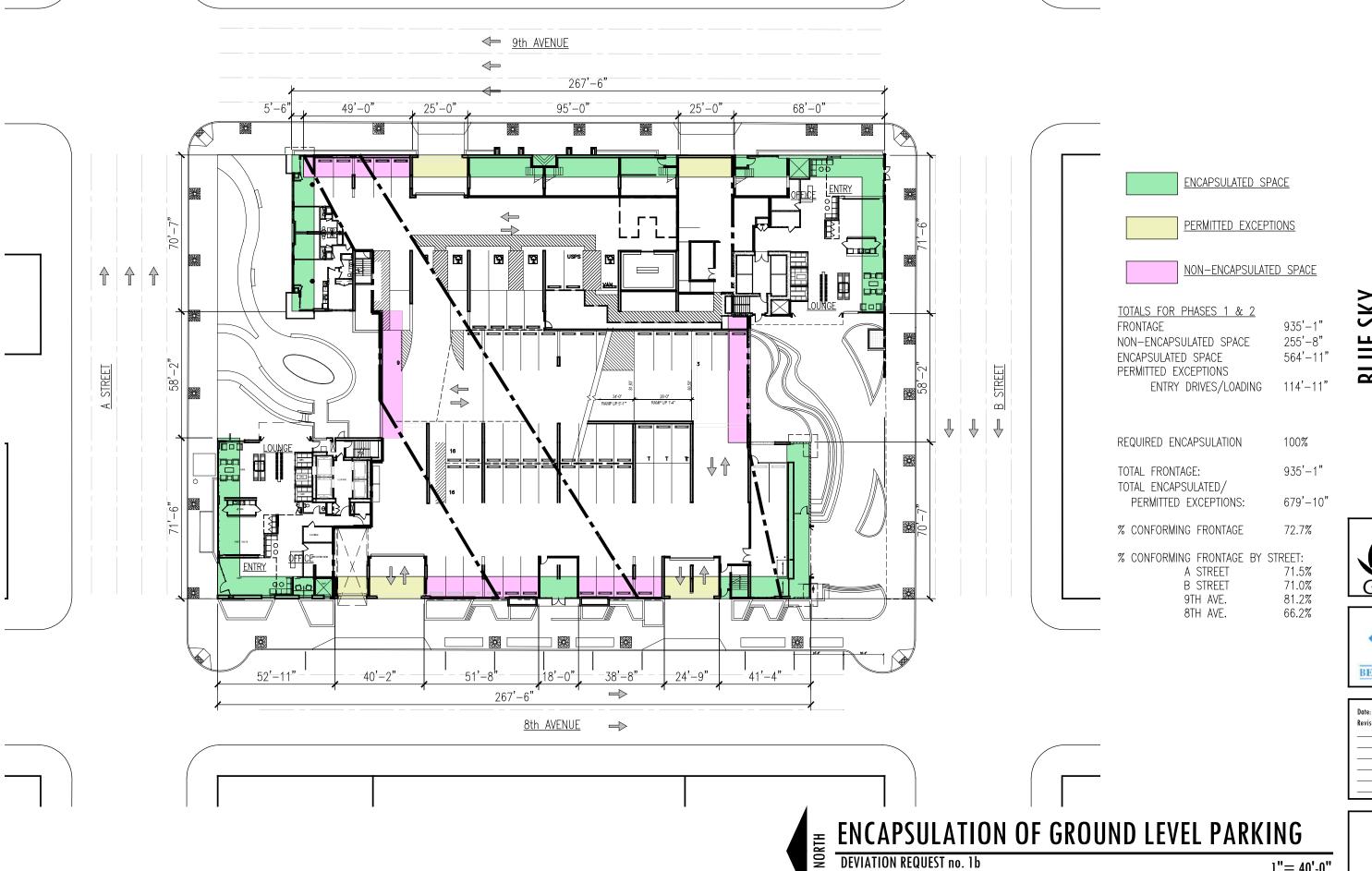


San Diego, California
NE Corner of 8th Avenue and B Street



Revised: Sept. 7, 201 Jan. 28, 2013

1"= 40'-0" CCDC #2012-34



DEVIATION REQUEST no. 1b

San Diego, California
NE Corner of 8th Avenue and B Street

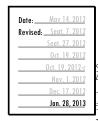


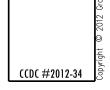
Jan. 28, 2013

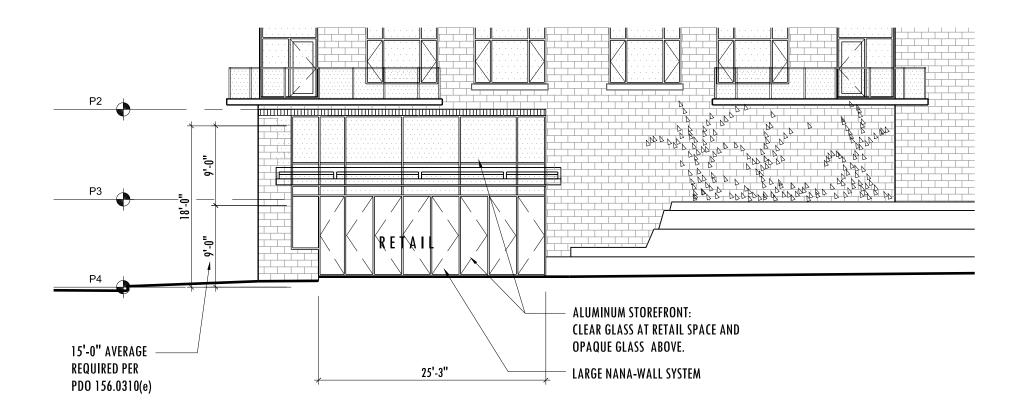
1"= 40'-0" CCDC #2012-34

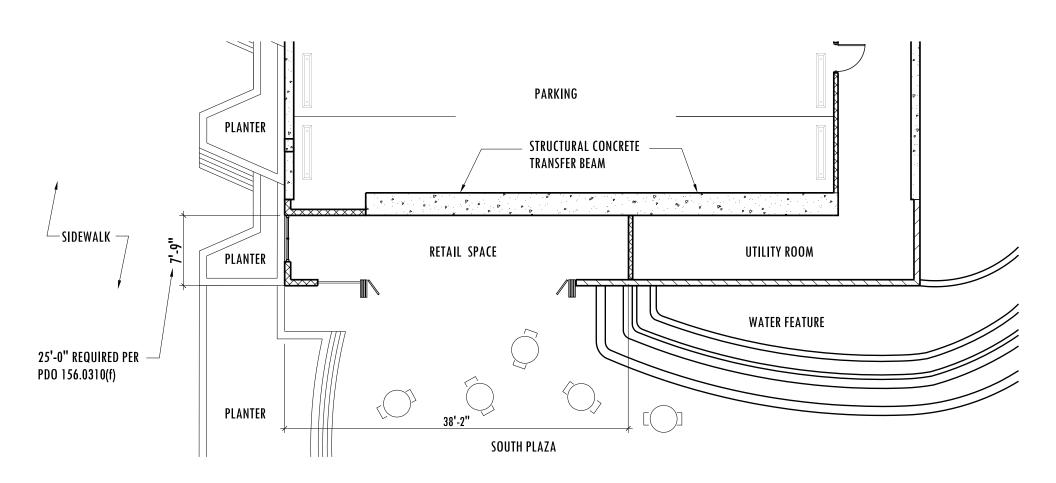


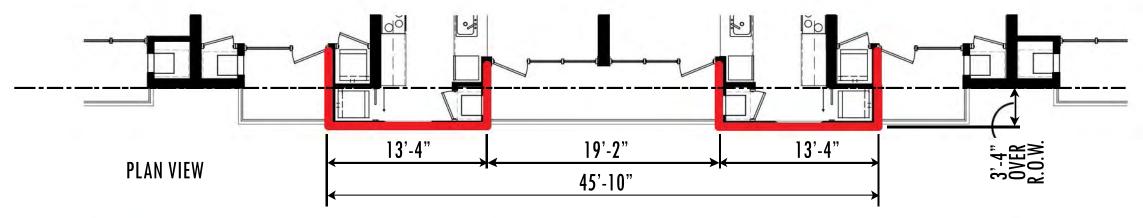




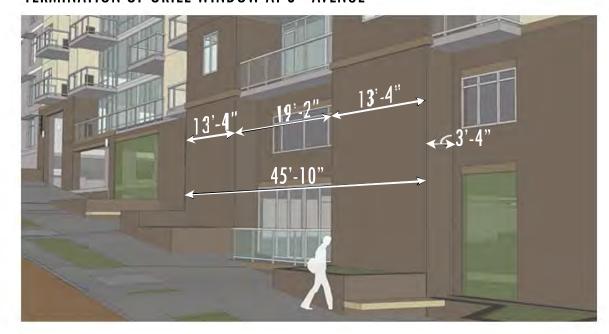




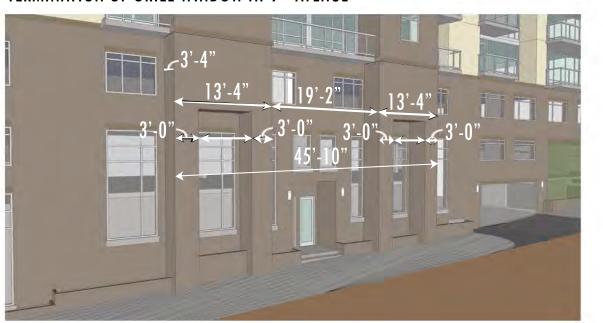




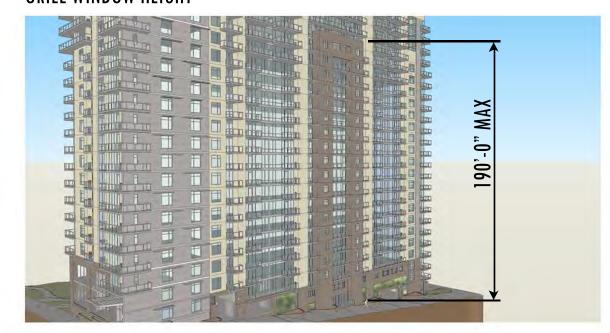
# TERMINATION OF ORIEL WINDOW AT 8<sup>TH</sup> AVENUE



TERMINATION OF ORIEL WINDOW AT 9TH AVENUE



# ORIEL WINDOW HEIGHT



# TOP OF ORIEL WINDOW

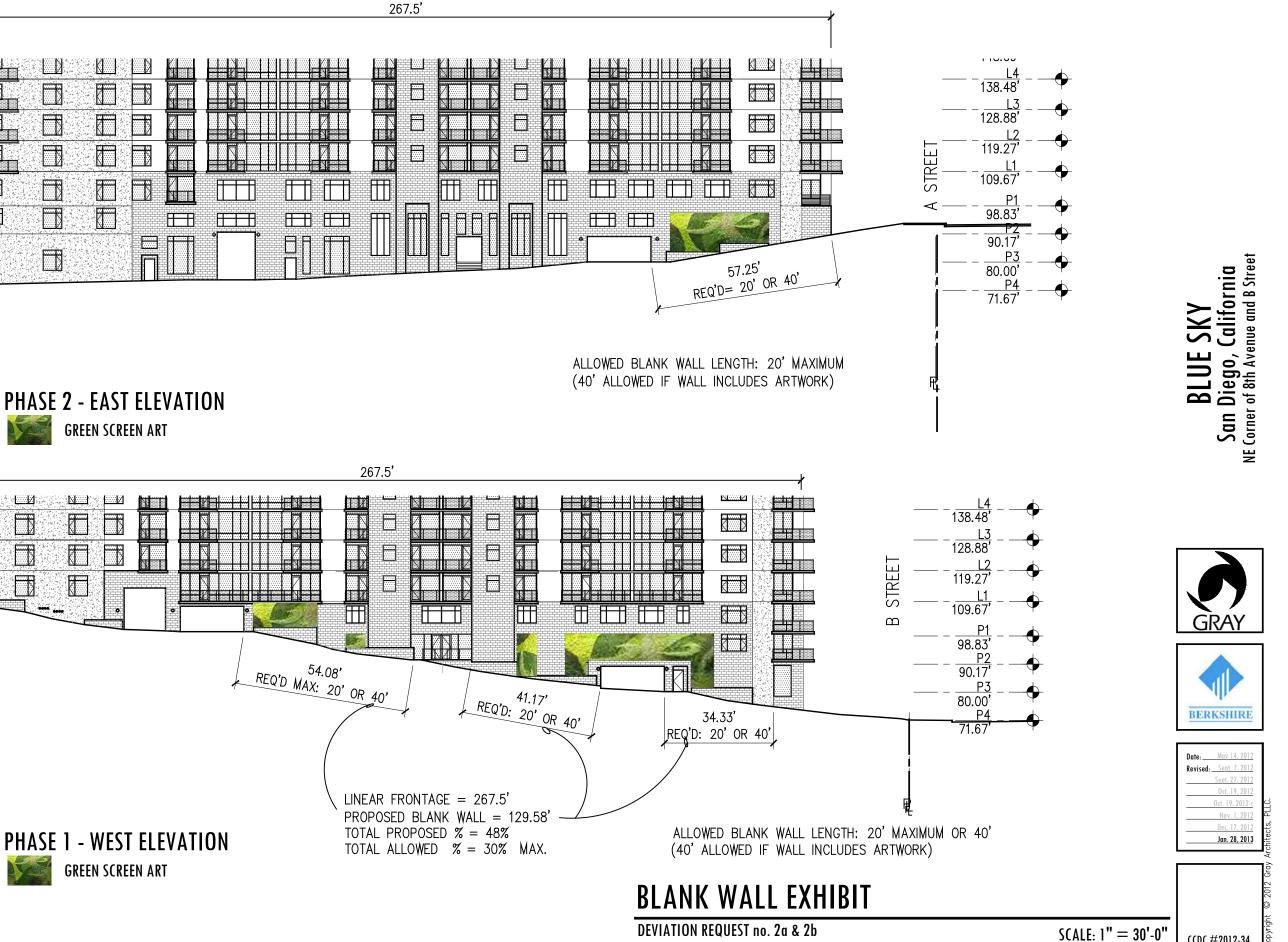


# **ORIEL WINDOW EXHIBIT**





CCDC #2012-34



**GREEN SCREEN ART** 

**GREEN SCREEN ART** 

- 8

STREET

 $\triangleleft$ 

+ L1 109.67

+ L4 138.48'

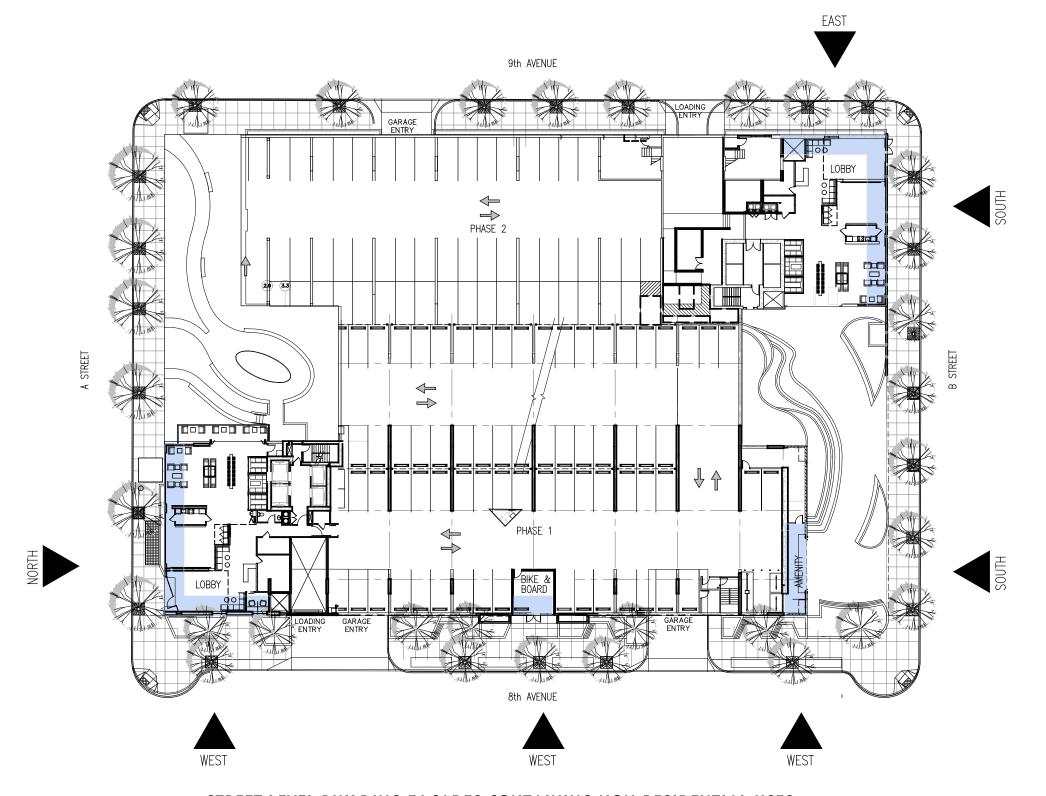
+ L3 128.88'

+ L2 119.27

← L1 
 ← 109.67

◆ P1 98.83

CCDC #2012-34



= FACADE WITH NON-RESIDENTIAL USES

TOTAL TRANSPARENCY PHASES 1 AND 2
TOTAL FACADE AREA = 2,756
TOTAL TRANSPARENCY AREA = 1,468
1,468 / 2,756 = 53.2%

= 53.2% TRANSPARENCY



Jan. 28, 2013

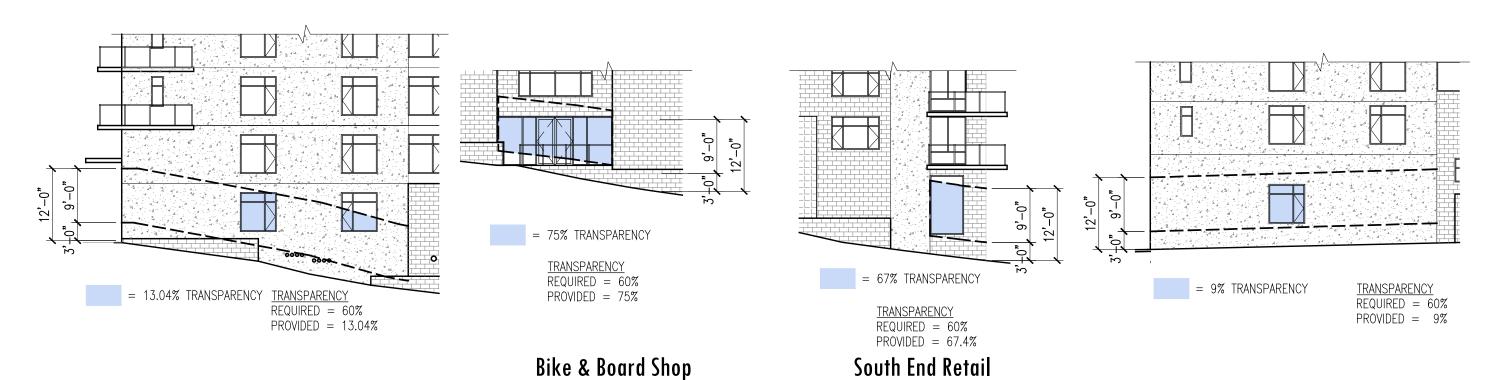
1 of 2

CCDC #2012-34

STREET LEVEL BUILDING FACADES CONTAINING NON-RESIDENTIAL USES



TRANSPARENCY EXHIBIT



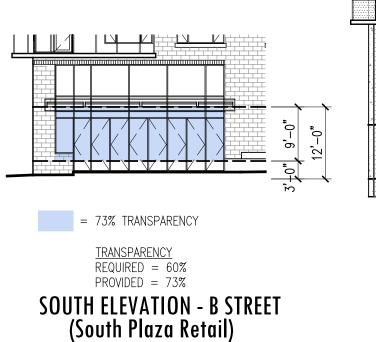
WEST ELEVATION - 8th AVE (north end shear wall)

WEST ELEVATION - 8th AVE

EAST ELEVATION - 9th AVE (south end shear wall)



NORTH ELEVATION - A STREET (Building Entry/Amenities)





SOUTH ELEVATION - B STREET (Building Entry/Amenities)

# TRANSPARENCY EXHIBIT

DEVIATION REQUEST no. 2c SCALE: 1/16" = 1'-0"



2 of 2





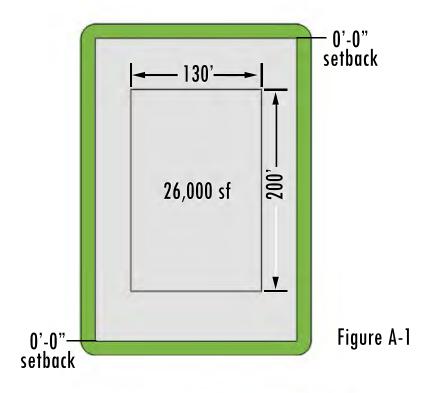
Date: \_\_\_\_\_May 14, 2012 Revised: \_\_Sept. 7, 2012 Nov. 1, 2012 Dec. 17, 2012 Jan. 28, 2013



1"= 100'



## OPTIONAL PERMITTED MASSING UNDER PDO



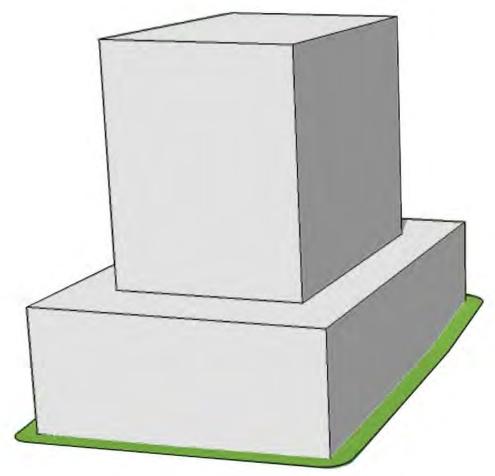
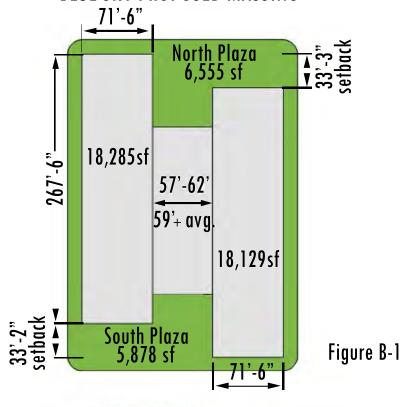


Figure A-2

## BULK REGULATIONS EXHIBIT



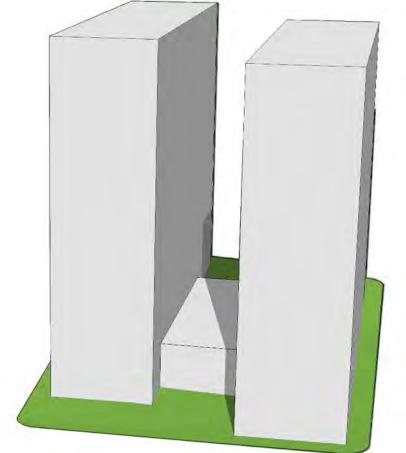


Figure B-2

n.t.s.





Date:	May 14-2012
Revised:	Sept. 7, 2012
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	Day 17, 2013
	Jan. 28, 2013







### **BULK REGULATIONS ABOVE 85'**

3a MINIMUM TOWER SEPARATION

(ONLY APPLIES ABOVE 85' OR LEVEL L8)

PERMITTED MIN. 60'-0"
PROPOSED MIN.: 57'-2"
PROPOSED MAX: 62'-1"
PROPOSED AVG: 59'-2"

MAXIMUM SEPARATION (26.3% of facade)



MINIMUM SEPARATION (27.6% of facade)

### 3b TOWER LOT COVERAGE

PERMITTED = 50%

PROPOSED:

WEST TOWER = 18,285 sf <u>EAST TOWER = 18,129 sf</u> 36,414 sf

NET LOT AREA 60,223 sf

PROPOSED TOWER

LOT COVERAGE 60.4%

### 3c TOWER MAXIMUM LENGTH

PERMITTED 200'-0" PROPOSED 267'-6"





Date: May 14, 2012
Revised: Sept. 7, 2012
Sept. 27, 2012
Oct. 19, 2012Nov. 1, 2012
Dec. 17, 2012
Jan. 28, 2013

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## **BULK REGULATIONS EXHIBIT**



### Memorandum

Arizona
California
Colorado
Florida
Kansas
Missouri
Nebraska
New Mexico
Oklahoma
Texas
Utah

To: Brian Kearney, Gray Development

From: Marc Mizuta, Wilson & Company

Date: October 18, 2012

Re: Blue Sky – Parking Stall Widths

The purpose of this technical memorandum is to summarize the impacts on the maneuverability of vehicles into and out of stalls adjacent to a column or wall in the proposed parking structure for the Blue Sky project. The analysis focused on the following two scenarios:

- 1. Parking stall width of 8.5 feet as proposed by Blue Sky
- 2. Parking stall width of 9 feet as currently required by the Land Development Code

Within each scenario, two different vehicle types were selected for the analysis. The first vehicle selected was considered a standard vehicle, which would most likely represent the majority of the vehicles found in the parking structure. The standard vehicle is 16.75 feet in length and 6.33 feet in width. Examples of a standard vehicle would include a Toyota Avalon, Honda Accord, or Ford Taurus.

The second vehicle selected was considered a full size vehicle. These vehicles are approximately 10 percent larger than a standard vehicle. The full size vehicle is 19 feet in length and 7 feet in width. Examples of a full size vehicle would include a Crown Victoria or Lincoln Town Car.

For the analysis, AutoTURN, which is a CADD-based program, was used to analyze and evaluate the maneuvers in the scenarios described above. Various vehicle types and their associated dimensions are already pre-loaded into the program. A typical garage plan (Floor P5) was provided and the AutoTURN analysis was performed with the two vehicles in the two parking stall width scenarios. Exhibits of the two scenarios are included in the Appendix. Labels have been added to the exhibit to illustrate the various movements made by each vehicle and are summarized as the following:

- A & B: Standard vehicle reversing from a stall
- C: Standard vehicle pulling into a stall
- D: Full size vehicle reversing from a stall
- E: Full size vehicle pulling into a stall

### 8.5 Foot Parking Stall

In the scenario with a parking stall width of 8.5 feet, the AutoTURN analysis indicated that both the standard and full size vehicle would be able to reverse from the parking stall in one maneuver. When pulling into a stall, both vehicles would need to make a 3-point turn. This situation assumes that another vehicle is parked in the space immediately adjacent to the stall where the vehicle is pulling into. Although a 3-point turn is not ideal, this maneuver is fairly common in parking structures.





### 9 Foot Parking Stall

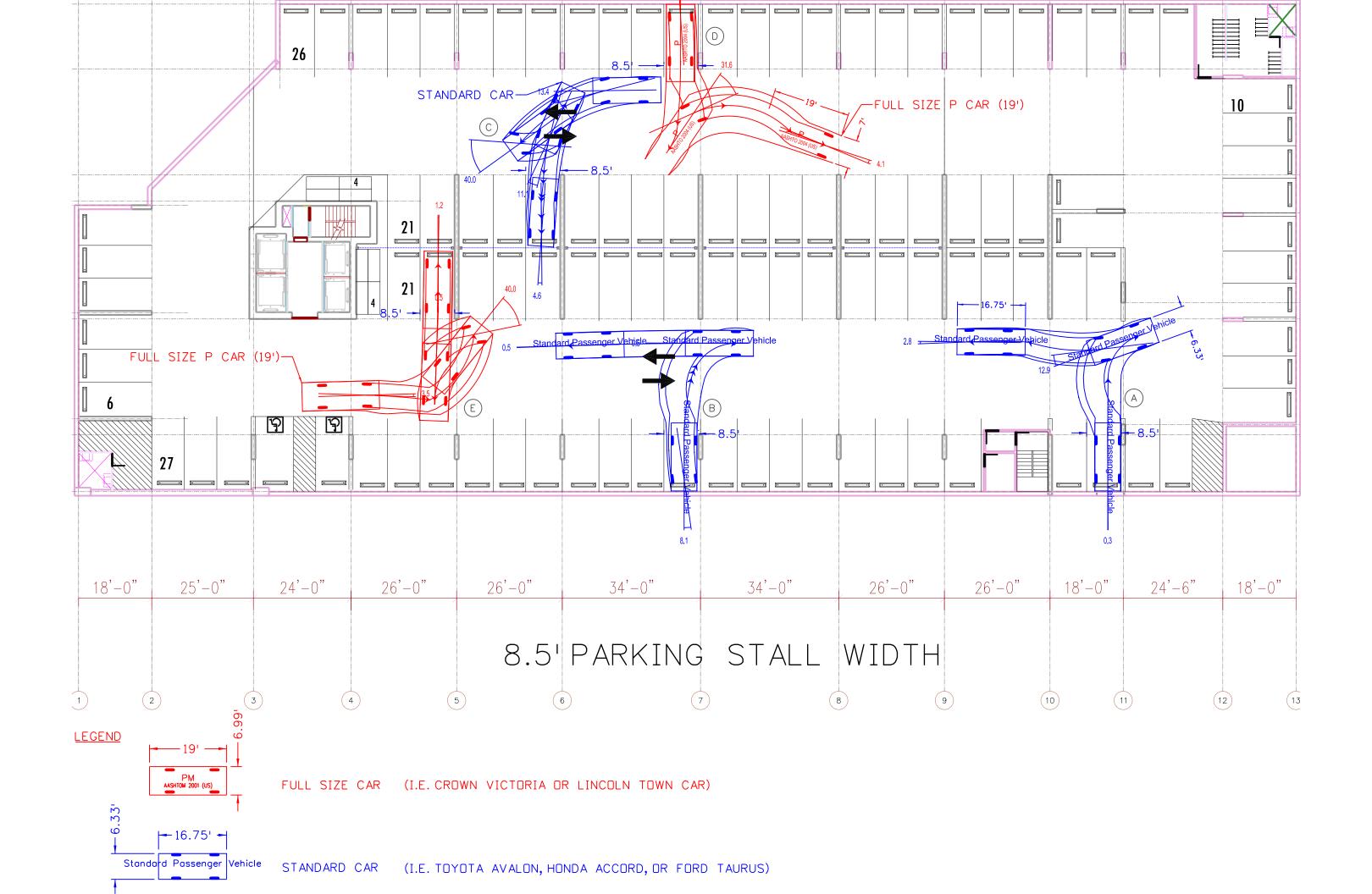
In the scenario with a parking stall width of 9 feet, the AutoTURN analysis resulted in the same maneuverability when compared to the 8.5 foot parking stall scenario. The extra 0.5 feet in width does not allow for better maneuverability.

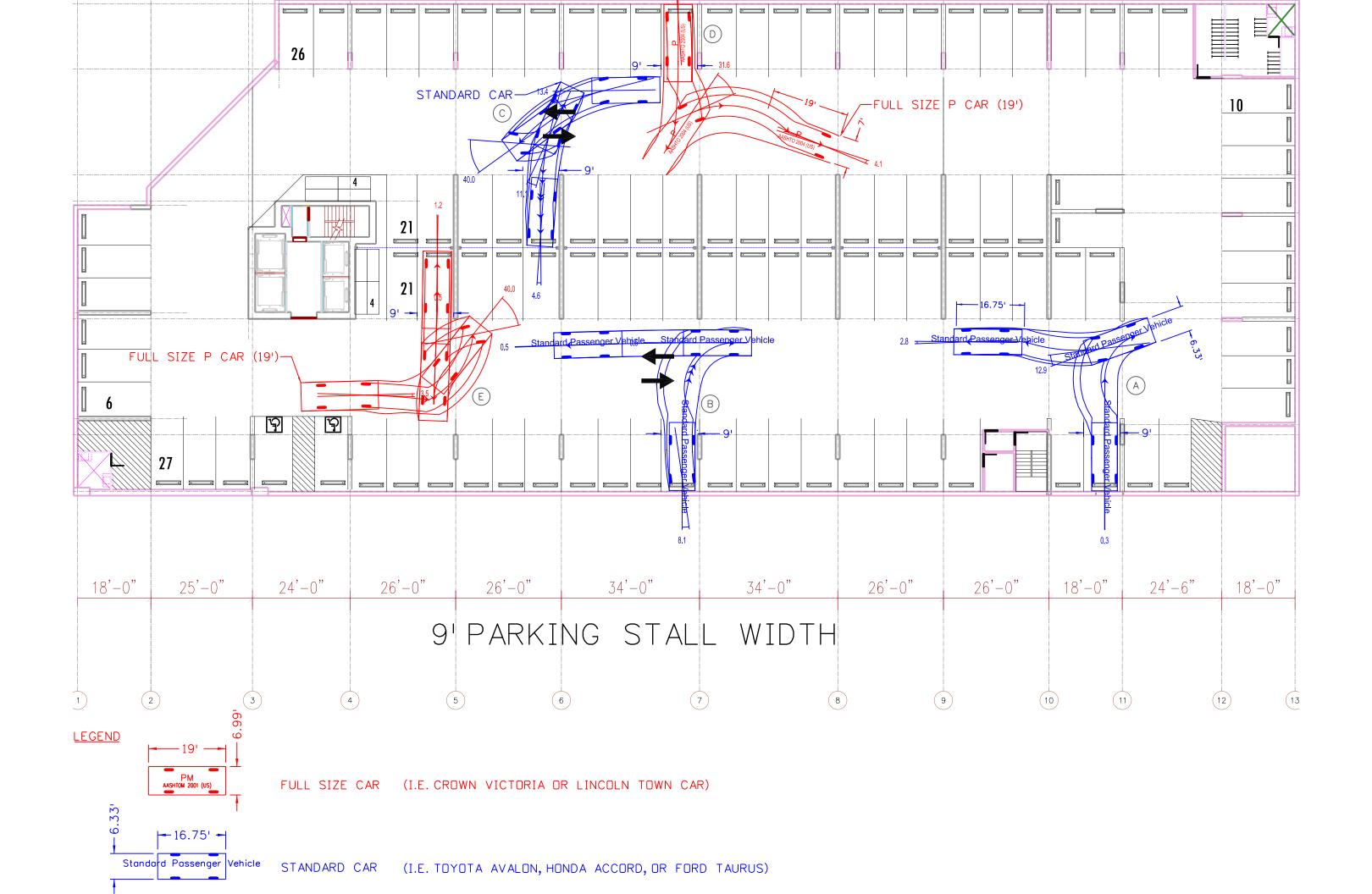
### **Conclusion and Recommendations**

Our conclusion is that the maneuverability of vehicles into and out of spaces adjacent to a wall or column is not impacted by a reduction in the width of the space to 8.5 feet. In either sized space, both a standard vehicle and full size vehicle would be able to reverse out of a stall in one maneuver. Similarly, in either sized space, both vehicles would need to make a 3-point turn when pulling into a stall. It is recommended that the design move forward with the 8.5 foot parking stall width since the maneuverability is the same as the 9 foot parking stall width

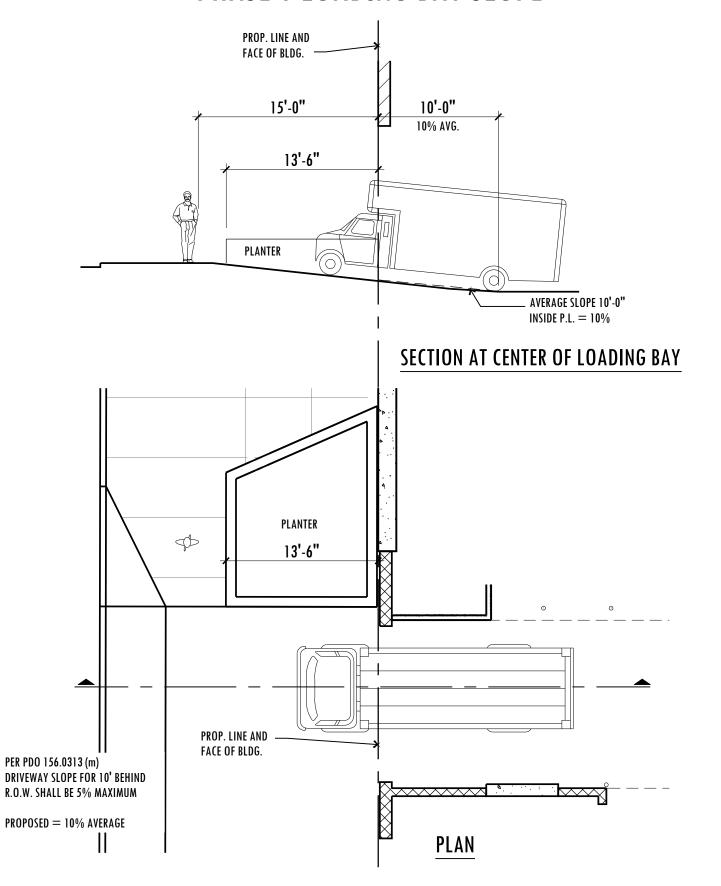
# **Appendix**

- AutoTURN Analysis
  - o 8.5 Foot Parking Space Width
  - o 9 Foot Parking Space Width

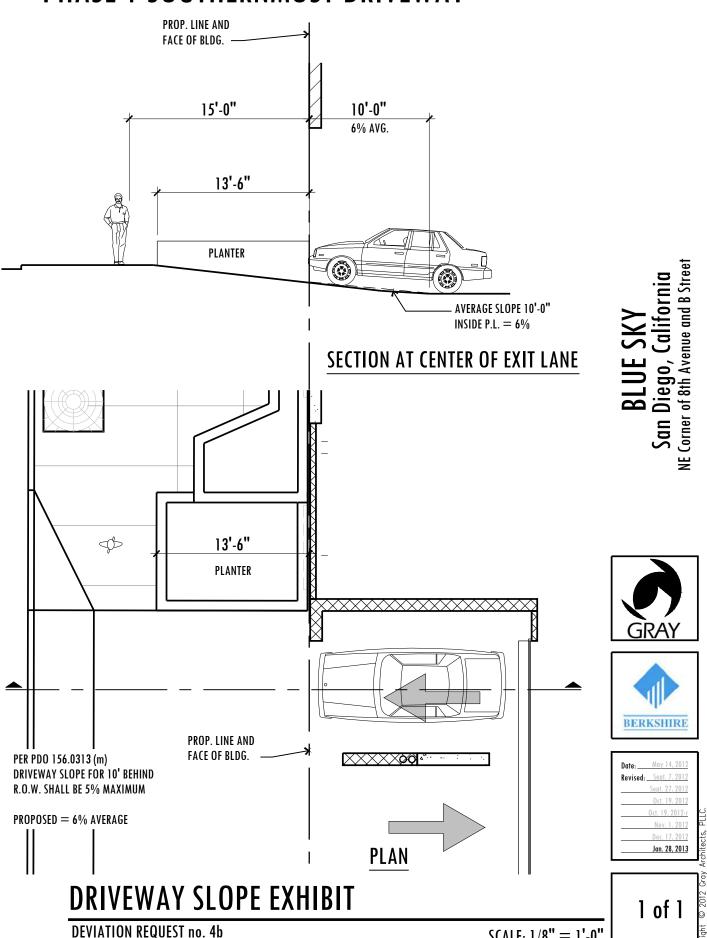




## PHASE 1 LOADING BAY SLOPE



## PHASE 1 SOUTHERNMOST DRIVEWAY



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

CCDC #2012-34







DEVIATION REQUEST no. 4c

1 of 8

CCDC #2012-34

BERKSHIRE

Revised: <u>Sept. 7, 201</u>

Nov. 1, 201

Jan. 28, 2013





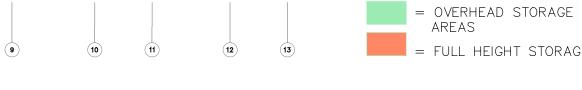






P2 NET UNIT STORAGE

FULL HEIGHT= 962 OVERHEAD = 0 GRAND TOTAL = 962



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8

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## STORAGE EXHIBIT - P2 FLOOR PLAN

DEVIATION REQUEST no. 4c

2 of 8 CCDC #2012-34



7

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3 of 8 CCDC #2012-34

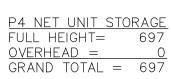
BERKSHIRE

Revised: <u>Sept. 7, 201</u>

DEVIATION REQUEST no. 4c



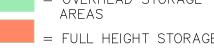


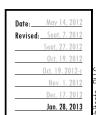






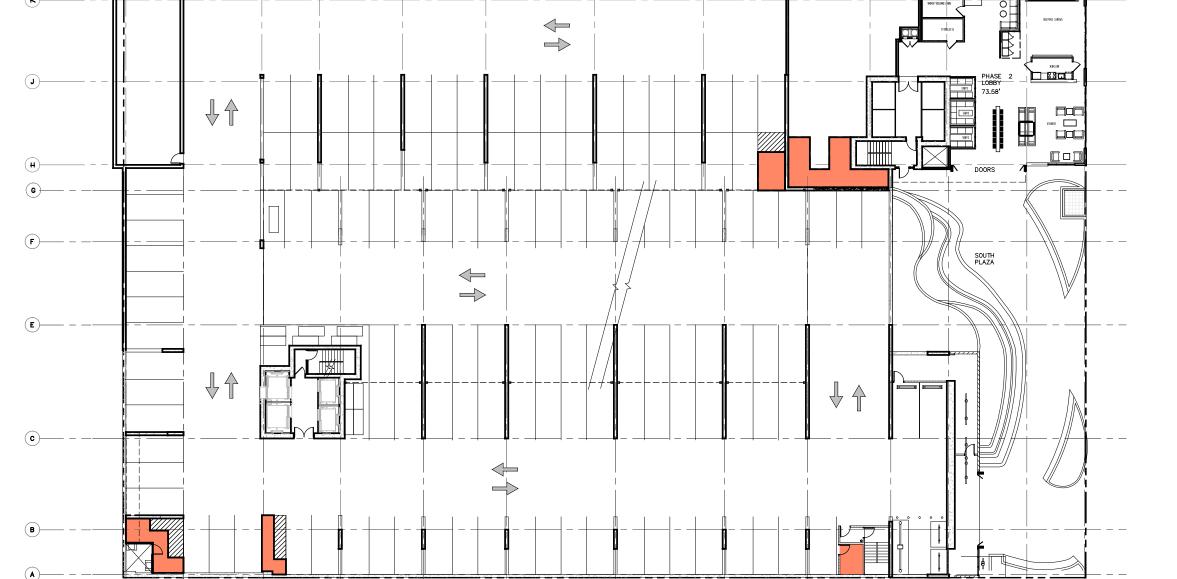
= FULL HEIGHT STORAGE







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BLUE SKY
San Diego, California
NE Corner of 8th Avenue and B Street



Date: May 14, 2012
Revised: Sept. 27, 2012
Oct. 19, 2012
Oct. 19, 2012Nov. 1, 2012
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Jan. 28, 2013



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BLUE SKY
San Diego, California
NE Corner of 8th Avenue and B Street





Oct. 19, 2012-r Nov. 1, 2012 Jan. 28, 2013

STORAGE EXHIBIT - P6 FLOOR PLAN DEVIATION REQUEST no. 4c

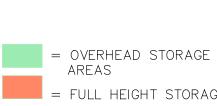
6 of 8

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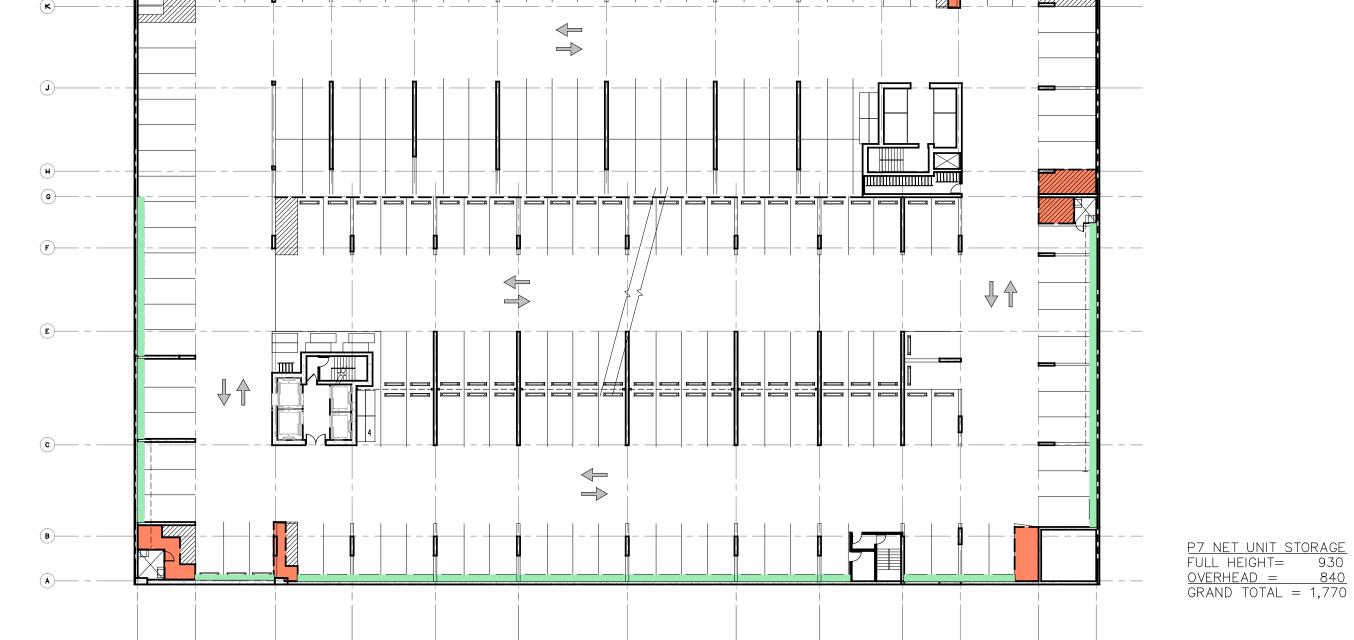






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Jan. 28, 2013



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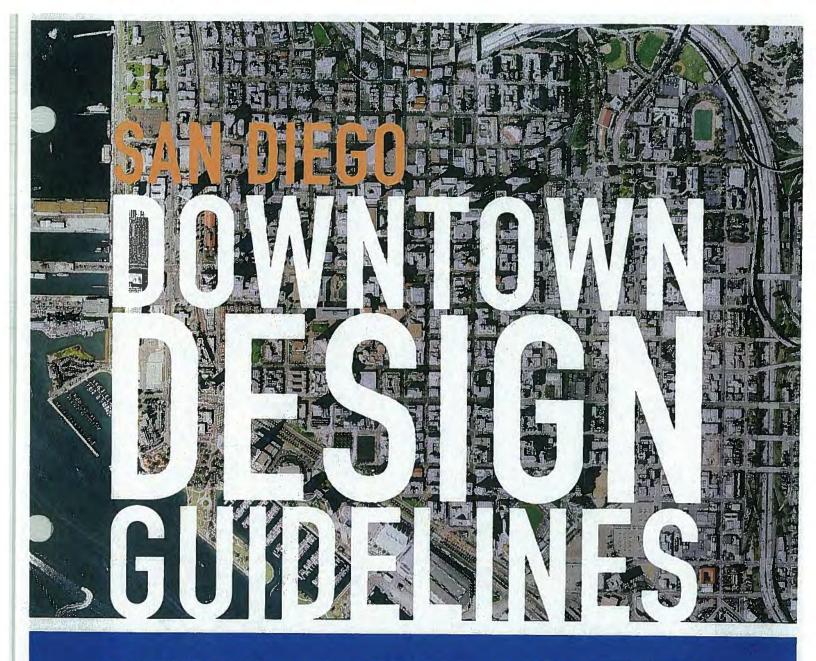
Revised: Sept. 7, 2015 Oct. 19, 2012-r Nov. 1, 2012

= OVERHEAD STORAGE AREAS = FULL HEIGHT STORAGE

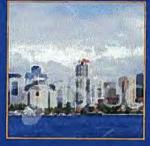


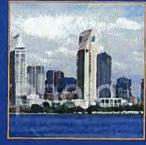
Jan. 28, 2013 8 of 8 CCDC #2012-34













Centre City

LLL Development

Corporation

ADOPTED BY SAN DIEGO CITY COUNCIL NOVEMBER 2011

ATTACHMENT D

## SAN DIEGO DOWNTOWN DESIGN GUIDELINES

# **4.5.3** Ground-Floor Residential Use

### Guidelines

- 4.5.3.A The ground floor of residential building facades should be articulated at regular increments to differentiate individual residential units from each other and from the overall massing of the building, to express a rhythm of individual units along the street.
- 4.5.3.8 Street walls containing ground floor residential units should be set back between 3 and 10 feet from any property line fronting a public street. Stoops and landscaping should be provided in this setback to provide a buffer between the sidewalk and the unit's living areas. At least 75 percent of ground floor units should have direct access from the street, and a maximum of two units may share a single stoop.
- 4.5.3.C Ground-floor residential units should be raised between 18 to 42 inches above the adjacent sidewalk grade to provide an additional buffer.
- 4.5.3.D A minimum of 25 percent of each street-facing ground-level residential unit between 3 and 12 feet above the sidewalk should possess clear, nonreflective windows. Windowsills should be no higher than 5 feet above the sidewalk level.
- 4.5.3.E Fences and gates should be utilized within the setback area only if they demarcate private open space attached to a residential unit. Solid walls or fences should not exceed a height of 42 inches above grade. At-grade glass or railings (at least 80 percent open) may reach a height of 60 inches. Gates and railings located on stoops or raised patios should be transparent (clear glass or railings at least 80 percent open) and should not exceed 48 inches in height.
- 4.5.3.F Each street-facing unit should be identified either on the door or the adjacent wall.



Ground-floor residential building facades should be articulated at regular intervals to differentiate individual residential units. Above, San Diego, CA



Front setback areas in residential projects should be landscaped. Above, San Diego, CA



Ground-level residential entrances should be visible and accessible from the sidewalk. Above, San Diego, CA

## **BLOCKS AND BUILDINGS**



Buildings towers should employ a variation in massing and fenestration and material patterns to create visual interest. Above, San Francisco, CA



Multiple towers in one project should display variation in either form or elevation in order to prevent close similarity. Above, Philadelphia, PA





Building design should incorporate appropriate shading devices, balconies, projections and louvers.

# **4.5.4** Building Tower Design

### **Guidelines**

- 4.5.4.A All building façades of towers should include a variety of fenestration and material patterns to create visual interest and avoid the appearance of a repeated single floor extrusion. Building façades more than 100 feet in width should consider the use of plane offsets and material changes to create shadows and relief. Some elements of towers should integrate with, and extend into the building base façades to avoid the appearance of towers isolated both from the street and their own bases.
- 4.5.4.B Designers should carefully study
  their tower orientation to maximize energy
  conservation. Although orienting the tower's
  longer edge along the east-west axis to
  maximize northern/southern exposure
  and minimize western exposure is typically
  preferred, the use of sun-shading devices
  should be studied on the western and
  southern facades where appropriate to reduce
  heat gain.
- 4.5.4.C Regardless of height or plan variation, no two towers within a project should exhibit identical, or closely similar, form and/or elevations. No tower should be designed to be identical, or closely similar, to another tower located elsewhere in Centre City.
- 4.5.4.D To create a graceful transition to the sky and avoid a cut off, flat-top appearance, the upper 20 percent of any tower (measured above the base or midzone) should achieve an articulated form and composition by means of architectural techniques such as layering, material changes, fenestration pattern variation and/or physical step-backs. Actual reductions of floor areas and/or recessed balconies can assist this composition goal, but are not required. Tower top designs should resolve mechanical penthouses and other technical requirements in an integrated, coherent manner consistent with the composition below them.

## SAN DIEGO DOWNTOWN DESIGN GUIDELINES

- 4.5.4.E Façades should have distinct solar orientations with integrated and appropriate shading devices, balconies, projections, louvers and/or window treatments. These treatments will provide desirable elevation and composition variety.
- 4.5.4.F Towers should be designed with a majority of the facades composed of glazing, including façades facing interior property lines. Large expanses of solid walls should be avoided and should not exceed 20 feet in width. Solid walls should contain enhanced materials, deep reveals and scoring, and other textures.
- 4.5.4.G Reflective or mirror glass is strongly discouraged, as is heavily tinted bronze, black, or gray glass. Glass color should not be emphasized as a "signature" element, and subtle gray-green or blue-gray tints are encouraged if clear glass is not proposed. Glass materials should exhibit visible light transmittance of a minimum of 60 percent.
- 4.5.4.H Projecting balconies facing public streets should be an average of no less than 40 percent open or transparent (perforated mesh, 40 percent translucent glass, or open rail) above a height of 18 inches, measured from the balcony walking surface.
- 4.5.4.1 To ensure a cohesive and compatible night skyline, and to mitigate night-sky pollution, tower accent lighting should be modest, restrained and focused on the upper tower. Bright hues and neon outlines are strongly discouraged, and white or warm-color washes are preferred. Any signature lighting, including rooftop lanterns and other lighting effects, should be designed with adjustable intensity controls for subsequent testing and approval as part of the Design Review process.





The upper 20 percent of any tower shall achieve an articulated form and composition through layering, material changes fenestration patterns and/or physical stepbacks. Top, Chicago, IL; bottom left, Philadelphia, PA, bottom right, San Diego, CA.

## **BLOCKS AND BUILDINGS**



Well designed, publicly-accessible urban open spaces are welcoming and provide public serving amenities such as shade and seating. Above, San Francisco, CA



Gracious steps help pedestrians enter an open space area on a sloping site. Above, New York, NY

# **4.6.1** Urban Open Spaces

These guidelines apply to any public urban open space that is proposed as a public amenity, including those proposed for the purpose of obtaining an FAR bonus or as an exception to the street wall requirements of the PDO. The following guidelines should be used in the evaluation of urban open spaces during the Design Review process.

### **Guidelines**

- 4.6.1.A The urban open space area should be a publicly accessible park or plaza area.
- 4.6.1.B The urban open space should be located along the eastern, western, or southern block face, and it should be designed to maximize exposure to the sun, especially from the southwest.
- 4.6.1.C The urban open space area should be a minimum of 1,000 square feet in area. The open space area should contain a minimum dimension of 40 feet measured parallel to a public sidewalk and 25 feet measured perpendicular to a public sidewalk.
- 4.6.1.D The grade of an urban open space should not be more than 3 feet above or below the sidewalk grade. On sloping sites, the change in elevation between the sidewalk and adjacent urban open space must include gracious steps and landings, with features such as low risers and wide treads, and any planter boxes should include seating ledges. Any walls, planters, or other obstructions (not including trees, lights, and steps) that would prevent views into the open space should be limited and generally not exceed a height of 18 inches above the adjacent sidewalk.
- 4.6.1.E A minimum of 20 percent of the urban open space ground area should be improved with landscaping, which may be reduced with the provision of substantial tree canopy coverage. At least one 36-inch box tree should be planted in the urban open space for each 25 feet of street frontage (for linear open space) and/or for each 500 square feet of urban open space, whichever is greater. Urban open space landscaping should complement and extend the materials and design of the adjoining

## SAN DIEGO DOWNTOWN DESIGN GUIDELINES

public right-of-way. Trees planted in urban open space areas should have a minimum planting area of 100 square feet, with a minimum soil depth of 5 feet. Shrubs should have a minimum planting area of 24 square feet, with a minimum soil depth of 30 inches.

- 4.6.1.F Seating should be provided for users in urban open spaces at a ratio of 1 linear foot of seating for each 40 square feet of urban open space. The seating may be composed of benches and seating walls, and movable seating is highly encouraged. Seating should be between 12 and 24 inches above the level of the adjacent walking surface, and comprise 14 inches of minimum horizontal surface.
- 4.6.1.G Open-air cafés should not occupy more than 25 percent of the total area of the urban open space.
- 4.6.1.H Other site amenities may include open-air cafés, kiosks and pushcarts. Kiosks should be constructed of predominantly light materials such as metal, glass or fabric. No kitchen equipment should be installed within any openair café. Movable pushcarts providing food products, fresh fruits or vegetables, fresh-cut flowers or live plants are encouraged.
- 4.6.1.I Plaza lighting should be provided to ensure adequate security and its design should be coordinated with the lighting used in the public right-of-way and with the building's architectural lighting.



Movable seating should be provided for users in urban open spaces. Above, New York, NY



Urban open spaces should be improved with landscaping, incorporating impervious surfaces, trees and other plantings. Above, San Francisco, CA





Kiosks should be free-standing and constructed of light materials such as metal, glass, or fabric. Above left, Portland, OR; right Victoria, BC.

From: Sent: To: Stave Parks [seveparks1@me.com] Wednesday, February 06, 2013 2:49 PM Brad Richter; richters@civicsd.com

Subject:

Notice\_of\_Revised\_Application\_Blue\_Sky\_2.6.13.pdf

Dear Sir,

I am a property owner near this proposed project and urge the committee to NOT deviate from the cities high standard of design. This project is going to impact the neighborhood and change it dramatically. It is important that good open spaces and good design be required.

Also where are the dogs going to use the bathroom, please require a dog run for the building. Sincerely,

Steve Parks

http://www.ccdc.com/images/stories/downloads/meetings-and-events/event-calendar/2013/Notice of Revised Application Blue Sky 2.6.13.pdf

From: Sent: Henry Surya [henry.surya@ymail.com] Monday, February 11, 2013 3:26 PM

To:

**Brad Richter** 

Subject:

Public Hearing on the Blue Sky project

Mr. Brad Richter, Vice President, Planning Centre City Development Permit and Planning San Diego Dear Mr. Richter,

I look forward to the development of the site bounded by Eight and Ninth Avenue and A and B Street in the East Village as it will transform a parking lot and revitalize the neighborhood.

However, deviations from development standards could have a negative impact on the neighborhood. The proposed addition of 142 units to the existing plan of 797 residential units will create additional congestion and traffic. Residents already experience a parking shortage and the removal of the existing parking supply and additional demand for parking spaces from the development would create a nightmare. The additional height requested would cast a shadow on existing properties.

Thank you for your consideration.

Henry Surya 801 Ash Street San Diego

From: Sent: laura baldrati [lbaldrati@cox.net]
Tuesday, February 12, 2013 3:52 PM

To: Cc: Brad Richter Scott Cabral

Subject:

Concern about revised application for project Blue Sky No2012-48

Importance:

High

To Brad Richter, Assistant Vice President Planning 619 533 7115

Dear Mr Richter,

I am writing to the Center City Development in relation to the request for changes for the project above mentioned.

We had already major concern about the impact on the neighborhood that the original project would had, as designed, but now the increase in building height and number of units is unacceptable.

1) A project of about 1000 rental units will affect traffic, parking, and value of adjacent property.

(PS There are quite a few rental property in Cortez Hill area has and really I do not see the market needs for more here. Vintage point was not intended to be a rental. Between the crime going on there and at Smart Corner this part of town is becoming unsafe and unattractive ) 2)increased building height has a major negative impact on solar exposure and view. San Diego needs quality, well designed projects, that actually are an improvement of the current condition, And Blue Sky is not one.

I am asking your, and the CCD support in carefully evaluating all citizen needs and interest. Please take my comments into consideration and do not approve the recently requested variation by the developer of Blue Sky.

Please let me know if there is anything else I can do to stop this project changes. Your advice and guidance is greatly appreciated.

(Unfortunately I am not able to attend the public hearing) Thank you again Best Regards

Laura Baldrati Architect ACHA EDAC Casp and resident at 801 Ash Street #1403 San Diego CA 92101 619 2207464

From: Sent: matt spangler [lunarc@gmail.com]

Wednesday, February 13, 2013 10:45 AM

To: Subject: Brad Richter
Blue sky development concerns

### Dear Brad,

I am a home owner in Cortez hill (Cortez Blu) with views facing south exactly where the new mega apartment rental property "Blue Sky" is planned to be built. I am very concerned that they want to make the complex even bigger than it was previously. While I realize the parking lot is fair game for development, I would urge you to rationally look at the impact of this mega complex for this and the surrounding areas.

We don't need more rental apartments for this area, there is Ava (299 units), Vantage point (679 units), and 230 at Heritage, plus various smaller apartments in the surrounding Cortez hill area, there are plenty of rentals for this part of town.

The apartment complex Vantage point (which was never supposed to be rentals) across the street from this development is is a disaster. With rentals there is less care an respect for both the units and the surrounding areas since they have no vested interest (like us homeowners), and they can move any time.

To add another 900 unit of rental (single and studio) apartments is just a mistake. I would hope Civic San Diego has a vested interest in figuring out what is best for the people who used their hard earned money to buy a property downtown, and have them stay there. With 900 more units, the values of our property will only decrease due to blocked views, more rental competition, and higher traffic and crime.

Also, there does not seem to be a plan on where the guests, residents would park if they do not have a space below the building (the current plan seems to only allow one spot per unit, with very limited guest spots). Currently Cortez hill has very little parking for residents, let alone when the symphony is playing.

I am all for development downtown, but I feel this complex is a step backwards from all the progress there has been in the past year. I urge you to please reconsider the "Blue Sky" expansion.

Thank you for your time, Matt Spangler

From: Sent: Scott Cabral [scott@scottcabral.com]
Wednesday, February 13, 2013 10:50 AM

To: Cc: Brad Richter Ibaldrati@cox.net

Subject:

Concerns about BLUE SKY apartment building

Attachments:

balconly photo.jpg

Dear Mr Richter.

I am on the Board of Directors at Cortez Blu (801 Ash Street, San Diego). As a resident and homeowner as well, I am very concerned about this building. BLUE SKY will completely eliminate all views in the unit that I currently live in (see photo). Also due to the building's new requested height, all direct sunlight will be eliminated into my unit, rendering it in significant daytime darkness..

Moreover, residents at Cortez Blu will be negatively impacted from this. Some of our concerns include:

- Elimination of views for many southern/western units
- Elimination of direct sunlight for many units
- Decreased quality of life (more noise/congestion/partiers)
- Increased crime (evidenced by the opening of Vantage Pointe)
- Decreased home values
- We have too many rental buildings in the area already;
  - o 679 rentals at Vantage Point were never supposed to be apartments
  - o 229 low-income rentals at 1050B
  - o 220 beds at the new homeless shelter (6th & A)
  - o 299 rentals at Ava (9th/Ash)
  - o 230 rentals at Heritage (8th/Beech)
  - o Plus all the other "supportive" / low income rentals in a quarter-mile radius too numerous to list
- increased traffic
- Increased parking difficulties
- Noise/dust/dirt for the long duration while the project is being built

The area where BLUE SKY is proposed to be built does not support a building of this size. It is going to be a monstrosity that will forever negatively impact San Diego. Not only do I strongly oppose Blue Sky from expanding, I oppose it from being built as-is.

We need a downtown building that supports an increased taxpayer base, encouraging home ownership, not more rental income for businesses.

Please feel free to contact me should you have any questions.

Thank you, Scott Cabral 801 Ash St #603 San Diego, CA 92101 619 793 4503

From: Sent: Mily Dahlke [milydahlke@yahoo.com] Wednesday, February 13, 2013 10:54 AM

To:

**Brad Richter** 

Subject:

Concern over Blue Sky apartments scaling up

#### Hi Brad.

We were recently informed by the Home Owner committee at Cortez Blu regarding raising the number of stories for the Blue Sky apartments being built adjacently.

All of us at Cortez Blu will be negatively impacted from this. Some of our concerns include:

- Elimination of views for many southern/western units
- Elimination of direct sunlight for many units
- Decreased quality of life (more noise/congestion)
- Increased crime (evidenced by the opening of Vantage Pointe)
- Decreased home values
- Decreased rental values (if you rent your unit .. you'll be competing with 939 brand new rentals)
- We have too many apartments in the area already:
- 679 rentals at Vantage Point were never supposed to be apartments
- 229 low-income rentals at 1050B
- 220 beds for the homeless at the new shelter (6<sup>th</sup> & A)
- 299 rentals at Ava (9<sup>th</sup>/Ash)
- 230 rentals at Heritage (8<sup>th</sup>/Beech)
- Increased traffic
- Increased parking difficulties
- Noise/dust/dirt for the long duration while the project is being built

We would be really grateful if this plan was reconsidered Mily Dahlke (Owner of apartment at Cortez Blu)

From: Sent: Cathy Zaitzow [cathyzaitzow@gmail.com] Wednesday, February 13, 2013 11:09 AM

To: Subject: Brad Richter
Blue Sky Apartments

Brad.

As a condo owner in Cortez Blu, I am concerned about the proposed expansion of the Blue Sky apartment project.

The scale of such a large building has significant consequences for Cortez Blu residents. The larger footprint will impede sunlight and further restrict views for south-facing units. We will also be negatively impacted by the increased density, traffic and noise.

There are already ample apartments for rent in downtown San Diego. Vantage Pointe alone has over 40 units currently available.

Please reconsider so we can maintain the quality of life for all Cortez Hill residents.

Thank you, Cathy

Cathy Zaitzow 801 Ash Street, Unit 803 San Diego, CA 92101 619-301-2837

From:

Kevin Van Wanseele [kvanwanseele@barona-nsn.gov]

Sent:

Wednesday, February 13, 2013 12:55 PM

To: Subject: Brad Richter
Blue Sky Building Change in Scope

#### Vice President Richter:

I recently received a notice from Civic San Diego stating that Blue Sky apartments wants to scale-up from 737 units to 939 units and expand the building footprint.

My neighbors and I at Cortez Blu (801 Ash) will be negatively affected. Some of my concerns include:

- Elimination of views for my unit
- Elimination of direct sunlight
- Decreased quality of life (more noise/congestion)
- Increased crime (evidenced by the opening of Vantage Pointe)
- Decreased home values
- Decreased rental values (if i rent my unit I'll be competing with 939 brand new rentals)
- We have too many apartments in the area already:
  - o 679 rentals at Vantage Point were never supposed to be apartments
  - o 229 low-income rentals at 1050B
  - o 220 beds for the homeless at the new shelter (6<sup>th</sup> & A)
  - o 299 rentals at Ava (9<sup>th</sup>/Ash)
  - o 230 rentals at Heritage (8<sup>th</sup>/Beech)
- Increased traffic
- Increased parking difficulties
- Noise/dust/dirt for the long duration while the project is being built

I can't imagine that there hasn't been any other outrage by my neighbors as this project is now becoming so out of scale from the rest of the neighborhood. This building will cover Cortez Hill in darkness with no benefit to the neighborhood.

Thank you for your time and consideration.

Kevin VanWanseele Commissioner - Barona Band of Missiom Indians Treasurer - Signatus Economic Dev. Co Tel 619.328.3288

From: Sent:

Kyle Peterson [kylespeterson@gmail.com] Wednesday, February 13, 2013 1:31 PM

To:

**Brad Richter** 

Cc:

Joan Wojcik; Todd Hutchins; Rebecca Kim; joyce summer

Subject:

EVRG position regarding Blue Sky

Brad.

The East Village Residents Group Projects/Planning Review subcommittee met over the past week to discuss the details of the Blue Sky project proposed in East Village. The subcommittee has offered a recommendation to the Board on this project and the recommendation has been adopted. Please see the below details:

### Blue Sky:

"Seeing the evolution of the design of this project, we are pleased to see some positive advancements with the ground plane and how the project meets the street. Lobby entrances and relationship of the lobby and amenities to the proposed public outdoor space is a welcomed change. While we're pleased to see the cladding material upgrade, we generally feel the material selection is drab and the darker colored brick feels too heavy and inappropriate to ascend to the upward portions of the towers. Where the vertical extension of the brick-clad elements (oriel windows) on the facade meet the ground plane, it's recognized that these protrude into the public right of way 3'; we believe this is a suitable trade off for the completion of the green street between A and B. The articulation of the roof line of the towers is lacking - we preferred the visual intrigue of the originally proposed cantilevered fin elements. The massing of this project seems to employ a suburban garden apartment approach to massing and planning. We would prefer a more urban approach with a stronger base, fully encapsulated street wall and uneven tower massing. In general, the architecture feels flat and uninspiring lacks the articulation needed to enhance depth in the facade and contextual variety in the neighborhood and skyline.

The East Village Residents Group Project/Planning Review Subcommittee feels that regardless of the of the above mentioned analysis, it is not sufficient enough to oppose the development. However, we believe that given the density and magnitude of the proposed development, the lack of 3 bedroom units in the unit mix is not appropriate and congruent to the vision and principles that EVRG has for the future of the neighborhood. Being a committed partner with Gray Development, EVRG implores the development team to sincerely consider the feedback provided and directly ask that the Development team add an appropriate amount of 3 bedroom units in the Blue Sky development to help to provide adequate space for future families in the East Village."

We look forward to further dialog.

Kyle

From:

Frank Golbeck [frankgolbeck@goldencoastmead.com]

Sent:

Wednesday, February 13, 2013 2:14 PM

To: Subject: Brad Richter
Blue Sky Apartments

Hello Mr. Richter.

My wife and I own a condo in Cortez Hill and we were recently made aware of the proposal to expand Blue Sky Apartment's development plan from 737 units to 939 units.

After considering the matter, I urge you to deny the request. Cortez Hill and the surrounding neighborhoods are developing at a good pace, but not without some serious safety issues. As a property owner in the area, I am concerned that issues of prostitution and sales of narcotics have not been successfully controlled in the recent past, and approving the expansion of a project of this size without controlling these problems may allow for their growth to the detriment of the community and city.

737 units seems like too many units already given the city's problems controlling crime in the area. Please deny the expansion of the project for the safety of the community until we get the crime problem in Cortez Hill under control.

Thank you for your time and help.

Sincerely, Frank Golbeck

Frank Golbeck

CEO, Head Mead Maker Golden Coast Mead 619-796-1774 www.goldencoastmead.com

From: Sent: Henry Espinosa [henryespinosa@sbcglobal.net]

Wednesday, February 13, 2013 9:49 PM

To: Subject: Brad Richter
Blue Sky Apartments--Concerns

Hello Mr. Richter,

I am an owner in the Cortez Blu building which is across the street from this planned apartment building complex.

I am very concerned that our area has already been overbuilt with a huge number of apartments and condominiums.

This has increased congestion, crime, and has reduced property values. I'm concerned that this project will only exacerbate these complex issues for downtown San Diego and particularly Cortez Hill residents.

I am especially concerned that the developer is now asking to increase the size of the project and increasing the number of units and the heighth of the towers.

While I do not support moving forward with the development--I especially am concerned with the idea that the density is way too much for an already overly populated area.

Please keep me updated as this project moves forward.

Thank you.

Sincerely,

Henry Espinosa 801 Ash Street San Diego, CA 92101 831-595-9449

From: Sent: Kelly, Bridget B LT USSOCOM NAVSOC [Bridget.Kelly@navsoc.socom.mil]

Seni

Thursday, February 14, 2013 11:07 AM

To:

Brad Richter

Cc: Subject: bkelly27@hotmail.com; Hankhod; scott@scottcabral.com Blue Sky apartment concerns from a Cortez Blu homeowner

Importance:

High

Sir.

My husband and I received a notice from Civic San Diego stating that Blue Sky apartments wants to scale-up from 737 units to 939 units and expand the building footprint.

We have many concerns with this scaled-up proposal. Our primary concerns, ones that will negatively impact us are:

- Elimination of views from our unit with the new proposed plan (only one tower blocked our view before, now both will)
- Decreased quality of life (more noise/congestion)
- Increased crime (evidenced by the opening of Vantage Pointe)
- Decreased home values (as ours was just starting to increase slightly)
- Decreased rental values
- We are military and moving overseas next year. We have to rent our unit and this project will decrease the amount of rent we can get, competing with 939 brand new rentals.
- We have too many apartments in the area already:
- o 679 rentals at Vantage Point were never supposed to be apartments
- 229 low-income rentals at 1050B
- o 220 beds for the homeless at the new shelter (6<sup>th</sup> & A)
- o 299 rentals at Ava (9<sup>th</sup>/Ash)
- o 230 rentals at Heritage (8<sup>th</sup>/Beech)
- Increased traffic, already an issue.
- Increased parking difficulties, already an issue.

- Noise/dust/dirt for the long duration while the project is being built.
- o In the 6 years we've owned and occupied our unit, there has been only one year that didn't involve daily construction noise, dirt and dust. I understand this is the price one pays when living in an urban environment however this new proposal will increase the amount of construction time.

I ask that you please take our concerns into consideration. We've come to terms with the original building plan for Blue Sky apartments but we believe the scaled-up proposal has more negative impacts than positive ones. Thank you for your time.

Very Respectfully,

**Bridget Kelly** 

Cortez Blu Homeowner

801 Ash Street

(w) 619-437-0818

(c) 410-952-5181

Work: bridget.kelly@navsoc.socom.mil

Personal: bkelly27@hotmail.com

#### **Brad Richter**

From:

Bill and Karen Sandifur [bkwfur@gmail.com]

Sent:

Friday, February 15, 2013 1:58 PM

To: Subject:

Brad Richter
Blue Sky apartments

Dear Brad Richter,

My husband and I own and live in a condo in Cortez Blu on 8th and Ash.

We are concerned with the scale of this project in physical size and in number of units.

Both are negatives; add to noise and congestion.

The physical size would impact the views and direct sunlight of any of our Cortez Blu neighbors that face south/west.

The number of units (939) will be a major bump in traffic and an already challenged street parking situation.

A building project of this scale will add noise, dust and dirt for a long duration during the building process.

This area already has too many apartments/rentals:

- The 679 rentals at Vantage Pointe were originally advertised as condos.
- Ava (9th/Ash) has 299 rentals
- Heritage (8th/Beech) has 230 rentals
- The new homeless shelter will have beds for 220
- The low-income rentals at 1050 B provide 229

We don't want to see our home value decreased. The recent economy challenges have been enough.

We would rather see a green area than the parking lot as it is now or the planned Blue Sky of the future.

Scale it back please, way back.

Thank you, Karen And Bill Sandifur

801 Ash St #301 San Diego, CA 92101

#### **Brad Richter**

From: Sent: Scott Cabral [scott@scottcabral.com] Friday, February 15, 2013 4:55 PM

To:

**Brad Richter** 

Cc:

'laura baldrati'; 'Henry Surya'; 'matt spangler'; 'Mily Dahlke'; 'Cathy Zaitzow'; 'Kevin Van

Wanseele'; 'Frank Golbeck'; 'Henry Espinosa'; 'Kelly, Bridget B LT USSOCOM NAVSOC'; 'Bill

and Karen Sandifur'

Subject:

RE: Blue Sky Project

Dear Mr Richter,

Thank you for your response. Since your next public meeting will be held during working hours, I will not be able to attend. I appreciate our concerns will be raised to the Board.

Many of the points rebutted in our letters refer to exceptions that the developer has requested (and Civic San Diego has approved through accepting more money). This contributes to a negative impression we have for the Blue Sky development that exceptions, to the detriments of many, can be bought.

We urge you to discuss the following points during the meeting:

- Elimination of sunlight for many Cortez Blu units. The renderings are very cheery and bright, but it's not reality. Was a sunlight/sunshade analysis performed for Blue Sky on the impact to nearby condo units?
- Imbalance of housing types in the area. Too many rentals, supportive housing, and shelters in a neighborhood deters homebuyers and deteriorates a community over the long-term.

These latest expansion plans and drawings increase our belief that the BLUE SKY project is a mediocre monstrosity. It is dreadful, and architecturally irrelevant. At a minimum we would like to see the smaller east tower kept at the original shorter height approved last year. Please keep in mind this building is not in the center of the East Village – it is adjacent to Cortez Hill.

Finally, we continue to stress that parking is always an issue. As people who live here can tell you, the CCPDO parking guidelines are fantasy. Admittedly that's an entirely different battle. Suffice it to say residents in the Cortez Hill area frustratingly look for parking every night when they return home from work.

We want the Committee to increase consideration of the impacted taxpaying homeowners. Little by little, exception by exception, the builder continues to expand plans that will result in a permanent black eye for the City and its taxpaying homeowners.

Thank you, Scott Cabral 801 Ash Street San Diego, CA 92101

### **Brad Richter**

From: Sent: Richard Nerad [renerad@hotmail.com] Tuesday, February 19, 2013 5:14 PM

To:

Subject:

Brad Richter Blue Sky

Mr. Richter,

I recently became aware of the proposed increase in size and scale regarding the Blue Sky apartment development for the block bounded by A & B and 8th & 9th. As a resident of the Cortez Hill neighborhood, I was wondering if this project may be excessive in size. While I do think it's generally a benefit to infill the city, develop empty lots, and allow for additional growth of a vibrant city, it does seem as though the original plans were sufficient. I am concerned about the additional traffic and parking issues, not to mention loss of views that many of my neighbors will now encounter.

Your thoughts?

Sincerely,

Richard Nerad

### CIVIC SAN DIEGO RESOLUTION #2013-06

# Centre City Development Permit/Planned Development Permit No. 2012-48

WHEREAS, East Village San Diego LLC (Owner/Permittee) filed an application for Centre City Development Permit/Planned Development Permit No. 2012-48 to allow for the demolition of an existing commercial building and construction of a 939-unit, two-tower residential project ("Project") on a full-block site (60,223 square feet) bounded by Eighth and Ninth avenues and A and B streets in the East Village neighborhood of the Downtown Community Plan (DCP) area; and

WHEREAS, on February 27, 2013, the Civic San Diego Board of Directors ("Board") held a duly noticed public hearing and considered Centre City Development/Planned Development Permit No. 2012-48, including a staff report and recommendation, and public testimony, and granted Centre City Development Permit/Centre City Planned Development Permit No. 2012-48 pursuant to San Diego Municipal Code Chapter 15, Article 3, Division 7 of the Municipal Code of the City of San Diego; and,

WHEAREAS, the Project is covered under the Final Environmental Impact Report (FEIR) for the San Diego DCP, Centre City Planned District Ordinance (CCPDO), and 10<sup>th</sup> Amendment to the Centre City Redevelopment Plan, certified by the Redevelopment Agency ("Agency") and City Council ("Council") on March 14, 2006 (Resolutions R-04001 and R-301265, respectively) and subsequent addenda to the FEIR certified by the Agency on August 3, 2007 (Agency Resolution R-04193), April 21, 2010 (Agency Resolutions R-04508 and R-04510), and August 3, 2010 (Agency Resolution R-04544). The FEIR is a "Program EIR" prepared in compliance with State California Environmental Quality Act (CEQA) Guidelines Section 15168. Pursuant to the FEIR, an FEIR Consistency Evaluation for the Project was prepared on January 10, 2013 in accordance with CEQA, State and local guidelines. The FEIR Consistency Evaluation concludes that the environmental impacts of the proposed Project have been adequately addressed in the FEIR and that the proposed project is within the scope of the development program described in the FEIR; therefore, no further environmental review is required under CEQA.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby finds and determines the following:

#### **DEVELOPMENT PERMIT FINDINGS**

1. The proposed development is consistent with the Downtown Community Plan, Centre City Planned District Ordinance, San Diego Land Development Code, and all other adopted plans and policies of the City of San Diego pertaining to the Centre City Planned District.

The proposed development is consistent with the DCP, CCPDO, San Diego Land Development Code, and all other adopted plans and policies of the City of San Diego pertaining to the Centre City Planned District as the development advances the goals and objectives of the DCP and Centre City Planned District by:

- Developing Northwest (East Village) as the most intensive residential area in concert with its central location, transit access, and available redevelopment sites.
- Allowing intensity bonuses for development projects in specific locations established by this plan that provide public amenities/benefits beyond those required for normal development approvals.
- Providing a range of housing opportunities suitable for urban environments and accommodating a diverse population.
- Ensuring supplies of housing for downtown employees commensurate with their means to reduce automobile trips and achieve related air quality benefits;

In addition, with approval of the Planned Development Permit, the development will be consistent with the requirements of the Land Development Code and CCPDO.

# CENTRE CITY PLANNED DEVELOPMENT PERMIT FINDINGS

1. The proposed development will not adversely affect the applicable land use plan;

The Project, but maximizing its intensity with a Floor Area Ratio (FAR) of 14.0 will assist in meeting the residential population goals of the DCP and is consistent with the DCP's vision for Northwest East Village as the most intense residential area in the downtown area. The Project will add to the variety of housing units in downtown, including the location of a large stock of workforce housing close to employment centers within the Core District. The Project will also add two urban open spaces to the mix of downtown open spaces, provide an eco-roof, and provide funding for additional public parks and enhanced rights-of-way through the FAR Bonus Payment Program.

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

The proposed Project is consistent with the uses within the surrounding neighborhood and the proposed deviations will have no impact on the health, safety, or welfare of the public.

3. The proposed development will comply to the maximum extent feasible with the regulations of the Land Development Code; including any proposed deviations pursuant to Section 126.0602(b)(1) that are appropriate for this location and would result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the applicable zone, and any allowable deviations that are otherwise authorized pursuant to the Land Development Code; and,

The Project will utilize several deviations to building bulk to provide a unique urban design solution that will provide two public open spaces for use by the surrounding neighborhood's residents and workers. The building bulk deviations will result in buildings that are not inconsistent with the surrounding development pattern which consists of the largest buildings in downtown. The deviations for ground level activation and garage encapsulation are appropriate given the steep slopes of the adjoining sidewalks which create a unique situation and which will be enhanced by Green Street improvements along Eighth Avenue, raised planters, green walls,

and detailed brick facades to create an interesting pedestrian experience. Additional deviations to parking space widths will allow for the structural grid required by this particular building design which results in the ability to provide public open spaces within the Project. The deviations for reduced storage areas will result in more parking for the project in the form of tandem spaces in order to reduce the potential for overflow parking from the Project. The deviations to the oriel window regulations will result in a more interesting building façade by providing a larger element consistent with the larger than normal tower facades.

4. The proposed deviations will result in a development exhibiting superior architectural design.

The deviations will result in an overall project design that will provide a unique urban design solution to this site with unique slope characteristics. The superior architecture achieved by the Project includes the provision of two public open spaces including the B Street Plaza and A Street Park, the provision of Green Street improvements along Eighth Avenue, enhanced brick and metal panel building materials throughout the Project, and enhanced streetscape improvements including raised brick planters to create an enhanced pedestrian experience. The Project provides a simple and sophisticated architectural design enhanced by upgraded building materials that is consistent with, and complements, the surrounding neighborhood containing the largest buildings in the downtown area.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that based on the findings, hereinbefore adopted by Civic San Diego, CCDP/PDP No. 2012-48 is hereby **GRANTED** to the referenced Owner/Permittee, subject to the terms and conditions set forth in the Permit a copy of which is attached hereto and made part hereof.

AYES: 5 NOES: / ABSTENTIONS: 6

#### **CERTIFICATION**

I, Steven Relyea, Secretary of Civic San Diego, do hereby certify that the above is a true and correct copy of a resolution adopted by the Board of Directors of Civic San Diego at a meeting held on February 27, 2013.

Steven Relyea
Secretary of the Board of Directors

# RECORDING REQUESTED BY:

Civic San Diego Planning Department 401 B Street, Suite 400 San Diego, CA 92101

#### WHEN RECORDED MAIL TO:

Civic San Diego 401 B Street, Suite 400 San Diego, CA 92101

THIS SPACE FOR RECORDER'S USE ONLY

NOTE: COUNTY RECORDER, PLEASE
RECORD AS RESTRICTION USE OR
DEVELOPMENT OF REAL
PROPERTY AFFECTING THE TITLE
TO OR POSSESSION THEREOF

# CENTRE CITY DEVELOPMENT PERMIT AND PLANNED DEVELOPMENT PERMIT NO. 2012-48

BLUE SKY (APN#'s)

# BLUE SKY CCDP/PDP No. 2012-48

This Centre City Development Permit/Planned Development Permit (CCDP/PDP) No. 2012-48 is granted by the Civic San Diego (CivicSD) Board of Directors to East Village San Diego LLC (Owner/Permittee), pursuant to Centre City Planned District Ordinance (CCPDO) Sections 156.0304(e) and (f) for the 60,000 square-foot full block bounded by A and B streets, Eighth and Ninth avenues in the East Village neighborhood of the Downtown Community Plan (DCP) area in the City of San Diego, State of California, and more particularly described in "Exhibit A"; and,

Subject to the terms and conditions set forth in this Permit, permission is granted to the Owner/Permittee to construct and operate uses as described and identified by size, dimension, quantity, type and location as follows and on the approved exhibits dated February 21, 2013, on file in the CivicSD Planning Department.

#### 1. General

The Owner/Permittee shall construct, or cause to be constructed on the site, two residential towers of 21-25 stories (approximately 250 feet tall) comprised of approximately 939 dwelling units within 756,280 sq. ft. of residential space above 3-7 levels of parking and two urban open spaces containing a minimum of 12,000 sq. ft. of area. The project also includes the demolition of a single-story commercial building.

# 2. <u>Centre City Planned Development Permit</u>

The CivicSD Board of Directors hereby grants a Centre City Planned Development Permit pursuant to San Diego Municipal Code (SDMC) Chapter 12, Article 6 Division 6 and Section 156.0304(f) for deviations to the following development regulations of the CCPDO:

- a. \$156.0310 (d)(1)(B) Street Wall Frontage decreasing the amount of habitable space along the street frontage from 100 to 86%.
- b. §156.0313 (h)(1) Structured Parking Facility Standards reducing the parking encapsulation of the ground level from 100% to 72%.
- c. §156.0311 (e)(1) Blank Walls increasing the percentage of blank walls from 30 to 48% on the ground floor and increasing the length of blank wall from 20 to 57 feet.
- d. §156.0310 (d)(3)(A) Maximum Lot Coverage increasing the maximum lot coverage for towers from 50 to 61%.
- e. §156.0310 (d)(3)(B) Maximum Tower Dimensions increasing the tower length from 200 to 268 feet.
- f. §156.0313 (d)(3)(B) Tower Separation reducing the minimum tower separation from 60 to 57 feet.
- g. §156.0311 (h)(2) Oriel Windows increasing the height from 50 to 172 feet and increasing the width from 12 to 46 feet.

- h. §156.0313 (k) Parking Space Standards reducing the required width of parking spaces adjacent to a wall or other obstruction from 9'-0" to 8'-6".
- i. \$156.0310 (g)(4) Storage decreasing the amount of storage from 240 to 80 cubic feet per dwelling unit.

# 3. Parking

The development includes approximately 977 parking spaces plus 164 tandem parking spaces in seven levels of parking. The development shall maintain a minimum of 971 parking spaces, 939 shall be dedicated for use by development's residents and 32 shall be reserved for use by residential guests and service vehicles. All spaces shall be designed to City Standards, except for as noted in Section 2 deviations above. If any additional residential parking spaces are designed with dimensions less than the City Standards, any potential future buyers of the residential units shall be informed of the dimensional size of their parking spaces prior to the sale of such units. Any tandem parking stalls must be assigned to the same unit. In addition, a minimum of 47 motorcycle spaces shall be provided along with storage area for a minimum of 188 bicycles.

The development shall provide two off-street loading bays, one in each tower. The loading area shall have direct access to the internal circulation system and elevators.

#### 4. Floor Area Ratio (FAR) Bonuses

The total Floor Area Ratio for the development for all uses above ground, as calculated under the Centre City PDO, shall not exceed 14.0. The project is achieving FAR Bonuses of 4.0, as follows:

- a. <u>Bonus Payment Program</u> The developer shall purchase an additional approximate 120,446 square feet, equivalent to 2.0 FAR, by submitting the fees (currently \$16.61 per square foot) established through the FAR Payment Bonus Program adopted by the City Council under Section 151.0309(e)(7) of the CCPDO. FAR Bonus fees shall be paid prior to the issuance of a Building Permit and shall be based on final building area calculations.
- b. <u>Eco-Roof</u> The project qualifies for a Bonus of 1.0 FAR under Section 151.0309(e)(4) of the CCPDO, equivalent to 60,223 square feet of gross floor area. The developer shall provide a minimum of 60% (sixty percent) of the roof area above a height of 30 feet planted as an eco-roof (a minimum of 21,848 square feet). The eco-roof area shall be accessible to residents of the development through pathways and seating areas as shown on the Basic Concept/Schematic Drawings. CC&Rs shall be recorded on the property providing for the development and on-going maintenance, and replacement, if necessary, of the eco-roof to City standards for the life of the project. Such CC&Rs shall be in a form approved by CivicSD and the City Attorney's Office.

c. <u>Urban Open Space</u> – The project qualifies for a Bonus of 1.0 by providing a minimum of 12,044 square feet of publicly accessible urban open space within the A Street Park and B Street Plaza as shown on the Basic Concept/Schematic Drawings. CC&Rs shall be recorded on the property providing for: 1) the maintenance of the improvements, including the water features, in perpetuity; 2) an easement to the general public for use of the urban opens spaces from 6:00 a.m. to 10:00 p.m. every day; 3) the provision and maintenance of signs indicating to the public that the open space is open to the general public during the specified hours – such signs shall be approved by CivicSD and placed in locations highly visible to the public sidewalks. Such CC&Rs shall be in a form approved by CivicSD and the City Attorney's Office.

# 5. <u>Development Phasing</u>

The project is proposed to be constructed in two phases. Phase I shall include the construction of the western tower, associated parking, Eighth Avenue Green Street improvements and the B Street Plaza. Any exposed structure parking shall contain a green wall screen (or other acceptable landscaping screening) and the tensile structures over the top deck of the parking structure. A lot consolidation parcel map, or other instrument approved by the City Engineer, shall be recorded to join all legal lots on the block into a single parcel. The remainder of the block shall be developed with interim surface parking, designed to meet the surface parking lot standards of the CCPDO including trees, fencing, and lighting, along with interim landscaping and irrigation systems on the remainder of the site.

If the Owner/Permittee wishes to subdivide the block into individual parcels (Phase I and II), then detailed permit information shall be provided to determine compliance of the Phase I site improvements with the CCPDO and this Development Permit including, but not limited to, FAR, parking, and other development standards including the payment of any FAR Bonus Payment Program fees.

#### AIRPORT REQUIREMENTS

#### 6. Airport Approach Overlay Zone

The Owner/Permittee shall comply with the procedures established by the City of San Diego Airport Approach Overlay Zone (and any successor or amendment thereto) for structures which exceed 30 feet in height (Chapter 13, Article 2, Division 2 of the San Diego Municipal Code) and shall be required to obtain a valid Federal Aviation Administration (FAA) "Determination of No Hazard to Air Navigation" or a No FAA Notification Self-Certification Agreement under City of San Diego Information Bulletin No. 503 prior to issuance of any building permits.

# PLANNING AND DESIGN REQUIREMENTS

# 7. Urban Design Standards

The proposed development, including its architectural design concepts and off-site improvements, shall be consistent with the CCPDO and Centre City Streetscape Manual. 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.

- a. 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 Basic Concept/Schematic Drawings on file with CivicSD. The development shall utilize a coordinated color scheme consistent with the approved Basic Concept/Schematic Drawings.
- b. Form and Scale The development shall consist of two towers reaching 21 to 24/25 stories with a maximum building height of approximately 250 feet measured to the top of the roofline, with roof equipment enclosures, elevator penthouses, and mechanical screening above this height permitted per the CCPDP and the FAA. All building elements shall be complementary in form, scale, and architectural style.
- Building Materials All building materials shall be of a high quality as shown in c. the Basic Concept/Schematic Drawings and approved materials board. The lower floors of the towers shall contain an articulated brick base which provides for accents, such as concrete or projecting/detailed brick window sills and headers Brick shall be used on the raised planters. The tower shall employ a metal panel wall system. The exposed concrete walls shall have a smooth high-quality finish. 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 1 (one) inch of finish sidewalk grade, as illustrated in the approved Basic Concept/Schematic Drawings. 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 down-spouts, 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.

All construction details shall be high quality and executed to minimize weathering, eliminate staining, and not cause deterioration of materials on adjacent properties or the public right of way. No substitutions of materials or colors shall be permitted without the prior written consent of the CivicSD. A final materials board which illustrates the location, color, quality, and texture of

proposed exterior materials shall be submitted with <u>100% Construction Drawings</u> and shall be consistent with the materials board approved with the Basic Concept/Schematic Drawings.

d. 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/motor-court entrances shall provide a finished appearance to the street with street level exterior finishes wrapping into any exposed openings a minimum of ten feet.

All exhaust caps, lighting, sprinkler heads, and other elements on the undersides of all balconies and projection 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.

- e. B Street Plaza the plaza shall contain an active cascading water feature that shall be maintained in good working condition for the life of the development, a mixture of fixed and moveable seating and tables (minimum moveable seating and tables for a minimum of thirty (30) people), landscaping, paving materials (consisting of individual pavers), brick planters, and a small retail alcove within the base of the western tower as shown in the Basic Concept/Schematic Drawings. Any garage vents located within planters shall be centered in the planter and screened from public views by landscaping. The plaza shall contain signs approved by CivicSD informing the public that the plaza is open to the public from 6:00 a.m. to 10:00 daily.
- f. A Street Park the park shall contain an active water feature, ADA pathways, landscaping, and fixed seating to accommodate a minimum of fifty (50) people as shown in the Basic Concept/Schematic Drawings. The plaza shall contain signs approved by CivicSD informing the public that the plaza is open to the public from 6:00 a.m. to 10:00 daily.
- g. Utilitarian Areas Areas housing trash, storage, or other utility services shall be located in the garage or otherwise completely concealed from view of the public right-of-way 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 Municipal Code Sections 142.0810 and 142.0820. Such areas shall be provided within an enclosed building/garage area and shall be kept clean and orderly at all times. The development shall implement a recycling program to provide for the separation of recyclable materials from the non-recyclable trash materials.

- h. Mail/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/loading use. The Owner/Permittee shall locate all mailboxes and parcel lockers outside of the public right-of-way, either within the building or recessed into a building wall. A single, centralized interior mail area in a common lobby area is encouraged for all residential units within a development, including associated townhouses with individual street entrances. Individual commercial spaces shall utilize a centralized delivery stations within the building or recessed into a building wall, which may be shared with residential uses sharing a common street frontage address.
- i. Access Vehicular access to the development's parking shall be limited to the driveways on Eighth and Ninth avenues.
- j. Circulation and Parking The Owner/Permittee shall prepare a plan which identifies the location of curbside parking control zones, parking meters, fire hydrants, trees, and street lights. Such plan shall be submitted in conjunction with 100% Construction Drawings.

All subterranean 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 right-of-way.

- k. Open Space/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 shall be submitted with 100% Construction Drawings.
- 1. Roof Tops A rooftop equipment and appurtenance location and screening plan shall be prepared and submitted with 100% Construction Drawings. Any roof-top mechanical equipment must be grouped, enclosed, and screened from surrounding views (including views from above).
- m. Signage All signs shall comply with the City of San Diego Sign Regulations and the CCPDO.
- n. Lighting A lighting plan which highlights the architectural qualities of the proposed development and also enhances the lighting of the public right-of-way shall be submitted with 100% Construction Drawings. All lighting shall be designed to avoid illumination of adjoining properties.
- o. Noise Control All mechanical equipment, including but not limited to, air conditioning, heating and exhaust systems, shall comply with the City of San Diego Noise Ordinance and California Noise Insulation Standards as set forth in

Title 24 of the California Code of Regulations. All mechanical equipment shall be located to mitigate noise and exhaust impacts on adjoining development, particularly residential. Owner/Permittee shall provide evidence of compliance at 100% Construction Drawings.

- p. Energy Considerations The design of the improvements should include, where feasible, energy conservation construction techniques and design, including cogeneration facilities, and active and passive solar energy design.
- q. Street Address Building address numbers shall be provided that are visible and legible from the public right-of-way.

# 8. <u>On-Site Improvements</u>

All off-site and on-site improvements shall be designed as part of an integral site development. An on-site improvement plan shall be submitted with the 100% Construction Drawings. Any on-site landscaping shall establish a high quality of design and be sensitive to landscape materials and design planned for the adjoining public rights-of-way.

# PUBLIC IMPROVEMENTS, LANDSCAPING AND UTILITY REQUIREMENTS

#### 9. Off-Site Improvements

The following public improvements shall be installed in accordance with the Centre City Streetscape Manual. The Manual is currently being updated and the Owner/Permittee shall install the appropriate improvements according to the latest requirements at the time of Building Permit issuance:

Street Paving: Centre City Standard

Street Trees: Fern Pine

Street Lights: Centre City Standard except for Centre City Gateway on A Street

Eighth Avenue shall contain Green Street improvements to include the following:

- Widening of the sidewalk to 24 feet
- Landscaped parkway
- Raised brick clad planters against the building containing a second row of street trees of a species to be approved by CivicSD staff
- A clear paved pedestrian path of eight feet
- All driveways shall be provided with clear sight distances which shall not be obstructed by planters or landscaping

All trees shall be planted at a minimum 36-inch box size with tree grates provided as specified in the Centre City Streetscape Manual, and shall meet the requirements of Title 24. Tree spacing shall be accommodated after street lights have been sited, and generally spaced 20 to 25 feet on center. All landscaping shall be irrigated with private water service from the subject property.

The Owner/Permittee will be responsible for evaluating, with consultation with the CivicSD, whether any existing trees within the right-of-way shall be maintained and preserved. No trees shall be removed prior to obtaining a Tree Removal Permit from the Development Services Department per City Council Policy 200-05.

- a. Street Lights All existing lights shall be evaluated to determine if they meet current CivicSD and City requirements, and shall be modified or replaced if necessary.
- b. Sidewalk Paving Any specialized paving materials shall be approved through the execution of an Encroachment Removal and Maintenance Agreement with the City.
- c. Litter Containers Four (4) Centre City public trash receptacles shall be provided (one at each corner of the block).
- d. Landscaping All required landscaping shall be maintained in a disease, weed and litter free condition at all times. If any required landscaping (including existing or new plantings, hardscape, landscape features, etc.) indicated on the approved construction documents is damaged or removed during demolition or construction, it shall be repaired and/or replaced in kind and equivalent in size per the approved documents and to the satisfaction of CivicSD within 30 days of damage or Certificate of Occupancy.
- e. Planters Planters shall be provided along the street frontages as shown in the approved Basic Concept/Schematic Drawings. The planters shall contain brick cladding and shall be designed to avoid any runoff onto public sidewalks.
- f. On-Street Parking The Owner/Permittee shall maximize the amount of on-street parking wherever feasible.
- g. Public Utilities The Owner/Permittee shall be responsible for the connection of on-site sewer, water and storm drain systems from the development to the City Utilities located in the public right-of-way. Sewer, water, and roof drain laterals shall be connected to the appropriate utility mains within the street and beneath the sidewalk. The Owner/Permittee may use existing laterals if acceptable to the City, and if not, Owner/Permittee shall cut and plug existing laterals at such places and in the manner required by the City, and install new laterals. Private sewer laterals require an Encroachment Maintenance and Removal Agreement.

If it is determined that existing water and sewer services are not of adequate size to serve the proposed development, the Owner/Permittee will be required to abandon (kill) any unused water and sewer services and installs new services and meters. Service kills require an engineering permit and must be shown on a public improvement plan. All proposed public water and sewer facilities, including services and meters, must be designed and constructed in accordance with established criteria in the most current edition of City of San Diego Water and Sewer Facility Design Guidelines and City regulations standards and practices pertaining thereto.

Proposed private underground sewer facilities located within a single lot shall be designed to meet the requirements of the California Uniform Plumbing Code and shall be reviewed as part of the Building Permit plan check. If and when the Owner/Permittee submits for a tentative map or tentative map waiver, the Water Department will require CC&Rs to address the operation and maintenance of the private on-site water system serving the development. No structures or landscaping of any kind shall be installed within 10 feet of water facilities.

All roof drainage and sump drainage, if any, shall be connected to the storm drain system in the public street, or if no system exists, to the street gutters through sidewalk underdrains. Such underdrains shall be approved through an Encroachment Removal Agreement with the City. The Owner/Permitee shall comply with the City of San Diego Storm Water Management and Discharge Control Ordinance and the storm water pollution prevention requirements of Chapter 14, Article 2, Division 1 and Chapter 14, Article 2, Division 2 of the Land Development Code.

- h. 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 right-of-way shall be removed and incorporated into the adjoining development where feasible.
- i. Fire Hydrants If required, the Owner/Permittee shall install fire hydrants at locations satisfactory to the City of San Diego Fire Department and Development Services Department.
- j. Water Meters and Backflow Preventers The Owner/Permittee shall locate all water meters and backflow preventers in locations satisfactory to the Public Utilities Department and CivicSD. Backflow preventers shall be located outside of the public right-of-way 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 public right-of-way.

All items of improvement shall be performed in accordance with the technical specifications, standards, and practices of the City of San Diego's Engineering, Public Utilities and Building Inspection Departments and shall be subject to their review and approval. Improvements shall meet the requirements of Title 24 of the State Building Code.

# 10. Removal and/or Remedy of Soil and/or Water Contamination

The Owner/Permittee shall (at its own cost and expense) remove and/or otherwise remedy as provided by law and implementing rules and regulations, and as required by appropriate governmental authorities, any contaminated or hazardous soil and/or water conditions on the Site. Such work may include without limitation the following:

- a. Remove (and dispose of) and/or treat any contaminated soil and/or water on the site (and encountered during installation of improvements in the adjacent public rights-of-way which the Owner/Permittee is to install) as necessary to comply with applicable governmental standards and requirements.
- b. Design construct all improvements on the site in a manner which will assure protection of occupants and all improvements from any contamination, whether in vapor or other form, and/or from the direct and indirect effects thereof.
- c. Prepare a site safety plan and submit it to the appropriate governmental agency, CivicSD, and other authorities for approval in connection with obtaining a building permit for the construction of improvements on the site. Such site safety plan shall assure workers and other visitors to the site of protection from any health and safety hazards during development and construction of the improvements. Such site safety plan shall include monitoring and appropriate protective action against vapors and/or the effect thereof.
- d. Obtain from the County of San Diego and/or California Regional Water Quality Control Board and/or any other authorities required by law any permits or other approvals required in connection with the removal and/or remedy of soil and/or water contamination, in connection with the development and construction on the site.
- e. If required due to the presence of contamination, an impermeable membrane or other acceptable construction alternative shall be installed beneath the foundation of the building. Drawings and specifications for such vapor barrier system shall be submitted for review and approval by the appropriate governmental authorities.

# STANDARD REQUIREMENTS

#### 11. Environmental Impact Mitigation Monitoring and Reporting Program (MMRP)

As required by the SDMC Section 156.0304(f), the development shall comply with all applicable MMRP measures from the 2006 Final Environmental Impact Report (FEIR) for the Downtown Community Plan as applicable.

#### 12. <u>Development Impact Fees</u>

The development will be subject to Centre City Development Impact Fees. For developments containing commercial space(s) the Owner/Permittee shall provide to the City's Facilities Financing Department the following information at the time of application for building permit plan check: 1) total square footage for commercial lease spaces and all areas within the building dedicated to support those commercial spaces including, but not limited to: loading areas, service areas and corridors, utility rooms, and commercial parking areas; and 2) applicable floor plans showing those areas outlined for verification. In addition, it shall be responsibility of the Owner/Permittee to provide all necessary documentation for receiving any "credit" for existing buildings to be removed.

#### 13. Model

Prior to obtaining a Building Permit, the Permittee shall provide a one-inch (1") to fifty-foot (50') scale block building model which illustrates the true scale of the buildings on the site based on the building facade and the floor plate of the structure from the ground floor to and including the rooftop. No base is required. Landscaping at the ground level shall also be shown. Architectural detail such as windows, door, and balconies shall not be shown. Other building elements and articulation less than three feet in scaled dimension need not be shown.

The model shall be made of solid acrylic plastic (e.g., Lucite, Plexiglas), be colored solid white and be compatible with the scale and contours of CivicSD's scale model of downtown. Upon acceptance by CivicSD, the model shall be installed by the Owner/Permittee or his designated representative on the model of downtown and the model shall become the property of CivicSD for its use.

#### 14. 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.

#### 15. <u>Development Identification Signs</u>

Prior to commencement of construction on the Site, the Owner/Permittee shall prepare and install, at its cost and expense, two signs on the barricade around the site which identifies the development. The sign shall be at least four (4) feet by six (6) feet and be visible to passing pedestrian and vehicular traffic. The signs shall at a minimum include:

Color rendering of the development	
Development name	
Developer	
Completion Date	
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 square feet per street frontage. Graphics may also be painted on any barricades surrounding the site. All signs and graphics shall be submitted to CivicSD for approval prior to installation.

# 16. <u>Tentative Map</u>

The Owner/Permittee shall be responsible for obtaining all map approvals required by the City of San Diego prior to any future conversion of residential units for to condominium units for individual sale.

- 17. 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 (EOT) has been granted. Any such EOT must meet all SDMC and CCPDO requirements in effect at the time of extension are considered by the appropriate decision maker.
- 18. Issuance of this Permit by CivicSD does not authorize the Owner/Permittee for this Permit to violate any Federal, State or City laws, ordinances, regulations or policies.
- 19. 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.
- 20. 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 of San Diego.

- 21. 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.
- The Owner/Permitee shall defend, indemnify, and hold harmless the City/CivicSD, its 22. agents, officers, and employees from any and all claims, actions, proceedings, damages, judgments, or costs, including attorney's fees, against the City/CivicSD 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/CivicSD 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/CivicSD 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/Permitee 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/CivicSD and Owner/Permitee regarding litigation issues, the City/CivicSD 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/Permitee shall not be required to pay or perform any settlement unless such settlement is approved by Owner/Permitee.

This CCDP/PDP is granted by the CivicSD Board of Directors on February 27, 2013

CIVIC SAN DIEGO

PERMITTEE SIGNATURE

Brad Richter

Asst. Vice President, Planning

Owner

East Village San Diego LLC

Attachments: 1. Exhibit "A" - Legal Description

2. Resolution of the Civic San Diego Board of Directors

# **EXHIBIT A**

Lots A thru L, in block 6 of Horton's Addition, in the City of San Diego, County of San Diego, State of California, according to Map thereof by L. L. Lockling on file in the Office of the County Recorder, together with portions of 8<sup>th</sup> Avenue and 9<sup>th</sup> Avenue, A Street and B Street, adjoining said block which upon vacation would revert to said land by operation of law.





City of San Diego Development Services 1222 First Ave. 3rd Floor San Diego, CA 92101 (619) 446-5210

# Development Permit/ FORM Environmental Determination DS-3031 **Appeal Application**

FORM

**MARCH 2007** 

ppeal Procedure," for Information or Environmental Determination of Appeal of a Hearing Office	ion - Appeal to City Council
	a Decision to revoke a permit
ecognized Planning Committee M "in	terested Person" (Per M.C. Sec.
N DIEGO CA 97101 City State Zip Code	(614) 220-7464 Telephone
appealed). Complete If different from a VILLAGE SAN PIEGO L	opellant. L C
Date of Decision/Determination: 2 - 2 7 - 2 0/3	City Project Manager: Braol Richter
OVED	
ony) iption to the allowable reasons for apprinte. Attach additional sheets if necessary from reduction in wall 6"  Itachment No I -2 page	'alth of
RECEIVED	
MAR 1 1 2013	
DEVELOPMENT SERVICES	
the foregoing, including all names and	addresses, is true and correct.
	Noie CA 97101 City State Zip Code  Appealed). Complete If different from ap  VILLAGE SAN PIEGO. L  Date of Decision/Determination: 2-27-2013  DUED  New Information (Process as only) City-wide Significance (Process de. Attach additional sheets if necessar  From reduction in units  RECEIVED  MAR 112013  DEVELOPMENT SERVICES

# Development Permit Environmental Determination - Blue Sky Planned Development Permit No 2012-48 Appeal Application

Related to requested deviation from reduction in width of parking stalls from 9'-0 to 8'-6"

# **Attachment No1 Narrative**

#### **Summary**

East Village San Diego/Gray Development LLC, issued a request of 9 deviations from development standards, for the project "Blue Sky." One of the deviations is related to reduction in parking stall size adjoining a wall or column, from the required 9'-0" (parking size as per Municipal Code 14 art 2 division 5, No 1420560) to 8'-6".

The finding issued by the applicant to the Civic SD board to prove that the impact crated by the change would be minimal, is related and limited to the number of maneuvers needed to park in the reduced size parking.

Reasons for approval: (extract from Final Signed Board resolution 2013-06) "additional deviation to parking space widths will allows for the structural grid required by this particular building design which results in the ability to provide public open spaces within the project. Wall protection is required as condition of approval.."

# **Grounds for Appeal Narrative**

Parking size has been established as minimum code requirement, by the Municipal Code 14 art 2 division 5, No 1420560.

The size indicated in the Code sets a minimum standard for parking stalls, and the intent is to provide the public a space that is relatively easy to use for that purpose.

Reducing the size of the parking may actually result in damage to property and eventually to persons.

# Please consider these additional finding:

1- Clearance/space between car is reduced; increasing potential for property damage. (with a common configuration of 3 parking stalls, 2 adjacent to wall/column, assuming the cars are 10" from walls and an average car width of 72" (not counting rear mirrors projection) only +/- 25" are left between cars. Minus 10" of a car door width exiting/ entering the car would be a challenge for the majority.)

Also considering that people tend to park far away from walls, leaving less space between cars, it is very likely to hit the other cars while opening the doors, or just hitting the wall while maneuvering. The 1/4" wall protection suggested by the Board as condition of approval, only protects the door when opening at the wall side. (It address only a very minor problem)

2- Scale of project and number of impacted parking stalls: this affects a large number of tenants, increasing the number of cars that will park in the public street. In the Cortez Hill area where exists currently a shortage of parking, the impact will be disastrous. (based on submitted plans an average of 60% of parking is affected resulting in  $\pm$  580 parking stall reduced in size. If 50% of tenants drive a larger car such as an SUV, pick-up truck, minivan, mid-size sedan etc it is expected that a large number of them will opt for parking elsewhere)

3- The additional maneuvers needed to park in the smaller parking stall has major impact on garage traffic at peak hours, creating potentially hazardous conditions.

(the garage has only one exit; as very rough calculation of exiting time, assuming a sample of (20% of tenants) or 200 cars leaving in a time frame of 15 minutes, and assuming only 100 cars are involved in additional assumed 30 sec maneuvering, this will results in an additional 50 minutes time to exit the facility.)

#### Conclusion

Please note that this approval of reduced parking size creates a precedent. Other project applicants will ask to have their request granted based on this one. And what would be an acceptable parking width limit size since the minimum code requirement can be altered with little effort? Since in the past, other projects met the parking size demonstrating that the column-grid location can be designed to meet the code requirement and not vice-versa, there is no reason for granting an exception.

The design and planning for this project should easily achieve both structural and parking needs and be able to provide public open space, without creating a particular hardship condition on the developer. (Please also note that an additional 1% FAR for providing public space has already been granted, and additional deviation for the same should not be allowed).

Also as quoted from the municipal Code; Cpt 14 General regulations, Chapter 14 Art 3 division4 d) parking access

1)
Off-street parking spaces
shall be <u>sufficient in size and quantity</u> to
accommodate all of the proposed uses on the
premises.

Please do not allow any additional and future deviation for this project that are related to parking, both as reduction of size or number, since it will have a negative impact on the adjoining neighborhood.

Respectfully

Laura Baldati

Blh

03/11/13 Page 2

# Siganture Page

Name	Address	Signature /	Date
HEURY SURVA (68) 580-1071	801 Ash 8t # 1903	Thylog	3/11/12
Henry Svayn	801 Adr St # 1103	Tuffing	3/11/13
Heney Surya	801 ASh 8+ #204	Ihrly (	3/11/13



Owner:
East Village San Diego, LLC
Developer:
Gray Development, LLC
4040 East Camelback Road Suite 275
Phoenix, Arizona 85018 602.954.0109

BLUE SKY
San Diego, California
NE Corner of 8th Avenue and B Street

Date:	May 14, 2012	Dec. 17, 2012
Revised:	Sept. 7, 2012	Jan. 28, 2013
	Sept. 27, 2012	Jan. 28, 2013r
	Oct. 19, 2012	Feb. 21, 2013
	Oct. 19, 2012-r	Mar. 28, 2013
	Nov. 1, 2012	







# **PROJECT DATA**

#### **LEGAL DESCRIPTION**

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

LOTS A THRU L. IN BLOCK 6 OF HORTON'S ADDITION, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF BY L. L. LOCKLING ON FILE IN THE OFFICE OF THE COUNTY RECORDER, TOGETHER WITH PORTIONS OF 8TH AVENUE, 9TH AVENUE, A STREET AND B STREET, ADJOINING SAID BLOCK WHICH UPON VACATION WOULD REVERT TO SAID LAND BY OPERATION OF LAW. ASSESSOR'S PARCEL NUMBERS 534-066-01 THROUGH 07.

#### ZONING

CCPD-RE: CENTRE CITY PLANNED DEVELOPMENT - RESIDENTIAL **EMPHASIS** 

#### **APPLICABLE CODES:**

CITY OF SAN DIEGO MUNICIPAL CODE 2010 CALIFORNIA BUILDING CODE (CBC)

#### **CONSTRUCTION TYPE:**

TYPE I-A (BELOW GRADE PARKING LEVEL P8 - THROUGH RESIDENTIAL LEVEL L21)

• FULLY FIRE-SPRINKLERED PER CBC 903.3.1.1

#### **OCCUPANCY TYPES:**

RESIDENTIAL:	R-2
PARKING:	S-2
RETAIL:	B-1

#### **PROJECT DESCRIPTION:**

BLUE SKY SAN DIEGO IS A PROPOSED MULTI-FAMILY RESIDENTIAL APARTMENT DEVELOPMENT PLANNED FOR THE CITY BLOCK BOUNDED RY A AND R STREETS AND 8TH AND 9TH AVENUES IN THE FAST VILLAGE NEIGHBORHOOD OF THE CENTRE CITY PLANNED DISTRICT. THIS HIGH RISE DEVELOPMENT WILL BE COMPRISED OF TWO TOWERS PARALLEL TO 8TH AND 9TH AVENUES, BUILT ON TOP OF A MULTI-LEVEL PARKING GARAGE. ADDITIONALLY, THE SOUTHEAST AND NORTHWEST CORNERS OF THE PROJECT WILL FEATURE STOREFRONT SPACES THAT INCLUDE LEASING AND BUSINESS OFFICES AS WELL AS THE PROJECT'S FITNESS CENTERS.

THE PROJECT IS ENVISIONED TO INCLUDE 939 RESIDENTIAL UNITS, RANGING FROM STUDIO TO TWO BEDROOM APARTMENTS, STRUCTURED PARKING, LEASING AND BUSINESS OFFICES, CLUB / FITNESS FACILITIES, RETAIL AND A ROOF TOP POOL DECK ON EACH TOWER.

#### **PARKING SUMMARY:**

LEVEL	P8	P7	P6	P5	P4	P3	P2	Pl
STANDARD	68	179	179	179	130	76	79	69
TANDEM	21	21	21	21	18	15	24	23
ACCESSIBLE:	0	0	0	0	0	18	0	0

TOTAL AUTO: 89 200 200 200 148 109 103 92 **REQUIRED: 971 SPACES** (939 UNITS + 32 GUESTS) PROVIDED: 959 STANDARD & 18 ACC. = 977 TOTAL SPACES **PLUS 164 TANDEM SPACES** 

	P8	P7	P6	P5	P4	P3	P2	PI
MOTORCYCLE	0	23	23	23	11	7	6	6
BICYCLE	42	32	32	32	4	14	15	0
TOTALS			REQU	JIRED		PRO	VIDE	D
MOTORCYC	LE PAR	KING		49			99	
BICYCLE ST	ORAGE			158			171	

#### FLOOR AREA RATIO (FAR) LOT AREA: 60,223 SF 361,338 SF/602,230 SF MIN/MAX F.A.R. (6.0/10.0) F.A.R. BONUSES: FCO-ROOF 10 URBAN OPEN SPACE (20% MIN)

FAR PAYMENT BONUS PROGRAM	2.0	
ALLOWABLE F.A.R. w/ BONUSES =	14.0	843,122 SF
PROPOSED FLOOR AREA =	14.0	843,077 SF

# **COMMON OUTDOOR OPEN SPACE**

LOT AREA:	60,223 sf
REQUIRED AREA - 20%	12,045 sf
PROPOSED	
PLAZA @ NE CORNER	6,555 sf
PLAZA @ SW CORNER	5,835 sf
HABITABLE @ PH.1 ROOF	13,233 sf
HABITABLE @ PH. 2 ROOF	13,233 sf
POOL DECK @ Ph. 1 ROOF	2,903 sf
POOL DECK @ Ph. 2 ROOF	2,903 sf
TOTAL:	44,662 sf

# **RESIDENTIAL UNIT SUMMARY:**

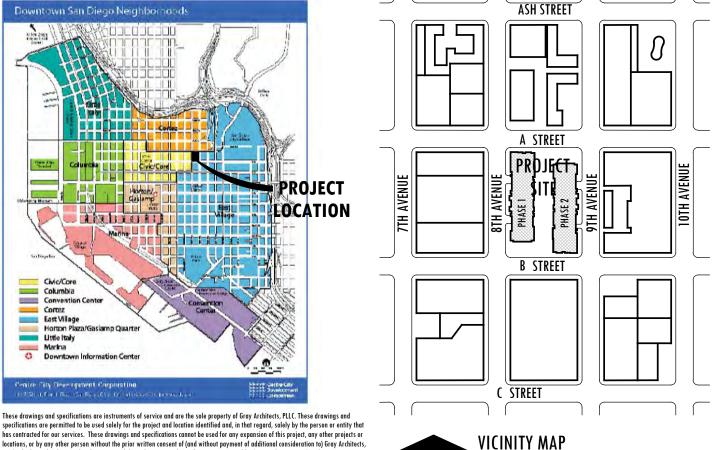
	PHASE 1:	PHASE 2:	TOTALS
STUDIO	131	92	223
1 BEDRM	264	285	549
2 BDRM	85	82	167
TOTAL:	480	459	939

# **EXISTING BUILDING ON SITE**

BRAKE DEPOT 840 B STREET

**BUILDING ORIGINALLY CONSTRUCTED IN 1947** 

# **VICINITY MAP**



NORTH

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DIIII DIN	C ADEA.		
BUILDIN	G AKEA:	DIDC ADEA	CEA/EAD
PARKING:		BLDG AREA	<u>GFA/FAR</u>
LEVEL P8 - PA	DVINC	25,791 sf	0 sf
LEVEL PO - PA		60,338 sf	0 sf
LEVEL P6 - PA		60,338 sf	0 sf
LEVEL P5 - PA		60,338 sf	0 sf
LEVEL P4 - RE		294 sf	294 sf
LEVEL P4 - PA	ARKING	52,495 sf	7,061 sf
LEVEL P3 - PA	ARKING	46,965 sf	26,449 sf
LEVEL P2 - PA		45,420 sf	<b>31,269</b> sf
LEVEL P1- PA	-	33,229 sf	27,997 sf
PARKING T	OTALS	385,208 sf	93,070 sf
PHASE 1:			
	SIDENTIAL	1,980 sf	1,980 sf
	SIDENTIAL	2,100 sf	2,100 sf
LEVEL P1 RE		2,071 sf 17,860 sf	2,071 sf 17,860 sf
LEVEL LI RE		17,000 SI 16,031 sf	17,000 SI 16,031 sf
LEVEL L3 RE		18,358 sf	18,358 sf
LEVEL L4 RE		18,285 sf	18,285 sf
LEVEL L5 RE		18,285 sf	18,285 sf
LEVEL L6 RE	SIDENTIAL	18,285 sf	18,285 sf
LEVEL L7 RE	SIDENTIAL	18,285 sf	18,285 sf
LEVEL L8 RE		18,285 sf	18,285 sf
LEVEL L9 RE		18,285 sf	18,285 sf
LEVEL LIO RE		18,285 sf	18,285 sf
LEVEL L11 RE		18,285 sf 18,285 sf	18,285 sf 18,285 sf
LEVEL LIZ RE		18,285 sf 18,285 sf	18,285 sf
LEVEL LIS RE		18,285 sf	18,285 sf
LEVEL LIS RE		18,285 sf	18,285 sf
LEVEL L16 RE		18,285 sf	18,285 sf
LEVEL L17 RE	SIDENTIAL	18,285 sf	18,285 sf
LEVEL L18 RE	SIDENTIAL	17,914 sf	17,914 sf
LEVEL L19 RE	SIDENTIAL	17, <b>9</b> 14sf	17,914 sf
LEVEL L20 RE		17,77 <b>3</b> sf	17,773 sf
LEVEL L21 RE		14,943 sf	14,943 sf
	OOF/POOL DECK		0 sf
PHASE 1 TO	I ALS	385,837 sf	382,934 sf
DHACEO			
PHASE 2:	CIDENTIAL	004 (	457 (
	SIDENTIAL SIDENTIAL	924 sf 1,692 sf	457 sf 1,692 sf
	SIDENTIAL	697 sf	697 sf
	SIDENTIAL	5,968 sf	5,968 sf
	SIDENTIAL	18,129 sf	18,129 sf
LEVEL L2 RE	SIDENTIAL	18,129 sf	18,129 sf
LEVEL L3 RE	SIDENTIAL	18,129sf	18,129 sf
	SIDENTIAL	18,129 sf	18,129 sf
	SIDENTIAL	18,129sf	18,129 sf
LEVEL L6 RE		18,129 sf	18,129 sf
LEVEL L7 RE		18,129 sf	18,129 sf 18,129 sf
LEVEL LO RE		18,129 sf 18,129 sf	18,129 sf
LEVEL LIO RE		18,129 sf	18,129 sf
LEVEL LII RE		18,129 sf	18,129 sf
LEVEL L12 RE		18,129 sf	18,129 sf
LEVEL L13 RE	SIDENTIAL	18,129 sf	18,129 sf
LEVEL L14 RE	SIDENTIAL	18,129 sf	18,129 sf
LEVEL L15 RE		18,129 sf	18,129 sf
LEVEL L16 RE		18,129 sf	18,129 sf
LEVEL L17 RE		17,751 sf	17,751 sf
LEVEL L18 RE		17,751 sf	17,751 sf
LEVEL L19 RE		17,751 sf	17,751 sf
LEVEL L20 RE	SIDENTIAL OOF/POOL DECK	14,942 sf 2,903 sf	14,942 sf 0 sf
PHASE 2 TO		370,443 sf	367,073 sf
GRAND TO		, · · · · · ·	, • • •
PARKING		385,208 sf	93,070 sf
PHASE 1		385,837 sf	382,934 sf
PHASE 2		370,443 sf	367,073 sf
TOTALS		1,141,488 sf	843,077 sf

#### **PROJECT TEAM** EAST VILLAGE SAN DIEGO, LLC OWNER **BRIAN KEARNEY** 602-954-0109 DEVELOPER GRAY DEVELOPMENT, LLC **BRIAN KEARNEY** 602-954-0109 **ARCHITECT** GRAY ARCHITECTS, PLLC 602-258-2211 **BRIAN CASSIDY STRUCTURAL ENGR. PK & ASSOCIATES** JACK KOEHLER 480-922-8854 **MPE ENGINEERS** PETERSON ASSOCIATES BOB HARRIS, JOHN SCHELL 602-943-4116 **FIRE PROTECTION** PETERSON ASSOCIATES TERRY GLENN 602-943-4116 **ACOUSTICAL** VENEKLAUSEN ASSOCIATES JOHN LOVERDE 310-566-5118 CIVIL/SHORING/ MAGNUSSON KLEMENCIC SURVEYING BROOK JACKSHA 206-215-8376 **SOILS ENGINEER LEIGHTON GROUP** MIKE STEWART 858-292-8030 DRY UTILITIES POWER PLUS **BRITAIN YONKER** 760-781-3956 **GREENHOUSE GAS** RECON ENVIRONMENTAL, INC. KAREN BOWLING

# 619-308-9333

#### P5 FLOOR PLAN P4 FLOOR PLAN P3 FLOOR PLAN P2 FLOOR PLAN P1 FLOOR PLAN L1 FLOOR PLAN L2 FLOOR PLAN L3 FLOOR PLAN L4 - L17 & L4 - L16 FLOOR PLANS L18 - L19 & L17 - L18 FLOOR PLANS L20 & L19 FLOOR PLANS

L21 & L20 FLOOR PLANS **ROOF PLANS** AERIAL - LOOKING NE w/ LANDSCAPING AERIAL - LOOKING NE w/o LANDSCAPING AERIAL - LOOKING SW w/ LANDSCAPING AERIAL - LOOKING SW w/o LANDSCAPING AERIAL PERSPECTIVE - (Phase 1) **VIGNETTES - 'A' STREET** VIGNETTES - 'B' STREET

**VIGNETTES - SOUTH PLAZA NW** VIGNETTES - SOUTH PLAZA NE **VIGNETTES - PHASE 2 LOBBY LOOKING WEST** NORTH PLAZA

VIGNETTES - 9th AVE VIGNETTES - 8th AVENUE

**SHEET INDEX** 

TITLE

TITLE / COVER SHEET

PROJECT DATA SHEET

VICINITY MAP

P8 FLOOR PLAN

P7 FLOOR PLAN

P6 FLOOR PLAN

SITE PLAN

PHOTOGRAPHIC SURVEY

PRESENTATION SITE PLAN

SITE PLAN OF PHASE 1 ONLY

NO

11

12

13

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23a

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24a

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31a

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'B' STREET ELEV - SOUTH ENLARGED 'B' STREET ELEVATIONS 8th AVENUE ELEV - WEST

**ENLARGED 8th AVENUE ELEVATIONS** 'A' STREET ELEVS - NORTH **ENLARGED 'A' STREET ELEVATIONS** 

9th AVENUE ELEV - EAST **ENLARGED 9th AVENUE ELEVATIONS WEST TOWER - EAST ELEVATION** 

**EAST TOWER - WEST ELEVATION** 42 SHADOW STUDY - SUMMER SOLSTICE SHADOW STUDY - WINTER SOLSTICE 43 44 **VICINITY ELEVATIONS** 

SITE CROSS SECTION A-A

LONGITUDINAL SECTION B-B

LONGITUDINAL SECTION C-C

LONGITUDINAL SECTION D-D

COLOR AND MATERIAL BOARD

STREET LEVEL LANDSCAPE PLAN

ENLARGED NORTH PLAZA PLAN

ENLARGED SOUTH PLAZA PLAN

**ENLARGED 8th AVENUE PLAN & SECTION** 

ECO ROOF LANDSCAPE PLAN

**ENLARGED 8th ELEVATION** 

1b. REDUCE PARKING ENCAPSULATION REQUIREMENTS AT GROUND LEVEL FROM 100% TO 72% (SECTION 156.0313.h.1). 1c. PERMIT MODIFICATION TO ORIEL WINDOW REQUIREMENTS

IN PDO 156.0311(h)(2). 2a. INCREASE MAXIMUM % OF BLANK WALL FROM 30% OF FIRST-STORY STREET WALL TO 48%.

1a. REDUCE REQUIRED HABITABLE SPACE FROM 100% OF

STREET FRONTAGE TO 86% (SECTION 156.0310.E.1.8)

**DEVIATIONS REQUESTED** 

2b. INCREASE MAXIMUM CONTINUOUS BLANK WALL FROM 20 FEET TO 57 FEET (SECTION 156.0311.e.1) 3a. INCREASE NORTH-SOUTH TOWER MAX. DIMENSION FROM

200'-0" UP TO 268'-0" (TABLE 156-0310-A) 3b. INCREASE PERMITTED LOT COVERAGE (TOWERS) FROM 50% UP TO 61% (SECTION 156.0310.d.3)

3c. REDUCE REQUIRED SEPARATION BETWEEN TOWERS FROM 60' MINIMUM TO 57'-0". (SECTION 156.0310.d.3.C)

4a. REDUCE WIDTH OF PARKING STALLS ADJACENT TO WALL OR COLUMN FROM 9'-0" TO 8'-6" (TABLE 142-05J - CITY OF SAN DIEGO LAND DEVELOPMENT CODE)

4b. RESIDENTIAL STORAGE: REDUCE FROM 240 CU. FT. PER UNIT TO AN AVERAGE OF 80 CU. FT. PER UNIT WITH A MIN. HORIZONTAL DIMENSION OF 7'-0"



BLUE



Date: May 14, 20 Revised: Sept. 7, 1 Feb. 21, 2013

n CCDC #2012-34









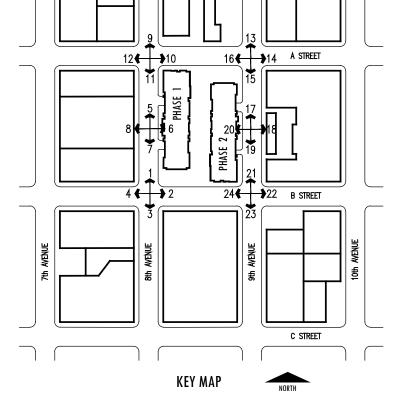










































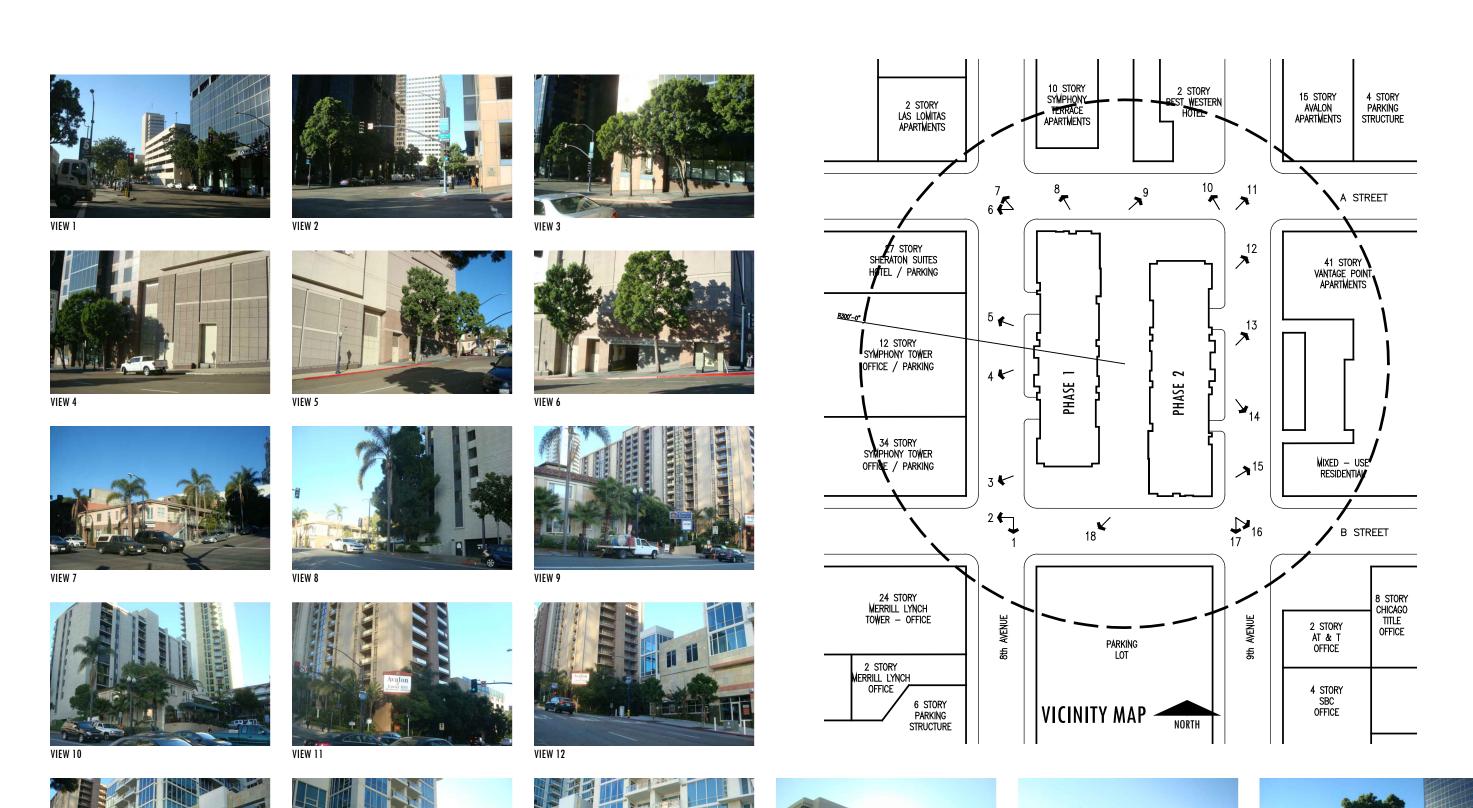








Jan. 28, 2013r Feb. 21, 2013



VIEW 16

VIEW 15

Oct. 19, 2012 r
Oct. 19, 2012 r
Nov. 1, 2012 r
Dec. 17, 2012 Jan. 28, 2013 Jan. 28, 2013 r
Feb. 21, 2013

BERKSHIRI

BLUE SKY
San Diego, California
NE Corner of 8th Avenue and B Street

**4**CCDC #2012-34

VIEW 14

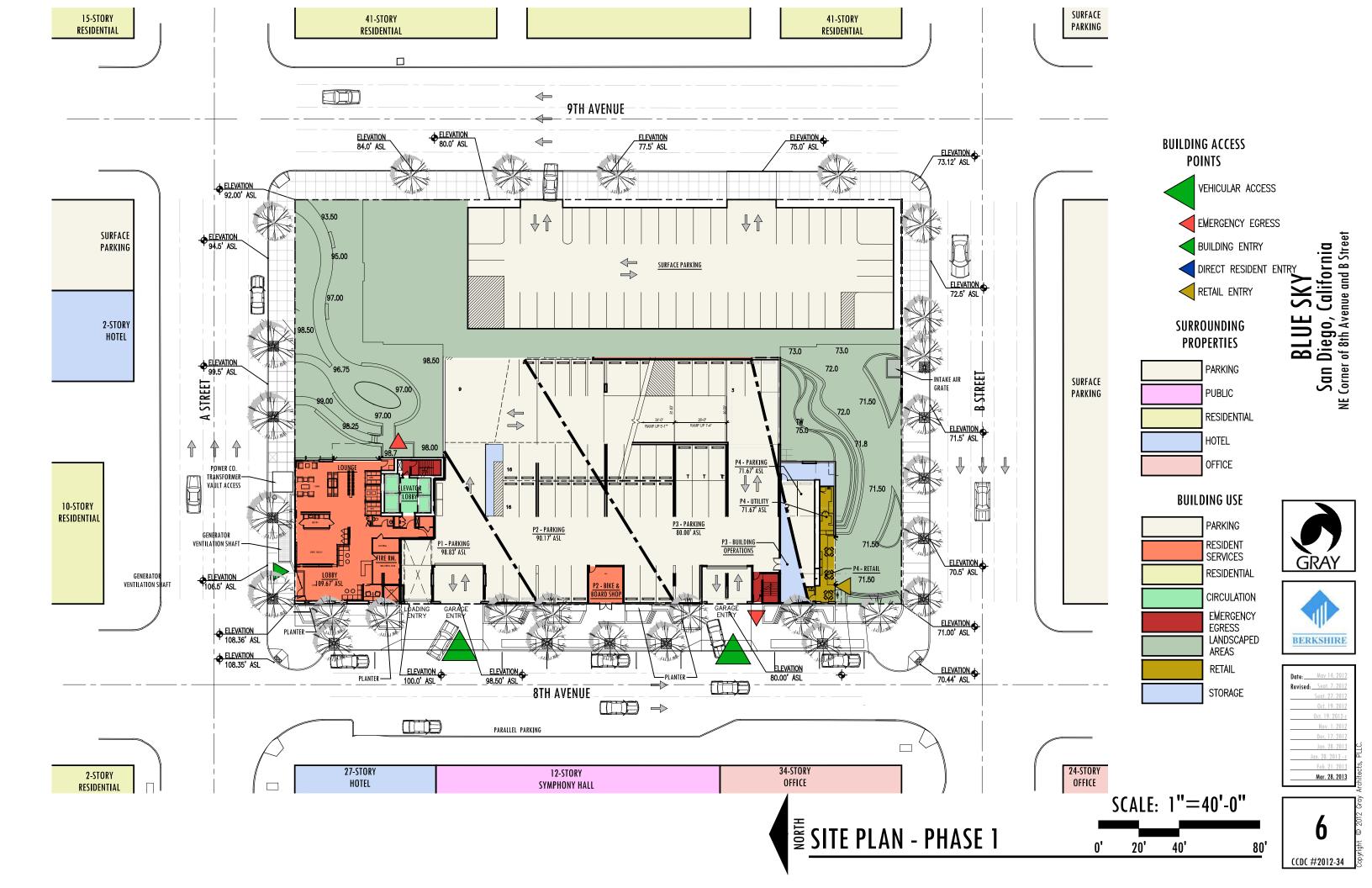
VIEW 13

VIEW 18

VIEW 17











BERKSHIRE

Date: May 14, 2012

Revised: Seat. 7, 2012

Seat. 27, 2012

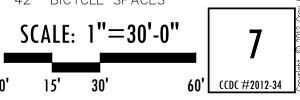
Oct. 19, 2012Nov. 1, 2012

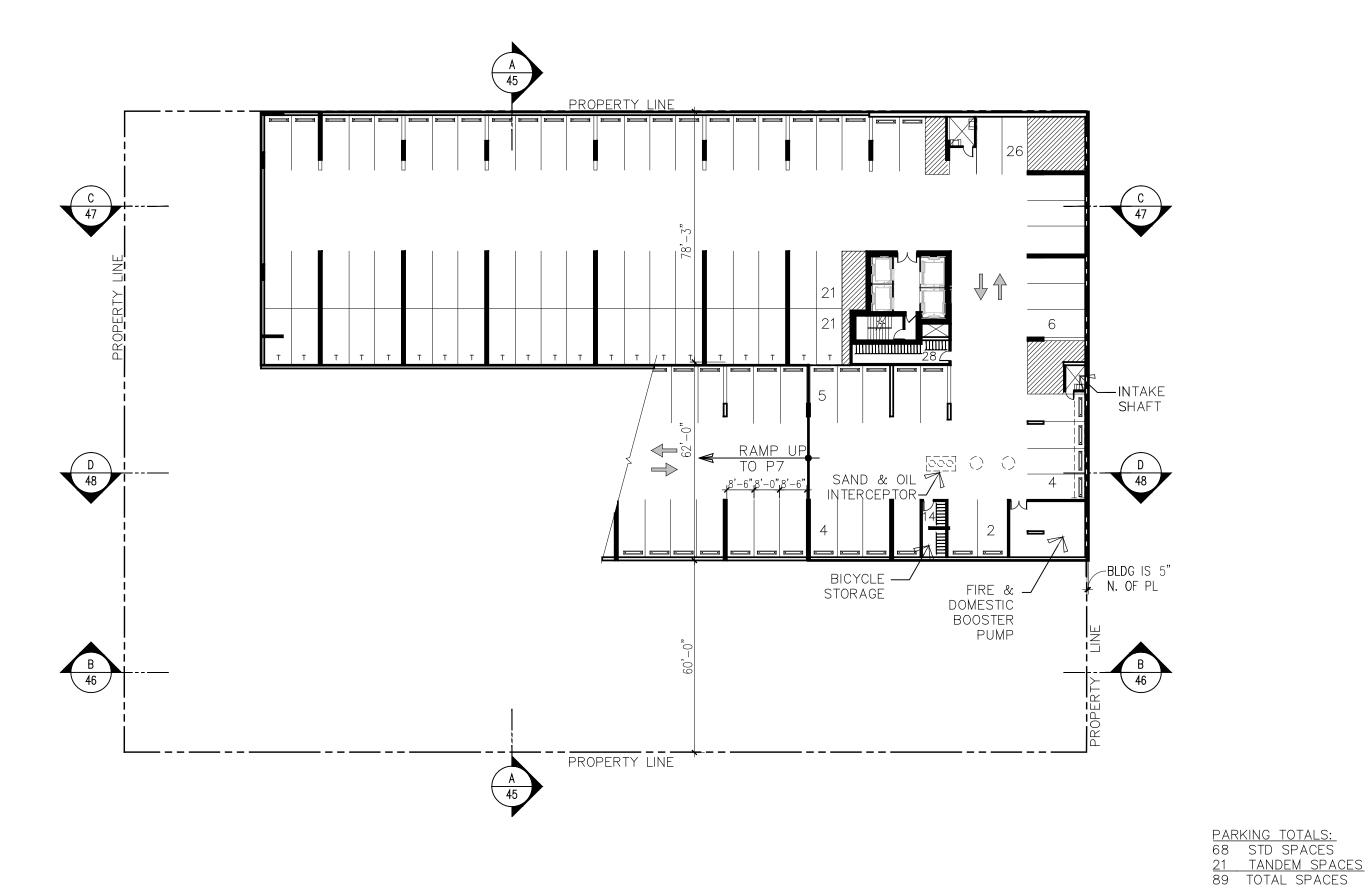
Dec. 17, 2012

Jan. 28, 2013 - r

Mar. 28, 2013

0 MOTORCYCLE SPACES 42 BICYCLE SPACES





P8 FLOOR PLAN F.F.E. = 36.08'





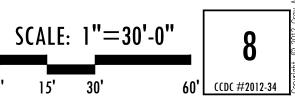


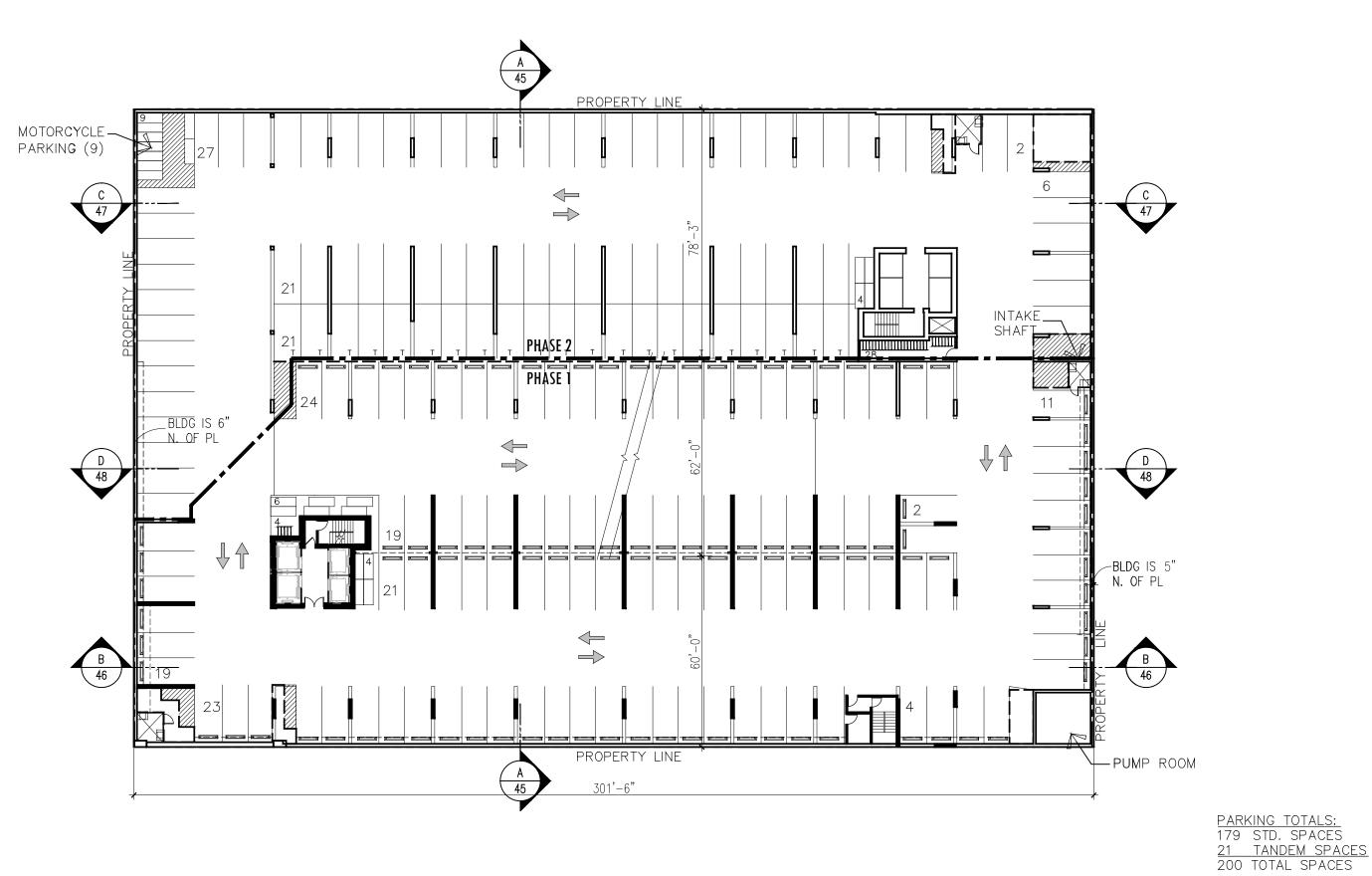
Revised: Sept. 7, 201 Jan. 28, 2013 Jan. 28, 2013 -

Mar. 28, 2013

8

23 32 MOTORCYCLE SPACES BICYCLE SPACES





F.F.E. = 44.67





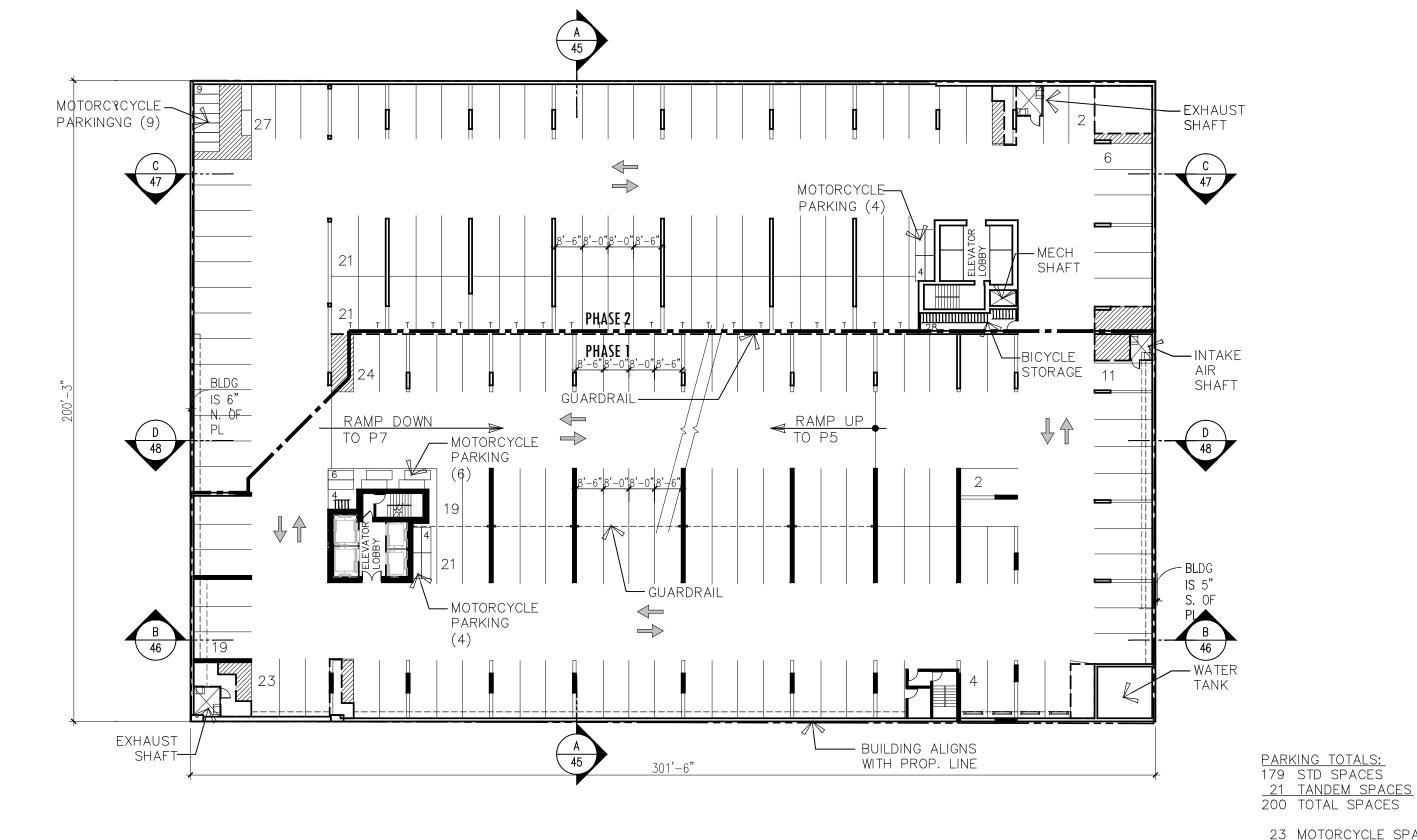


Jan. 28, 2013 Jan. 28, 2013 -

9

23 MOTORCYCLE SPACES32 BICYCLE SPACES Mar. 28, 2013

SCALE: 1"=30'-0" 60' <u>CCDC #2</u>012-34 15' 30'



P6 FLOOR PLAN

P6 F.F.E. = 53.25'

NORTH



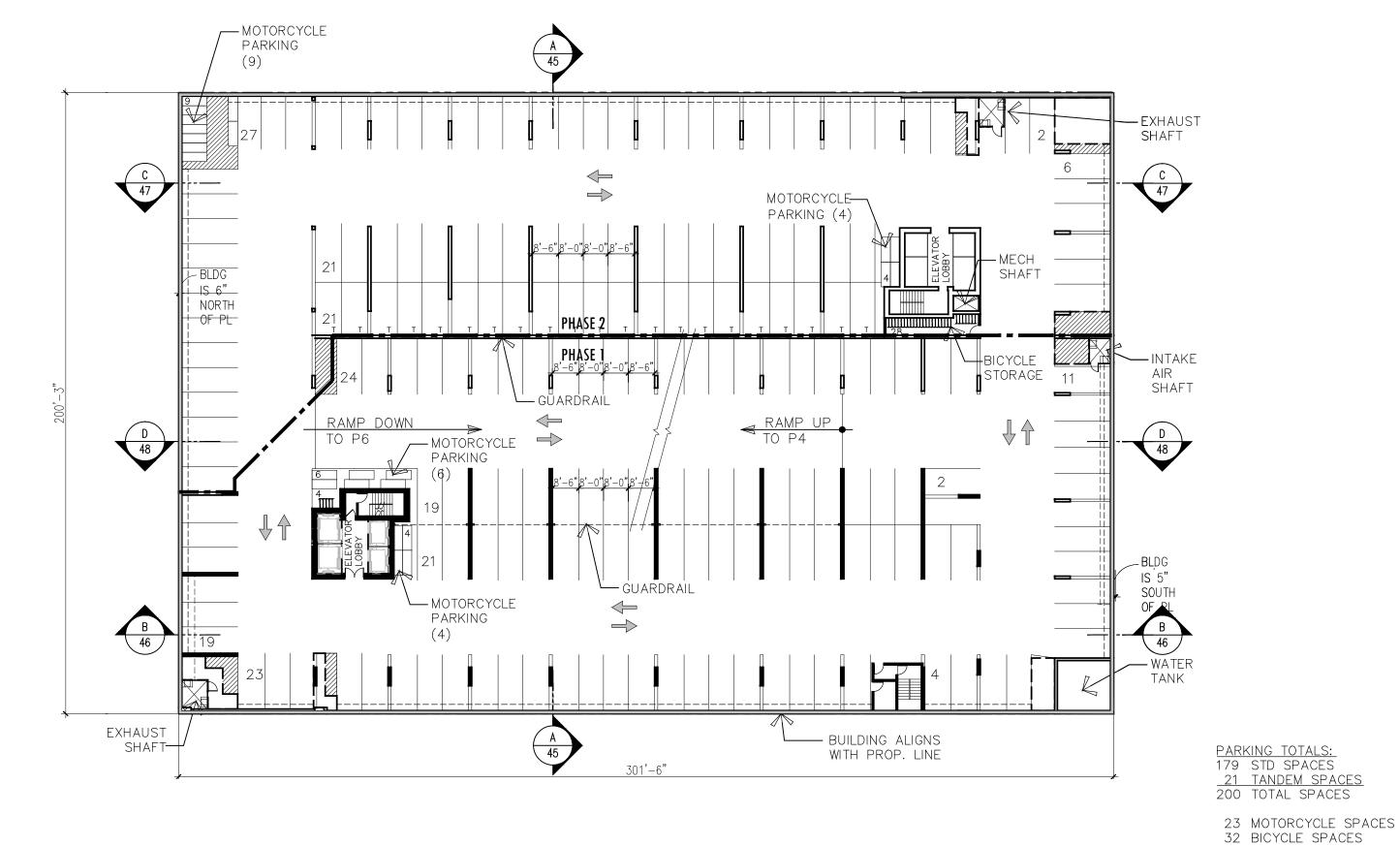




Jan. 28, 2013 Jan. 28, 2013 -Mar. 28, 2013

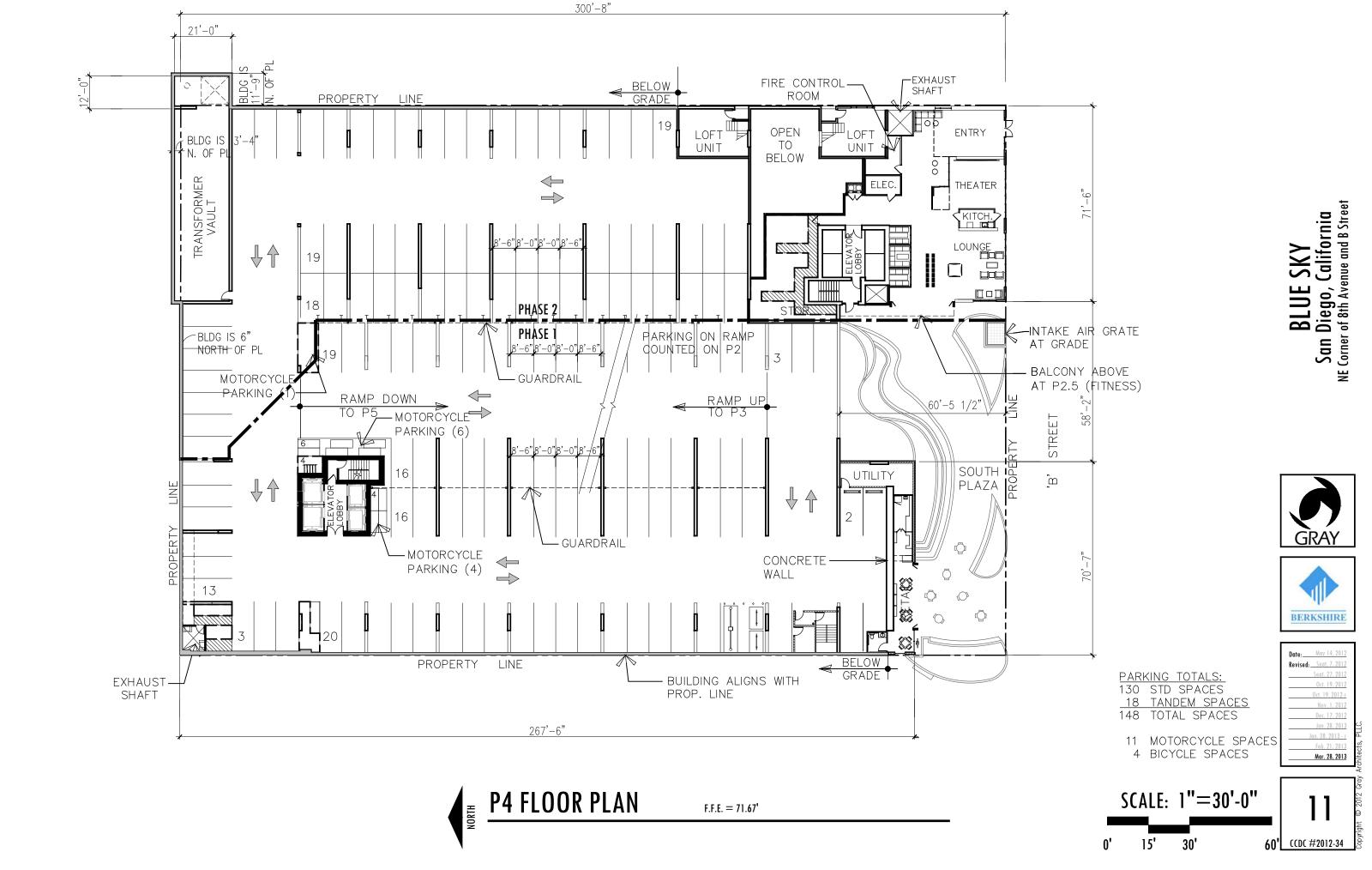
10

SCALE: 1"=30'-0" 15' 60' CCDC #2012-34 30'



P5 FLOOR PLAN

P5 F.F.E. = 61.83'





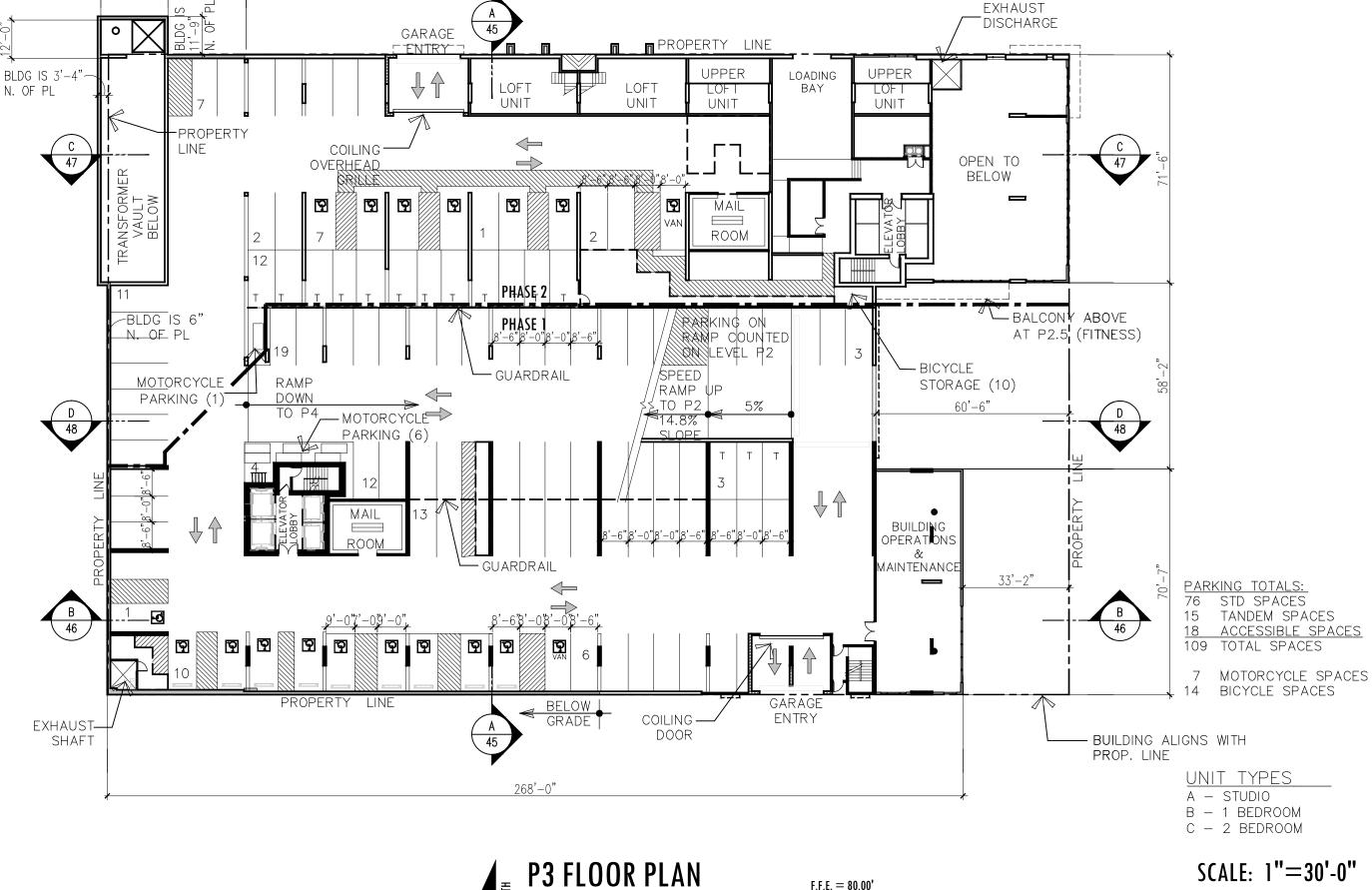




Revised: Sept. 7, 201 Jan. 28, 2013 -Mar. 28, 2013

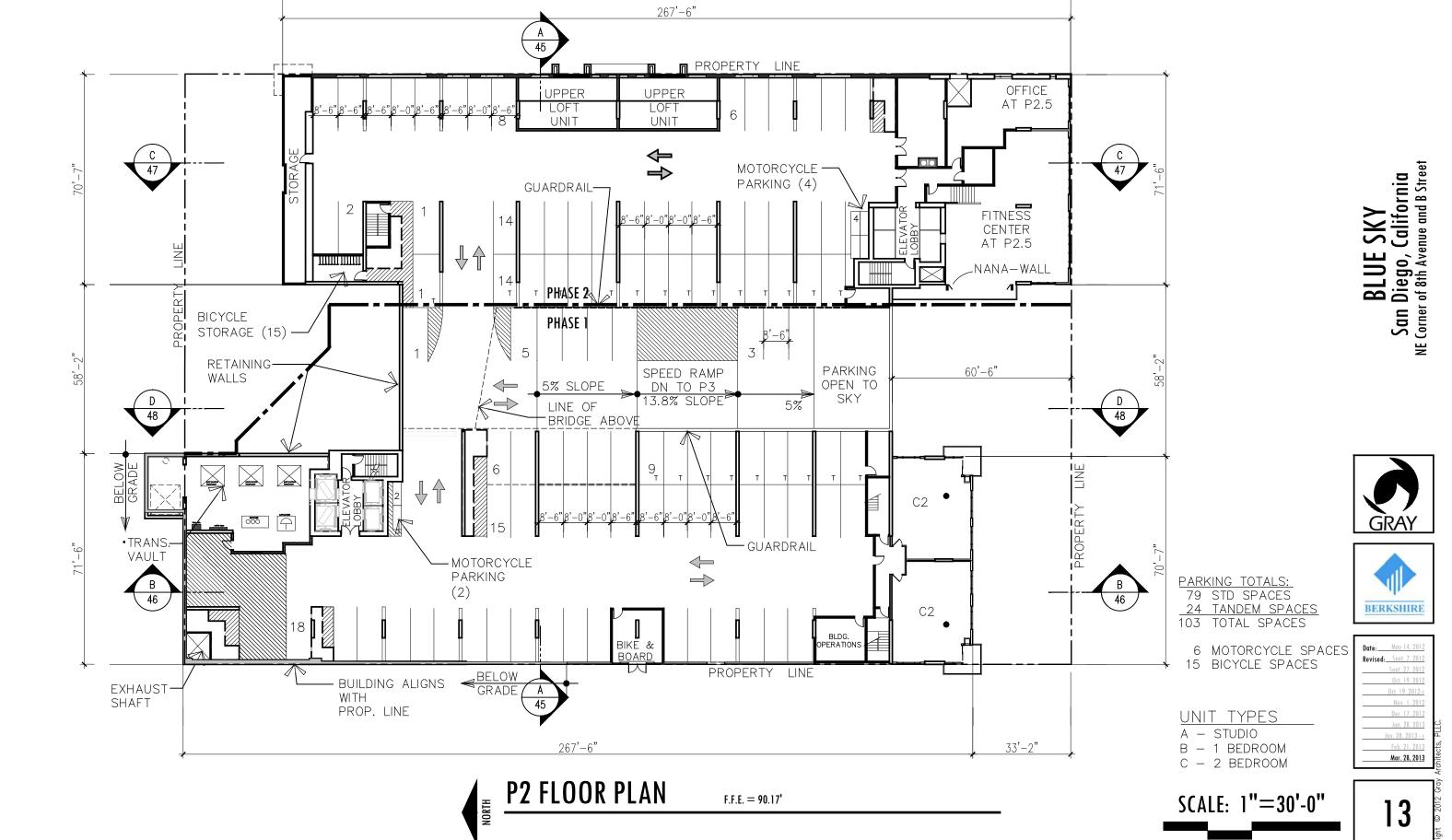
SCALE: 1"=30'-0" 12 CCDC #2012-34 30' 60'

15'



F.F.E. = 80.00'

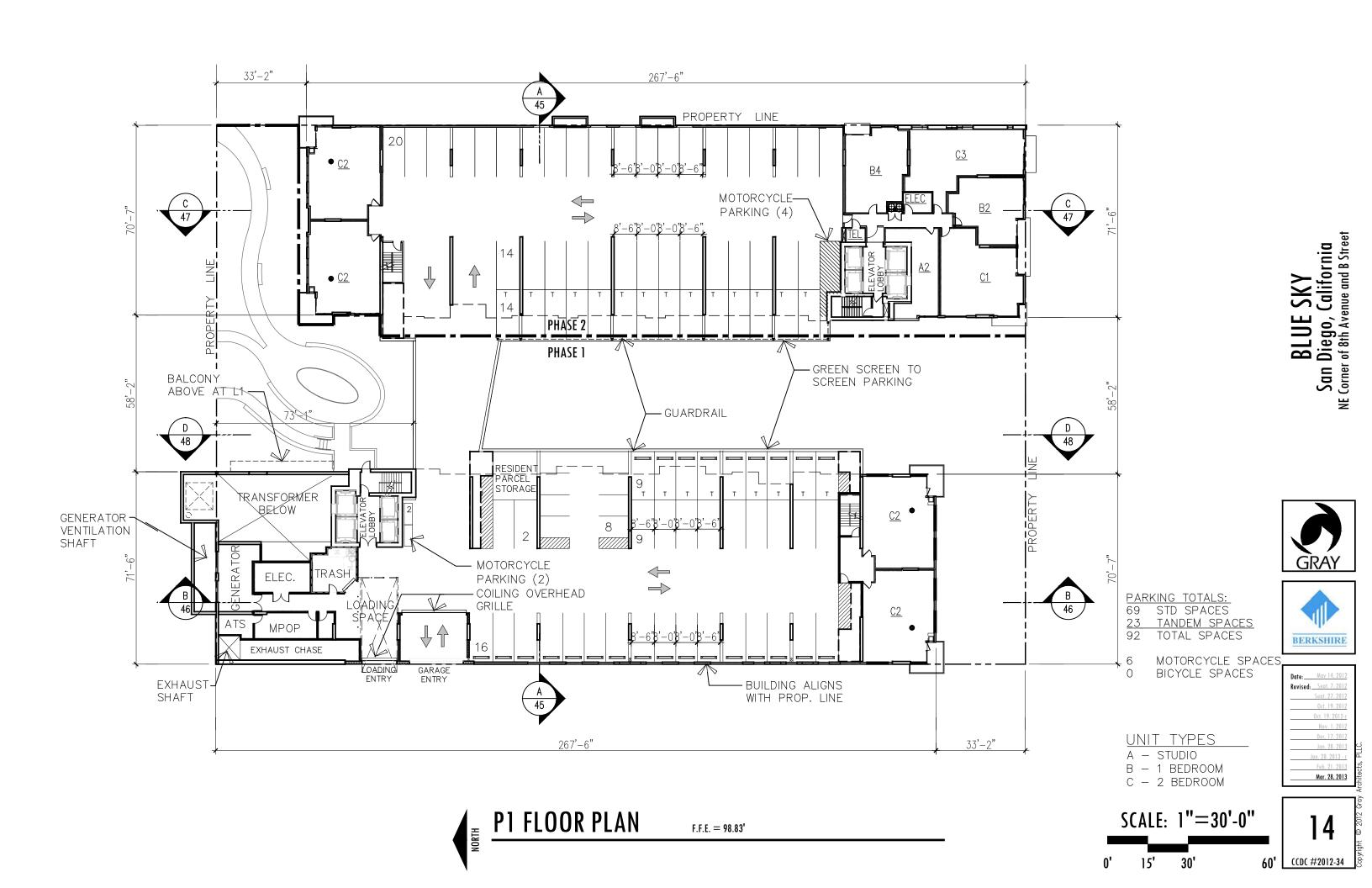
BELOW,



15'

30'

**60'** CCDC #2012-34







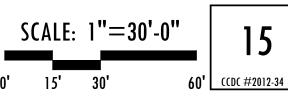


Mar. 28, 2013

15

UNIT TYPES A - STUDIO B - 1 BEDROOM

C - 2 BEDROOM





E.F.E. = 109.67'

GRAY



Date: May 14, 2012
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CCDC #2012-34

L2 (East & West Tower) - FLOOR PLAN F.F.E. = 119.27'

SCALE: 1"=30'-0"
0' 15' 30' 60'





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Oct. 19, 2012

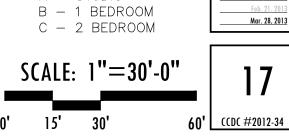
Nov. 1, 2012

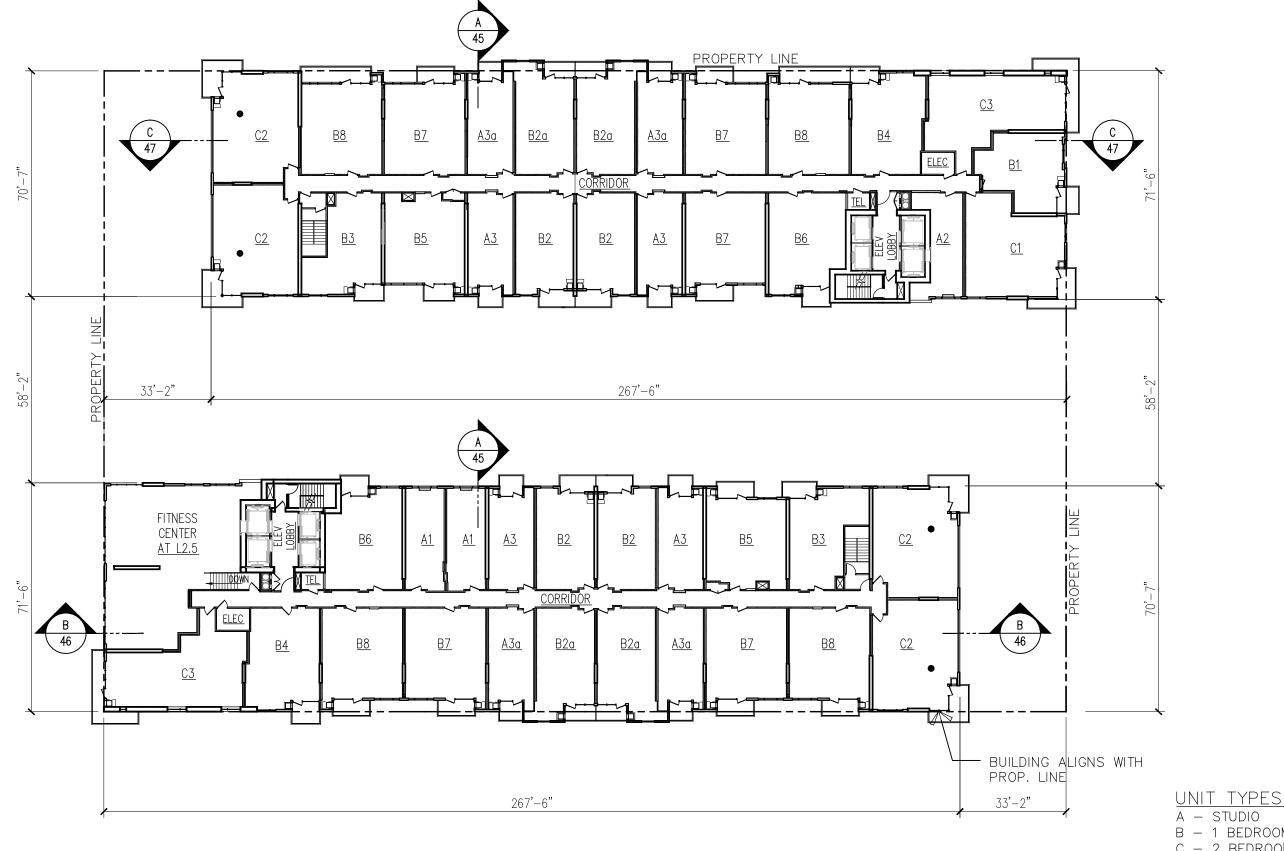
Dec. 17, 2012

Jan. 28, 2013

Jan. 28, 2013

Mar. 28, 2013





Eg L3 (East & West Tower) - FLOOR PLAN F.F.E. = 128.88'







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18

C - 2 BEDROOM

SCALE: 1"=30'-0" 60' CCDC #2012-34









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CCDC #2012-34

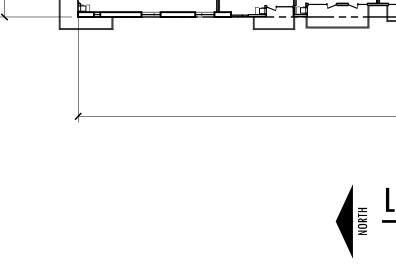
SCALE: 1"=30'-0"

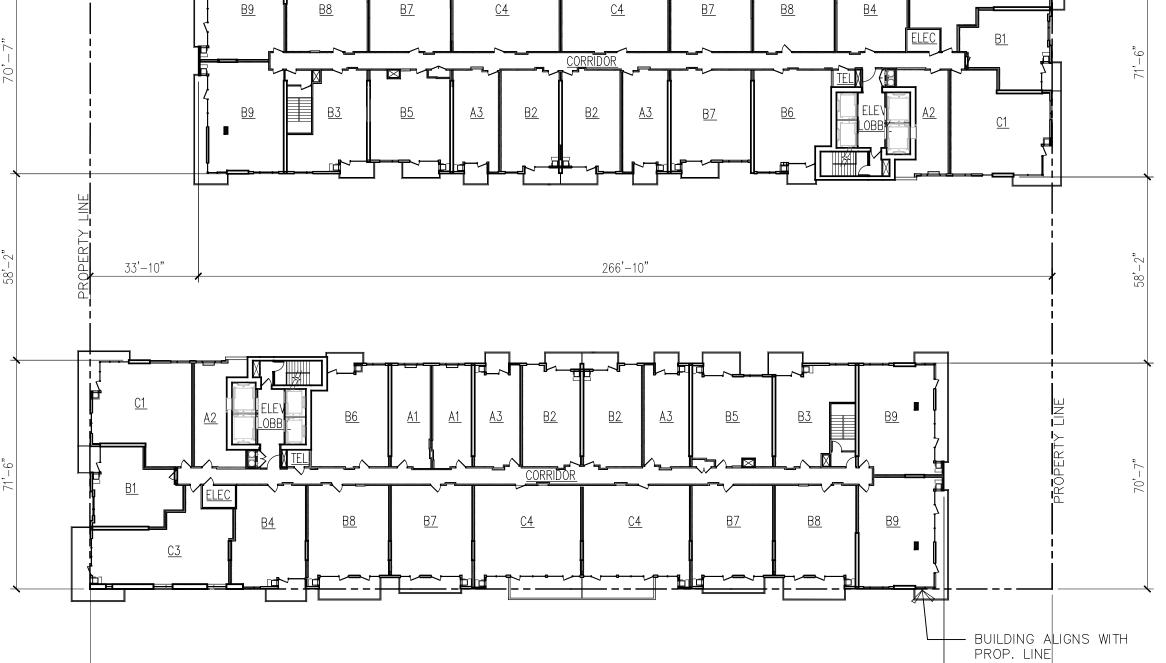
15'

UNIT TYPES

A - STUDIO B - 1 BEDROOM C - 2 BEDROOM

L18-L19 (West Tower) & L17-L18 (East Tower) FLOOR PLAN





266'-10"

PROPERTY LINE

<u>C3</u>

GRAY



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B - 1 BEDROOM C - 2 BEDROOM

SCALE: 1"=30'-0"

15'

**20** (CDC #2012-34

Mar. 28, 2013

L20 (West Tower) & L19 (East Tower) FLOOR PLAN







21

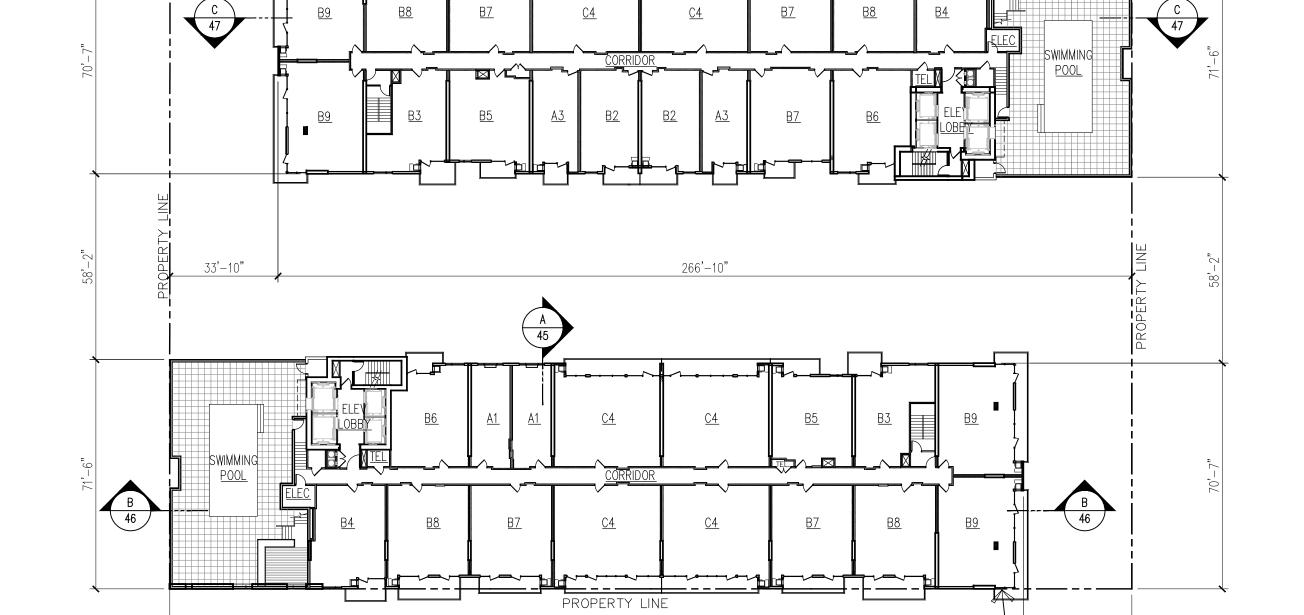
60' CCDC #2012-34



BUILDING ALIGNS WITH PROP. LINE

UNIT TYPES

33'-10"



266'-10"

PROPERTY LINE

<u>C4</u>

<u>B7</u>

<u>B8</u>

<u>B4</u>

<u>B8</u>

<u>B9</u>

<u>B7</u>

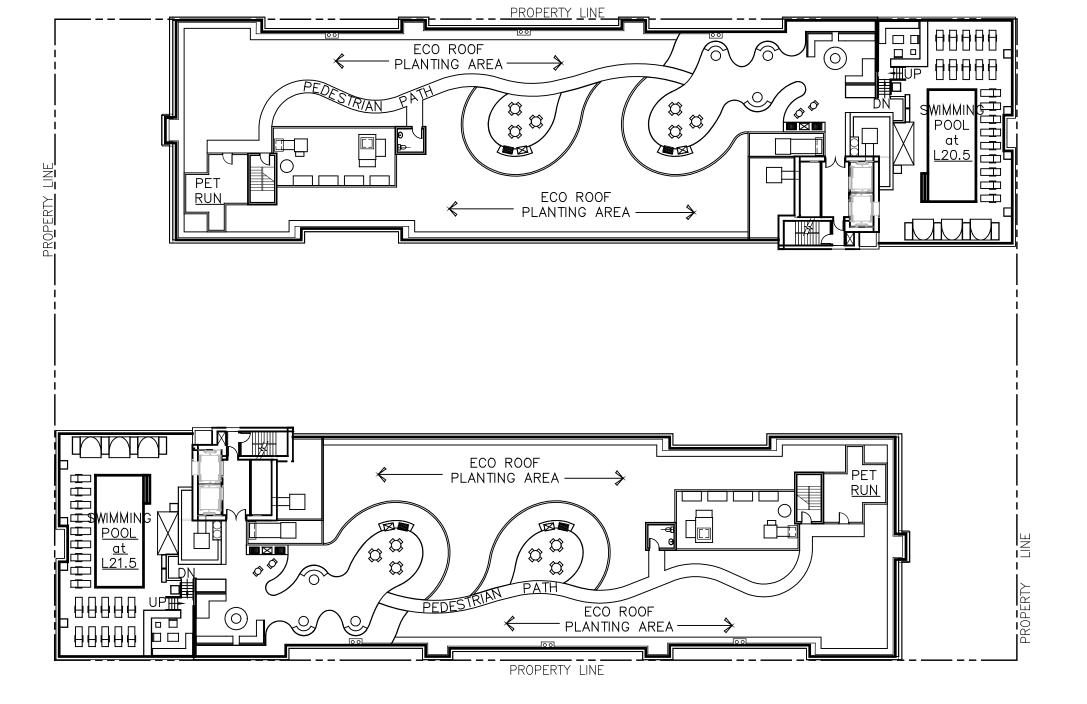
<u>C4</u>



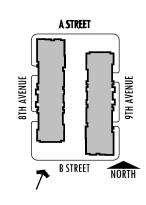




22







BLUE SKY San Diego, California NE Corner of 8th Avenue and B Street

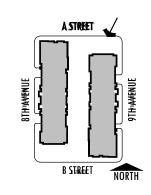




vised: Sept. 7. 2012
Sept. 27. 2012
Oct. 19. 2012
Oct. 19. 2012Nov. 1. 2012
Jan. 28. 2013
Jan. 28. 2013
Mar. 28. 2013

**23** 





**BLUE SKY**San Diego, California
NE Corner of 8th Avenue and B Stree

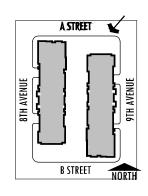




Date: May 14, 2012
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Jan. 28, 2013
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**24**CCDC #2012-34





**BLUE SKY**San Diego, California
NE Corner of 8th Avenue and B Street





Date: May 14, 2012
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Oct. 19, 2012Nov. 1, 2012
Dec. 17, 2012
Jan. 28, 2013
Jan. 28, 2013
Mar. 28, 2013

**25** 





Date: May 14, 2012

Revised: Sept. 7, 2012

Sept. 27, 2012

Oct. 19, 2012
Nov. 1, 2012

Dec. 17, 2012

Jan. 28, 2013

Jan. 28, 2013

Mar. 28, 2013

**26**CCDC #2012-34







Feb. 21, 2013 Mar. 28, 2013

CCDC #2012-34

CORNER OF B STREET AND 9th AVENUE LOOKING NORTHWEST



A STREET

B STREET NORTH



Feb. 21, 2013 Mar. 28, 2013

28 CCDC #2012-34







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Sept. 27, 2012
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Jan. 28, 2013 - r
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**29**CCDC #2012-34

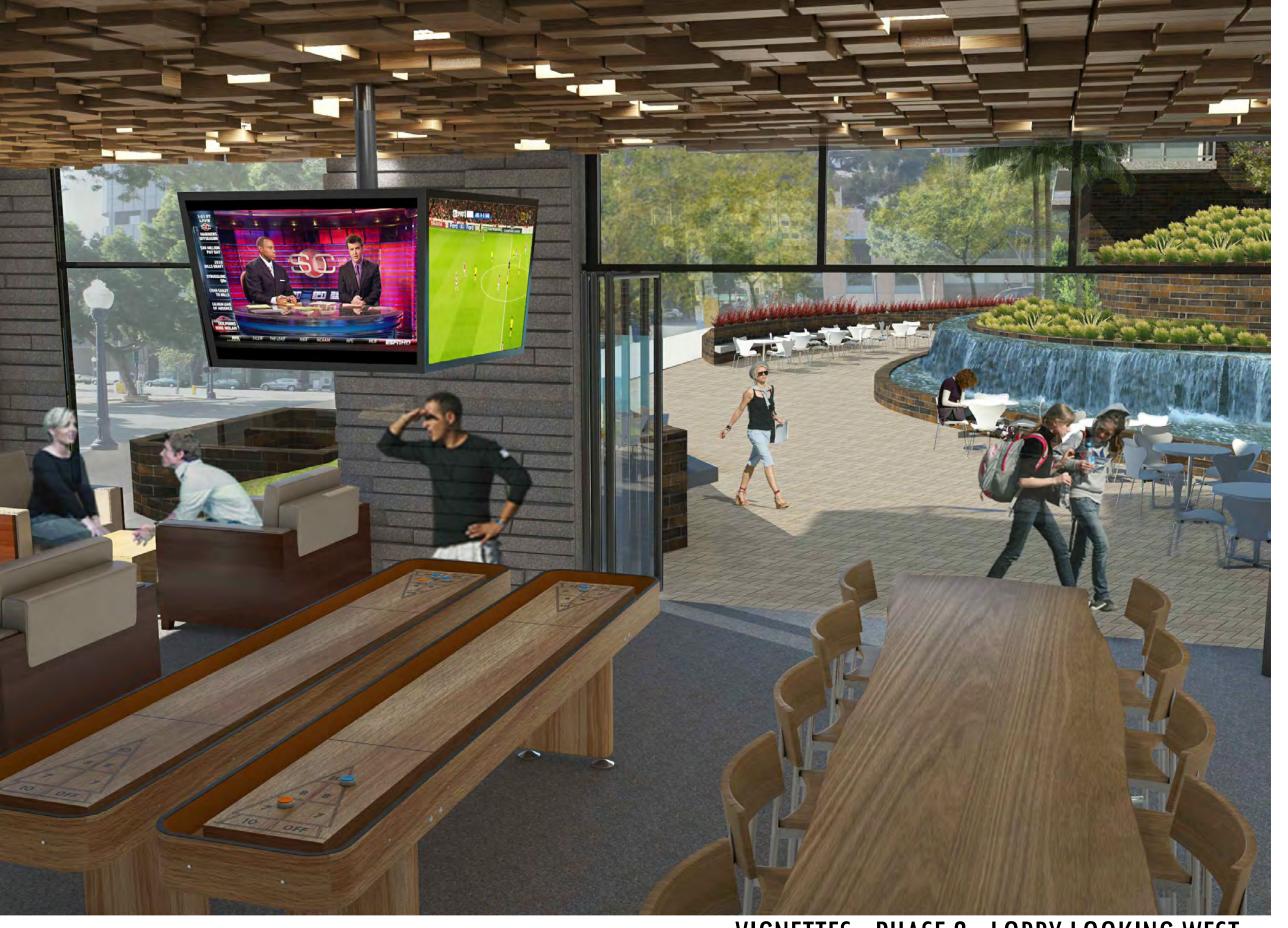


**VIGNETTES - SOUTH PLAZA NORTHEAST** 



Date: May 14, 2012
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Mar. 28, 2013

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Sept. 27, 2012

Oct. 19, 2012
Nov. 1, 2012
Dec. 17, 2012

Jan. 28, 2013

Jan. 28, 2013 - r

Feb. 21, 2013

Mar. 28, 2013

**30** CCDC #2012-34







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Seat. 77, 2012

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Nov. 1, 2012

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Jan. 28, 2013

Mar. 28, 2013





VIGNETTES - 9th AVENUE





Date: May 14, 2012

Revised: Sept. 7, 2012

Sept. 27, 2012

Oct. 19, 2012
Nov. 1, 2012

Dec. 17, 2012

Jan. 28, 2013

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VIGNETTES - 8th AVENUE



## MATERIAL LEGEND

SYMBOL	DESCRIPTION
MTL-1	EXTERIOR METAL WALL PANEL COLOR: SILVER
MTL-2	EXTERIOR METAL WALL PANEL COLOR: BLUE
MTL-3	METAL SLAB EDGE CAP COLOR: SILVER
GW-1	GREEN WALL - PLANTED MESH WALL SYSTEM.
PT-1	PAINTED METAL AWNING COLOR: SILVER
PT-2	PAINTED METAL AWNING COLOR: BLACK
PF-1	COILING DOORS. PRE-FINISHED METAL COLOR: CLEAR ANODIZED
VGL-1	CLEAR VISION GLASS, IN ALUM. FRAME
VGL-2	VISION GLASS INSULATED, LIGHT BLUE-GREEN TINT
VGL-3	CLEAR GLASS IN ALUM. FRAME
CONC-1	CAST-IN-PLACE CONCRETE. SMOOTH FINISH
BRK-1	BRICK , COLOR: REDDISH BROWN SIZE: 4"x4"x12"
TNS-1	TENSILE STRUCTURE COLOR: MAROON
LGT-1	BUILDING MOUNTED LIGHT FIXTURE
LGT-2	PEDESTRIAN LIGHT FIXTURE

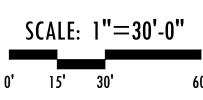


San Diego, California
NE Corner of 8th Avenue and B Street

BLUE



Revised: Sept. 7, 201 Jan. 28, 201 Jan. 28, 2013 -Mar. 28, 2013

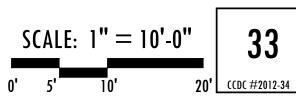


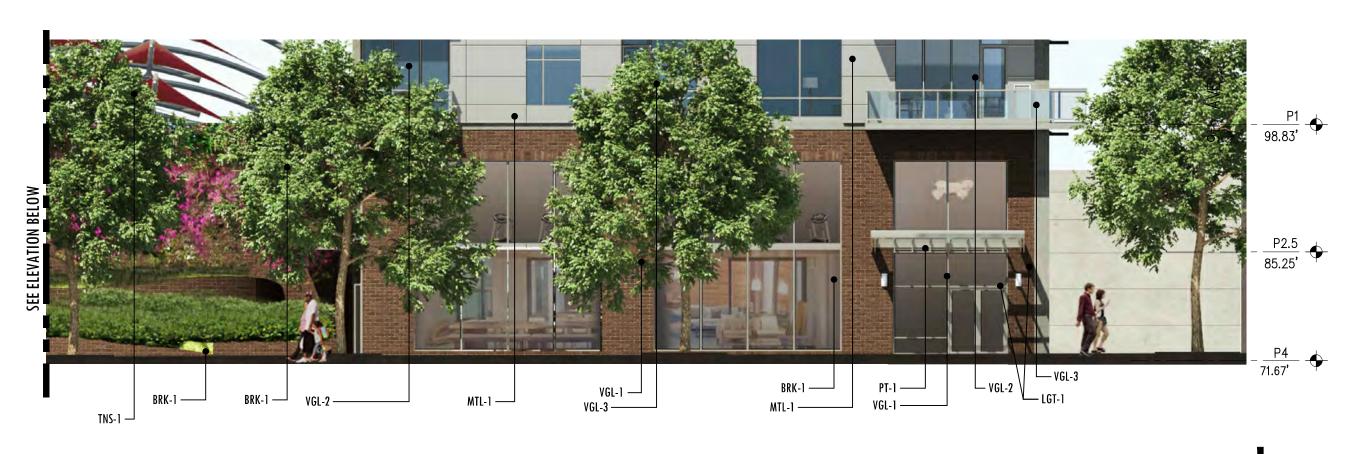






33

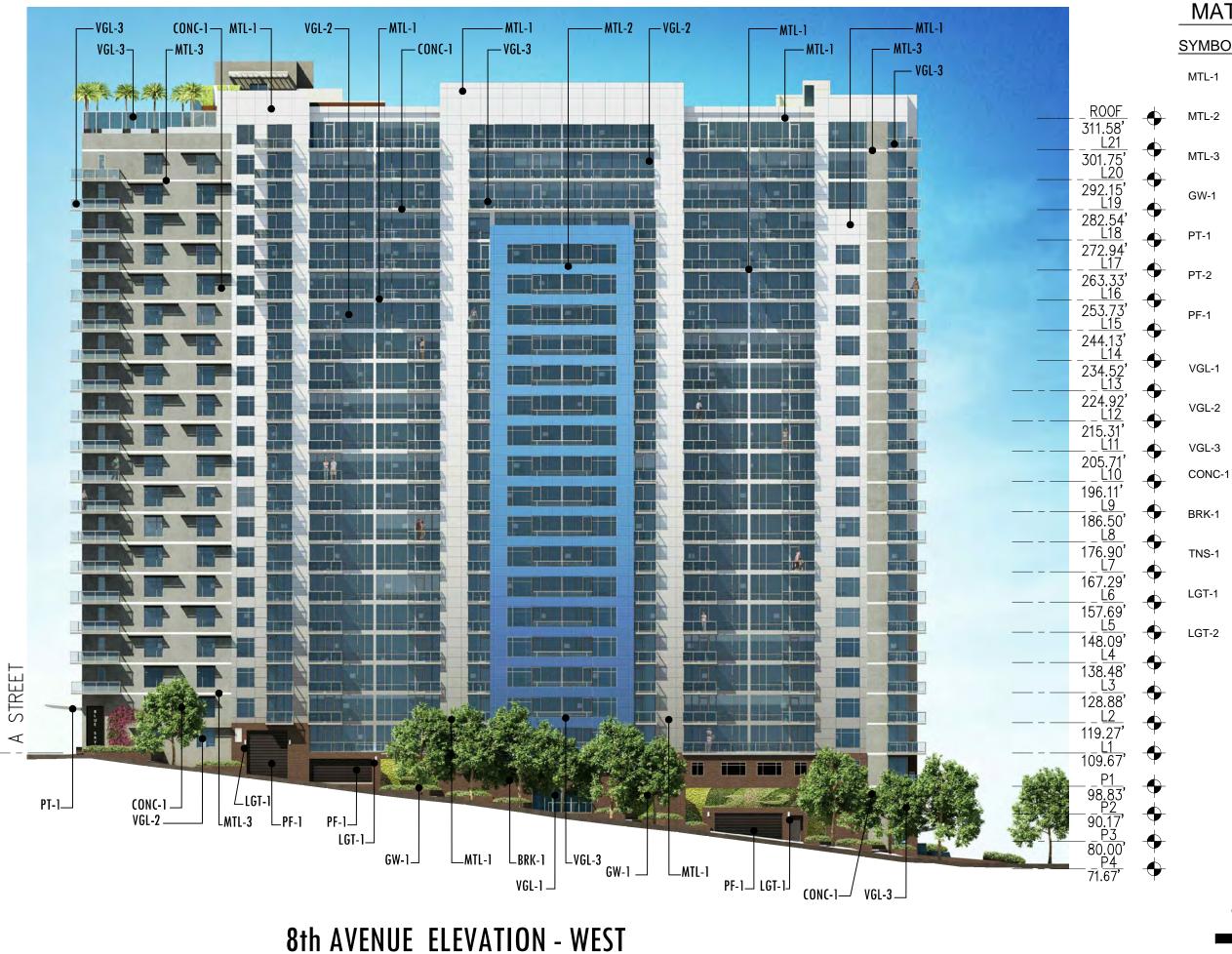






# **ENLARGED B STREET ELEVATIONS - SOUTH**

1" = 10'-0"



## MATERIAL LEGEND

**SYMBOL DESCRIPTION EXTERIOR METAL WALL PANEL** COLOR: SILVER EXTERIOR METAL WALL PANEL COLOR: BLUE METAL SLAB EDGE CAP COLOR: SILVER **GREEN WALL - PLANTED MESH** WALL SYSTEM. PAINTED METAL AWNING COLOR: SILVER PAINTED METAL AWNING COLOR: BLACK COILING DOORS. PRE-FINISHED METAL COLOR: CLEAR ANODIZED CLEAR VISION GLASS, IN ALUM. **FRAME** VISION GLASS INSULATED, LIGHT BLUE-GREEN TINT CLEAR GLASS IN ALUM. FRAME CAST-IN-PLACE CONCRETE. SMOOTH FINISH BRICK, COLOR: REDDISH BROWN SIZE: 4"x4"x12" TENSILE STRUCTURE COLOR: MAROON **BUILDING MOUNTED LIGHT** FIXTURE



yo, California Avenue and B Stree

Diego,

San



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Mar. 28, 2013

SCALE: 1"=30'-0"

15' 30' 60'

PEDESTRIAN LIGHT FIXTURE

**34**60' (CDC #2012-34



**ENLARGED 8th AVE ELEVATION - WEST** 

35 CCDC #2012-34

### MTL-1 -VGL-3 — MTL-1 -- VGL-2 -MTL-1 -CONC-1 CONC-1 -VGL-3 -MTL-1 ¬ \_ROOF 311.58' <u>L21</u> ROOF\_ 301.98 301.75' <u>L20</u> <u>L20</u> 292.15' L19 292.15' <u>L</u>19 282.54' L18 282.54<sup>1</sup> L18 272.94**'** L17 272.94 L17 263.33' L16 253.73' L15 244.13' L14 263.33 L16 253.73 L15 244.13' L14 234.52' L13 234.52 L13 224.92' L12 224.92 L12 215.31' L11 215.31 L11 VI 205.71' L10 205.71' <u>L10</u> 196.11' L9 196.11 L9 186.50' L8 186.50' <u>L8</u> 176.90**'** L7 176.90' L7 167.29' <u>L6</u> 167.29' L6 157.69' L5 157.69 <u>L</u>5 148.09<sup>'</sup> L4 138.48' L3 128.88<sup>'</sup> L2 AVE 124.08 119.27 <u>L1</u> 109.67 109.67 P1 98.83' ∟MTL-1 BRK-1 VGL-1 \_\_\_VGL-3 CONC-1\_\_\_ \_VGL-2 VGL-3 BRK-1 ∟MTL-1 MTL-1— TNS-1-**EAST TOWER**

# MATERIAL LEGEND

SYMBOL	<u>DESCRIPTION</u>	
MTL-1	EXTERIOR METAL WALL PANEL COLOR: SILVER	
MTL-2	EXTERIOR METAL WALL PANEL COLOR: BLUE	
MTL-3	METAL SLAB EDGE CAP COLOR: SILVER	
GW-1	GREEN WALL - PLANTED MESH WALL SYSTEM.	
PT-1	PAINTED METAL AWNING COLOR: SILVER	
PT-2	PAINTED METAL AWNING COLOR: BLACK	
PF-1	COILING DOORS. PRE-FINISHED METAL COLOR: CLEAR ANODIZED	
VGL-1	CLEAR VISION GLASS, IN ALUM. FRAME	
VGL-2	VISION GLASS INSULATED, LIGHT BLUE-GREEN TINT	
VGL-3	CLEAR GLASS IN ALUM. FRAME	
CONC-1	CAST-IN-PLACE CONCRETE. SMOOTH FINISH	
BRK-1	BRICK , COLOR: REDDISH BROWN SIZE: 4"x4"x12"	
TNS-1	TENSILE STRUCTURE COLOR: MAROON	
LGT-1	BUILDING MOUNTED LIGHT FIXTURE	
LGT-2	PEDESTRIAN LIGHT FIXTURE	



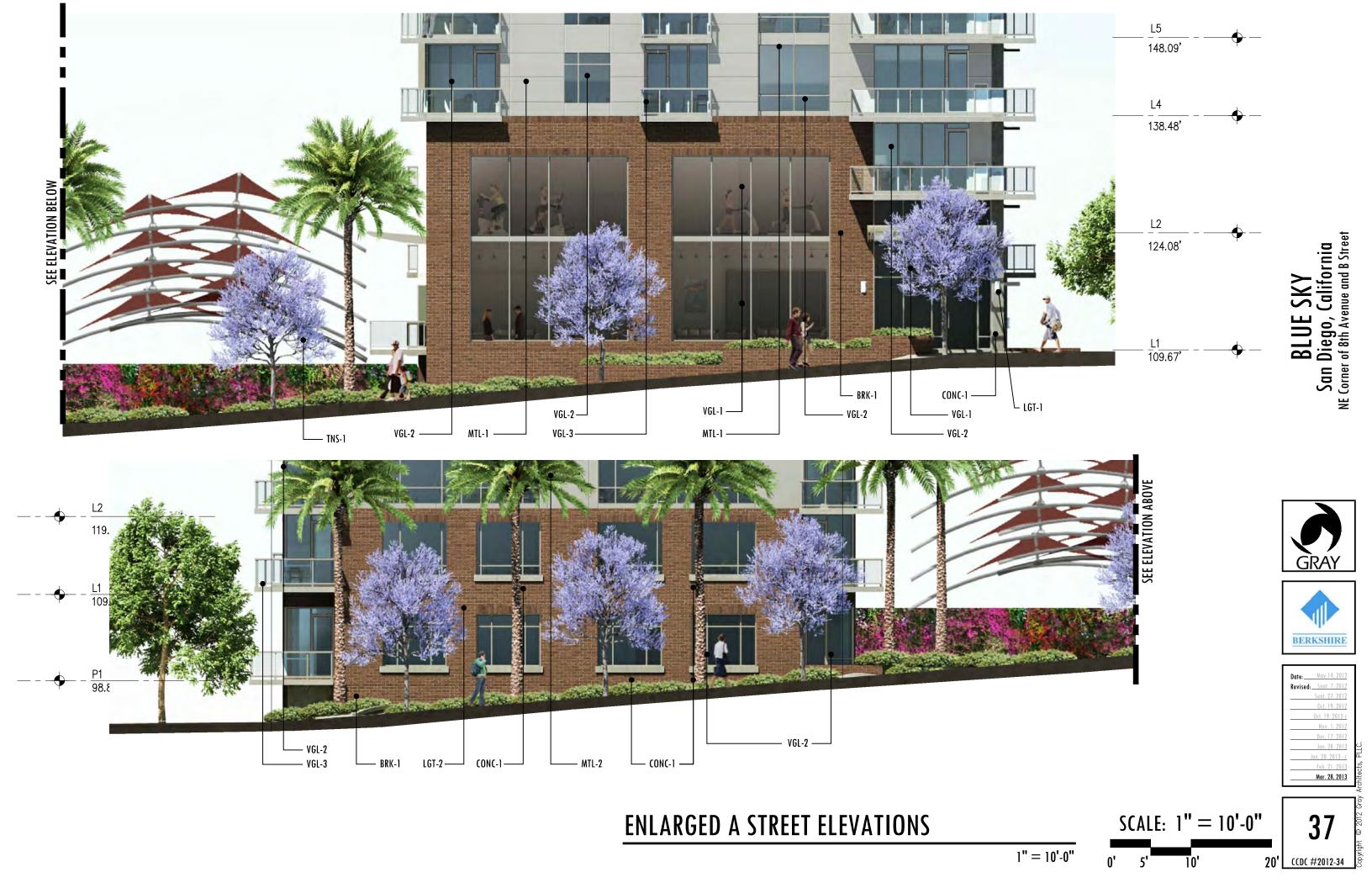
San Diego, California
NE Corner of 8th Avenue and B Street



Date: May 14, 2012
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Oct. 19, 2012
Oct. 19, 2012
Nov. 1, 2012
Dec. 17, 2013
Jan. 28, 2013
Jan. 28, 2013
Mar. 28, 2013

SCALE: 1"=30'-0"
0' 15' 30' 60' (CDC #2012-34)

WEST TOWER
A STREET ELEVATIONS - NORTH



#### MTL-1 VGL-3 CONC-1 VGL-2 -- VGL-3 - CONC-1 — MTL-2 - VGL-3 - MTL-1 -CONC-1 MTL-1 ROOF 301.98 MTL-2 <u>L20</u> 292.15 MTL-3 <u>L19</u> 282.54' ◆ GW-1 L18 272.94' L17\_ PT-1 <u>263.33'</u> | | + | | | | | L16 253.73 PT-2 <u>L15</u> 244.13' PF-1 <u>L14</u> 234.52' ПП. <u>L13</u> 224.92' VGL-1 <u>L12</u> 215.31' Щ VGL-2 205.71 <u>L10</u> 196.11 VGL-3 CONC-1 186.50 <u>L8</u> 176.90' BRK-1 167.29**'** VGL-2 TNS-1 <u> 157.69'</u> <u>L5</u> 148.09' LGT-1 STREET L4 LGT-2 <u> 138.48</u>′ STREET $\triangleleft$ 128.88<sup>'</sup> $_{\Omega}$ 119.27 **♦**L1 109.67 <u>L1</u> 109.67 ◆ P1 98.83' 98.83 P2 90.17 <u>P3</u> 80.00' **NORTH PLAZA** CONC-1 71.67 71.67 PT-1-MTL-1 — BRK-1 — VGL-1 CONC-1— PF-1--LGT-1 CONC-1 -LGT-1 BRK-1 9th AVENUE ELEVATIONS - EAST

### MATERIAL LEGEND





yo, California Avenue and B Stree

Diego,

San

Corner

 $\overline{\mathbf{Q}}$ 



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CCDC #2012-34

SCALE: 1"=30'-0"





Mar. 28, 2013 CCDC #2012-34

15'

Jan. 28, 2013

**GRAY** 

yo, California 1 Avenue and B Stree

Diego,



CONC-1 —

CCDC #2012-34

15'

30'

1" = 30'-0"

EXISTING SITE - 6/21 at 8:00 AM



EXISTING SITE - 6/21 at 11:00 AM



EXISTING SITE - 6/21 at 2:00 PM



EXISTING SITE - 6/21 at 5:00 PM



DEVELOPED SITE - 6/21 at 8:00 AM



DEVELOPED SITE - 6/21 at 11:00 AM



DEVELOPED SITE - 6/21 at 2:00 PM



DEVELOPED SITE - 6/21 at 5:00 PM



**SHADOW STUDY - SUMMER SOLSTICE** 





Date: May 14, 2012

Revised: Sept. 7, 2012

Oct. 19, 2012

Oct. 19, 2012
Nov. 1, 2012

Dec. 17, 2012

Jan. 28, 2013 - r

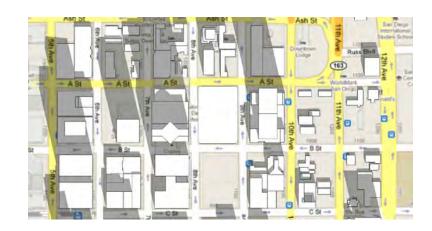
Feb. 21, 2013

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Mar. 28, 2013



EXISTING SITE - 12/21 at 8:00 AM



**EXISTING SITE - 12/21 at 11:00 AM** 



EXISTING SITE - 12/21 at 2:00 PM



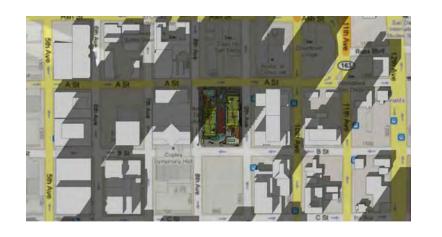
EXISTING SITE - 12/21 at 4:00 PM



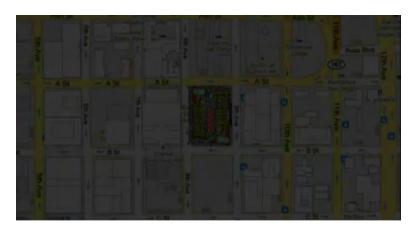
DEVELOPED SITE - 12/21 at 8:00 AM



DEVELOPED SITE - 12/21 at 11:00 AM



DEVELOPED SITE - 12/21 at 2:00 PM



DEVELOPED SITE - 12/21 at 4:00 PM



**SHADOW STUDY - WINTER SOLSTICE** 





Date: May 14, 2012

Revised: Sept. 7, 2012

Sept. 27, 2012

Oct. 19, 2012
Nov. 1, 2012

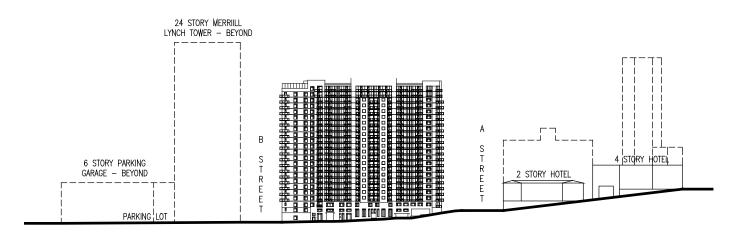
Dec. 17, 2012

Jan. 28, 2013

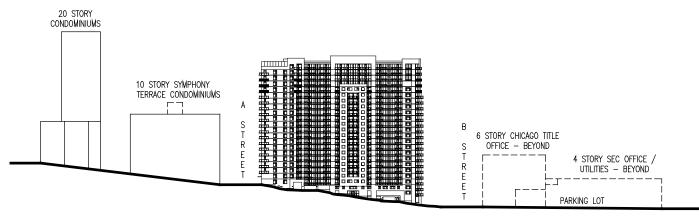
Jan. 28, 2013

Mar. 28, 2013

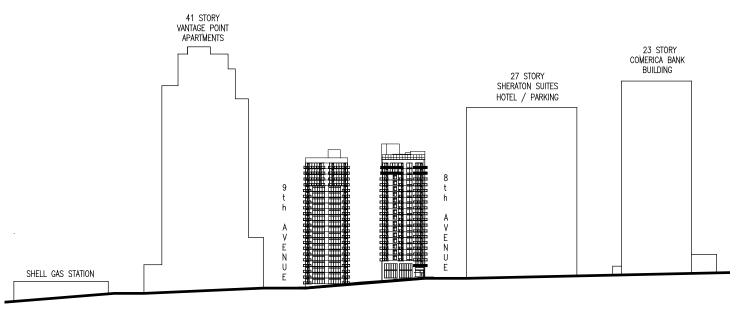
**43** 



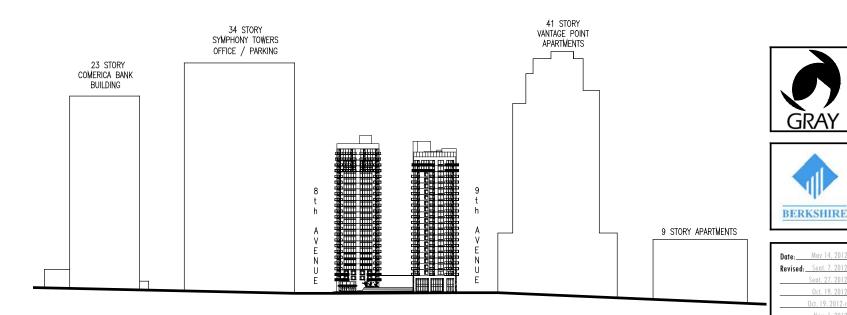
9th AVENUE - LOOKING WEST



8th AVENUE - LOOKING EAST



A STREET - LOOKING SOUTH

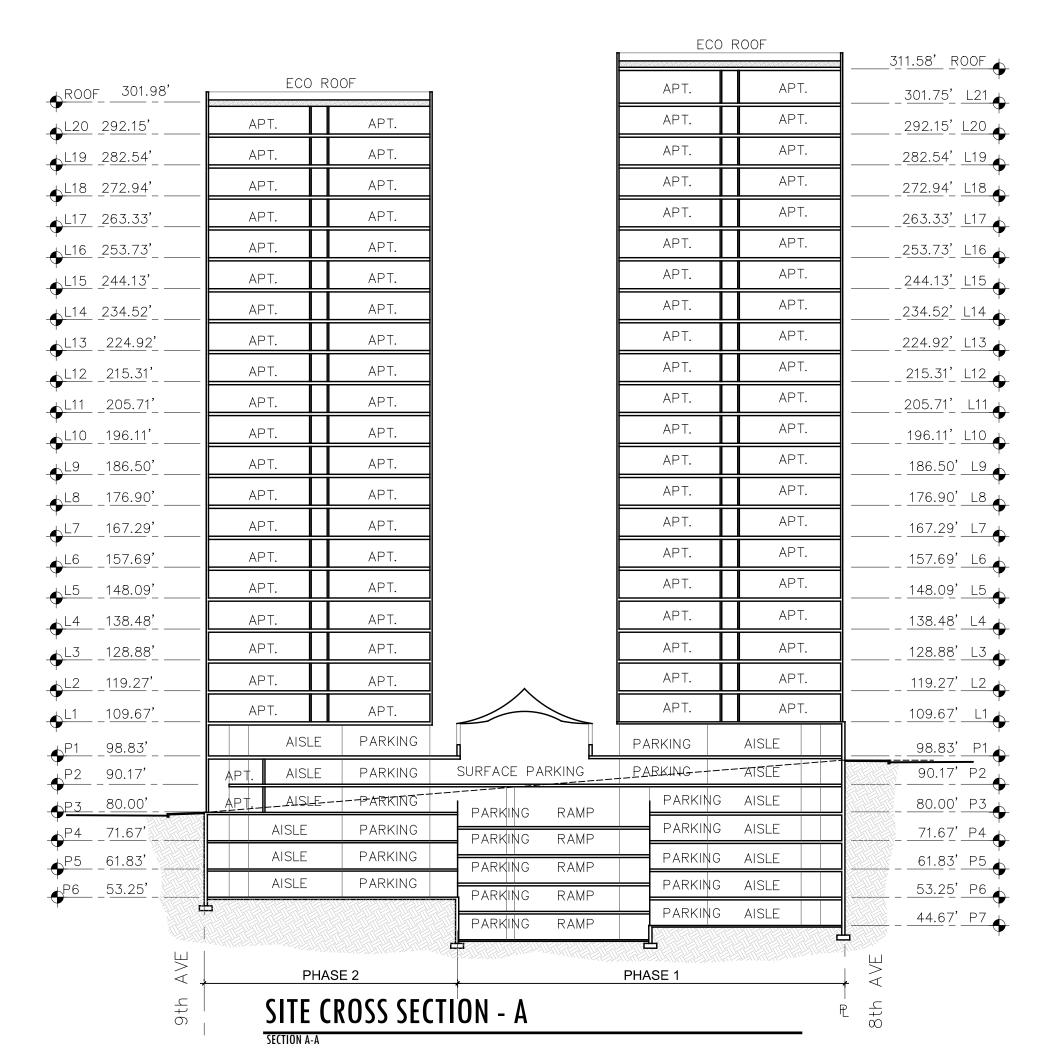


B STREET - LOOKING NORTH

44 © 7072 GCDC #2012-34

Mar. 28, 2013

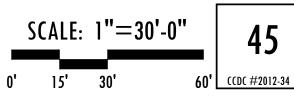


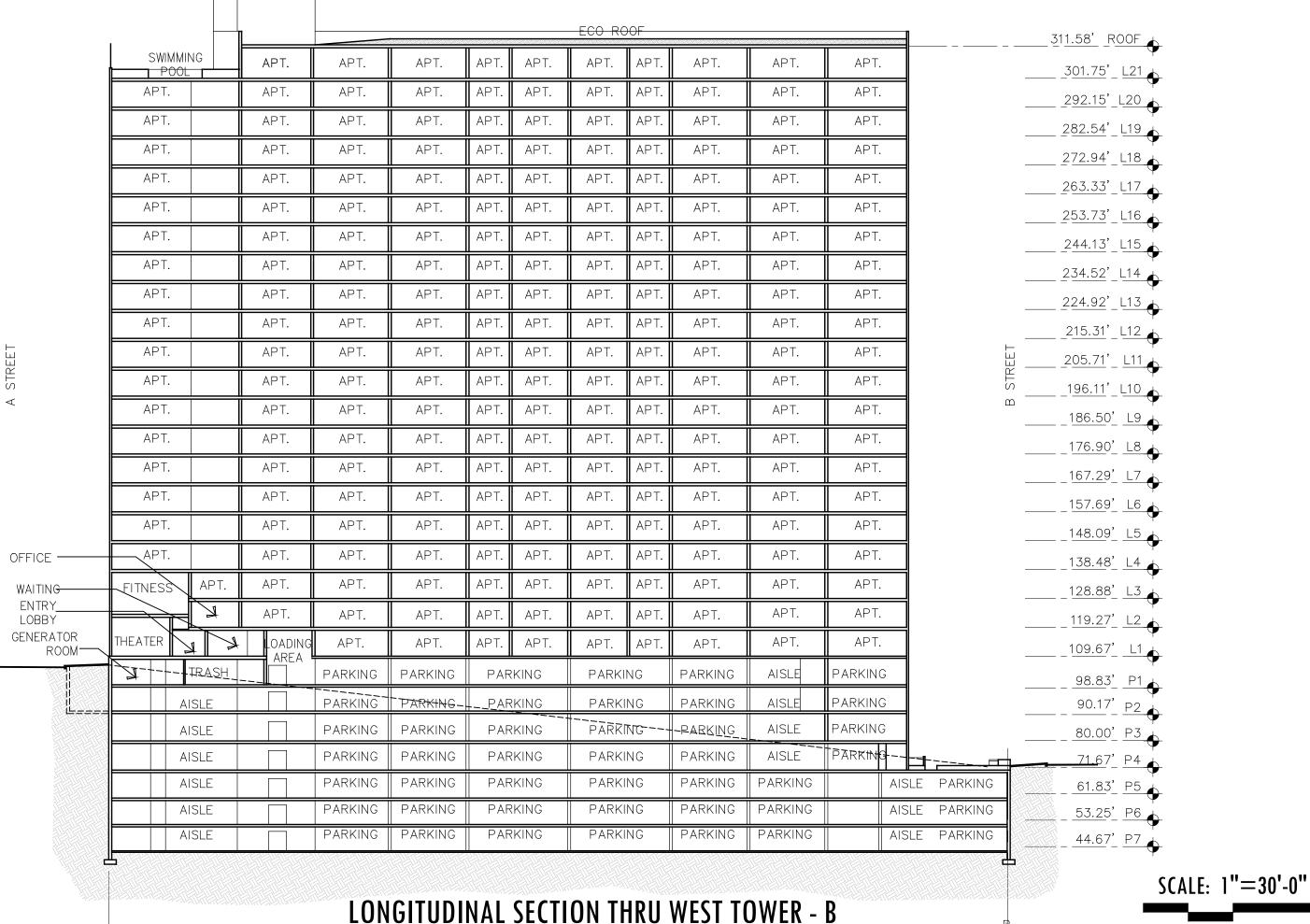












BLUE SKY
San Diego, California
NE Corner of 8th Avenue and B Street





Date: May 14, 2012

Revised: Sept. 7, 2012

Sept. 27, 2012

Oct. 19, 2012
Oct. 19, 2012
Nov. 1, 2012

Dec. 17, 2012

Jan. 28, 2013

Jan. 28, 2013

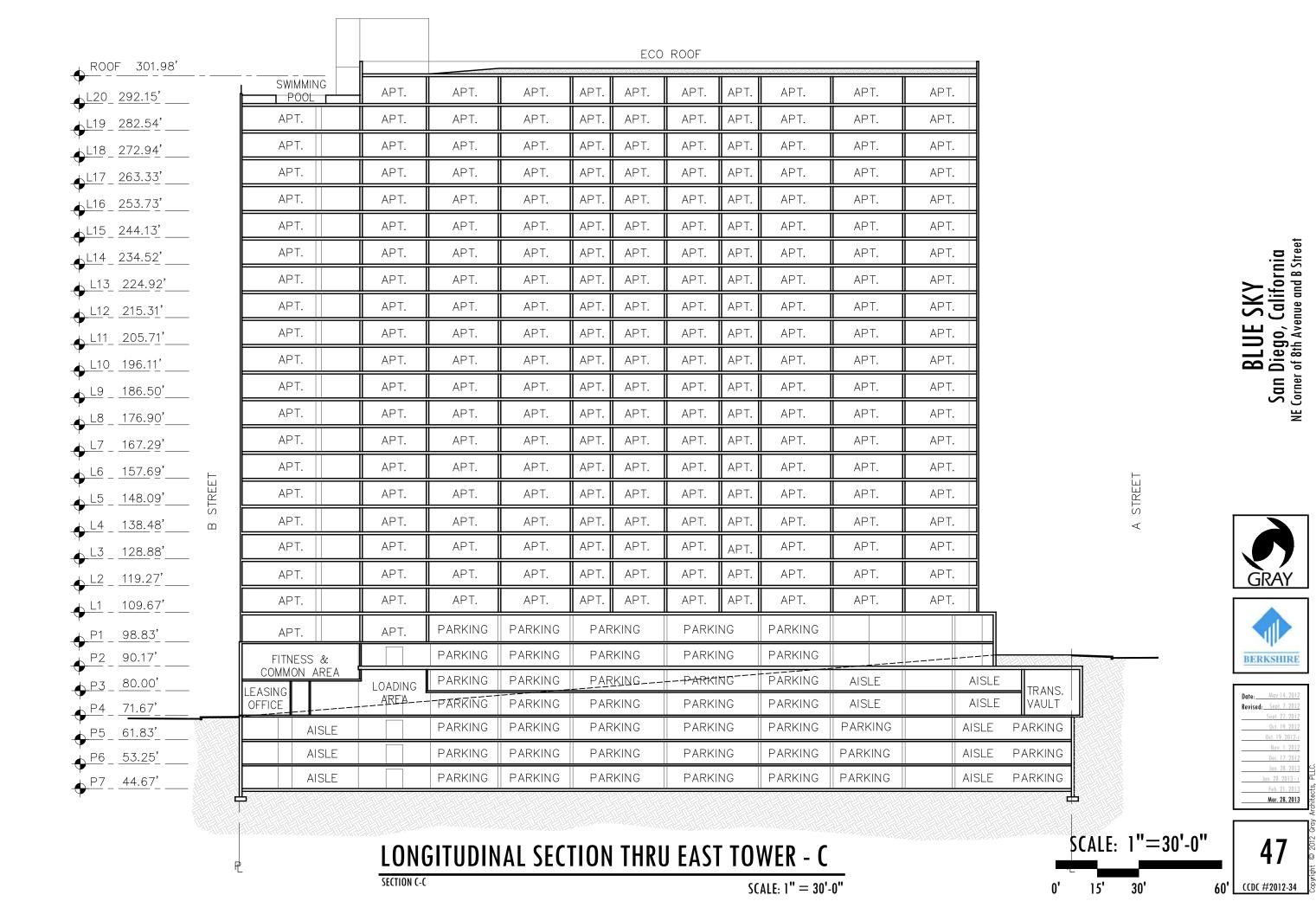
Mar. 28, 2013

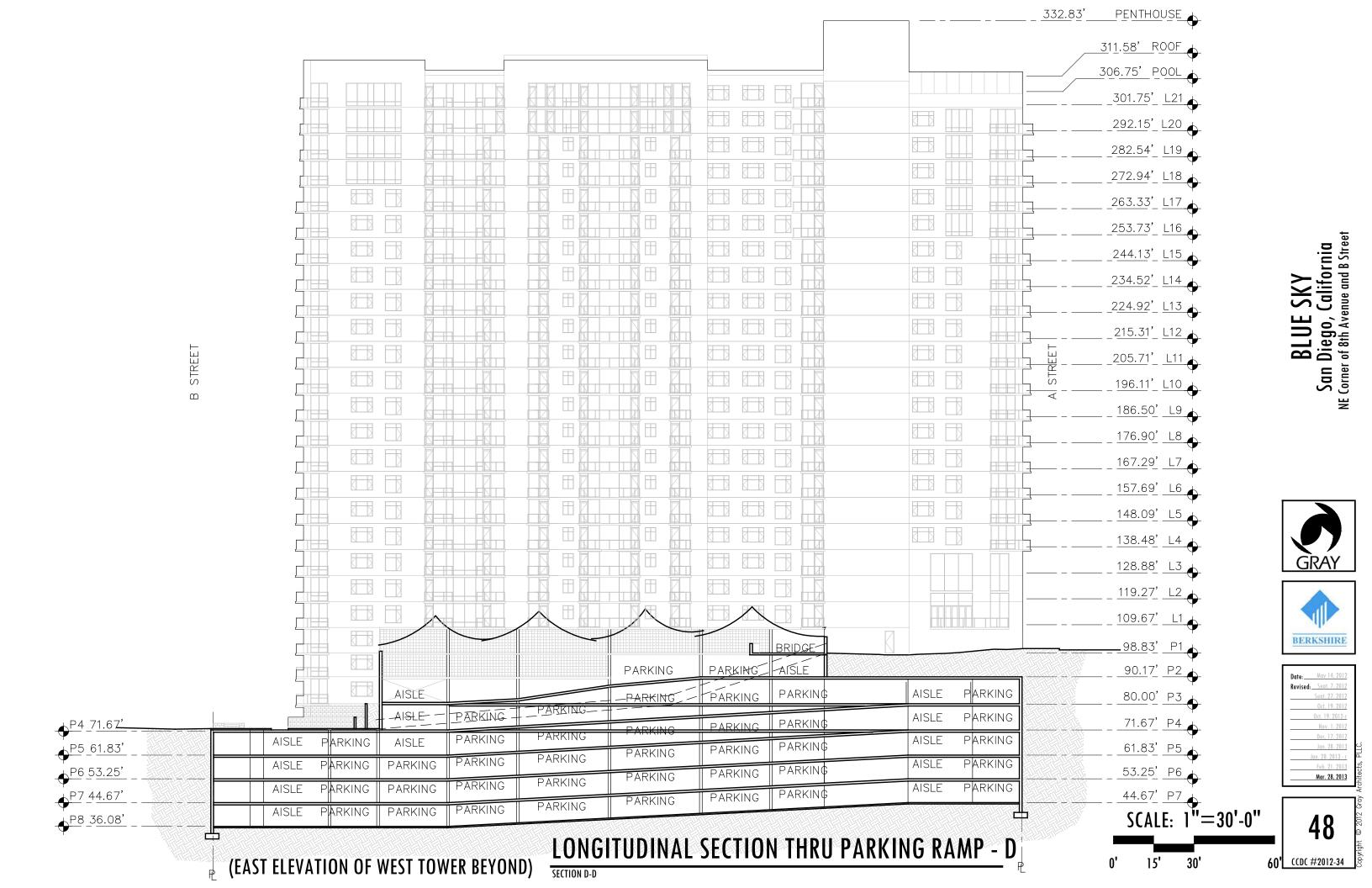
46
60' CCDC #2012-34

15'

TIODINAL SECTION TING W

SECTION B-B









VGL-1

VISION GLASS:
CLEAR INSULATED GLAZING
IN ALUMINUM FRAME



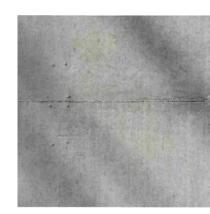
VGL-2

VISION GLASS:
LIGHT BLUE-GREEN TINTED
INSULATED GLAZING



VGL-3

POOL DECK WALL & BALCONIES:
CLEAR TEMPERED GLAZING
W/ ALUMINUM FRAME



CONC-1

CAST-IN-PLACE CONCRETE:
SMOOTH FINISH
COLOR: EXPOSED



PF-1

COILING DOORS
PRE-FINISHED METAL:
FACTORY FINISH: ALUMINUM
COLOR: CLEAR ANODIZED

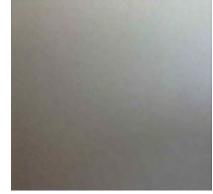


PAINTED METAL:
PAINTED METAL AWNING
COLOR: SILVER



PT-2

PAINTED METAL:
PAINTED METAL AWNING
COLOR: BLACK



ALUMINUM METAL PANELS
& AWNINGS:
FACTORY FINISH
COLOR: SILVER



MTL-2

ALUMINUM METAL PANELS:
FACTORY FINISH
COLOR: BLUE



MTL-3

STEEL PANELS AT SHEAR WALL
SLAB EDGES:
GLOSS/POLISHED FINISH
COLOR: SILVER



BRK-1
BRICK:
COLOR: REDDISH BROWN



GW-1

GREEN WALL:
PAINTED STEEL FRAME WITH
GALV. STEEL MESH
PLANT SPECIES: CREEPING FIG,
POTATO VINE, JASMINE & SIMILAR



TNS-1

TENSILE STRUCTURE:
COLOR: MAROON



Date: May 14, 2012
Revised: Sept. 7, 2012
Sept. 27, 2012
Oct. 19, 2012
Oct. 19, 2012Nov. 1, 2012
Dec. 17, 2012
Jan. 28, 2013
Jan. 28, 2013
Mar. 28, 2013

49 (CCDC #2012-34



TREE LEGEND:

SHRUB & GROUNDCOVER LEGEND:		
SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE & SPACING
*	AGAVE VILMORINIANA "OCTOPUS AGAVE"	5 GAL.
*	ALOE ARBORESCENS "KRANTZ ALOE"	5 GAL.
	BUXUS MICROPHYLLA JAPONICA 'WINTER GEM' "WINTER GEM BOXWOOD"	5 GAL.
	FICUS NITIDA "INDIAN LAUREL FIG"	48" O.C.
	HELICHRYSUM PETIOLARE 'LIMELIGHT' "LIMELIGHT LICORICE PLANT"	5 GAL.
	LOMANDRA LONGIFOLIA 'BREEZE' "DWARF MAT RUSH"	5 GAL.
*	PHORMIUM 'DUSKY CHIEF' "NEW ZEALAND FLAX"	5 GAL.
	STIPA TENUISSIMA "MEXICAN FEATHER GRASS"	5 GAL.

GREEN SCREEN LEGEND:		
SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE & SPACING
	MANDEVILLA 'BRIDE'S CASCADE' "BRIDE'S CASCADE MANDEVILLA"	5 GAL.
	PANDOREA JASMINOIDES 'CHARISMA' "CHARISMA BOWER VINE"	5 GAL.
	FICUS PUMILA "CREEPING FIG"	15 GAL.
	TRACHELOSPERMUM JASMINOIDES "STAR JASMINE"	5 GAL.



San Diego, California
NE Corner of 8th Avenue and B Street



Date: May 14, 2012
Revised: Sept. 7, 2012
Sept. 27, 2012
Oct. 19, 2012
Dec. 17, 2012
Jan. 28, 2013



NORTH

# STREET LEVEL LANDSCAPE PLAN

SCALE: 1"=30-0"

50 60' CCDC #2012-34



TREE LEGEND:

SHRUB & GROUNDCOVER LEGEND:		
SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE & SPACING
業	ALOE ARBORESCENS "KRANTZ ALOE"	5 GAL.
	BUXUS MICROPHYLLA JAPONICA 'WINTER GEM' "WINTER GEM BOXWOOD"	5 GAL.
	FICUS NITIDA "INDIAN LAUREL FIG"	48" O.C.
	LOMANDRA LONGIFOLIA 'BREEZE' "DWARF MAT RUSH"	5 GAL.
*	PHORMIUM 'DUSKY CHIEF' "NEW ZEALAND FLAX"	5 GAL.
	STIPA TENUISSIMA "MEXICAN FEATHER GRASS"	5 GAL.

GREEN SCREEN LEGEND:		
SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE & SPACING
	MANDEVILLA 'BRIDE'S CASCADE' "BRIDE'S CASCADE MANDEVILLA"	5 GAL.
	PANDOREA JASMINOIDES 'CHARISMA' "CHARISMA BOWER VINE"	5 GAL.
	FICUS PUMILA "CREEPING FIG"	15 GAL.
	TRACHELOSPERMUM JASMINOIDES "STAR JASMINE"	5 GAL.



San Diego, California
NE Corner of 8th Avenue and B Street

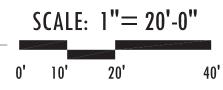








ENLARGED NORTH PLAZA PLAN





	TREE LEG	GEND:	
	SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE (HTxSPR)
***		ARCHONTOPHOENIX CUNNINGHAMIANA "KING PALM"	36" BOX
		CERCIDIUM X 'DESERT MUSEUM' "DESERT MUSEUM PALO VERDE"	48" BOX
		PLATANUS RACEMOSA "CALIFORNIA SYCAMORE"	48" BOX
		PODOCARPUS GRACILIOR "FERN PINE"	48" BOX
	1/4/2		

SHRUB &	GROUNDCOVER LEGEND:	
SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE & SPACING
*	ALOE ARBORESCENS "KRANTZ ALOE"	5 GAL.
	FICUS NITIDA "INDIAN LAUREL FIG"	48" O.C.
	HELICHRYSUM PETIOLARE 'LIMELIGHT' "LIMELIGHT LICORICE PLANT"	5 GAL.
	LOMANDRA LONGIFOLIA 'BREEZE' "DWARF MAT RUSH"	5 GAL.
*	PHORMIUM 'DUSKY CHIEF' "NEW ZEALAND FLAX"	5 GAL.
	STIPA TENUISSIMA "MEXICAN FEATHER GRASS"	5 GAL.

GREEN S	CREEN LEGEND:	
SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE & SPACING
	MANDEVILLA 'BRIDE'S CASCADE' "BRIDE'S CASCADE MANDEVILLA"	5 GAL.
	PANDOREA JASMINOIDES 'CHARISMA' "CHARISMA BOWER VINE"	5 GAL.
	FICUS PUMILA "CREEPING FIG"	15 GAL.
	TRACHELOSPERMUM JASMINOIDES "STAR JASMINE"	5 GAL.





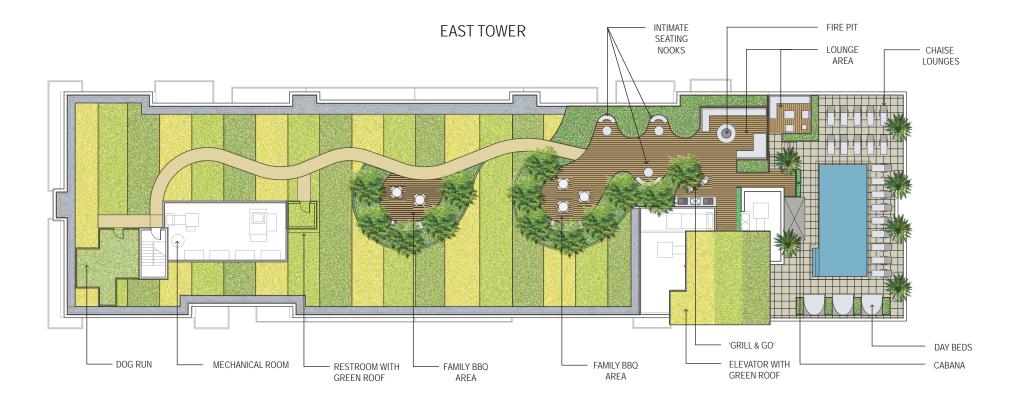
Date: May 14, 2012
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Sept. 27, 2012
Oct. 19, 2012
Dec. 17, 2012
Jan. 28, 2013



**ENLARGED SOUTH PLAZA PLAN** 

SCALE: 1"= 20'-0"

0' 10' 20' 4





TREE LEG	TREE LEGEND:			
SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE (HTxSPR)		
1	OLEA EUROPAEA "SWAN HILL"	48" BOX		
	SYAGRUS ROMANZOFFIANA "QUEEN PALM"	36" BOX		

SHRUB & GROUNDCOVER LEGEND:			
SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE & SPACING	
	AGAVE VILMORINIANA "OCTOPUS AGAVE"	5 GAL.	
	ALOE ARBORESCENS "KRANTZ ALOE"	5 GAL.	
	LOMANDRA LONGIFOLIA 'BREEZE' "DWARF MAT RUSH"	5 GAL.	
	PHORMIUM 'DUSKY CHIEF' "NEW ZEALAND FLAX"	5 GAL.	
	STIPA TENUISSIMA "MEXICAN FEATHER GRASS"	5 GAL.	

GREEN SCREEN LEGEND:		
SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE & SPACING
	MANDEVILLA 'BRIDE'S CASCADE' "BRIDE'S CASCADE MANDEVILLA"	5 GAL.
	PANDOREA JASMINOIDES 'CHARISMA' "CHARISMA BOWER VINE"	5 GAL.
	FICUS PUMILA "CREEPING FIG"	15 GAL.
	TRACHELOSPERMUM JASMINOIDES "STAR JASMINE"	5 GAL.
		BOTANICAL NAME "COMMON NAME"  MANDEVILLA 'BRIDE'S CASCADE' "BRIDE'S CASCADE MANDEVILLA"  PANDOREA JASMINOIDES 'CHARISMA' "CHARISMA BOWER VINE"  FICUS PUMILA "CREEPING FIG"  TRACHELOSPERMUM JASMINOIDES

SEDUM PLANTING LEGEND:		
SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE & SPACING
	MIX 1: SEDUM ACRE 'AUREA' SEDUM RUPESTRE 'ANGELINA'	SEDUM TILE 15"X20"
	MIX 2: SEDUM ALBUM 'ORANGE ICE' SEDUM FLORIFERUM 'WEIGHENSTEPHANER GOLD' SEDUM TETRACTINUM 'CORAL REEF'	SEDUM TILE 15"X20"
	MIX 3: SEDUM ALBUM 'CORAL CARPET' SEDUM SPURIUMS 'COCCINEUM' SEDUM SPURIUMS 'ELIZABETH' SEDUM SPURIUMS 'FULDIGLUT' SEDUM SPURIUMS 'VOODOO'	SEDUM TILE 15"X20"





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NORTH

ECO ROOF LANDSCAPE PLAN

SCALE: 1"=30-0"

0' 15' 30' 60'

**53**CCDC #2012-34

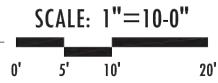


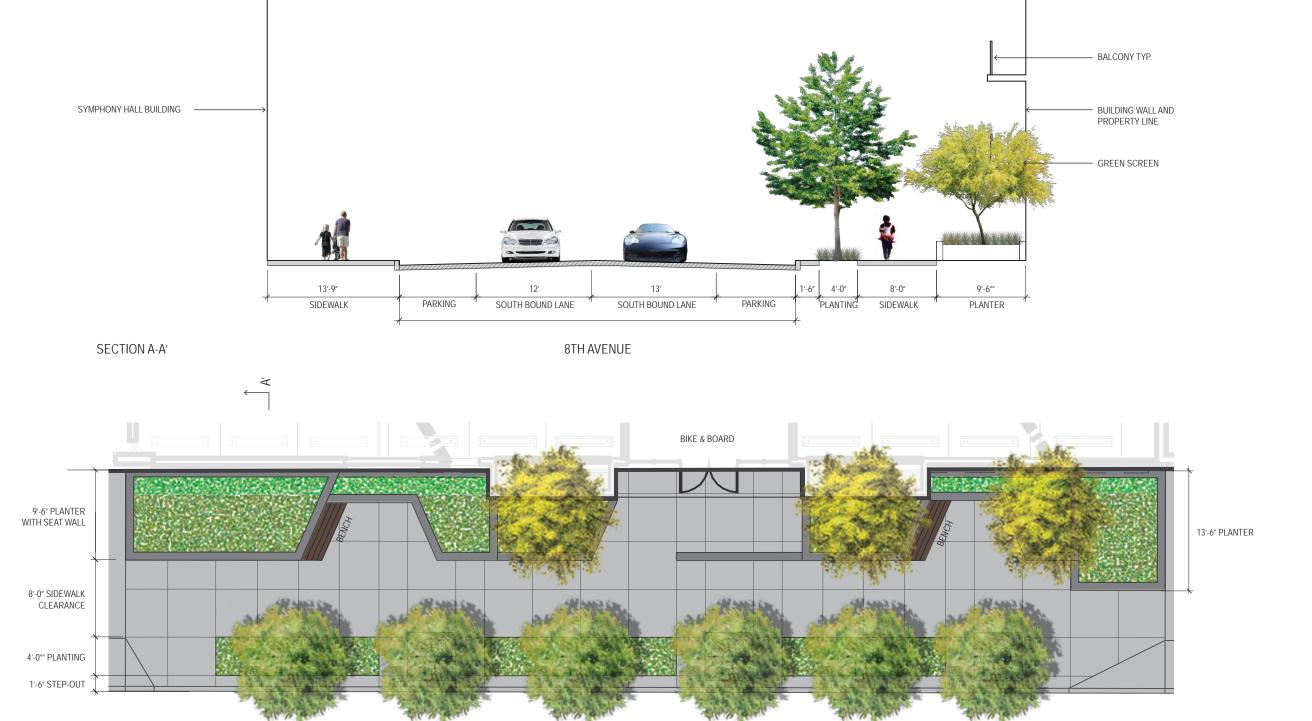


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NORTH

**ENLARGED 8TH AVENUE ELEVATION** 









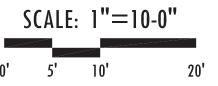
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Revised: \_\_\_Sept. 7, 2012
\_\_\_\_\_Ott. 19, 2012
\_\_\_\_\_Dec. 17, 2012
\_\_\_\_\_\_Dat. 28, 2013

NORTH

8TH AVENUE

PLAN

ENLARGED 8TH AVENUE PLAN AND SECTION



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