



**REPORT NO. PC-19-007**

**DATE ISSUED:** January 11, 2019

**ATTENTION:** **Planning Commission, Agenda of January 24, 2019**

**SUBJECT:** 13<sup>TH</sup> & BROADWAY - Centre City Development Permit / Rezone No. 2018-48 – Process Five – **PUBLIC HEARING**

**OWNER/  
APPLICANT:** City of San Diego / Chelsea Investment Corporation

**SUMMARY**

**Issue:** Should the Planning Commission (“Commission”) recommend approval of Centre City Development Permit (CCDP) / Rezone No. 2018-48 for 13<sup>th</sup> & Broadway, a 14-story (approximately 154-foot tall) residential development (“Project”) located on the north side of Broadway between 13<sup>th</sup> and 14<sup>th</sup> streets in the East Village Neighborhood of the Downtown Community Plan (DCP) area (“Downtown”)?

**Staff Recommendation:** **RECOMMEND APPROVAL** CCDP / Rezone No. 2018-48 for the Project.

**Community Planning Group Recommendation:** On December 12, 2018, the Downtown Community Planning Council (DCPC) voted 15-2 to recommend approval of the Project. While the DCPC supported the Project as a whole, they did vote to oppose the staff recommendation for a condition to remove the at-grade parking (13 spaces) should proposed parking code amendments for Transit Priority Areas go into effect that would eliminate the parking requirement for the Project.

**Civic San Diego Board Recommendation:** On December 19, 2018, the Civic San Diego (“CivicSD”) Board voted 7-0 to grant design review approval and recommend that the City Council approve CCDP / Rezone No. 2018-48 with a condition that staff verify that the Developer addresses Board concerns regarding outreach and local hiring prior to City Council consideration and provide a status report on that effort to the City Council.

**Environmental Review:** Development within the Downtown Community Planning area is covered under the following documents, all referred to as the “Downtown FEIR”: Final Environmental Impact Report (FEIR) for the San Diego Downtown Community Plan, Centre City Planned District Ordinance, and 10<sup>th</sup> Amendment to the Centre City Redevelopment Plan, certified by the former Redevelopment Agency (“Former Agency”) and the City Council on March 14, 2006 (Resolutions R-04001 and R-301265, respectively); subsequent addenda to the FEIR certified by the Former Agency on August 3, 2007 (Former Agency Resolution R-04193), April 21, 2010 (Former Agency Resolution R-04510), and August 3, 2010 (Former Agency Resolution R-04544), and certified by the City Council on February 12, 2014 (City Council Resolution R-308724) and July 14, 2014 (City Council Resolution R-309115); and, the Final Supplemental Environmental Impact Report for the Downtown San Diego Mobility Plan certified by the City Council on June 21, 2016 (Resolution R-310561). Development within the Downtown Community Planning area is also covered under the following documents, all referred to as the “CAP FEIR”: FEIR for the City of San Diego Climate Action Plan (CAP), certified by the City Council on December 15, 2015 (City Council Resolution R-310176), and the Addendum to the CAP, certified by the City Council on July 12, 2016 (City Council Resolution R-310595). The Downtown FEIR and CAP FEIR are both “Program EIRs” prepared in compliance with California Environmental Quality Act (CEQA) Guidelines Section 15168. The information contained in the Downtown FEIR and the CAP FEIR reflects the independent judgement of the City of San Diego as the Lead Agency. The Downtown FEIR and CAP FEIR are located on the CivicSD website (<http://civicsd.com/departments/planning/environmental-documents>) and on the City website ([https://www.sandiego.gov/planning/programs/ceqa#Final CEQA Documents](https://www.sandiego.gov/planning/programs/ceqa#Final%20CEQA%20Documents)). Consistent with best practices suggested by CEQA Guidelines Section 15168, a Downtown 15168 Consistency Evaluation (“Evaluation”) has been completed for the project. The Evaluation concluded that the environmental impacts of the project were adequately addressed in the Downtown FEIR and CAP FEIR; that the project is within the scope of the development program described in the Downtown FEIR and CAP FEIR and is adequately described within both documents for the purposes of CEQA; and, that none of the conditions listed in CEQA Guidelines Section 15162 exist. Therefore, no further environmental documentation is required under CEQA. The Evaluation is attached to this staff report for informational purposes only; no action regarding the Evaluation is required by the decision maker.

**Fiscal Impact Statement:** None.

**Code Enforcement Impact:** None.

**Housing Impact Statement:** The Project consists of 273 residential units, 270 of the total units will be affordable and 133 of those will be permanent supportive units. The Project complies with the City Inclusionary Housing Ordinance (“Inclusionary Ordinance”).



## **BACKGROUND**

In October 2006, the former Redevelopment Agency of the City of San Diego acquired the subject property from the City of San Diego (“City”). The property was purchased using redevelopment low- and moderate-income housing funds and unrestricted redevelopment funds for a future mixed-use project to include affordable housing and an East Village Fire Station. In 2013, in accordance with redevelopment dissolution, the property (“City Parcel”) was transferred to the City in its capacity as the Housing Successor to the former Redevelopment Agency, and is included in the Affordable Housing Master Plan, originally approved in 2013. In 2016, the Applicant, Chelsea Investment Corporation, entered into a contract to acquire the approximately 10,000 SF site (“Developer Parcel”) to the north of the City Parcel along 13<sup>th</sup> Street from a private party. On November 6, 2017, the City Council approved and entered into an Exclusive Negotiation Agreement (ENA) with the Applicant to negotiate a Disposition and Development Agreement (DDA) and assist with pre-development work for the construction of an affordable housing project with street-level retail on the City Parcel, and facilitation of the development of the proposed East Village Fire Station on the Developer Parcel. CivicSD is currently negotiating the DDA with the Applicant which will include an exchange of property that will accommodate construction of the Project and the East Village Fire Station.

### **Neighborhood Context:**

The East Village neighborhood is anticipated to be a residential and mixed-use community upon build-out. However, certain parts of the East Village currently consist of a mix of commercial, warehouse, light industrial, educational, and residential uses; mostly at low intensities and densities. Ultimately, East Village is projected to grow to 46,000 residents. Various portions of East Village will have substantially different character, contributing to the eclecticism and interest of this neighborhood. The Northeast quadrant of this neighborhood encourages a spirit of innovation, scholarship, and progress that will drive a development mix of residential, high-tech employment, and new educational institutions.

### **Development Team:**

<b>ROLE</b>	<b>FIRM / CONTACT</b>	<b>OWNERSHIP</b>
Applicant/Developer	Chelsea Investment Corporation/ Ron Brockhoff/Steven Blanden	Schmid Family Trust (Privately Owned) (Attachment A)
Architect	Joseph Wong Design Associates, Inc./ Chris Fassler	Joseph Wong, Principal (Sole Owner)
Property Owner	City of San Diego/Erik Caldwell	Public agency

Chelsea is a recognized developer that focuses on the financing and development of affordable housing, having developed and financed over 8,000 affordable units, including several Downtown projects. It is anticipated that the Applicant will create one or more project specific affiliated entities for financing purposes. It is also anticipated that St. Vincent De Paul (SVDP)

Management, Inc. will be added as part of the development/management team.

**Permits Required:**

- CCDP for new construction with Design Review approval by the CivicSD Board of Directors for developments over 85 feet and/or over 100,000 SF in area;
- Rezone for reclassification of the site from the Public Facilities land use district to the Neighborhood Mixed-Use Center land use district.

Per San Diego Municipal Code (SDMC) Section 112.0103, when an Applicant applies for more than one permit for a single development, the applications shall be consolidated for processing and shall be reviewed by a single decision-maker. The decision-maker shall act on the consolidated application at the highest level of authority for that development, and the findings required for approval of each permit shall be considered individually. The decision-maker for this Project will be City Council in accordance with a Process Five review.

**DISCUSSION**

**Rezone:**

The Project is requesting a rezone from the Public Facilities (PF) district to the Neighborhood Mixed-Use Center (NC) district of the Centre City Planned District. The PF district was created for targeted properties which were purchased by the former Redevelopment Agency and subsequently transferred to the City of San Diego to ensure the use of these properties for planned public facilities such as fire stations. While the future East Village Fire Station was originally proposed for this Project site, it is now planned to be constructed directly to the north of the Project along 13<sup>th</sup> Street on the Developer Parcel. CivicSD is proposing the elimination of the PF district and the reversion of each of the affected properties to the appropriate surrounding land use district as part of the City's 12<sup>th</sup> Update to the Land Development Code. However, since those amendments are not expected to be adopted until summer of 2019, the Applicant must process the rezone as part of this application. The site is proposed to be rezoned to the NC district, which was in effect from 2006 to 2012, and is consistent with the remainder of the block. Staff is in support of the rezone because it has no adverse impact on the neighborhood and is consistent with the DCP and description of Neighborhood Center.

**Project Description:**

The Project consists of a 14-story, 154-foot tall residential tower comprised of 273 residential units, 3,200 SF of retail space, and 64 parking spaces. 270 of the total residential units will be affordable and 133 of those will be permanent supportive units. The Project Description and Architectural Narrative are included as Attachment B and the Project Data Sheet is included as Attachment C.

The ground floor of the Project contains the residential lobby and leasing office, a 3,200 SF retail space, and a 13 space, at-grade encapsulated parking area. Along each frontage, the ground floor

street wall is comprised of a glazing storefront system reaching a height of 20 feet. The street walls at each of these corners are recessed about three feet. There is a parking garage driveway on both the east and west elevations.

The building is broken up into two masses; one including the first five levels, and the second being levels six through 14. Above level five, the building steps back approximately 40 feet from 13<sup>th</sup> Street and exhibits a rectangular form, measuring 159 x 85 feet with a total height of 154 feet. The tower provides articulation through colors, patterns, and the use of accent components which successfully break up the Broadway façade preventing the appearance of a monolithic mass on the south elevation. White, light gray, and dark gray stucco is used throughout the facades. Black metal panels and slight recesses are utilized to further break up the façade. The black metal paneling is used on a majority of the façade on the first three levels along Broadway and is also used vertically at each corner on an architectural projection component that emphasizes the building corners, best demonstrated on the 14<sup>th</sup> & Broadway corner. The top of the building is characterized by a smaller floor plate, which includes a multi-purpose community room within a box-like architectural component, comprised of black metal panels, with an angular façade that protrudes from the façade four feet over the right-of-way. The smaller floor plate of the top level accommodates a covered outdoor amenity deck and adds variation to the roof top form.

The Project provides nearly three times the amount of common outdoor open space than would be required by the CCPDO if this was a market-rate apartment project. These outdoor spaces greatly enhance the Project's livability given the small size of the units. The outdoor spaces are distributed between three levels located throughout the Project.

### **Downtown Community Plan Analysis:**

The DCP envisions Downtown as a multi-use regional center, with strong employment and residential components; targeting a residential buildout population of approximately 90,000 people with a market for a broad array of supporting stores and services with opportunities to live close to jobs and transit. The DCP implements the City of Villages strategies of the City's General Plan by directing growth in limited areas served by transit as an efficient use of urban land that reduces the need to develop outlying areas while creating opportunities for realistic alternatives to automobile travel.

One of the main goals of Downtown's redevelopment is to expand and preserve the supply of affordable housing. Specifically, the goal is to ensure that Downtown provides housing options for all income levels and promotes income diversity within projects in neighborhoods. By establishing Downtown as the center for the highest residential densities in the region, housing options will be available for the multitude of Downtown employees consistent with the Strategic Framework Element of the City's General Plan population distribution and economic development framework.

The proposed Rezone will accommodate a Project that proposes 270 residential units restricted to persons with very low or low incomes, which increases the supply of rental housing within



close proximity to multiple transit options for these individuals, which is consistent with the goals of the DCP. The site is currently in the PF district, which was created in 2012 for targeted properties which were purchased by the former Redevelopment Agency and subsequently transferred to the City of San Diego to ensure the use of these properties for planned public facilities after the dissolution of the Redevelopment Agency. Through the proposed DDA, the adjacent site to the north (Developer Parcel) will be developed with a fire station while this site will contain the affordable housing project. The proposed rezoning to the NC district, which was in effect from 2006 to 2012 and is consistent with the remainder of the block, will accommodate the desired uses, will have no adverse impact on the neighborhood, and is consistent with the DCP and land use designation of Neighborhood Center.

The proposed Rezone is consistent with the goals and policies of the DCP. The following are the key DCP goals and policies with which the Rezone/Project is consistent:

- 3.1-G-2: Provide for an overall balance of uses—employment, residential, cultural, government, and destination—as well as a full compendium of amenities and services.
- 3.3-G-1: Provide a range of housing opportunities suitable for urban environments and accommodating a diverse population.
- 3.4-G-1: Continue to promote the production of affordable housing in all of downtown’s neighborhoods and districts.
- 3.4-G-3: Increase the supply of rental housing affordable to low income persons.
- 6.5-G-3: Foster creation of a diverse sub-district—with residential, office, and research components—and synergistic links to education.
- 6.5-G-10: Establish a Neighborhood Center along 13<sup>th</sup> Street, with strategic plazas and open spaces located along fault lines, to provide a focus to the sub-district, as well as a center for adjacent portions of East Village.

### **Affordable Housing Regulations:**

Pursuant to implementing the State of California Density Bonus Law provisions, the SDMC provides for the following when a project includes affordable housing:

1. Floor Area Ratio (FAR) Bonus.
2. Reduced Parking Requirements.
3. Development Incentives.

The Applicant is proposing to restrict 270 (99%) of the residential units to persons qualifying as very-low-income residents (those earning less than or equal to 50% of the AMI) and low-income residents (those earning between 50%-80% of the AMI).

<b>Very Low Income (50% AMI)</b>		
<b>Unit Size</b>	<b>Annual Income</b>	<b>Gross Rent</b>
Living Unit	\$34,100	\$853
One Bedroom	\$38,950	\$974
Two Bedroom	\$43,800	\$1,095



<b>Low Income (80% AMI)</b>		
<b>Unit Size</b>	<b>Annual Income</b>	<b>Gross Rent</b>
Living Unit	\$54,500	\$1,363
One Bedroom	\$62,300	\$1,558
Two Bedroom	\$70,100	\$1,753

Based on the provision of affordable housing, the Project is entitled to the following:

1. A 50% FAR Bonus.
2. A reduction in parking requirements from the 1.0 parking space / unit plus guest parking to a rate of 0.5 parking space / unit. It should be noted that the Project also utilizes the CCPDO reduced parking requirements for living units at 50% AMI (0.2 spaces/unit) and at or below 40% AMI (no parking required).
3. Five incentives from development standards.

The purpose of the Affordable Housing Density Bonus regulations is to incentivize developers to provide affordable housing and reduce the burden of providing costly parking in areas served by transit. Per SDMC Section 143.0740, the applicant is requesting that five incentives be used for five deviations requested by the Project. The section states that an incentive can mean a deviation to a development regulation. The Section further states that:

*“Upon an applicant’s request, development that meets the applicable requirements of Sections 143.0720 and 143.0725 shall be entitled to incentives pursuant to Section 143.0740 unless the City makes a written finding of denial based on substantial evidence, of any of the following:*

- (A) The incentive is not required in order to provide for affordable housing costs, as defined in California Health and Safety Code Sections 50052.5 and 50053;*
- (B) The incentive would have a specific adverse impact upon public health and safety as defined in Government Code section 65589.5, the physical environment, including environmentally sensitive lands, or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low income and moderate income households;*
- (C) The incentive would be contrary to state or federal law. Requested incentives shall be analyzed in compliance with the California Environmental Quality Act as set forth in Chapter 12, Article 8, and no incentive shall be granted without such compliance.”*

Thus, if the findings for applicable sections A-C above cannot be made, the incentives must be granted. Staff did not find any substantial evidence that the incentives would (1) not be required to provide for affordable costs; (2) adversely affect public health or safety; and (3) would be contrary to State or Federal law. The five incentives are requested for the following deviations:

1. CCPDO Section 156.0307(b)(11) Main Street Overlay. Request to reduce the active commercial requirement from 80% of the ground floor street frontage to 48.5% on 13<sup>th</sup> Street and 41.5% on Broadway.
2. CCPDO Section 156.0310(d)(3)(A) Tower Lot Coverage. Request to increase the maximum tower lot coverage from 50% to 59.6%.
3. CCPDO Section 156.0310(d)(3)(B) Tower Floor Plate. Request to increase the maximum east-west tower floor plate dimension from 130'-0" to 159'-4".
4. CCPDO Section 156.0307(b)(9) Limited Vehicle Access Overlay. Request to locate a curb cut on 13<sup>th</sup> Street for a driveway entrance into the ground floor parking garage. 13<sup>th</sup> Street is a Limited Vehicle Access street where curb cuts are prohibited.
5. CCPDO Section 156.0313(l)(2) Vehicular Access. Request to reduce the minimum width of curb cut for vehicular access serving over ten parking spaces from 20 feet to 12 feet.

Incentive #1: Main Street Overlay - The intent of the Main Street Overlay is to provide an engaging and dynamic pedestrian experience along streets in Neighborhood Centers. To that end, on Main Streets, at least 80% of the ground floor street frontages are required to contain active commercial uses, which include shops, restaurants, and other businesses that attract walk-in clientele and contribute to a high-level of pedestrian activity. The Applicant is requesting a reduction in the active commercial requirement from 80% of the ground floor street frontage to 48.2% on 13<sup>th</sup> Street and 41.5% on Broadway. Compliance with the Main Street Overlay on both frontages would require a redesign of the parking garage ramping, resulting in significant costs that would impact the amount of affordable housing in the Project.

Incentive #2: Tower Lot Coverage - In the CCPDO, the lot coverage of towers at 85 feet and above is limited to 50%. The Applicant is requesting to increase the tower lot coverage from 50% to 60%. This increase allows for the construction of additional affordable housing units than would otherwise be able to fit into the buildable area unless additional stories were added to the Project, thereby increasing the construction costs per unit. In the context of the neighborhood, the blocks directly to the east of the Project site are within the Large Floorplate Overlay District, where lot coverage up to 180 feet is allowed to be 80%. Since this Project is adjacent to an area where buildings with similar tower lot coverage are allowed, Staff supports this incentive.

Incentive #3: Tower Floor Plate - The CCPDO limits the east-west tower floor plate dimension to no more than 130 feet in order to ensure the provision of appropriate light and air between towers throughout Downtown. The Applicant is requesting to increase the east-west tower floor plate dimension by about 30 feet to 159'-4". In the context of the neighborhood, the Large Floorplate Overlay District, which begins on the block directly to the east of the Project site, allows east-west tower floor plate dimensions up to 150 feet. This Project exceeds that allowance by about nine feet, but is adjacent to an area where buildings with similar tower floor plate dimensions are allowed and in character with the neighborhood. Further, larger floor plates allow for more affordable housing units and the façade is adequately broken up through the use of colors, patterns, and architectural modulations. Therefore, Staff supports this incentive.

Incentive #4: Limited Vehicle Access Overlay - 13<sup>th</sup> Street is designated as a Limited Vehicle Access street which prohibits curb cuts unless driveways are not feasible on other street

frontages of the Project. The Applicant is requesting to use an incentive to locate a curb cut for a driveway on 13<sup>th</sup> Street for vehicular access into the ground floor parking garage containing 16 parking spaces. A second driveway is proposed on 14<sup>th</sup> Street to provide vehicular access into the subterranean parking level containing 44 parking spaces. The relatively small lot size restricts the design of interior parking ramps, resulting in the need for two entrances—one serving the ground-floor level and one serving the subterranean level. A second driveway is more suitable on 13<sup>th</sup> Street than Broadway (also a designated Limited Vehicle Access street) given the high volume and speed of traffic on Broadway. The significant costs incurred as a result of the requirement for just one ramp would limit the amount of affordable housing units in the Project.

Incentive #5: Vehicular Access - Curb cuts for vehicular access into parking areas that serve over ten parking spaces are limited to 20-30 feet in width, while driveways serving ten or less spaces may be reduced to 12 feet in width. The proposed driveway on 13<sup>th</sup> Street (the placement of which on a Limited Vehicle Access street is requested through a separate incentive) serves 16 parking spaces and is proposed to be 12 feet wide. Because this parking area includes just 16 spaces, seven of which serve the future adjacent East Village Fire Station with very infrequent turnover, and 13<sup>th</sup> Street is a Main Street, it is appropriate to minimize the curb cut width in order to increase the commercial frontage. Therefore, Staff supports this incentive.

The use of the incentives allows the Project to be cost efficient while providing affordable housing. Therefore, per the intent of the Affordable Housing Density Bonus provisions, the incentives result in the development of affordable housing units at a more economical cost.

#### **Public Correspondence:**


Staff received two public correspondences about the Project. One letter is from a resident in the Union Square residential development directly to the east of the Project site and the other is from the East Village Residents Group. Both letters are included as Attachment D.


**Conclusion:**

The proposed Rezone and Project are consistent with the goals and policies of the DCP and CCPDO. Staff recommends that the Commission recommends approval of CCDP/Rezone No. 2018-48 for the Project.

Respectfully submitted,

Concurred by:

  
James Alexander  
Associate Planner

  
Andrew T. Phillips  
Interim President

  
Brad Richter  
Vice President, Planning

Attachments: A – Ownership Disclosure Statement  
B – Architectural Narrative and Project Description (provided by Applicant)  
C – Project Data Sheet  
D – Public Correspondence  
E – Draft Permit CCDP/Rezone No. 2018-48  
F – Downtown FEIR Consistency Evaluation  
Basic Concept/Schematic Drawings dated November 21, 2018





## Ownership Disclosure Statement

**Approval Type:** Check appropriate boxes for type of approval(s) requested:

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Limited Use Approval    | <input type="checkbox"/> Neighborhood Development Permit | <input checked="" type="checkbox"/> Centre City Development Permit |
| <input type="checkbox"/> Temporary Use Permit    | <input type="checkbox"/> Planned Development Permit      | <input type="checkbox"/> Gaslamp Quarter Development Permit        |
| <input type="checkbox"/> Neighborhood Use Permit | <input type="checkbox"/> Site Development Permit         | <input type="checkbox"/> Marina Development Permit                 |
| <input type="checkbox"/> Conditional Use Permit  | <input type="checkbox"/> Coastal Development Permit      | <input type="checkbox"/> Other: _____                              |

**Project Title:** 13th & Broadway

**Project Address:** 1320 Broadway, San Diego, CA 92101

**Assessor Parcel Number(s):** 534-205-08-00

**Part 1 – To be completed by property owner when property is held by individual(s)**

By signing this Ownership Disclosure Statement, the property owner(s) acknowledges that an application for a permit, map, or other matter, as identified above, will be filed with Civic San Diego on the premises that is the subject of the application, with the intent to record an encumbrance against the property or properties. List below the owner(s) and tenant(s) (if applicable) of the above referenced property or properties; all subject properties must be included. The list must include the names and addresses of all persons who have an interest in the property or properties, recorded or otherwise, and state the type of property interest (e.g., tenants who will benefit from the permit, all individuals who own the property or properties). Original signatures are required from at least one property owner for each subject property. Attach additional pages if needed. Note: The Applicant is responsible for notifying the Project Planner of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Planner at least thirty days prior to any public hearing on the subject property or properties. Failure to provide accurate and current ownership information could result in a delay in the hearing process.

Additional pages attached: ☐ Yes ☐ No

**Name of Individual (type or print):**

Assessor Parcel Number(s): \_\_\_\_\_

Street Address: \_\_\_\_\_

City/State/Zip Code: \_\_\_\_\_

Phone Number: \_\_\_\_\_

E-mail: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

**Name of Individual (type or print):**

Assessor Parcel Number(s): \_\_\_\_\_

Street Address: \_\_\_\_\_

City/State/Zip Code: \_\_\_\_\_

Phone Number: \_\_\_\_\_

E-mail: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

**Project Title:** 13th & Broadway

**Part 2 – To be completed by property owner when property is held by a corporation or partnership**

By signing this Ownership Disclosure Statement, the property owner(s) acknowledges that an application for a permit, map, or other matter, as identified above, will be filed with Civic San Diego on the premises that is the subject of the application, with the intent to record an encumbrance against the property or properties. List below the names, titles, and addresses of all persons who have an interest in the property or properties, recorded or otherwise, and state the type of property interest (e.g., tenants who will benefit from the permit, all corporate officers, and/or all partners in a partnership who own the property or properties). Original signatures are required from at least one corporate officer or partner who own the property for each subject property. Attach additional pages if needed. Provide the articles of incorporation, articles of organization, or partnership agreement identifying all members of the corporation or partnership. Note: The applicant is responsible for notifying the Project Planner of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Planner at least thirty days prior to any public hearing on the subject property or properties. Failure to provide accurate and current ownership information could result in a delay in the hearing process.

Additional pages attached: ☐ Yes ☐ No

**Corporation/Partnership Name (type or print):**

City of San Diego

☐ Corporation ☐ LLC ☐ Partnership

Assessor Parcel Number(s):

534-205-08-00

Street Address:

202 C Street

City/State/Zip Code:

San Diego, CA 92101

Name of Corporate Officer/Partner (type or print):

David Graham

Title:

Deputy Chief Operating Officer

Phone Number:

(619) 235-5880

E-mail:

grahamd@sandiego.gov

Signature:

 Date: 10.30.18

**Corporation/Partnership Name (type or print):**

☐ Corporation ☐ LLC ☐ Partnership

Assessor Parcel Number(s):

Street Address:

City/State/Zip Code:

Name of Corporate Officer/Partner (type or print):

Title:

Phone Number:

E-mail:

Signature:

Date:



**Project Title:** 13th & Broadway

**Part 3 – To be completed by all other financially interested parties**

List below the names, titles, and addresses of all financially interested parties and state the type of financial interest (e.g., applicant, architect, lead design/engineering professional). Original signatures are required from at least one individual, corporate officer, and/or partner with a financial interest in the application for a permit, map, or other matter, as identified above. Attach additional pages if needed. Note: The applicant is responsible for notifying the Project Planner of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Planner at least thirty days prior to any public hearing on the subject property or properties. Failure to provide accurate and current ownership information could result in a delay in the hearing process.

Additional pages attached: ☐ Yes ☒ No

**Name of Individual (type or print):**

☐ Applicant ☐ Architect ☐ Other \_\_\_\_\_

Street Address: \_\_\_\_\_

City/State/Zip Code: \_\_\_\_\_

Phone Number: \_\_\_\_\_

E-mail: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

**Corporation/Partnership Name (type or print):**

Chelsea Investment Corporation

☒ Corporation ☐ LLC ☐ Partnership

☐ Applicant ☐ Architect ☐ Other \_\_\_\_\_

Street Address: \_\_\_\_\_

6339 Paseo del Lago

City/State/Zip Code: \_\_\_\_\_

Carlsbad, CA 92011

Name of Corporate Officer/Partner (type or print): \_\_\_\_\_

Cheri Hoffman

Title: \_\_\_\_\_

President

Phone Number: \_\_\_\_\_

760-456-6000

E-mail: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: 10/10/18

**Name of Individual (type or print):**

☐ Applicant ☐ Architect ☐ Other \_\_\_\_\_

Street Address: \_\_\_\_\_

City/State/Zip Code: \_\_\_\_\_

Phone Number: \_\_\_\_\_

E-mail: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

**Corporation/Partnership Name (type or print):**

☐ Corporation ☐ LLC ☐ Partnership

☐ Applicant ☐ Architect ☐ Other \_\_\_\_\_

Street Address: \_\_\_\_\_

City/State/Zip Code: \_\_\_\_\_

Name of Corporate Officer/Partner (type or print): \_\_\_\_\_

Title: \_\_\_\_\_

Phone Number: \_\_\_\_\_

E-mail: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

**FILED**in the office of the Secretary of State  
of the State of California

FEB 23 2004

*Kevin Shelley*

KEVIN SHELLEY, Secretary of State

**ARTICLES OF INCORPORATION  
OF  
CHELSEA SERVICE CORPORATION**

I

The name of this corporation is Chelsea Service Corporation.

II

The purpose of the corporation is to engage in any lawful act or activity for which a corporation may be organized under the General Corporation Law of California other than the banking business, the trust company business or the practice of a profession permitted to be incorporated by the California Corporations Code.

III

The name and address in the State of California of this corporation's initial agent for service of process is James J. Schmid, 215 South Highway 101, Suite 200, Solana Beach, California 92075.

IV

This corporation is authorized to issue only one class of shares of stock; and the total number of shares this corporation is authorized to issue is 1,000.

Dated: February 18, 2004

  
James J. Schmid, Incorporator



**MINUTES OF THE REGULAR MEETING OF THE SOLE DIRECTOR  
OF  
CHELSEA INVESTMENT CORPORATION**

The meeting of the Director of Chelsea Investment Corporation ("CIC") was held on April 15, 2018, at 6339 Paseo Del Lago, Carlsbad, CA 92011.

The Director, James J. Schmid, was present.

Also present was Lynn Harrington Schmid.

ITEM I

The first item of business that was taken up was to call the meeting to order. The meeting was called to order by James J. Schmid.

ITEM II

The second item of business that was taken up was the report of the corporate affairs by the President and the financial report by the Treasurer

ITEM III

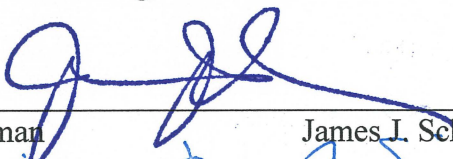

The third item of business that was taken up was the appointment of officers of the corporation. A motion was made to appoint the following persons as officers of the corporation:

Chief Executive Officer:	James J. Schmid
President:	Cheri Hoffman
Vice President:	Charles A. Schmid
Secretary:	Lynn Schmid
Treasurer:	James J. Schmid

RESOLVED, that the foregoing named persons shall hold the office of the corporation as stated for a term of one (1) year or until such time as the Board of Directors may determine from time to time.

No further business having been brought to the meeting, the Chairman then called for adjournment, seconded and carried.

Dated: April 15, 2018

Chairman	 James J. Schmid
Secretary	 Lynn Schmid

November 7, 2018

JWDA

**13<sup>th</sup> & Broadway: Project Description**

The project is sited on the southern portion of the block off Broadway Avenue between 13<sup>th</sup> Street and 14<sup>th</sup> Street in the East Village neighborhood of downtown San Diego. The site is approximately 19,036-SF. The neighboring building to the west is a future multifamily apartment. The lots to the north are low-rise residential developments, commercial properties, and business establishments. Abutting the site directly to the northwest is a future fire station. City College is located just north of the project.

The proposed project, a 273 unit residential development, will be 100% affordable housing units, three of which will be manager units. The development will be restricted to households whose incomes range between 30% and 80% of area median income. A mixture of living units (studios) and two-bedrooms are distributed throughout the tower.

The 195,275-GSF development is a 14-story tower. The 20-foot-high ground level will house various commercial spaces along with the main residential lobby on Broadway Avenue. Office space and an Employment Education Space will have classrooms, a computer lab and a resource room. One of the larger commercial spaces is deemed to be a leasable retail space on the southwest corner of 13<sup>th</sup> Street and Broadway Avenue. Dining space will also be on the ground level, providing residents meals if necessary.

Within the second level to the fourteenth level, the project will have several amenity and recreation spaces for residents to use. The 9'-8"-high second level will have a large community room/ multipurpose space, and a large open courtyard. The 9'-8"-high sixth level will have a community room/ multipurpose space with access to a large open terrace for residents to use at their leisure along with space for children and families and a pet relief area. The 10'-8"-high fourteenth level will have a large community room/ multipurpose space with access to a single small covered terrace area. Shared laundry rooms for residents are located between levels 2-5. The three elevators in the tower will be the main circulation for the building, along with two stair wells. Each residential level is to be 9'-8" high, which will allow residents to have a sense of comfort and openness.

On-grade parking is provided with entrances on 13<sup>th</sup> Street and 14<sup>th</sup> Street, with the entrance on 14<sup>th</sup> Street ramping to a single level of below-grade parking. 65 parking spaces will be provided including 53 that are standard, 4 HC, and parking for 126 bicycles. 7 parking spaces will be required for the future Fire Station, located directly northwest of the project.

The project is broken up into two masses, one being six stories and the other being twelve stories. Levels one through six will be type IA concrete podium levels. On the twelve-story mass, levels six to fourteen will be type IA construction.

The building façade consists of a clear glass metal storefront glazing system on the ground floor area. The transparency will create a comfortable environment for pedestrians on the street and a sense of openness for those on the ground level. Metal panel will be used to accent the system. The second level introduces a window wall system that will continue to the top of the building. Similar to the ground floor, a storefront system will adorn the amenity spaces throughout the development. Black metal panels will be mixed throughout the building's facades. Elements of metal (shade fins, canopies and trim) will be used as accents to introduce a third material type. The facades generate a pattern with the window system from the residential units and the black metal paneling. The mixture of the materiality adds to the architectural style and aesthetic that is of higher quality for typical affordable housing projects.

It is the goal of the owner, developer and the design team to elevate the living and environmental standards for this type of housing project through architecture.



November 7, 2018

**13<sup>th</sup> & Broadway: Architectural Narrative**

The 19,039-SF site is located on the corner of 13<sup>th</sup> Street and Broadway Avenue in the East Village neighborhood of downtown San Diego. The proposed site is owned by Father Joe's Villages. The development's goal is to provide urgently needed affordable housing to the large homeless demographic in the area that constitutes singles, families, veterans and disabled individuals. It is Father Joe's Villages' intent to help address the largest barrier to solving homelessness in the San Diego – the housing crisis. This project will help to get citizens off the street by pairing a home with tailored amenities to help individuals maintain housing stability.

The building is a "C shape" with the outer mass of the development wrapping along Broadway Avenue, and nestled between 13<sup>th</sup> Street and 14<sup>th</sup> Street. The void in the central portion of the building will be an exterior courtyard. The shape and location of the site lends itself for optimal views to the south and to the west. It is for this reason the building mass was placed at the property lines along the site in order for residents to have unobstructed views of San Diego. The project has placed various communal open space areas in the towers to capture the views and the temperate weather that San Diego has to offer. The main vertical circulation has been placed slightly east of center in order to connect to optimize the footprint and efficiency of each level. To better increase efficiency, levels have been stacked for ease in construction, time, budget and material.

The modern architectural style is reflected in the clean lines and the form of the building. The second floor internal courtyard creates a private open space for residents to enjoy. The sixth floor terrace faces out to the southwest, equipped with flexible furniture, pet relief area, and open space. The fourteenth floor terrace is a cozy retreat with access to great views of San Diego. The metal canopy and solar panel system is integrated to provide a modern shade element to the top of the structure – linking the use of metal paneling from top to bottom.

The facades are a mixture of several materials. The ground level uses a storefront glazing system to introduce an element of transparency; creating a better experience for the pedestrian and for those inside the building. Metal paneling on the ground floor helps break up the glazing system to give a sense of tactility and depth. The second floor to the fourteenth floor use a window wall system and black-rust metal panels that together create a modern pattern on the facades. The color of the metal panels is a black-rust that is textural, making the structure look dynamic in mass. Elements of metal can be seen throughout the building's façade; from the metal canopy over the fourteenth-story roof terrace to the metal trim that accentuates the garage and ground floor plan and to the metal fins/surrounds that are used for shading. Glass railing surrounds the upper level roof terraces, contrasting against the linear mass of the building. The architectural components of the building come together to create an innovative landmark that sits at the edge of East Village.

The projects sustainability target is LEED Silver. The efficiency of systems, construction, material, and floor plans all aid to make the project more sustainable. The added solar panels will help to offset the building's electrical demand. The various open spaces created for residents are diverse enough where one could have a moment of solitude or be able to interact with their fellow neighbor. The landscaping will be low maintenance, drought tolerant species, and shade tolerant as needed. The foliage and fauna will be used to break-up the diverse social spaces throughout the courtyards and terraces. The landscaping and open courtyards will introduce a connection to nature in the midst of the busy downtown setting.

**PROJECT DATA SHEET**  
**13<sup>TH</sup> & BROADWAY**

The following is a summary of the Project based on drawings dated November 21, 2018:

Site Area	19,039
Base Min. FAR	6.0
Base Max. FAR	10.0
Max. FAR w/Amenity Bonuses	12.0
Max. FAR w/Affordable Housing Bonus	15.0
Proposed FAR	8.8
FAR Bonuses Proposed	None
Total Above-Grade Gross Floor Area	170,980 SF
Stories/Height	14 stories / 154 feet
Amount of Commercial Lease Space	3,200 SF
Housing Units Summary	<u>#</u> <u>Average Size</u>
Total	273
2 Bedroom	49      825 SF
Living Units	224      350 SF
Number of Units to be Demolished	0
Number of Buildings over 45 Years Old	0
Inclusionary Affordable Housing Compliance	Inclusionary Affordable Housing will be provided on-site with 270 affordable units.
Automobile Parking (Required/Proposed)	57* / 64 (includes 7 spaces dedicated to the future adjacent East Village Fire Station)
Motorcycle Parking	0/0
Bicycle Parking	10/12
Common Indoor Space	
Required / Proposed	500 SF / 3,070 SF
Common Outdoor Open Space	
Required / Proposed	0 SF**/ 6,250 SF
Private Open Space (Balconies & Decks)	
Required / Proposed	0**/ 0
Pet Open Space	
Required / Proposed	0 SF** / 200 SF
Residential Storage Areas	
Required / Proposed	0** / 0
Assessor's Parcel Nos.	534-205-08-00
Sustainability	LEED Silver

\* Per the Affordable Housing Regulations, projects providing 100% low and very-low-income rental housing (exclusive of managers' units) require 0.5 spaces per dwelling unit, which applies to the 46 restricted dwelling units, three managers' units, and 36 living units restricted to tenants with income levels exceeding 50% AMI. 73 living units restricted to tenants with income levels at 50% AMI require 0.2 spaces per unit and the remaining 115 living units restricted to tenants with income levels at or below 40% AMI do not require parking.

\*\* Not required for living unit projects or projects that contain less than 50 dwelling units.



## James Alexander

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**From:** Valerie Iniguez <@hotmail.com>  
**Sent:** Monday, November 26, 2018 9:43 AM  
**To:** James Alexander  
**Subject:** 13th and Broadway notice of application

Hello,

As a current resident at ---- Broadway, I have received a notice of application for the North Side of 13th and Broadway. I have several issues with this project. I understand that the City of San Diego wants to build high density affordable housing in the city. I agree that housing should be affordable for most. However, this project is too tall, it would cast a shadow on my building in the afternoon. Frankly, that is my main issue with this building, just too tall . Secondly, there is already an affordable housing project being built on my block (The Beacon, 55 units, + or - 8 parking spaces). These projects don't have enough parking spaces and will make parking in this area nearly impossible. Also, I have an issue with purely affordable housing projects, in the sense that they do nothing for the local economy as most of these projects do not bring businesses or sustain retail in the neighborhood (example 1050 B St, only has a Burger King, overrun by homeless people and a Brueger's bagels shop, nothing else. Retail desert!). Also, there are very few amenities in the Downtown area (no preschool, parks, still waiting for East Village Greens, etc..), so why insist on high density when the city is not offering meaningful, essential services in the area? Lastly, I also don't want my neighborhood to be turned into a ghetto, where subsidized housing is prominent as this will hurt our property value.

For those who propose this project I ask: Would you like this building to be built across the street from your property?

I was excited to see the project on 9th and Broadway come to life but from where I stand, the building is a giant eyesore, just a plain concrete building with no redeeming architectural features.

Anyhow, thank you for taking my opinion into consideration.

Sincerely,

Valerie Iniguez

---- Broadway, Unit --

San Diego, CA 92101

December 18, 2018

Re: Review comments for proposed project 13<sup>th</sup> & Broadway

To Whom It May Concern:

The East Village Residents Group (EVRG) represents over thirteen thousand (13,000) residents who live in the East Village District of Downtown San Diego. It is the fastest growing and most diverse neighborhood in downtown and is projected to grow to 46,000 residents.

The EVRG greatly appreciates the time and efforts of all involved to make this project a success. We would like to voice a concern over the potential negative effects on the street pedestrian experience if the future tenant improvements located offices for the social services along the perimeter of the project. Due to privacy concerns for their clients, it is likely that these offices may need to have their window coverings closed on a regular basis.

It is understood that this issue is not one that will be dealt with at the time of the CivicSD review, but the comment is included now as a note for future reference to the occupants and the designer.

Sincerely,

Kathleen Hallahan  
President, East Village Residents Group (EVRG)  
[eastvillageresidentsgroup@gmail.com](mailto:eastvillageresidentsgroup@gmail.com)

**RECORDING REQUESTED BY:**

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

**AND WHEN RECORDED MAIL TO:**

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

*THIS SPACE FOR RECORDER'S USE ONLY*

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

**CENTRE CITY PLANNED DISTRICT  
CENTRE CITY DEVELOPMENT PERMIT  
NO. 2018-48**

**13<sup>TH</sup> & BROADWAY  
APN 534-205-08-00**



**CENTRE CITY PLANNED DISTRICT  
CENTRE CITY DEVELOPMENT PERMIT  
NO. 2018-48**

**13<sup>TH</sup> & BROADWAY  
APN 534-205-08-00**

This Centre City Development Permit (CCDP) No. 2018-48 (“Permit”) is granted by Civic San Diego (“CivicSD”) to the City of San Diego, Owner, and Chelsea Investment Corporation Permittee, to allow the construction of an 14-story (approximately 154-foot tall) mixed-use development on an approximately 19,039 square-foot (SF) site on the north side of Broadway between 13<sup>th</sup> and 14<sup>th</sup> streets in the East Village neighborhood of the Downtown Community Plan (DCP) area (“Downtown”) within the Centre City Planned District (CCPD). The property is more particularly described as Lots 1 through 8, inclusive of Block 27, of Thomas’ resubdivision of Block 27, Horton’s Addition, in the City of San Diego, County of San Diego, State of California, as per Map 211, filed June 8, 1886, including all mineral interests therein. Also: the south one-half of the alley adjoining said Lots 1 through 8, inclusive, on the north, as vacated and closed to public use by San Diego City Council Resolution No. 82006, October 20, 1945.

Subject to the terms and conditions set forth in this Permit, permission is granted to the Owner/Permittee to construct and operate a development and uses as described and identified by size, dimension, quantity, type, and location as follows and on the approved Basic Concept/Schematic Drawings and associated Color and Materials Boards dated November 21, 2018, on file at CivicSD.

1. General: The Owner/Permittee shall construct, or cause to be constructed on the site, a 14-story (approximately 154-foot tall) mixed-use development consisting of 273 residential units and approximately 3,200 SF of commercial space. The total Floor Area Ratio (FAR) of the development for all uses above ground shall not exceed 8.8. The building height shall not exceed 154 feet above average grade level, measured to the top of the parapet of the uppermost floor, with roof equipment enclosures, elevator penthouses, mechanical screening, and architectural elements above this height permitted per the Centre City Planned District Ordinance (CCPDO).
2. Parking: The development shall provide a minimum of 64 parking stalls designed to meet City standards. Secured bicycle storage shall be provided to accommodate a minimum of 10 bicycles. Bicycle storage areas shall be enclosed with access restricted to authorized persons. Any subterranean parking facilities encroaching into the ROW shall be located 1) a minimum of three feet behind the face of curb; 2) three feet below the finished sidewalk level; and, eight feet below grade within six feet from the face of curb, all measured to the outside of any shoring. An Encroachment Maintenance Agreement (EMA) shall be obtained from the City to allow any encroachment of a subterranean garage into the ROW. Should the San Diego Municipal Code (SDMC) be amended in the future to reduce the minimum amount of required parking, the Project may eliminate 16 parking spaces on the ground level of the Project.

3. Affordable Housing Regulations: The Owner/Permittee shall provide a minimum of 270 affordable units (99% of the total units) restricted for very low income and low income residents per Section 143.0720 of the SDMC. An agreement with the San Diego Housing Commission shall be executed to enforce and monitor the affordability restrictions prior to issuance of any building permit for construction of the Project.
4. Affordable Housing Incentives: The City Council hereby grants the following incentives pursuant to Section 143.0740 of the SDMC for deviations to the following development regulations within the CCPDO and SDMC:
  - a. CCPDO Section 156.0307(b)(9): Limited Vehicle Access Overlay. A curb cut may be located on 13<sup>th</sup> Street for a driveway entrance into the ground floor parking garage.
  - b. CCPDO Section 156.0307(b)(11): Main Street Overlay. The minimum active commercial requirement may be reduced from 80% of the ground floor street frontage to 48.5% on 13<sup>th</sup> Street and 41.5% on Broadway.
  - c. CCPDO Section 156.0310(d)(3)(A): Tower Lot Coverage. The maximum tower lot coverage may be increased from 50% to 59.6%.
  - d. CCPDO Section 156.0310(d)(3)(B): Tower Floor Plate. The maximum east-west tower floor plate dimension may be increased from 130'-0" to 159'-4".
  - e. CCPDO Section 156.0313(l)(2): Vehicular Access. The minimum curb cut width for the driveway entrance on 13<sup>th</sup> Street may be reduced from 20 feet to 12 feet.

Should the SDMC be amended in the future to reduce the minimum amount of required parking, the Project may eliminate 16 parking spaces on the ground level of the Project. If the parking reduction in turn eliminates the need for one or more of the Affordable Housing Incentives listed above, an incentive may be requested to further reduce the parking requirement.

## **PLANNING AND DESIGN REQUIREMENTS**

5. 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 (CCSM). These standards, together with the following specific conditions, will be used as a basis for evaluating the development through all stages of the development process.
6. 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.

7. Form and Scale – The development shall consist of an 14-story building (not exceeding an overall height of approximately 154 feet) measured to the top of the parapet, with roof equipment enclosures, elevator penthouses, and mechanical screening above this height permitted per the CCPDO and the Federal Aviation Administration (FAA). All building elements shall be complementary in form, scale, and architectural style.
8. Building Materials – All building materials shall be of a high quality as shown in the Basic Concept/Schematic Drawings and approved materials board. All materials and installation shall exhibit high-quality design, detailing, and construction execution to create a durable and high quality finish. The base of the buildings shall be clad in upgraded materials and carry down to within one inch of finish sidewalk grade, as illustrated in the approved 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 downspouts, exhaust caps, and other additive elements shall be superior grade for urban locations, carefully composed to reinforce the architectural design. Reflectivity of the glass shall be the minimum reflectivity required by Title 24 of the California Code of Regulations (“Title 24”).

All construction details shall be of the highest standard and executed to minimize weathering, eliminate staining, and not cause deterioration of materials on adjacent properties or the ROW. 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 100% Construction Drawings and shall be consistent with the materials board approved with the Basic Concept/Schematic Drawings.

9. Street Level Design – Street level windows shall be clear glass and may be lightly tinted. Architectural features such as awnings and other design features which add human scale to the streetscape are encouraged where they are consistent with the design theme of the structure. Exit corridors including garage entrances shall provide a finished appearance to the street with street level exterior finishes wrapping into the openings a minimum of ten feet, or the garage door, whichever is deeper.

All exhaust caps, lighting, sprinkler heads, and other elements on the undersides of all balconies and surfaces shall be logically composed and placed to minimize their visibility, while meeting code requirements. All soffit materials shall be high quality and consistent with adjacent elevation materials, and incorporate drip edges and other details to minimize staining and ensure long-term durability.

10. Utilitarian Areas – Areas housing trash, storage, or other utility services shall be completely concealed from view of the ROW and adjoining developments, except for utilities required to be exposed by the City or utility company. The development shall provide trash and recyclable material storage areas per SDMC Sections 142.0810 and 142.0820. Such areas shall be provided within an enclosed building area and kept clean and orderly at all times.
11. Mail and Delivery Locations – It is the Owner’s and/or Permittee’s responsibility to coordinate mail service and mailbox locations with the United States Postal Service and to

minimize curb spaces devoted to postal and loading use. The Owner and/or Permittee shall locate all mailboxes and parcel lockers outside of the ROW, either within the building or recessed into a building wall. Individual commercial spaces shall utilize a centralized delivery stations within the building or recessed into a building wall.

12. Circulation and Parking – The Owner and/or Permittee shall prepare a plan which identifies the location of curbside parking control zones, parking meters, fire hydrants, valet services if any, trees, and street lights to the satisfaction of CivicSD. Such plan shall be submitted in conjunction with construction permits.

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 ROW.

The garage door shall be, at a minimum, 80% opaque to prevent views into the garage area. An upgraded design shall be provided in the construction documents.

13. Open Space and Development Amenities – A landscape plan that illustrates the relationship of the proposed on and off-site improvements and the location of water, and electrical hookups to the satisfaction of CivicSD shall be submitted with construction drawings.
14. Roof Tops – A rooftop equipment and appurtenance location and screening plan shall be prepared and submitted to the satisfaction of CivicSD with construction drawings. Any roof-top mechanical equipment shall be grouped, enclosed, and screened from surrounding views. The roof-top condenser units shall be covered with a solar panel array.
15. Lighting – A lighting plan which highlights the architectural qualities of the proposed development and also enhances the lighting of the public ROW shall be submitted with construction drawings. All lighting shall be designed to avoid illumination of, or glare to, adjoining properties, including those across any street.
16. Signage – All signs shall comply with the City Sign Regulations and the CCPDO.
17. Noise Control – All mechanical equipment, including but not limited to, air conditioning, heating and exhaust systems, shall comply with the City Noise Ordinance and California Noise Insulation Standards as set forth in Title 24. Owner and/or Permittee shall provide evidence of compliance with construction drawings.
18. Street Address – Building address numbers shall be provided that are visible and legible from the ROW.
19. On-Site Improvements: 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 to the satisfaction of CivicSD with construction drawings.



## **PUBLIC IMPROVEMENTS, LANDSCAPING AND UTILITY REQUIREMENTS**

20. Off-Site Improvements: The following public improvements shall be installed in accordance with the CCSM. The CCSM is currently being updated and the Owner and/or Permittee shall install the appropriate improvements according to the latest requirements at the time of Building Permit issuance:

	Broadway	13 <sup>th</sup> Street	14 <sup>th</sup> Street
Street Trees	Southern Magnolia	London Plane	Chinese Evergreen Elm
Sidewalk Paving	Broadway	Standard	Standard
Street Lights	Gateway	Standard	Standard

21. Street Trees – Street tree selections shall be made according to the CCSM. All trees shall be planted at a minimum 36-inch box size with tree grates provided as specified in the CCSM, 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 development.
22. 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.
23. Sidewalk Paving – Any specialized paving materials shall be approved through the execution of an Encroachment Removal and Maintenance Agreement (EMRA) with the City at the time of construction permit issuance.
24. Litter Containers – The development shall provide a minimum of two litter receptacles, one at each street corner.
25. 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 the CivicSD within 30 days of damage or Certificate of Occupancy, whichever occurs first.
26. Planters – Planters shall be permitted to encroach into the ROW a maximum of three feet. The planter encroachment shall be measured from the property line to the face of the curb to the wall surrounding the planter. A minimum six foot clear path shall be maintained between the face of the planter and the edge of any tree grate or other obstruction in the ROW.
27. On-Street Parking – The Owner and/or Permittee shall maximize the on-street parking wherever feasible.

28. Franchise Public Utilities – The Owner and/or 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 franchise utilities located above grade serving the property and in the sidewalk ROW shall be removed and incorporated into the adjoining development. All franchise utilities shall be installed as identified in the Basic Concept Drawings. Any above grade devices shall be screened from view from the ROW.

29. Geology

- a. Prior to the issuance of any construction permits (either grading or building), the Owner/Permittee shall submit an addendum geotechnical investigation report that specifically addresses the proposed construction plans. The addendum geotechnical investigation report shall be reviewed for adequacy by the Geology Section of DSD.
- b. The Owner/Permittee shall submit an interim as-graded geotechnical report that presents the results of detailed geologic mapping/logging of the entire basement excavation to demonstrate the lack of faults crossing the site prior to building inspection of foundation excavations. The interim as-graded geotechnical report shall be reviewed for adequacy by the Geology Section of DSD.
- c. The Owner/Permittee shall submit a final as-graded geotechnical report prepared in accordance with the City's "Guidelines for Geotechnical Reports" following completion of the grading. The as-graded geotechnical report shall be reviewed for adequacy by the Geology Section of DSD prior to exoneration of the bond and grading permit close-out.

30. Transportation

- a. Prior to the issuance of any building permit, the Owner/Permittee shall assure by permit and bond the construction of a 22-foot wide driveway on 14<sup>th</sup> Street, satisfactory to the City Engineer. All improvements shall be completed and accepted by the City Engineer prior to first occupancy.
- b. Prior to the issuance of any building permit, the Owner/Permittee shall assure by permit and bond the construction of a 12-foot wide driveway located on 13<sup>th</sup> Street to current City standards, satisfactory to the City Engineer. All improvements shall be completed and accepted by the City Engineer prior to the first occupancy. This condition will not be required if the parking area to be accessed via this driveway is eliminated prior to building permit issuance.

31. Engineering

- a. Prior to the issuance of any building permits, the Owner/Permittee shall obtain a Right-of-Way Permit for the shoring proposed for the Project, satisfactory to the City Engineer.

- b. Prior to the issuance of any building permits, the Owner/Permittee shall obtain an EMRA from the City Engineer for the following:
  - New curb outlet on 13<sup>th</sup> Street and 22-foot non-standard driveway on 14<sup>th</sup> Street public right-of-way;
  - Proposed trees with tree grates, landscaping, irrigation, and enhanced sidewalks along property frontages on Broadway, 13<sup>th</sup>, and 14<sup>th</sup> streets; and,
  - Underground and above-ground building encroachment into Broadway public right-of-way.
- c. Prior to the issuance of any building permits, the Owner/Permittee shall assure, by permit and bond, the construction of the following to the satisfaction of the City Engineer:
  - New curb/gutter and sidewalks along Broadway, 13<sup>th</sup>, and 14<sup>th</sup> streets;
  - New curb ramps on the southeast corner of Broadway and 13<sup>th</sup> Street and southwest corner of Broadway and 14<sup>th</sup> Street per current City standards; and,
  - A current City standard 22-foot wide driveway adjacent to the site on 14<sup>th</sup> Street.
- d. Prior to the issuance of any construction permit, the Owner/Permittee shall submit a technical report based on the Storm Water Standards in effect at the time of construction permit issuance that will be subject to final review and approval by the City Engineer.
- e. Prior to issuance of any construction permit, the Owner/Permittee shall enter into a Maintenance Agreement for the on-going permanent Best Management Practices (BMP) maintenance, satisfactory to the City Engineer.
- f. Prior to the issuance of any construction permit, the Owner/Permittee shall incorporate any construction BMP necessary to comply with Chapter 14, Article 2, Division 1 (Grading Regulations) of the SDMC into the construction plans or specifications.
- g. Prior to the issuance of any construction permit, the Owner/Permittee shall submit a Water Pollution Control Plan (WPCP). The WPCP shall be prepared in accordance with the guidelines in Part 2 Construction BMP Standards Chapter 4 of the City's Storm Water Standards.

### 32. Public Utilities

- a. Prior to the issuance of any building permits, any private improvements within the public right-of-way (including, but not limited to, landscaping, enhanced paving, private utilities, or structures of any kind) whose location could inhibit the City's right to access, maintain, repair, or replace its public water and sewer utilities must be removed unless the Owner/Permittee has, or first obtains, a City approved County Recorded EMRA which authorizes that specific private improvements to be placed in that specific location.
- b. Prior to the issuance of any building permits, the Owner/Permittee shall contact the City's Cross-Connection Control Section to obtain approval via email for the non-standard backflow prevention device (BFPD) configuration.

- c. Prior to the issuance of any building permits, the Owner/Permittee shall provide sewer flow and lateral information in accordance with the City of San Diego's current Sewer Design Guide and obtain approval for the introduction of that flow into the City's public sewerage system from the Water & Sewer Department Review Section of the Public Utilities Department (PUD).
- d. Prior to the issuance of any building permits, the Owner/Permittee shall have constructed, or ensured the construction of (via permit and bond), all public water and/or sewer facilities as provided for in Exhibit A.
- e. Prior to the issuance of any building permits, the Owner/Permittee shall obtain PUD's approval of the Project's projected fire flow demand. Should PUD not approve the Project's projected fire flow demand, a Water Planning Study as described in the City's Water Facilities Design Guide will be required.
- f. Prior to the issuance of any building permits, the Owner/Permittee or Subdivider shall construct, or assure the construction of (via permit or bond) all required public water facilities in accordance with the Project's Water Planning Study if such a study is required.
- g. Prior to the issuance of any Certificate of Occupancy, the Owner/Permittee shall repair or reconstruct, in a manner satisfactory to the City Engineer, any public water or sewer facility which has been damaged as a consequence of the Project's construction.

## **SUSTAINABILITY**

The following requirements must be demonstrated prior to issuance of construction permits:

33. Cool/Green Roofs - The development must include roofing materials with a minimum three-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the voluntary measures under the CALGreen. Compliance with this measure must be demonstrated prior to the issuance of the building permit.
34. Plumbing Fixtures and Fittings –
  - Kitchen faucets: maximum flow rate not to exceed 1.5 gallons per minute at 60 psi;
  - Standard dishwashers: 4.25 gallons per cycle;
  - Compact dishwashers: 3.5 gallons per cycle; and,
  - Clothes washers: water factor of 6 gallons per cubic feet of drum capacity.
35. Electrical Vehicle Charging – 3% of the total required parking spaces shall be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking space with electrical services. Of these spaces, 50% shall include the necessary electric vehicle supply equipment installed to provide an active electric charging station ready for use by the residents.



36. Shower Facilities – If the commercial space has more than ten employees, the Project must include changing/shower facilities in accordance with the voluntary measures under the CALGreen (per the table under CAP Checklist Item #5 *Shower facilities*).

## STANDARD REQUIREMENTS

37. Environmental Impact Mitigation Monitoring and Reporting Program (MMRP): As required by CCPDO Section 156.0304(h), the development shall comply with all applicable Mitigation Monitoring and Reporting Program (MMRP) measures from the 2006 Final Environmental Impact Report (FEIR) for the DCP.
38. Development Impact Fees: The development will be subject to Centre City Development Impact Fees. The fee shall be determined in accordance with the fee schedule in effect at the time of building permit issuance. The Owner and/or 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 and/or Permittee to provide all necessary documentation for receiving any "credit" for existing buildings to be removed. Development Impact Fees shall be calculated in accordance with fee schedule in effect at the time of building permit issuance, and in accordance with the SDMC.
39. Construction Fence: Owner and/or 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.
40. Development Identification Signs: Prior to commencement of construction on the site, the Owner and/or Permittee shall prepare and install, at its cost and expense, one sign on the barricade around the site which identifies the development. The sign shall be at least four feet by six feet and be visible to passing pedestrian and vehicular traffic. The signs shall at a minimum include:
- 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 sq. ft. per street frontage. Graphics may also be painted on any barricades surrounding the site. All signs and graphics shall be submitted to the CivicSD for approval prior to installation.

41. This permit must be utilized within thirty-six (36) months after the date on which all rights of appeal have expired. If this permit is not utilized in accordance with Chapter 12, Article 6, Division 1 of the SDMC within the 36 month period, this permit shall be void unless an Extension of Time has been granted. Any such Extension of Time must meet all SDMC requirements and applicable guidelines in effect at the time the extension is considered by the appropriate decision maker.
42. While this Permit is in effect, the subject property shall be used only for the purposes and under the terms and conditions set forth in this Permit unless otherwise authorized by the appropriate City decision maker.
43. The continued use of this Permit shall be subject to the regulations of this and any other applicable governmental agency.
44. Issuance of this Permit by the City of San Diego does not authorize the Owner/Permittee for this Permit to violate any Federal, State or City laws, ordinances, regulations or policies including, but not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. §1531 et seq.).
45. 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 and/or Permittee and any successor(s) in interest.
46. 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.
47. 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.
48. The Owner/Permittee shall secure all necessary building permits. The Owner/Permittee is informed that to secure these permits, substantial building modifications and site improvements may be required to comply with applicable building, fire, mechanical, and plumbing codes, and State and Federal disability access laws.
49. Construction plans shall be in substantial conformity to the approved Basic Concept/Schematic Drawings and associated Color and Materials Boards dated August 16, 2018, on file at CivicSD. Changes, modifications, or alterations to the construction plans are prohibited unless appropriate application(s)/amendment(s) to the Project have been granted.
50. The Owner/Permittee shall defend, indemnify, and hold harmless CivicSD and the City (collectively referred to as "City"), its agents, officers, and employees from any and all claims, actions, proceedings, damages, judgments, or costs, including attorney's fees, against the City or its agents, officers, or employees, relating to the issuance of this permit including, but not limited to, any action to attack, set aside, void, challenge, or annul this development

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

51. All of the conditions contained in this Permit have been considered and were determined necessary to make the findings required for approval of this Permit. The Permit holder is required to comply with each and every condition in order to maintain the entitlements that are granted by this Permit. If any condition of this Permit, on a legal challenge by the Owner/Permittee of this Permit, is found or held by a court of competent jurisdiction to be invalid, unenforceable, or unreasonable, this Permit shall be void. However, in such an event, the Owner/Permittee shall have the right, by paying applicable processing fees, to bring a request for a new permit without the "invalid" condition(s) back to the discretionary body which approved the Permit for a determination by that body as to whether all of the findings necessary for the issuance of the proposed permit can still be made in the absence of the "invalid" condition(s). Such hearing shall be a hearing de novo, and the discretionary body shall have the absolute right to approve, disapprove, or modify the proposed permit and the condition(s) contained there.

This CCDP No. 2018-48 is granted by the City Council on February 4, 2019.

CIVIC SAN DIEGO:

OWNER:

James Alexander  
Associate Planner

Date

Eric Caldwell	Date
City of San Diego	

PERMITTEE:

**Note: Notary acknowledgement must be attached per Civil Code Section 1189 et seq**

Ron Brockhoff  
Chelsea Investment Corporation

**DOWNTOWN  
FINAL ENVIRONMENTAL IMPACT REPORT  
CONSISTENCY EVALUATION  
FOR THE  
13<sup>TH</sup> & BROADWAY PROJECT**

**JANUARY 2019**

Prepared for: Chelsea Investment Corporation  
6339 Paseo Del Lago  
Carlsbad, CA 92011

Prepared by: Civic San Diego  
401 B Street, Suite 400  
San Diego, CA 92101



## **DOWNTOWN FEIR CONSISTENCY EVALUATION**

**1. PROJECT TITLE:** 13<sup>th</sup> & Broadway ("Project")

**2. DEVELOPER:** Chelsea Investment Corporation ("Applicant")

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

The Project site is an approximately 19,000 square-foot (SF) site located on the north side of Broadway between 13<sup>th</sup> and 14<sup>th</sup> streets in the East Village neighborhood of Downtown. The site currently contains a nonprofit community garden, but no permanent structures. The site slopes down from north to south by approximately four feet.

The Project is currently within the Public Facilities (PF) land use district of the Centre City Planned District Ordinance (CCPDO). As part of the Project, a rezone is proposed to reclassify the property to the Neighborhood Mixed-Use Center (NC) land use district. The PF district was created for targeted properties which were purchased by the former Redevelopment Agency and subsequently transferred to the City of San Diego to ensure the use of these properties for planned public facilities. Today, however, each of those public facilities has either been constructed or is in the planning stages. The future East Village Fire Station was previously planned to be constructed on the Project site, but is now planned to be constructed directly to the north of the Project along 13<sup>th</sup> Street. Therefore, there is no longer a usefulness for the PF district on the Project site. Further, the reclassification of the land use from the PF district to NC district will bring the site into conformance with the DCP and be consistent with the surrounding properties in the neighborhood.

Along the Project's Broadway and 13<sup>th</sup> Street frontages, the Project is also subject to the Main Street Overlay, which requires 80% of ground floor street frontage to contain active commercial uses, and the Limited Vehicle Access Overlay, which prohibits curb cuts. However, the Project is utilizing an incentive from the San Diego Municipal Code (SDMC) Affordable Housing Regulations, Section 143.0740, to reduce the active commercial requirement from 80% of the ground floor street frontage Broadway and 13<sup>th</sup> Street and locate a curb cut on 13<sup>th</sup> Street for a driveway entrance into the ground floor parking garage. Surrounding land uses include a three-story residential building and auto body shop to the north, two story office building (Salvation Army Adult Rehabilitation Center) to the south, a currently vacant lot slated for future development to the west, and a six-story residential building (Union Square) to the east.

**4. PROJECT DESCRIPTION:** This Project consists of a 14-story, approximately 150 foot tall mixed-use development comprised of 273 residential units, of which 270 (995) are affordable, restricted to residents with low and very-low income levels. The ground floor consists of 3,200 SF of commercial space and a 5,025 residential lobby including offices for

permanent supportive housing services. Approximately 64 parking spaces are proposed in one subterranean level. The parking is accessed from a single driveway along 14<sup>th</sup> Street. There is approximately 6,250 SF of common outdoor space for the Project provided in three locations: a second level courtyard surrounded on three sides by the upper levels of the building; a sixth-level deck featuring a pet relief area and other amenities facing west; and a roof terrace adjacent to an interior community room. The Base Maximum Floor Area Ratio (FAR) is 10.0, with a maximum allowable FAR with Bonuses of 12.0. With affordable housing the maximum allowable is 15.0. The project has an FAR of 8.8.

**5. CEQA COMPLIANCE:** Development within the Downtown area has been addressed by the following environmental documents, which were prepared prior to this Consistency Evaluation and are hereby incorporated by reference:

“Downtown Final Environmental Impact Report (FEIR)” consisting of the following documents:

FEIR for the DCP, CCPDO, and 10<sup>th</sup> Amendment to the Redevelopment Plan for the Centre City Project (State Clearinghouse Number 2003041001, certified by the Redevelopment Agency (Resolution No. R-04001) and the San Diego City Council (City Council) (Resolution No. R-301265), with date of final passage on March 14, 2006.

Addendum to the Downtown FEIR for the 11<sup>th</sup> Amendment to the Redevelopment Plan for the Centre City Redevelopment Project, Amendments to the DCP, CCPDO, Marina Planned District Ordinance, and Mitigation, Monitoring and Reporting Program of the Downtown FEIR for the DCP, CCPDO, and the Redevelopment Plan for the Centre City Redevelopment Project certified by the Redevelopment Agency (Resolution No. R-04193) and by the City Council (Resolution No. R-302932), with date of final passage on July 31, 2007.

Second Addendum to the Downtown FEIR for the proposed amendments to the DCP, CCPDO, Marina Planned District Ordinance, and Mitigation, Monitoring and Reporting Program (MMRP) certified by the Redevelopment Agency (Resolution No. R-04508), with date of final passage on April 21, 2010.

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

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

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

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

The Final Supplemental Environmental Impact Report for the Downtown San Diego Mobility Plan certified by the City Council on June 21, 2016 (Resolution R-310561).

“Climate Action Plan (CAP) FEIR” which consists of the following documents:

FEIR for the City of San Diego CAP certified by the City Council on December 15, 2015, (City Council Resolution R-310176).

Addendum to the CAP FEIR certified by the City Council on July 12, 2016 (City Council Resolution R-310595).

The Downtown FEIR and the CAP FEIR are “Program EIRs” prepared in compliance with California Environmental Quality Act (CEQA) Guidelines Section 15168. The aforementioned environmental documents are the most recent and comprehensive environmental documents pertaining to the proposed Project. The Downtown FEIR is available for review at the offices of the Civic San Diego (“CivicSD”) located at 401 B Street, Suite 400, San Diego, CA 92101 or at the CivicSD website at <http://civicsd.com/departments/planning/environmental-documents>. The CAP FEIR is available at the offices of the City of San Diego Planning Department located at 1010 Second Avenue, Suite 1200, San Diego, CA 92101 or on the City of San Diego website.

This Downtown FEIR Consistency Evaluation (“Evaluation”) has been prepared for the Project in compliance with State CEQA and Local Guidelines. Under these Guidelines, environmental review for subsequent proposed actions is accomplished using the Evaluation process, as allowed by Sections 15168 and 15180 of the State CEQA Guidelines. The Evaluation includes the evaluation criteria as defined in Section 15063 of the State CEQA Guidelines.

Under this process, an Evaluation is prepared for each subsequent proposed action to determine whether the potential impacts were anticipated in the Downtown FEIR and the CAP FEIR. No additional documentation is required for subsequent proposed actions if the Evaluation determines that the potential impacts have been adequately addressed in the Downtown FEIR and CAP FEIR and subsequent proposed actions implement appropriate mitigation measures identified in the MMRP that accompanies the Downtown FEIR and CAP FEIR.

If the Evaluation identifies new impacts or a substantial change in circumstances, additional environmental documentation is required. The form of this documentation depends upon the nature of the impacts of the subsequent proposed action being proposed. Should a proposed action result in: a) new or substantially more severe significant impacts that are not adequately addressed in the Downtown FEIR or CAP FEIR, or b) there is a substantial change in circumstances that would require major revision to the Downtown FEIR or the CAP FEIR, or c) that any mitigation measures or alternatives previously found not to be feasible or not previously considered would substantially reduce or lessen any significant effects of the Project on the environment, a Subsequent or Supplemental Environmental Impact Report (EIR) would be prepared in accordance with Sections 15162 or 15163 of the State CEQA Guidelines (CEQA Statutes Section 21166).

If the lead agency under CEQA finds that pursuant to Sections 15162 and 15163, no new significant impacts will occur or no new mitigation will be required, the lead agency can approve the subsequent proposed action to be within the scope of the Project covered by the Downtown FEIR and CAP FEIR, and no new environmental document is required.

**6. PROJECT-SPECIFIC ENVIRONMENTAL ANALYSIS:** See attached Environmental Checklist and Section 9 *Evaluation of Environmental Impacts*.

**7. MITIGATION, MONITORING AND REPORTING PROGRAM:** As described in the Environmental Checklist and summarized in **Attachment A**, the following mitigation measures included in the MMRP, found in DCP Appendix A, will be implemented by the proposed Project:

**AQ-B.1-1; HIST-B.1-1; PAL-A.1-1; NOI-B.1-1; NOI-C.1-1; TRF-A.1.1-1**

**8. DETERMINATION:** In accordance with Sections 15168 and 15180 of the CEQA Guidelines, the potential impacts associated with future development within the Downtown are addressed in the Downtown FEIR and the CAP FEIR. These documents address the potential environmental effects of future development within Downtown based on build-out forecasts projected from the land use designations, density bonus, and other policies and regulations governing development intensity and density. Based on this analysis, the Downtown FEIR and the CAP FEIR, as listed in Section 6 above, concluded that development would result in significant impacts related to the following issues (mitigation and type of impact shown in parentheses):

**Significant but Mitigated Impacts**

- Air Quality: Construction Emissions (AQ-B.1) (D)
- Paleontology: Impacts to Significant Paleontological Resources (PAL-A.1) (D/C)
- Noise: Interior Traffic Level Increase on Grid Streets (NOI-B.1) (D/C)

**Significant and Not Mitigated Impacts**

- Air Quality: Mobile Source Emissions (AQ-A.1) (C)
- Historical Resources: Archeological (HIST-B.1) (D/C)
- Water Quality: Urban Runoff (WQ-A.1) (C)
- Land Use: Physical Changes Related to Transient Activity (LU-B.6) (C)
- Noise: Exterior Traffic Level Increase on Grid Streets (NOI-A.1) (C)
- Noise: Exterior Traffic Noise in Residential Development (NOI-C.1) (D/C)
- Traffic: Impact on Surrounding Streets (TRF-A.1) (C)
- Traffic: Impact on Freeway Ramps and Segments (TRF-A.2) (C)

In certifying the Downtown FEIR, the City Council adopted a Statement of Overriding Considerations which determined that the unmitigated impacts were acceptable in light of economic, legal, social, technological or other factors including the following.

**Overriding Considerations**

1. Develop Downtown as the primary urban center for the region.
2. Maximize employment opportunities within Downtown.
3. Develop full-service, walkable neighborhoods linked to the assets Downtown offers.
4. Increase and improve parks and public spaces.
5. Relieve growth pressure on outlying communities.
6. Maximize the advantages of Downtown's climate and waterfront setting.
7. Implement a coordinated, efficient system of vehicular, transit, bicycle, and pedestrian traffic.
8. Integrate historical resources into the new Downtown plan.

9. Facilitate and improve the development of business and economic opportunities located in Downtown.
10. Integrate health and human services into neighborhoods within Downtown.
11. Encourage a regular process of review to ensure that the DCP and related activities are best meeting the vision and goals of the DCP.

The proposed activity detailed and analyzed in this Evaluation is adequately addressed in the environmental documents noted above and there is no change in circumstance, substantial additional information, or substantial Project changes to warrant additional environmental review. Because the prior environmental documents adequately covered this activity, this activity is not a separate project for purposes of review under CEQA pursuant to CEQA Guidelines Sections 15060(c)(3), 15180, and 15378(c).

**SUMMARY OF FINDINGS:** In accordance with Public Resources Code Sections 21166, 21083.3, and CEQA Guidelines Sections 15168 and 15183, the following findings are derived from the environmental review documented by this Evaluation and the Downtown FEIR and CAP FEIR:

1. No substantial changes are proposed in the build-out of Downtown evaluated in the Downtown FEIR or CAP FEIR, or with respect to the circumstances under which such development will occur as a result of the development of the proposed Project, which will require important or major revisions in the Downtown FEIR or the CAP FEIR;
2. No new information of substantial importance to the build-out of Downtown has become available that shows the Project will have any significant effects not discussed previously in the Downtown FEIR or CAP FEIR; or that any significant effects previously examined will be substantially more severe than shown in the Downtown FEIR or CAP FEIR; or that any mitigation measures or alternatives previously found not to be feasible or not previously considered would substantially reduce or lessen any significant effects of the Project on the environment;
3. No Negative Declaration, Subsequent EIR, or Supplement or Addendum to the Downtown FEIR or CAP EIR is necessary or required;
4. The proposed actions will have no significant effect on the environment, except as identified and considered in the Downtown FEIR or CAP FEIR. No new or additional project-specific mitigation measures are required for this Project; and
5. The proposed actions would not have any new effects that were not adequately covered in the Downtown FEIR or CAP FEIR, and therefore, the proposed Project is within the scope of the program approved under the Downtown FEIR and CAP FEIR listed in Section 5 above.

CivicSD, on behalf of the City of San Diego, administered the preparation of this Evaluation.

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James Alexander, Associate Planner, Civic San Diego  
Lead Agency Representative/Preparer

Date



# ENVIRONMENTAL CHECKLIST

## 9. EVALUATION OF ENVIRONMENTAL IMPACTS

This environmental checklist evaluates the potential environmental effects of the proposed Project consistent with the significance thresholds and analysis methods contained in the Downtown FEIR and CAP FEIR. Based on the assumption that the proposed activity is adequately addressed in the Downtown FEIR and CAP FEIR, the following table indicates how the impacts of the proposed activity relate to the conclusions of the Downtown FEIR and CAP FEIR. As a result, the impacts are classified into one of the following categories:

- Significant and Not Mitigated (SNM)
- Significant but Mitigated (SM)
- Not Significant (NS)

The checklist identifies each potential environmental effect and provides information supporting the conclusion drawn as to the degree of impact associated with the proposed Project. As applicable, mitigation measures from the Downtown FEIR and CAP FEIR are identified and are summarized in **Attachment A** to this Evaluation. Some of the mitigation measures are plan-wide and not within the control of the proposed Project. Other measures, however, are to be specifically implemented by the proposed Project. Consistent with the Downtown FEIR and CAP FEIR analysis, the following issue areas have been identified as Significant and Not Mitigated even with inclusion of the proposed mitigation measures, where feasible:

- Air Quality: Mobile Source Emissions (AQ-A.1) (C)
- Historical Resources: Archeological (HIST-B.1) (D/C)
- Water Quality: Urban Runoff (WQ-A.1) (C)
- Land Use: Physical Changes Related to Transient Activity (LU-B.6) (C)
- Noise: Exterior Traffic Level Increase on Grid Streets (NOI-A.1) (C)
- Noise: Exterior Traffic Noise in Residential Development (NOI-C.1) (D/C)
- Traffic: Impact on Surrounding Streets (TRF-A.1) (C)
- Traffic: Impact on Freeway Ramps and Segments (TRF-A.2) (C).

The following Overriding Considerations apply directly to the proposed Project:

- Develop Downtown as the primary urban center for the region.
- Maximize employment opportunities within Downtown.
- Develop full-service, walkable neighborhoods linked to the assets Downtown offers.
- Relieve growth pressure on outlying communities.
- Maximize the advantages of Downtown's climate and waterfront setting.
- Facilitate and improve the development of business and economic opportunities located in Downtown.

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
<b>1. AESTHETICS/VISUAL QUALITY:</b>						
<p>(a) <i>Substantially disturb a scenic resource, vista or view from a public viewing area, including a State scenic highway or view corridor designated by the DCP?</i></p> <p>Views of scenic resources including San Diego Bay, San Diego-Coronado Bay Bridge, Point Loma, Coronado, Petco Park, and the Downtown skyline are afforded by the public viewing areas within and around the Downtown and along view corridor streets within the planning area.</p> <p>The CCPDO includes several requirements that reduce a project's impact on scenic vistas. These include view corridor setbacks on specific streets to maintain views and controls building bulk by setting limits on minimum tower spacing, street wall design, maximum lot coverage, and building dimensions.</p> <p>The project site is not located within a designated view corridor of the DCP or CCPDO. The project would involve construction of a mixed-use residential and retail development in the East Village neighborhood.</p> <p>Lastly, the site itself does not possess any significant scenic resources that could be impacted by the proposed Project therefore impacts to on-site scenic resources are not significant. Impacts associated with scenic vistas would be similar to the Downtown FEIR and would not be significant.</p>					<b>X</b>	<b>X</b>
<p>(b) <i>Substantially incompatible with the bulk, scale, color and/or design of surrounding development?</i></p> <p>The bulk, scale, and design of the Project would be compatible with existing and planned developments in the East Village neighborhood. Development of the site would improve the area by providing a new,</p>					<b>X</b>	<b>X</b>

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
modern building on a currently underutilized site. The Project would utilize high quality materials and contemporary design sensitive to the character of the surrounding neighborhood. Additionally, a variety of mid, low and high-rise buildings are located within the vicinity of the Project site and the scale of the proposed Project would be consistent with that of surrounding buildings. Therefore, project-level and cumulative impacts associated with this issue would not occur.						
<p>(c) <i>Substantially affect daytime or nighttime views in the area due to lighting?</i></p> <p>The proposed project would not involve a substantial amount of exterior lighting or include materials that would generate substantial glare. Furthermore, outdoor lighting that would be incorporated into the proposed project would be shielded or directed away so that direct light or glare does not adversely impact adjacent land uses. The City's Light Pollution Law (SDMC Section 101.1300 et seq.) also protects nighttime views (e.g., astronomical activities) and light-sensitive land uses from excessive light generated by development in the Downtown area. The proposed project's conformance with these requirements would ensure that direct and cumulative impacts associated with this issue are not significant.</p>					<b>X</b>	<b>X</b>
<b>2. AGRICULTURAL RESOURCES:</b>						
<p>(a) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use?</i></p> <p>Downtown is an urban environment that does not contain land designated as prime agricultural soil by the Soils Conservation Service. In addition, it does not contain prime farmland designated by the California Department of Conservation. Therefore, no impact to</p>					<b>X</b>	<b>X</b>

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
agricultural resources would occur.						
<p><i>(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</i></p> <p>Downtown does not contain, nor is it near, land zoned for agricultural use or land subject to a Williamson Act Contract pursuant to Section 512101 of the California Government Code. Therefore, impacts resulting from conflicts with existing zoning for agricultural use or a Williamson Act Contract would not occur.</p>					<b>X</b>	<b>X</b>

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
<b>3. AIR QUALITY:</b>						
<p>(a) <i>Conflict with or obstruct implementation of an applicable air quality plan, including the County's Regional Air Quality Strategies (RFS) or the State Implementation Plan?</i></p> <p>The proposed Project site is located within the San Diego Air Basin, which is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD). The San Diego Air Basin is designated by state and federal air quality standards as nonattainment for ozone and particulate matter (PM) less than 10 microns (PM10) and less than 2.5 microns (PM 2.5) in equivalent diameter. The SDAPCD has developed a Regional Air Quality Strategy (RAQS) to attain the state air quality standards for ozone.</p> <p>The Project is consistent with the land use and transit-supportive policies and regulations of the DCP and CCPDO; which are in accordance with those of the RAQS. Therefore, the proposed Project would not conflict with, but would help implement, the RAQS with its' compact, high intensity land use and transit-supportive design. Therefore, no impact to the applicable air quality plan would occur.</p>					<b>X</b>	<b>X</b>
<p>(b) <i>Expose sensitive receptors to substantial air contaminants including, but not limited to, criteria pollutants, smoke, soot, grime, toxic fumes and substances, particulate matter, or any other emissions that may endanger human health?</i></p> <p>The Project could involve the exposure of sensitive receptors to substantial air contaminants during short-term construction activities and over the long-term operation of the Project. Construction activities associated with the Project could result in potentially significant impacts related to the exposure of sensitive receptors to substantial emissions of particulate matter. The potential for impacts to sensitive receptors</p>			<b>X</b>			<b>X</b>



	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
<p>during construction activities would be mitigated to below a level of significance through compliance with the City's mandatory standard dust control measures and the dust control and construction equipment emission reduction measures required by <b>Downtown FEIR Mitigation Measure AQ-B.1-1</b> (Attachment A).</p> <p>The Project could also involve the exposure of sensitive receptors to air contaminants over the long-term operation of the Project, such as carbon monoxide exposure (commonly referred to as CO "hot spots") due to traffic congestion near the Project site. However, the Downtown FEIR concludes that development within the Downtown would not expose sensitive receptors to significant levels of any of the substantial air contaminants. Since the land use designation of the proposed development does not differ from the land use designation assumed in the Downtown FEIR analysis, the Project would not expose sensitive receptors to substantial air contaminants beyond the levels assumed in the Downtown FEIR. Additionally, the Project is not located close enough to any industrial activities to be impacted by any emissions potentially associated with such activities. Therefore, impacts associated with this issue would not be significant. Project impacts associated with the generation of substantial air contaminants are discussed below in Section 3.c.</p>						
<p>(c) <i>Generate substantial air contaminants including, but not limited to, criteria pollutants, smoke, soot, grime, toxic fumes and substances, particulate matter, or any other emissions that may endanger human health?</i></p> <p>Implementation of the Project could result in potentially adverse air quality impacts related to the following air emission generators: construction and mobile-sources. Site preparation activities and construction of the Project would involve short-term, potentially adverse impacts</p>		<b>X</b>	<b>X</b>			

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
<p>associated with the creation of dust and the generation of construction equipment emissions. The clearing, grading, excavation, and other construction activities associated with the Project would result in dust and equipment emissions that, when considered together, could endanger human health. Implementation of <b>Downtown FEIR Mitigation Measure AQ-B.1-1</b> (Attachment A) would reduce dust and construction equipment emissions generated during construction of the Project to a level below significance.</p> <p>The air emissions generated by automobile trips associated with the Project would not exceed air quality significance standards established by the San Diego Air Pollution Control District. However, the Project's mobile source emissions, in combination with dust generated during the construction of the Project, would contribute to the significant and unmitigated cumulative impact to air quality identified in the Downtown FEIR. No uses are proposed that would significantly increase stationary-source emissions in Downtown; therefore, impacts from stationary sources is not significant.</p>						
<b>4. BIOLOGICAL RESOURCES:</b>						
<p>(a) <i>Substantially effect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by local, state or federal agencies?</i></p> <p>Due to the highly urbanized nature of Downtown, there are no sensitive plants or animal species, habitats, or wildlife migration corridors. In addition, the ornamental trees and landscaping included in the Project are considered of no significant value to the native wildlife in their proposed location. Therefore, no impact associated with this issue could occur.</p>					<b>X</b>	<b>X</b>
<p>(b) <i>Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified</i></p>					<b>X</b>	<b>X</b>

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
<p><i>in local or regional plans, policies, and regulations by local, state or federal agencies?</i></p> <p>As identified in the Downtown FEIR, Downtown is not within a sub-region of the San Diego County Multiple Species Conservation Program (MSCP). Therefore, impacts associated with substantial adverse effects on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, and regulations by local, state or federal agencies would not occur.</p>						
<b>5. GEOLOGY AND SOILS:</b>						
<p>(a) <i>Substantial health and safety risk associated with seismic or geologic hazards?</i></p> <p>The proposed Project site is in a seismically active region. There are no known active or potentially active faults located on the Project site. However, the Project site is located within the Rose Canyon Fault Zone, which is designated as an Earthquake Fault Zone by the California Department of Mines and Geology. Within this fault zone is the Downtown Graben and San Diego Fault and a seismic event on this fault could cause significant ground shaking on the proposed Project site. Therefore, the potential exists for substantial health and safety risks on the Project site associated with a seismic hazard.</p> <p>Leighton and Associates, Inc. prepared a Geotechnical and Fault Investigation Report for the Project (June 6, 2018, revised October 9, 2018) which states “it is our professional opinion that the site is suitable for development of the subject site.” Leighton and Associates, Inc. conducted subsurface exploration of the site consisting of four small diameter hollow-stem-auger borings to depths approximately 42 feet below ground surface. It is the professional opinion of Leighton and Associates, Inc. that faults do not</p>					<b>X</b>	<b>X</b>

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
<p>transect the subject site.</p> <p>Additionally, the site is not located within an Alquist-Priolo Earthquake Fault Zone, as defined by the California Geological Survey (CGS) 2003. Although the potential for geologic hazards (landslides, liquefaction, slope failure, and seismically-induced settlement) is considered low due to the site's moderate to non-expansive geologic structure, such hazards could nevertheless occur. Conformance with, and implementation of, all seismic-safety development requirements, including all applicable requirements of the Alquist-Priolo Zone Act, the seismic design requirements of the International Building Code (IBC), the City of San Diego Notification of Geologic Hazard procedures, and all other applicable requirements would ensure that the potential impacts associated with seismic and geologic hazards are not significant.</p>						
<b>6. GREENHOUSE GAS EMISSIONS:</b>						
<p><i>(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i></p> <p>The DCP provides for the growth and build-out of Downtown. The City's CAP FEIR analyzed greenhouse gas ("GHG") emissions on a citywide basis – inclusive of the anticipated assumptions for the growth and build-out of Downtown. The City's CAP outlines measures that would support substantial progress towards the City's 2035 GHG emissions reduction targets, which are intended to keep the City in-line to achieve its share of 2050 GHG reductions. The CAP Consistency Checklist is utilized to uniformly implement the CAP for project-specific analyses of GHG emission impacts. The Project has been analyzed against the CAP Consistency Checklist and based this analysis, it has been determined that the Project would be consistent with the CAP and would</p>					<b>X</b>	<b>X</b>

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
not contribute to cumulative GHG emissions that would be inconsistent with the CAP. As such, the Project would be consistent with the anticipated growth and build-out assumptions of both the DCP and the CAP. Therefore, this impact is considered not significant.						
<p><i>(b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gas?</i></p> <p>As stated above in Section 6.a., construction and operation of the proposed Project would not result in a significant impact related to GHG emissions on the environment. The Project is consistent with the City's CAP and growth assumptions under the DCP as stated in Section 6.a. Additionally, the Project would be consistent with the recommendations within Policy CE-A.2 of the City of San Diego's General Plan Conservation Element. Therefore, the Project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. This impact is considered not significant.</p>					<b>X</b>	<b>X</b>
<b>7. HAZARDS AND HAZARDOUS MATERIALS:</b>						
<p><i>(a) Substantial health and safety risk related to onsite hazardous materials?</i></p> <p>The Downtown FEIR states that contact with, or exposure to, hazardous building materials, soil and ground water contaminated with hazardous materials, or other hazardous materials could adversely affect human health and safety during short-term construction or long term operation of a development. The Project is subject to federal, state, and local agency regulations for the handling of hazardous building materials and waste. Compliance with all applicable requirements of the County of San Diego Department of Environmental Health and federal,</p>					<b>X</b>	<b>X</b>



	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
<p>state, and local regulations for the handling of hazardous building materials and waste would ensure that potential health and safety impacts caused by exposure to on-site hazardous materials are not significant during short term, construction activities. In addition, herbicides and fertilizers associated with the landscaping of the Project could pose a significant health risk over the long term operation of the Project.</p> <p>However, the Project's adherence to existing mandatory federal, state, and local regulations controlling these materials would ensure that long-term health and safety impacts associated with on-site hazardous materials over the long term operation of the Project are not significant.</p>						
<p><i>(b) Be located on or within 2,000 feet of a site that is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?</i></p> <p>The Project is not located on or within 2,000 feet of a site on the State of California Hazardous Waste and Substances Sites List; however, there are sites within 2,000 feet of the Project site that are listed on the County of San Diego's Site Assessment Mitigation (SAM) Case Listing. The Downtown FEIR states that significant impacts to human health and the environment regarding hazardous waste sites would be avoided through compliance with mandatory federal, state, and local regulations as described in Section 7.a above. Therefore, the Downtown FEIR states that no mitigation measures would be required.</p>					<b>X</b>	<b>X</b>
<p><i>(c) Substantial safety risk to operations at San Diego International Airport?</i></p> <p>According to the Airport Land Use Compatibility Plan for San Diego International Airport (SDIA), the entire</p>					<b>X</b>	<b>X</b>

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
<p>Downtown area is located within the SDIA Airport Influence Area. The Downtown FEIR identifies policies that regulate development within areas affected by Lindbergh Field including building heights, use and intensity limitations, and noise sensitive uses. The Project does not exceed the intensity of development assumed under the Downtown FEIR, nor does it include components that would in any way violate or impede adherence to these policies, thus impacts related to the creation of substantial safety risks at SDIA would not be significant, consistent with the analysis in the Downtown FEIR. Therefore, there are no potential direct or cumulative impacts related to this issue.</p> <p>The Federal Aviation Administration (FAA) review is pending; however the Project is outside the threshold siting surface and would not pose any risk to operations at SDIA.</p>						
<p><i>(d) Substantially impair implementation of an adopted emergency response plan or emergency evacuation plan?</i></p> <p>The Project does not propose any features that would affect an emergency response or evacuation plan. Therefore, no impact associated with this issue is anticipated.</p>					<b>X</b>	<b>X</b>
<b>8. HISTORICAL RESOURCES:</b>						
<p><i>(a) Substantially impact a significant historical resource, as defined in §15064.5?</i></p> <p>The project site does not contain a designated historic resource. The Downtown Community Plan seeks to preserve and protect historic resources, and the FEIR requires mitigation where a historic site or district would be impacted. However, the proposed Project would not result in the demolition or substantial alteration of any nearby historical resource sites as development activities would remain onsite;</p>					<b>X</b>	<b>X</b>

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
therefore, no significant direct or cumulative impacts associated with this issue would occur.						
<p>(b) <i>Substantially impact a significant archaeological resource pursuant to §15064.5, including the disturbance of human remains interred outside of formal cemeteries?</i></p> <p>According to the Downtown FEIR, the likelihood of encountering archaeological resources is greatest for Projects that include grading and/or excavation of areas on which past grading and/or excavation activities have been minimal (e.g., surface parking lots). Since archaeological resources have been found within inches of the ground surface in Downtown, even minimal grading activities can impact these resources. In addition, the likelihood of encountering subsurface human remains during construction and excavation activities, although considered low, is possible. Thus, the excavation and surface clearance activities associated with development of the Project and the two levels of subterranean parking could have potentially adverse impacts to archaeological resources, including buried human remains.</p> <p>Implementation of <b>Downtown FEIR Mitigation Measure HIST-B.1-1</b>, (Attachment A) would minimize, but not fully mitigate, these potential impacts. Since the potential for archaeological resources and human remains on the Project site cannot be confirmed until grading is conducted, the exact nature and extent of impacts associated with the proposed Project cannot be predicted. Consequently, the required mitigation may or may not be sufficient to reduce these direct project-level impacts to below a level of significance. Therefore, project-level impacts associated with this issue remain potentially significant and not fully mitigated, and consistent with the analysis of the Downtown FEIR. Furthermore, project-level significant impacts to important</p>	<b>X</b>	<b>X</b>				

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
archaeological resources would contribute to the potentially significant and unmitigated cumulative impacts identified in the Downtown FEIR.						
<p><i>(c) Substantially impact a unique paleontological resource or site or unique geologic feature?</i></p> <p>The Project site is underlain by the San Diego Formation and Bay Point Formation, which has high paleontological resource potential. The Downtown FEIR concludes that development would have potentially adverse impacts to paleontological resources if grading and/or excavation activities are conducted beyond a depth of 1-3 feet. The Project's proposal for one level of subterranean parking would involve excavation beyond the Downtown FEIR standard, resulting in potentially significant impacts to paleontological resources. Implementation of <b>Downtown FEIR Mitigation Measure PAL-A.1-1</b> (Attachment A) would ensure that the Project's potentially direct impacts to paleontological resources are not significant. Furthermore, the Project would not impact any resources outside of the Project site. The mitigation measures for direct impacts fully mitigate for paleontological impacts, therefore, the Project's contribution to cumulative impacts to paleontological resources would be significant but mitigated because the same measures that mitigate direct impacts would also mitigate for any cumulative impacts.</p>			<b>X</b>	<b>X</b>		
<b>9. HYDROLOGY AND WATER QUALITY:</b>						
<p><i>(a) Substantially degrade groundwater or surface water quality?</i></p> <p>According to the Geotechnical and Fault Investigation Report for the Project prepared by Leighton and Associates, Inc. (June 6, 2018, revised October 10, 2018), it is not anticipated that groundwater will be encountered during construction and the proposed subterranean levels, and foundation excavations will</p>		<b>X</b>			<b>X</b>	

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
<p>not extend below the groundwater table. Ground water was not observed by Leighton and Associates, Inc. in exploration boring that reached depths of approximately 41.5 feet below ground surface. The Project proposes one level of subterranean parking at a maximum depth of approximately 10 feet below ground surface, well above the 41.5 foot depth of the investigation where no ground water was observed.</p> <p>Therefore, dewatering during construction is not anticipated, excluding the construction of soldier piers for the shoring system. Compliance with the requirements of either (1) the San Diego Regional Water Quality Control Board under a National Pollution Discharge Elimination system general permit for construction dewatering (if dewatering is discharged to surface waters), or (2) the City of San Diego Metropolitan Wastewater Department (if dewatering is discharged into the City's sanitary sewer system under the Industrial Waste Pretreatment Program), and (3) the mandatory requirements controlling the treatment and disposal of contaminated dewatered groundwater would ensure that potential impacts associated with construction dewatering and the handling of contaminated groundwater are not significant. In addition, Best Management Practices (BMPs) required as part of the local Storm Water Pollution Prevention Plan (SWPPP) would ensure that short-term water quality impacts during construction are not significant. The proposed Project would result in hard structure areas and other impervious surfaces that would generate urban runoff with the potential to degrade groundwater or surface water quality. However, implementation of BMPs required by the local Standard Urban Storm water Mitigation Program (SUSMP) and Storm water Standards would reduce the Project's long-term impacts. Thus, adherence to the state and local water quality controls would ensure that direct impacts to groundwater and surface water</p>						

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
<p>quality would not be significant.</p> <p>Despite not resulting in direct impacts to water quality, the Downtown FEIR found that the urban runoff generated by the cumulative development in Downtown would contribute to the existing significant cumulative impact to the water quality of San Diego Bay. No mitigation other than adherence to existing regulations has been identified in the Downtown FEIR to feasibly reduce this cumulative impact to below a level of significance. Consistent with the Downtown FEIR, the Project's contribution to the cumulative water quality impact would remain significant and unmitigated.</p>						
<p><i>(b) Substantially increase impervious surfaces and associated runoff flow rates or volumes?</i></p> <p>The Downtown FEIR found that implementation of the DCP would not result in a substantial increase in impervious surfaces within Downtown because the area is a highly urbanized area paved with pervious surfaces and very little vacant land (approximately 3 percent of the planning area). Redevelopment of Downtown is therefore anticipated to replace impervious surfaces that already exist and development of the small number of undeveloped sites would not result in a substantial increase in impermeable surface area or a significant impact on the existing storm drain system.</p> <p>The Project is also required to comply with the City of San Diego Best Management Practices (BMPs) required as part of the local Storm Water Pollution Prevention Plan (SWPPP). Therefore, impacts associated within this issue are not significant. (Impacts associated with the quality of urban runoff are analyzed in Section 9a.)</p>					<b>X</b>	<b>X</b>



	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
<p>(c) <i>Substantially impede or redirect flows within a 100-year flood hazard area?</i></p> <p>The Project site is not located within a 100-year floodplain. Similarly, the Project would not affect off-site flood hazard areas, as no 100-year floodplains are located downstream. Therefore, impacts associated with these issues are not significant.</p>					<b>X</b>	<b>X</b>
<p>(d) <i>Substantially increase erosion and sedimentation?</i></p> <p>The potential for erosion and sedimentation could increase during the short-term during site preparation and other construction activities. As discussed in the Downtown FEIR, the proposed Project's compliance with regulations mandating the preparation and implementation of a SWPPP would ensure that impacts associated with erosion and sedimentation are not significant.</p>					<b>X</b>	<b>X</b>
<b>10. LAND USE AND PLANNING:</b>						
<p>(a) <i>Physically divide an established community?</i></p> <p>The Project does not propose any features or structures that would physically divide an established community. Impacts associated with this issue would not occur.</p>					<b>X</b>	<b>X</b>
<p>(b) <i>Substantially conflict with the City's General Plan and Progress Guide, Downtown Community Plan or other applicable land use plan, policy, or regulation?</i></p> <p>The Project site is currently in the Public Facilities (PF) land use district of the Centre City Planned District Ordinance (CCPDO). As part of the Project, a rezone is proposed to reclassify the property to the Neighborhood Mixed-Use Center (NC) land use district. The reclassification will bring the site into conformance with the DCP and be consistent with the surrounding properties in the neighborhood.</p>					<b>X</b>	<b>X</b>

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
<p>Along the Project's Broadway and 13<sup>th</sup> Street frontages, Project is also subject to the Main Street Overlay, which requires 80% of ground floor street frontage to contain active commercial uses, and the Limited Vehicle Access Overlay, which prohibits curb cuts. However, the Project utilizing an incentive from the San Diego Municipal Code (SDMC) Affordable Housing Regulations, Section 143.0740, to reduce the active commercial requirement from 80% of the ground floor street frontage Broadway 13<sup>th</sup> Street and locate a curb cut on 13<sup>th</sup> Street for a driveway entrance into the ground floor parking garage.</p> <p>The Project would not conflict with other applicable land use plans, policies, or regulations. The Project generally complies with the goals and policies of the DCP. With approval of the requested incentives per the Affordable Housing Regulations of the SDMC, the Project will meet all applicable development standards of the CCPDO and SDMC. Therefore, no significant direct or cumulative impacts associated with an adopted land use plan would occur.</p>						
<p><i>(b) Substantial incompatibility with surrounding land uses?</i></p> <p>Sources of land use incompatibility include lighting, industrial activities, shading, and noise. The Project would not result in or be subject to, adverse impacts due to substantially incompatible land uses. Compliance with the City's Light Pollution Ordinance would ensure that land use incompatibility impacts related to the Project's emission of, and exposure to, lighting are not significant. In addition, the Downtown FEIR concludes that existing mandatory regulations addressing land use compatibility with industrial activities would ensure that residents of, and visitors to, the Project are not subject to potential land use incompatibilities (potential land use incompatibilities resulting from hazardous materials and air emissions</p>					<b>X</b>	<b>X</b>

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
are evaluated elsewhere in this evaluation).  Potentially significant impacts associated with the Project's incompatibility with traffic noise on adjacent grid streets are discussed in Sections 12.b and 12.c. No impacts associated with incompatibility with surrounding land use would occur.						
(c) <i>Substantially impact surrounding communities due to sanitation and litter problems generated by transients displaced by downtown development?</i>  Although not expected to be a substantial direct impact of the Project because substantial numbers of transients are not known to congregate on-site, the Project, in tandem with other Downtown development activities, would have a significant cumulative impact on surrounding communities resulting from sanitation problems and litter generation by transients who are displaced from Downtown into surrounding canyons and vacant land as discussed in the Downtown FEIR. Continued support of Homeless Outreach Teams (HOTs) and similar transient outreach efforts would reduce, but not fully mitigate, the adverse impacts to surrounding neighborhoods caused by the transient relocation. Therefore, the proposed Project would result in cumulatively significant and not fully mitigated impacts to surrounding neighborhoods.		<b>X</b>			<b>X</b>	
<b>11. MINERAL RESOURCES:</b>						
(a) <i>Substantially reduce the availability of important mineral resources?</i>  The Downtown FEIR states that the viable extraction of mineral resources is limited in Downtown due to its urban nature and the fact that the area is not recognized for having high mineral resource potential. Therefore, no impact associated with this issue would occur.					<b>X</b>	<b>X</b>

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
<b>12. NOISE:</b>						
<p><i>(a) Substantial noise generation?</i></p> <p>The Project would not result in substantial noise generation from any stationary sources over the long-term. Short-term construction noise impacts would be avoided by adherence to construction noise limitations imposed by the City's Noise Abatement and Control Ordinance. The Downtown FEIR defines a significant long-term traffic noise increase as an increase of at least 3.0 dBA CNEL. An Exterior Noise and Exterior Façade Acoustical Analysis was prepared by Veneklasen Associates, Inc. dated October 12, 2018 to address noise impacts, as discussed in Sections 12 (b) and (c) below. Nevertheless, automobile trips generated by the project, would, in combination with other development in Downtown significantly increase noise on several street segments resulting in cumulatively significant noise impacts. The Downtown FEIR concludes that there are no feasible mitigation measures available to reduce the significant noise increase in noise on affected roadways and this impact remains significant and unavoidable.</p>		<b>X</b>			<b>X</b>	
<p><i>(b) Substantial exposure of required outdoor residential open spaces or public parks and plazas to noise levels (e.g. exposure to levels exceeding 65 dBA CNEL)?</i></p> <p>The Project is a mixed-use development with approximately 273 residential units, including 49 dwelling units and 224 living units, and 3,200 SF of ground-floor commercial space. Under the CCPDO, developments that contain less than 50 dwelling units are not required to provide common outdoor open space. However, the Project provides approximately 7,470 SF of common outdoor space in three locations: a second level interior courtyard surrounded by the upper levels of the building; a sixth-level deck facing west and featuring a barbeque area; and a 14<sup>th</sup> level roof deck open to the south and west.</p>					<b>X</b>	<b>X</b>

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
<p>Per <b>Downtown FEIR Mitigation Measure NOI-C.1-1</b>, an Exterior Noise and Exterior Façade Acoustical Analysis was prepared by Veneklasen Associates, Inc. dated October 12, 2018 to evaluate the required outdoor open space area(s) that could be exposed to noise levels in excess of 65 dBA CNEL (General Plan Noise Element requirement for outdoor use areas of multi-family land uses). According to the Veneklasen Acoustical analysis, future noise levels on each surrounding street would be increased by one DB on Broadway, one DB on 13<sup>th</sup> Street, and eight dB on 14<sup>th</sup> Street; however no dB increase would result in a noise level beyond the 65 dBA CNEL General Plan Noise Element standard. Thus, the Project would not result in substantial exposure of required outdoor residential open spaces to noise levels exceeding 65 CNEL.</p>						
<p>(c) <i>Substantial interior noise within habitable rooms (e.g. levels in excess of 45 dBA CNEL)?</i></p> <p>According to the Veneklasen Acoustical analysis dated October 12, 2018, the City of San Diego General Plan Noise Element Requirements of 65 dBA CNEL is exceeded (range of 65-68 dBA) at the exterior of the building. However, interior average noise levels would be reduced to less than 45 dBA CNEL with STC rated doors and windows, which is within acceptable sound levels for residential units. The Project would meet minimum STC rated walls, doors and windows to reduce noise impacts to satisfy the City's noise requirements. The Veneklasen Associates analysis concludes that the Project's STC rated walls, windows and doors would satisfy the City's noise criteria for both residential and non-residential uses.</p>					<b>X</b>	<b>X</b>
<b>13. POPULATION AND HOUSING:</b>						
<p>(a) <i>Substantially induce population growth in an area?</i></p> <p>The Downtown FEIR concludes that build-out of</p>					<b>X</b>	<b>X</b>

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
Downtown would not induce substantial population growth that results in adverse physical changes. The Project is consistent with the DCP and CCPDO and does not exceed those analyzed throughout the Downtown FEIR. Therefore, project-level and cumulative impacts associated with this issue are not significant.						
<p><i>(b) Substantial displacement of existing housing units or people?</i></p> <p>The Project site does not contain any existing housing units. The site is currently occupied by a nonprofit community garden with no permanent structures. Thus, no people would be displaced. Project-level and cumulative impacts are not significant.</p>					<b>X</b>	<b>X</b>
<b>14. PUBLIC SERVICES AND UTILITIES:</b>						
<p><i>(a) Substantial adverse physical impacts associated with the provision of new schools?</i></p> <p>The population of school-aged children attending public schools is dependent on current and future residential development. In and of itself, the Project would not generate a sufficient number of students to warrant construction of a new school facility. However, the Downtown FEIR concludes that the additional student population anticipated at build out of the Downtown would require the construction of at least one additional school, and that additional capacity could potentially be accommodated in existing facilities. The specific future location of new facilities is unknown at the present time.</p> <p>Pursuant to CEQA Section 15145, analysis of the physical changes in the Downtown, which may occur from future construction of these public facilities, would be speculative and no further analysis of their impacts is required. Construction of any additional schools would be subject to CEQA. Environmental documentation</p>					<b>X</b>	<b>X</b>

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
prepared pursuant to CEQA would identify potentially significant impacts and project specific mitigation measures. Therefore, implementation of the Project would not result in direct or cumulative impacts associated with this issue.						
<p><i>(b) Substantial adverse physical impacts associated with the provision of new libraries?</i></p> <p>The Downtown FEIR concludes that, cumulatively, development in Downtown would generate the need for a new Central Library and possibly several smaller libraries in Downtown. In and of itself, the proposed Project would not generate additional demand necessitating the construction of new library facilities. However, according to the analysis in the Downtown FEIR, future development projects are considered to contribute to the cumulative need for new library facilities Downtown identified in the Downtown FEIR. Nevertheless, the specific future location of these facilities (except for the Central Library) is unknown at present. Pursuant to Section 15145 of CEQA, analysis of the physical changes in Downtown, which may occur from future construction of these public facilities, would be speculative and no further analysis of their impacts is required. Construction of any additional library facilities would be subject to CEQA. Environmental documentation prepared pursuant to CEQA would identify potentially significant impacts and appropriate mitigation measures. Therefore, approval of the Project would not result in direct or cumulative impacts associated with this issue.</p>					<b>X</b>	<b>X</b>
<p><i>(c) Substantial adverse physical impacts associated with the provision of new fire protection/ emergency facilities?</i></p> <p>The Project would not generate a level of demand for fire protection/emergency facilities beyond the level assumed by the Downtown FEIR. However, the</p>					<b>X</b>	<b>X</b>



	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
Downtown FEIR reports that the San Diego Fire Department is in the process of securing sites for two new fire stations in Downtown. Construction of the future East Village fire station is proposed on the parcel adjacent to the Project site on the north along 13 <sup>th</sup> Street. Pursuant to CEQA Section 15145, analysis of the physical changes in Downtown that may occur from future construction of this fire station facility would be speculative and no further analysis of the impact is required. However, construction of the second new fire protection facility would be subject to CEQA. Environmental documentation prepared pursuant to CEQA would identify significant impacts and appropriate mitigation measures.						
<p><i>(d) Substantial adverse physical impacts associated with the provision of new law enforcement facilities?</i></p> <p>The Downtown FEIR analyzes impacts to law enforcement service resulting from the cumulative development of Downtown and concludes the construction of new law enforcement facilities would not be required. Since the land use designation of the proposed development is consistent with the land use designation assumed in the Downtown FEIR analysis, the Project would not generate a level of demand for law enforcement facilities beyond the level assumed by the Downtown FEIR. However, the need for a new facility could be identified in the future. Pursuant to CEQA Section 15145, analysis of the physical changes in Downtown that may occur from the future construction of law enforcement facilities would be speculative and no future analysis of their impacts would be required. However, construction of new law enforcement facilities would be subject to CEQA. Environmental documentation prepared pursuant to CEQA would identify potentially significant impacts and appropriate mitigation measures.</p>					<b>X</b>	<b>X</b>

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
<p>(e) <i>Substantial adverse physical impacts associated with the provision of new water transmission or treatment facilities?</i></p> <p>The Public Utilities Department provides water service to Downtown and delivers more than 200,000 million acre-feet annually to over 1.3 million residents. During an average year the Department's water supply is made up of 10 to 20 percent of local rainfall, with the remaining amount imported from regional water suppliers including the San Diego County Water Authority (SDCWA) and the Metropolitan Water District (MWD). Potable water pipelines are located underneath the majority of Downtown's streets mimicking the above-ground street grid pattern.</p> <p>According to the Downtown FEIR, in the short term, planned water supplies and transmission or treatment facilities are adequate for development of Downtown. Water transmission infrastructure necessary to transport water supply to Downtown is already in place. Build out of the 2006 DCP, was considered in the updated 2015 SDCWA Urban Water Management Plan (UWMP). The Metropolitan Water District (MWD) and the SDCWA have developed water supply plans to improve reliability and reduce dependence on existing imported supplies. MWD's Regional Urban Water Management Plan (RUWMP) and Integrated Water Management Plan (IWMP), and the SDCWA 2015 UWMP and annual water supply report include water infrastructure projects that meet long-term supply needs through securing water from the State Water Project, Colorado River, local water supply development, and recycled water. The SDCWA 2015 UWMP demonstrates that there will be sufficient water supplies available to meet demands for existing and planned future developments that are projected to occur by 2040.</p> <p>California Water Code Section 10910 requires projects analyzed under CEQA to assess water demand and</p>					<b>X</b>	<b>X</b>

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
<p>compare that finding to the jurisdiction's projected water supply.</p> <p>Senate Bill 610 (SB 610) requires the preparation of a Water Supply Assessment (WSA) when a development project exceeds a threshold of 500 equivalent dwelling units. The proposed project does/does not exceed this threshold. Thus, the proposed project does not trigger the requirements of SB 610 and is consistent with the DCP, direct and cumulative impacts related to water supply would be considered not significant.</p>						
<p>(f) <i>Substantial adverse physical impacts associated with the provision of new storm water facilities?</i></p> <p>The Downtown FEIR concludes that the cumulative development of Downtown would not impact the existing Downtown storm drain system. Since implementation of the Project would not result in a significant increase of impervious surfaces, the amount of runoff volume entering the storm drain system would not create demand for new storm water facilities. Direct and cumulative impacts associated with this issue are considered not significant.</p>					<b>X</b>	<b>X</b>
<p>(g) <i>Substantial adverse physical impacts associated with the provision of new wastewater transmission or treatment facilities?</i></p> <p>The Downtown FEIR concludes that new wastewater treatment facilities would not be required to address the cumulative development of Downtown. In addition, sewer improvements that may be needed to serve the Project are categorically exempt from environmental review under CEQA as stated in the Downtown FEIR. Therefore, impacts associated with this issue would not be significant.</p>					<b>X</b>	<b>X</b>
<p>(h) <i>Substantial adverse physical impacts associated with</i></p>					<b>X</b>	<b>X</b>

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
<p><i>the provision of new landfill facilities?</i></p> <p>The Downtown FEIR concludes that cumulative development within Downtown would increase the amount of solid waste to the Miramar Landfill and contribute to the eventual need for an alternative landfill. Although the proposed Project would generate a higher level of solid waste than the existing use of the site, implementation of a mandatory Waste Management Plan and compliance with the applicable provisions of the SDMC would ensure that both short-term and long-term project-level impacts are not significant.</p> <p>However, the Project would contribute, in combination with other development activities in Downtown, to the cumulative increase in the generation of solid waste sent to Miramar Landfill and the eventual need for a new landfill as identified in the Downtown FEIR. The location and size of a new landfill is unknown at this time. Pursuant to Section 15145 of CEQA, analysis from the physical changes that may occur from future construction of landfills would be speculative and no further analysis of their impacts is required. However, construction or expansion of a landfill would be subject to CEQA. Environmental documentation prepared pursuant to CEQA would identify potentially significant impacts of the proposed Project and appropriate mitigation measures. Therefore, cumulative impacts of the proposed Project are also considered not significant.</p>						
<b>15. PARKS AND RECREATIONAL FACILITIES:</b>						
<p>(a) <i>Substantial increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</i></p> <p>The Downtown FEIR discusses impacts to parks and</p>					<b>X</b>	<b>X</b>

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
other recreational facilities and the maintenance thereof and concludes that build out of the DCP would not result in significant impacts associated with this issue. Since the land use designation of the proposed development does not differ from the land use designation assumed in the Downtown FEIR analysis, the Project would not generate a level of demand for parks and recreational facilities beyond the level assumed by the Downtown FEIR. Therefore, substantial deterioration of existing neighborhood or regional parks would not occur or be substantially accelerated as a result of the Project. No significant impacts with this issue would occur.						
<b>16. TRANSPORTATION/TRAFFIC:</b>						
<p>(a) <i>Cause the LOS on a roadway segment or intersection to drop below LOS E?</i></p> <p>The Downtown FEIR states that projects generating greater than 2,400 average daily trips (ADT) would result in potentially significant impacts to the level of service (LOS) of roadway segment or intersection and requires implementation of mitigation measures at the Project level to mitigate the impact. The ADT for the proposed Project is approximately 1,150 and would not exceed the daily and peak hour thresholds established in the DCP for triggering a traffic study.</p> <p>Traffic generated by the proposed project in combination with traffic generated by other Downtown development would contribute to the significant cumulative impacts projected in the Downtown FEIR to occur on a number of Downtown roadway segments and intersections, and street within neighborhoods surrounding the Downtown at buildout of Downtown. However, the project's direct impacts on the Downtown roadway segments or intersections would not be significant. The Downtown FEIR includes mitigation measures to address impacts associated with buildout of Downtown, but the Downtown FEIR</p>		<b>X</b>			<b>X</b>	

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
acknowledges that the identified measures may or may not be able to fully mitigate these cumulative impacts due to constraints imposed by bicycle and pedestrian activities and the land uses adjacent to affected roadways. Pursuant to <b>Downtown FEIR Mitigation Measure TRAF-A.1.1-2</b> , the applicant will also be required to pay development impact fees to fund a fair share fee towards transportation improvements for Downtown. As required by <b>Downtown FEIR Mitigation Measure TRAF-A.1.1-3</b> , the City adopted the Downtown Community Public Facilities Financing Plan (PFFP) in 2015 that established a transportation fee. The transportation fee is intended to fund street, transit, bicycle, pedestrian improvements, promenades, and below grade parking structures, as further set forth in the Downtown Community PFFP.						
<p><i>(b) Cause the LOS on a freeway segment to drop below LOS E or cause a ramp delay in excess of 15 minutes?</i></p> <p>The Downtown FEIR concludes that development within Downtown will result in significant cumulative impacts to freeway segments and ramps serving Downtown. Since the land use designation of the Project is consistent with the land use designation assumed in the Downtown FEIR analysis, the Project would contribute on a cumulative-level to the substandard LOS F identified in the Downtown FEIR on all freeway segments in Downtown and several ramps serving Downtown. <b>Downtown FEIR Mitigation Measure TRF-A.1.1-1</b> would reduce these impacts to the extent feasible, but not to below the level of significance. The Downtown FEIR concludes that the uncertainty of implementing freeway improvements as well as increasing ramp capacities limits the ability to fully mitigate impacts. Thus, the Project's cumulative-level impacts to freeways would remain significant and unavoidable, consistent with the analysis of the Downtown FEIR. The Project would not have a direct impact on freeway</p>		<b>X</b>			<b>X</b>	

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
segments and ramps.						
<p>(c) <i>Substantially discourage the use of alternative modes of transportation or cause transit service capacity to be exceeded?</i></p> <p>The proposed Project, in and of itself, does not include any features that would discourage the use of alternative modes of transportation. The Project's proximity to several other community serving uses, including nearby shopping and recreational activities also encourage walking. Additionally, visitors of the proposed Project would be encouraged to use alternative transportation means as there are several bus lines within a five-minute walk. Therefore, the Project will cause no significant impacts related to alternative modes of transportation or cause transit service capacity to be exceeded.</p>					<b>X</b>	<b>X</b>
<b>17. MANDATORY FINDINGS OF SIGNIFICANCE:</b>						
<p>(a) <i>Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</i></p> <p>As indicated in the Downtown FEIR, due to the highly urbanized nature of the Downtown area, no sensitive plant or animal species, habitats, or wildlife migration corridors are located in the Downtown. Additionally, the Project does not have the potential to eliminate important examples of major periods of California history or pre-history at the Project level. No other aspects of the Project would substantially degrade the environment. Cumulative impacts are described in Section 17(b) below.</p>					<b>X</b>	<b>X</b>



	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<b>Issues and Supporting Information</b>						
<p>(b) <i>Does the Project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?</i></p> <p>As acknowledged in the Downtown FEIR, the buildout of Downtown would result in cumulative impacts associated with: air quality, historical resources, paleontological resources, physical changes associated with transient activities, noise, parking, traffic, and water quality. This Project would contribute to those impacts. Implementation of the mitigation measures identified in the Downtown FEIR would reduce some significant impacts; however, the impacts would remain significant and immitigable as identified in the Downtown FEIR and the Statement of Overriding Considerations adopted by the City. This Project’s contribution would not be greater than anticipated by the Downtown FEIR and therefore no further analysis is required.</p>		<b>X</b>				
<p>(c) <i>Does the Project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?</i></p> <p>As acknowledged in the FEIR, the build-out of Downtown would result in cumulative impacts associated with: air quality, historical resources, paleontological resources, physical changes associated with transient activities, noise, traffic, and water quality. This Project would contribute to those impacts. However, the impacts associated with this Project would be no greater than those assumed in the Downtown FEIR and therefore no further environmental review is required under CEQA.</p>	<b>X</b>	<b>X</b>				



# 13TH AND BROADWAY RESIDENTIAL

## ENTITLEMENT SUBMITTAL

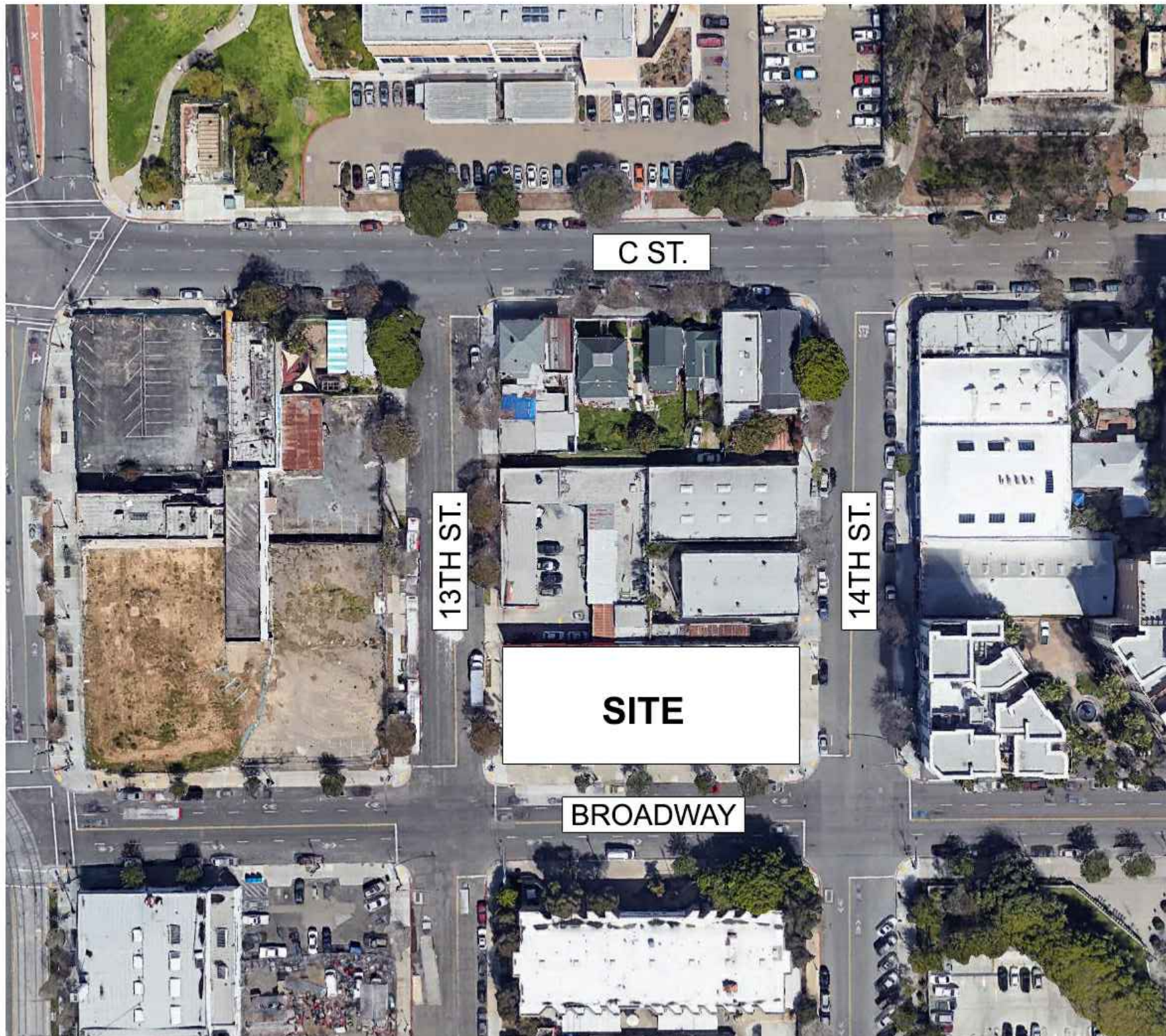
**APPLICANT / DEVELOPER**  
CHELSEA INVESTMENT CORPORATION  
6339 PASEO DEL LAGO  
CARLSBAD, CA 92011

2018-11-21

**JWDA**  
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PROJECT TEAM		PROJECT DATA		PROJECT DESCRIPTION		SHEET INDEX																																										
<p><b>OWNER:</b> <b>CITY OF SAN DIEGO</b> 401 B ST, FOURTH FLOOR SAN DIEGO, CA 92101 619-533-7122 JEFF ZINNER, PROJECT MANAGER EMAIL: zinner@civicsd.com</p> <p><b>APPLICANT:</b> <b>CHELSEA INVESTMENT CORPORATION</b> 6339 PASEO DEL LAGO CARLSBAD, CA 92011 619-456-6000 RON BROCKHOFF, DIRECTOR EMAIL: rbrockhoff@chelseainvestco.com</p> <p><b>DEVELOPER:</b> <b>CHELSEA INVESTMENT CORPORATION</b> 6339 PASEO DEL LAGO CARLSBAD, CA 92011 619-456-6000 STEVEN BLANDEN, PROJECT MANAGER EMAIL: sblanden@chelseainvestco.com</p> <p><b>ARCHITECT:</b> <b>JOSEPH WONG DESIGN ASSOCIATES</b> 2359 FOURTH AVENUE, SUITE 300 SAN DIEGO, CA 92101 TEL: 619.233.6777 CONTACT: JOSEPH WONG, PRINCIPAL EMAIL: jwong@jwdainc.com</p> <p><b>LANDSCAPE ARCHITECT:</b> <b>SCHMIDT DESIGN GROUP</b> 1111 SIXTH AVE #500 SAN DIEGO, CA 92101 TEL: 619-236-14622008 CONTACT: MARK MOSS EMAIL: mmoss@schmidtsgdesign.com</p>		<p><b>ACOUSTICAL ENGINEER:</b> <b>VENEKLASEN ASSOCIATES</b> 1711 SIXTEENTH STREET SANTA MONICA, CA 90404 TEL: 310.450.1733 CONTACT: JOHN J. LOVERDE, PRINCIPAL EMAIL: jloverde@veneklasen.com</p> <p><b>ENVIRONMENTAL ENGINEER:</b> <b>RECON</b> 1927 FIFTH AVENUE SAN DIEGO, CA 92101 TEL: 619-308-9333 CONTACT: LEE SHERWOOD, PRINCIPAL EMAIL: lsherwood@reconenvironmental.com</p> <p><b>CIVIL ENGINEER:</b> <b>NASLAND</b> 4740 RUFFNER STREET SAN DIEGO, CA 92111 TEL: 858.292.7770 CONTACT: CORY SCHRACK EMAIL: corys@nasland.com</p> <p><b>DRY UTILITIES</b> <b>ENGINEERING PARTNERS, INC.</b> 9565 WAPLES STREET, STE. 100 SAN DIEGO, CA 92121 TEL: 858-824-1761 CONTACT: TOM PEREZ, SENIOR PROJECT MANAGER EMAIL: tperez@engineeringpartners.com</p> <p><b>GEOTECHNICAL ENGINEER:</b> <b>LEIGHTON GROUP</b> 3934 MURPHY CANYON ROAD, STE. B205 SAN DIEGO, CA 92123 TEL: 858-300-8494 CONTACT: BOB STROH, SENIOR PROJECT MANAGER EMAIL: rstroh@leightongroup.com</p>		<p><b>PROJECT ADDRESS</b></p> <p>1320 BROADWAY AVENUE, SAN DIEGO, CA 92101</p> <p><b>LEGAL DESCRIPTION</b></p> <p>LOTS 1 THROUGH 8, INCLUSIVE, BLOCK 27, OF THOMAS' RESUBDIVISION OF BLOCK 27, HORTON'S ADDITION, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, AS PER MAP 211, FILED JUNE 8, 1886, INCLUDING ALL MINERAL INTERESTS THEREIN. ALSO: THE SOUTH ONE-HALF OF THE ALLEY ADJOINING SAID LOTS 1 THROUGH 8, INCLUSIVE, ON THE NORTH, AS VACATED AND CLOSED TO PUBLIC BY SAN DIEGO CITY COUNCIL RESOLUTION NO. 82006, OCTOBER 20, 1945.</p> <p>APN: 534-205-08-00</p> <p>PROPERTY ADDRESS: 1320 BROADWAY AVENUE, SAN DIEGO, CA 92101</p> <p><b>USE/ STRUCTURES ON SITE:</b> EXISTING:</p> <p>1320 BROADWAY AVENUE USE: VACANT BUILT: TEMPORARY SHED STRUCTURE</p> <p>PROPOSED USE:</p> <p>AFFORDABLE HOUSING DEVELOPMENT</p> <p><b>ZONE:</b></p> <p>CENTRE CITY PLANNED DISTRICT PUBLIC FACILITIES MAIN STREET OVERLAY -MS (13TH ST. &amp; BROADWAY) LIMITED VEHICLE ACCESS (13TH ST. &amp; BROADWAY)</p> <p><b>TYPE OF CONSTRUCTION:</b></p> <p>1A- FULLY SPRINKLERED</p> <p><b>OCCUPANCY CLASSIFICATION:</b></p> <p>R-2 RESIDENTIAL A-3 RESIDENTIAL AMENITY S-2 PARKING M RETAIL</p> <p><b>APPLICABLE BUILDING CODE:</b></p> <p>2016 CBC</p> <p><b>LOT SIZE:</b></p> <p>19,039 SF (0.437 ACRES)</p> <p><b>F.A.R.:</b> ALLOWED: MINIMUM FAR 6.0 MAXIMUM FAR 10.0</p> <p>PROPOSED: 8.8</p> <p><b>BUILDING AREA:</b></p> <p>PROPOSED: TOTAL GROSS BLDG. AREA: 199,240 SF ABOVE GRADE: 180,400 SF ABOVE GRADE (FAR AREA): 170,980 SF (PARKING/RETAIL EXCLUDED)</p> <p><b>HEIGHT:</b> PROPOSED: 150'-8"</p> <p><b>PARKING:</b> REQUIRED: AUTOMOBILE</p> <table><thead><tr><th>LIVING UNITS (115) AT OR BELOW 40% AMI</th><th>RATIO 0</th><th>NO. OF STALLS 0</th></tr></thead><tbody><tr><td>(73) 50% AMI</td><td>0.2</td><td>14.6</td></tr><tr><td>(36) ABOVE 50% AMI</td><td>0.5</td><td>18</td></tr><tr><td></td><td></td><td>32.6</td></tr><tr><td>DWELLING UNITS (18) AT OR BELOW 40% AMI</td><td>0.5</td><td>9</td></tr><tr><td>(10) 50% AMI</td><td>0.5</td><td>5</td></tr><tr><td>(18) ABOVE 50% AMI</td><td>0.5</td><td>9</td></tr><tr><td>(3) MARKET RATE*</td><td>0.5</td><td>1.5</td></tr><tr><td></td><td></td><td>24.5</td></tr><tr><td>GUEST 50 UNITS OR LESS</td><td></td><td>0</td></tr><tr><td>TOTAL</td><td></td><td>58</td></tr><tr><td>FIRE STATION FUTURE USE</td><td></td><td>7</td></tr><tr><td>TOTAL</td><td></td><td>65</td></tr></tbody></table> <p>*MANAGER UNITS</p>		LIVING UNITS (115) AT OR BELOW 40% AMI	RATIO 0	NO. OF STALLS 0	(73) 50% AMI	0.2	14.6	(36) ABOVE 50% AMI	0.5	18			32.6	DWELLING UNITS (18) AT OR BELOW 40% AMI	0.5	9	(10) 50% AMI	0.5	5	(18) ABOVE 50% AMI	0.5	9	(3) MARKET RATE*	0.5	1.5			24.5	GUEST 50 UNITS OR LESS		0	TOTAL		58	FIRE STATION FUTURE USE		7	TOTAL		65	<p>THE PROJECT IS SITED ON THE SOUTHERN PORTION OF THE BLOCK OFF BROADWAY AVENUE BETWEEN 13TH STREET &amp; 14TH STREET IN THE EAST VILLAGE NEIGHBORHOOD OF DOWNTOWN SAN DIEGO. THE SITE IS APPROXIMATELY 19,039-GSF. THE PROPOSED 14-STORY PROJECT IS A 273-UNIT AFFORDABLE HOUSING DEVELOPMENT. THE 167,990-SF BUILDING INCLUDES 1 LEVEL OF UNDERGROUND PARKING AND 1 LEVEL OF ON-GRADE PARKING. THE ON-GRADE PARKING IS ENCAPSULATED BY GROUND LEVEL RETAIL AND LOBBY &amp; LEASING SPACE FOR THE RESIDENTIAL TOWER. AMENITY SPACE AND COMMON OUTDOOR SPACE OCCURS ON LEVEL 6 AND LEVEL 14. LEVEL 6 INCLUDES AN 870-SF AMENITY AREA WITH ADJACENT 2,780-SF ROOF DECK WHILE LEVEL 14 INCLUDES A 1500-SF AMENITY AREA WITH ADJACENT 740-SF ROOF DECK AREA.</p> <p>PROPOSED: AUTOMOBILE 65 (61 STANDARD, 4 ACCESSIBLE)</p> <p>MOTORCYCLE 0; NOT REQUIRED BICYCLE 273/5= 55; PROVIDED 126</p> <p><b>COMMON OUTDOOR SPACE:</b> REQUIRED: 15% OF LOT SIZE = 0.15 X 19,039 SF 2,856 SF PROPOSED: 7,470 SF</p> <p><b>PET OPEN SPACE:</b> REQUIRED: 100 SF/200 UNITS X 273 140 SF PROVIDED: 200 SF</p> <p><b>COMMON INDOOR SPACE:</b> REQUIRED: 500 SF PROPOSED: 3,070 SF</p> <p><b>PRIVATE OPEN SPACE:</b> REQUIRED: 50% OF 50 DWELLING UNITS (LIVING UNITS EXEMPT) PROPOSED: NOT APPLICABLE (49 DWELLING UNITS)</p> <p><b>STORAGE:</b> REQUIRED: 50 DWELLING UNITS (LIVING UNITS EXEMPT) PROPOSED: NOT APPLICABLE (49 DWELLING UNITS)</p> <p><b>REQUESTED INCENTIVES:</b></p> <p>ACTIVE COMMERCIAL CCPDO SECTION 156.0310 - TABLE 156-0310-A REQUIRED: 80% COVERAGE AT 13TH STREET &amp; BROADWAY 40% COVERAGE AT 14TH STREET PROPOSED: 48% COVERAGE AT 13TH STREET 42% COVERAGE AT BROADWAY 0% COVERAGE AT 14TH STREET</p> <p>TOWER FLOOR PLATE DIMENSIONS CCPDO SECTION 156.0310 - TABLE 156-0310-A REQUIRED: MAX 130'-0" (EAST-WEST) PROPOSED: 159'-4"</p> <p>TOWER LOT COVERAGE CCPDO SECTION 156.0310 - TABLE 156-0310-A REQUIRED: TOWER AT 50% MAXIMUM PROPOSED: 60%</p> <p>CURB CUT ALLOWANCE CCPDO SECTION 156.0307(b)(10) - FIGURE E REQUIRED: NOT PERMITTED AT 13TH STREET PROPOSED: 12'-0" CURB CUT AT 13TH STREET</p> <p>REDUCED CURB CUT MINIMUM WIDTH CCPDO SECTION 156.0313(l)(2) REQUIRED: OVER 10 PARKING STALLS 20'-0" TO 30'-0" PROPOSED: 12'-0" CURB CUT AT 13TH STREET (SERVING 13 STALLS)</p>		<p>GENERAL</p> <p>T.01 PROJECT DATA &amp; DESCRIPTION T.02 PROJECT STATISTICS T.03 NOT USED T.04 ALTA SURVEY T.05 EXISTING SITE CONDITIONS &amp; PHOTOGRAPHIC SURVEY</p> <p>T.06 VICINITY SITE PLAN T.07 VICINITY ELEVATIONS T.08 VICINITY ELEVATIONS T.09 FAR DIAGRAMS T.10 FAR DIAGRAMS T.11 FAR DIAGRAMS</p> <p>ARCHITECTURAL</p> <p>A1.0 SITE PLAN A2.0 B1 FLOOR PLAN A2.1 LEVEL 1 FLOOR PLAN A2.2 MEZZANINE LEVEL FLOOR PLAN A2.3 LEVEL 2 FLOOR PLAN A2.4 LEVELS 3-4 TYPICAL FLOOR PLAN A2.5 LEVEL 5 FLOOR PLAN A2.6 LEVEL 6 FLOOR PLAN A2.7 LEVELS 7-9 FLOOR PLAN A2.8 LEVELS 10-13 TYPICAL FLOOR PLAN A2.9 LEVELS 14 FLOOR PLAN A2.10 ROOF PLAN</p> <p>A4.0 EAST ELEVATION A4.1 SOUTH ELEVATION A4.2 WEST ELEVATION A4.3 NORTH ELEVATION A4.4 ENLARGED ELEV. - 14TH STREET A4.5 ENLARGED ELEV. - BROADWAY AVENUE A4.6 ENLARGED ELEV. - 13TH STREET</p> <p>A5.0 SECTION EAST-WEST A5.1 SECTION NORTH-SOUTH A6.0 PERSPECTIVE VIEWS A6.1 PERSPECTIVE VIEWS A6.2 PERSPECTIVE VIEWS</p> <p>A7.0 MATERIAL BOARD A8.0 SOLAR SHADOW STUDY</p> <p>LANDSCAPE</p> <p>L1.0 LEVEL 1 STREETSCAPE L2.0 LEVEL 2 DECK L3.0 LEVEL 6 DECK L4.0 LEVEL 14 DECK</p>	
LIVING UNITS (115) AT OR BELOW 40% AMI	RATIO 0	NO. OF STALLS 0																																														
(73) 50% AMI	0.2	14.6																																														
(36) ABOVE 50% AMI	0.5	18																																														
		32.6																																														
DWELLING UNITS (18) AT OR BELOW 40% AMI	0.5	9																																														
(10) 50% AMI	0.5	5																																														
(18) ABOVE 50% AMI	0.5	9																																														
(3) MARKET RATE*	0.5	1.5																																														
		24.5																																														
GUEST 50 UNITS OR LESS		0																																														
TOTAL		58																																														
FIRE STATION FUTURE USE		7																																														
TOTAL		65																																														
<div>PROJECT LOCATION</div> <div></div>		<div>13TH &amp; BROADWAY</div> <div><div><div><div><div>JWDA</div><div>ARCHITECTURE / LANDSCAPE / INTERIOR DESIGN</div><div>Joseph Wong Design Associates</div><div>2359 Fourth Avenue</div><div>San Diego, California 92101-1606</div><div>Phone (619) 233-6777 Fax (619) 237-0541</div></div></div><div>PROJECT NAME:</div><div>13TH &amp; BROADWAY</div><div>PROJECT ADDRESS:</div><div>1320 BROADWAY AVE. SAN DIEGO, CA 92101</div><div>SHEET TITLE:</div><div>PROJECT DATA &amp; DESCRIPTION</div></div><div><div>Project Number 3325</div><div><div>NO</div><div>DESCRIPTION</div></div><div>Date 11/21/2018</div><div>T0.1</div></div></div>																																														



FLOOR SUMMARY						
LEVEL	RETAIL	RESIDENTIAL COMMON	RESIDENTIAL (NET)	RESIDENTIAL (GFA)	TOTAL	PARKING
B1	3,200	5,025 3,965	11,470	7,100 3,965 15,585	18,840	18,840 8,295
L1					16,520	
MEZZANINE					3,965	
L2					15,585	
L3			11,515	14,770	14,770	
L4			11,515	14,770	14,770	
L5			11,625	14,390	14,390	
L6		870	7,890	11,440	11,440	
L7			8,765	11,350	11,350	
L8			8,765	11,350	11,350	
L9			8,765	11,350	11,350	
L10			8,590	11,125	11,125	
L11			8,590	11,125	11,125	
L12			8,590	11,125	11,125	
L13			8,590	11,125	11,125	
L14		1,500	6,340	10,410	10,410	
TOTAL		11,360	121,010	170,980	199,240	27,135
TOTAL GFA ABOVE-GRADE		11,360	121,010	170,980	180,400	8,295

UNIT MIX			
LEVEL	LIVING UNIT 350-SF	2 BEDROOM 825-SF	TOTAL
B1			
L1			
MEZZANINE			
L2	26	2	28
L3	29	2	31
L4	29	2	31
L5	26	3	29
L6	15	3	18
L7	15	4	19
L8	15	4	19
L9	15	4	19
L10	12	5	17
L11	12	5	17
L12	12	5	17
L13	12	5	17
L14	6	5	11
PERCENTAGE MIX	82%	18%	
TOTAL	224	49	273

PROPOSED PARKING					
LEVEL	MOTORCYCLE	AUTOMOBILE			TOTAL
		ACCESSORY	ACCESSIBLE	STANDARD	
B1	N/A	N/A		45	45
L1	N/A	N/A	4	9**	13
TOTAL	0	0	4	54	58

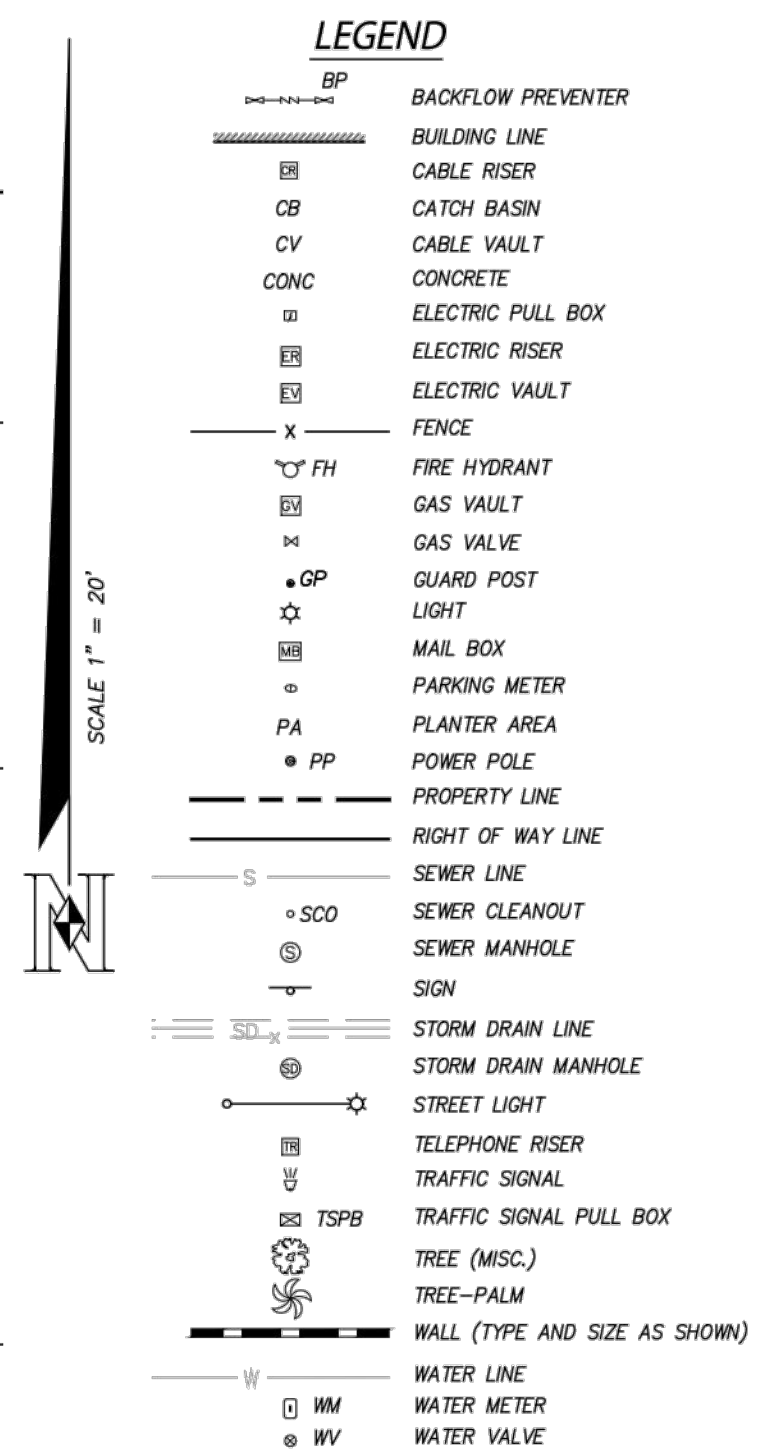
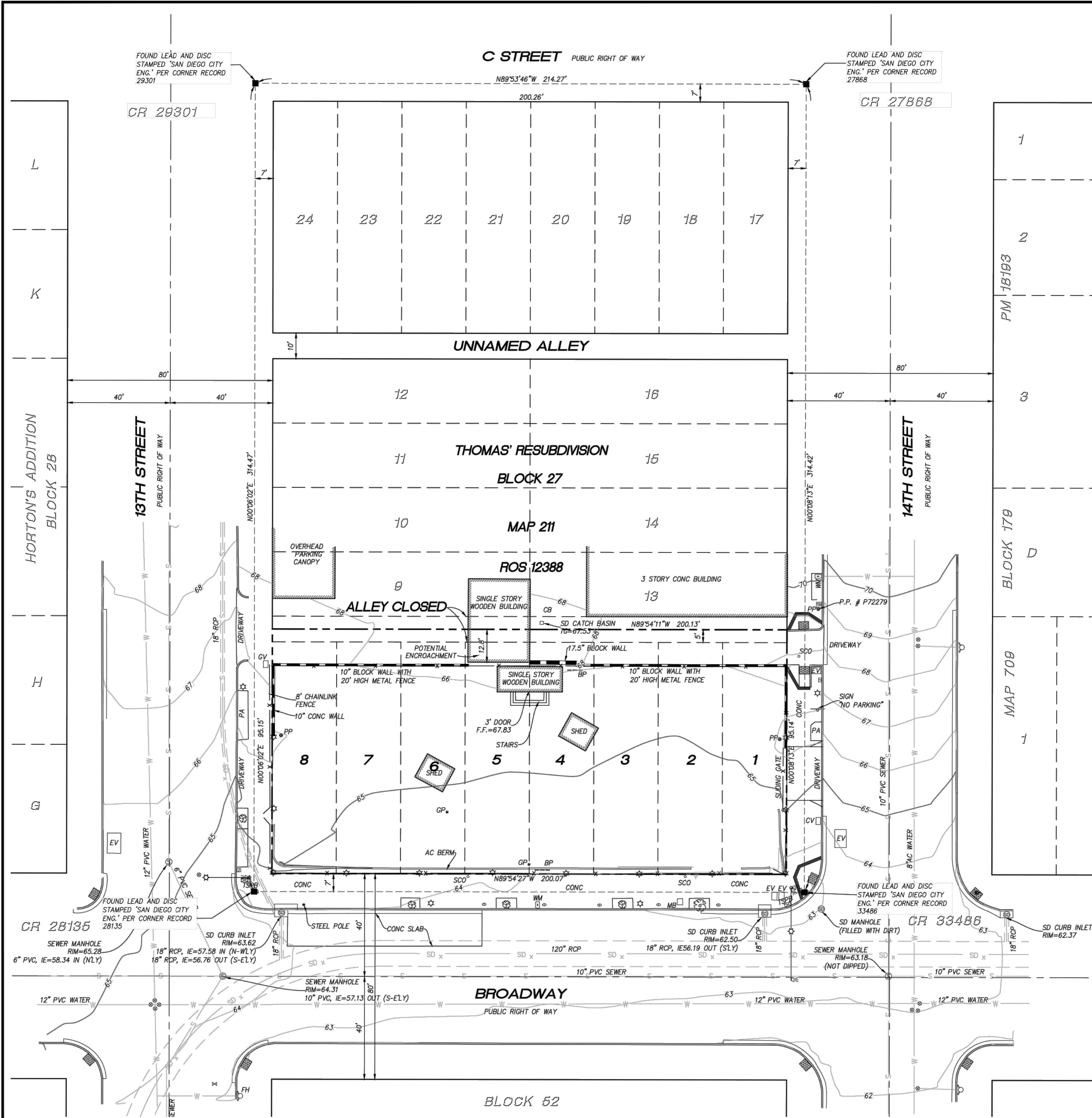
\*\*7 STALLS REQUIRED FOR FUTURE FIRE STATION

REQUIRED PARKING			
AFFORDABLE HOUSING		NO. OF UNITS	TOTAL
LIVING UNIT			
AT OR BELOW 40% AMI	0	115	0
50% AMI	0.2	73	14.6
ABOVE 50% AMI	0.5	36	18
		224	32.6
DWELLING UNIT			
AT OR BELOW 40% AMI	0.5	18	9
50% AMI	0.5	10	5
ABOVE 50% AMI	0.5	18	9
MARKET RATE*	0.5	3	1.5
		49	24.5
GUEST			
50 DWELLING UNITS OR LESS		49	0
TOTAL		273	58
FIRE STATION			
CITY REQUIREMENT			7
TOTAL		273	65

\*MANAGER UNITS

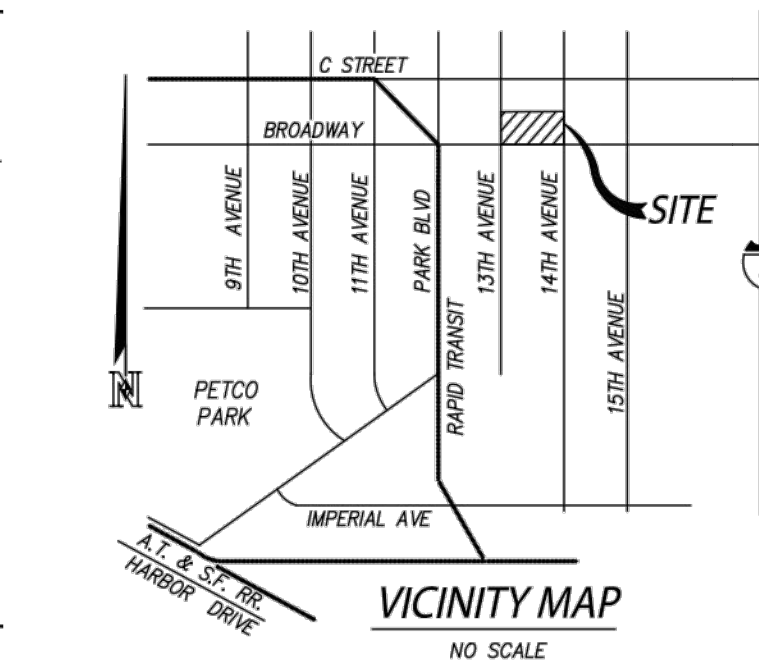
13TH & BROADWAY		
<div>JWDA</div> <div>ARCHITECTURE / PLANNING / INTERIOR DESIGN</div> <div>Joseph Wong Design Associates</div> <div>2359 Fourth Avenue</div> <div>San Diego, California 92101-1606</div> <div>Phone (619) 233-6777 Fax (619) 237-0541</div>	Project Number	3325
	NO	DESCRIPTION
PROJECT NAME:		
13TH & BROADWAY		
PROJECT ADDRESS:		
1320 BROADWAY AVE.		
SAN DIEGO, CA 92101		
SHEET TITLE:		Date 11/21/2018
PROJECT DATA		T0.2





**BASIS OF BEARINGS**  
THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM CCS83 ZONE 6, EPOCH 1991.35 AND IS DETERMINED BY GPS MEASUREMENTS TAKEN ON SEPTEMBER 20, 2018 AT THE FOLLOWING STATIONS PER RECORD OF SURVEY ROS 14492. GPS STATION NO. 173. GPS STATION NO. 1135.

**BENCHMARK**  
THE BASIS OF ELEVATIONS FOR THIS SURVEY IS THE CITY OF SAN DIEGO VERTICAL CONTROL SYSTEM, REFERENCE TO THE BENCHMARK LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF BROADWAY AND 13TH STREET, BRASS PLUG SET IN THE TOP OF CURB. ELEVATION = 63.30 FEET M.S.L.



**LEGAL DESCRIPTION**  
LOTS 1 THROUGH 8, INCLUSIVE, BLOCK 27, OF THOMAS' RESUBDIVISION OF BLOCK 27, HORTON'S ADDITION, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, AS PER MAP 211, FILED JUNE 8, 1886, INCLUDING ALL MINERAL INTERESTS THEREIN. ALSO: THE SOUTH ONE-HALF OF THE ALLEY ADJOINING SAID LOTS 1 THROUGH 8, INCLUSIVE, ON THE NORTH, AS VACATED AND CLOSED TO PUBLIC USE BY SAN DIEGO CITY COUNCIL RESOLUTION NO. 82006, OCTOBER 20, 1945.

- EXCEPTIONS**
- GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2017-2018, A LIEN NOT YET DUE OR PAYABLE.
  - GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2016-2017 ARE EXEMPT.
  - THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.
  - A LEASE, EXECUTED BY OSCAR C. ZAHN AND ZARA B. MC DONALD AS LESSOR AND GLENN PEARSON, DOING BUSINESS UNDER THE FICTITIOUS FIRM NAME OF PEARSON MOTOR COMPANY AS LESSEE, RECORDED SEPTEMBER 22, 1945 AS INSTRUMENT NO. 79003 OF OFFICIAL RECORDS, DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.
  - THE FACT THAT THE LAND LIES WITHIN THE BOUNDARIES OF THE CENTRE CITY REDEVELOPMENT PROJECT AREA, AS DISCLOSED BY THE DOCUMENT RECORDED MAY 12, 1992 AS INSTRUMENT NO. 1992-0287642 OF OFFICIAL RECORDS, DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED SEPTEMBER 4, 2009 AS INSTRUMENT NO. 2009-0499449 OF OFFICIAL RECORDS.
  - WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.
  - RIGHTS OF PARTIES IN POSSESSION.

- NOTES**
- THE EASEMENT AND OTHER TITLE DATA SHOWN HEREON CORRESPOND TO FIRST AMERICAN TITLE COMPANY ORDER NO. NMSC-5514595, DATED JULY 28, 2017. NO RESPONSIBILITY FOR COMPLETENESS, ACCURACY OR CONTENT OF SAID TITLE REPORT IS ASSUMED BY SURVEY.
  - THIS ALTA SURVEY WAS PREPARED AT THE REQUEST OF CHELSEA INVESTMENT CORPORATION TO BE UTILIZED FOR THE ISSUANCE OF A POLICY OF TITLE INSURANCE. NO RESPONSIBILITY WILL BE ASSUMED BY NASLAND ENGINEERING FOR THE SUBSEQUENT UNAUTHORIZED USE OF THE INFORMATION PROVIDED BY THIS SURVEY.
  - LOCATIONS OF EXISTING UNDERGROUND UTILITIES SHOWN ON THIS SURVEY ARE BASED ON AS-BUILT REFERENCE DRAWINGS FOR PUBLIC AND PRIVATE IMPROVEMENTS AND ARE SHOWN FOR INFORMATION ONLY. NASLAND ENGINEERING MAKES NO CLAIM AS TO THE ACCURACY OF THE UNDERGROUND UTILITIES LOCATION.
  - ASSESSOR'S PARCEL NUMBER: 534-205-08-00
  - WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS.
  - FLOOD PLAIN: FLOOD ZONE X COMMUNITY-PANEL NO. 06073C1885G DATED MAY 16, 2012
  - PARCEL AREA: 0.437 ACRES / 19,039 SQ. FT.
  - ZONING INFORMATION OMITTED - NO ZONING REPORT PROVIDED
  - NO PARTY WALLS IDENTIFIED BY CLIENT
  - NO PARKING DESIGNATED ON THE PROPERTY

**SURVEYOR'S STATEMENT**  
TO: CHELSEA INVESTMENT CORPORATION AND FIRST AMERICAN TITLE COMPANY:  
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS AND INCLUDES ITEMS 1, 2, 3, 4, 5, 7(A), 7(B)(1), 7(C), 8, 9, 10(A), 11, 13, 14, 16, 17, 18, 19 AND 20 (\$1M) OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON SEPTEMBER 20, 2018.

**DRAFT 9/25/2018**  
D.K. NASLAND, LS 5562 DATE

**ALTA/NSPS LAND TITLE SURVEY**  
LOT 1, 2, 3, 4, 5, 6, 7 AND 8, BLOCK 27  
AND A PORTION OF THE ADJOINING ALLEY PER MAP NO. 211 - SAN DIEGO, CALIFORNIA

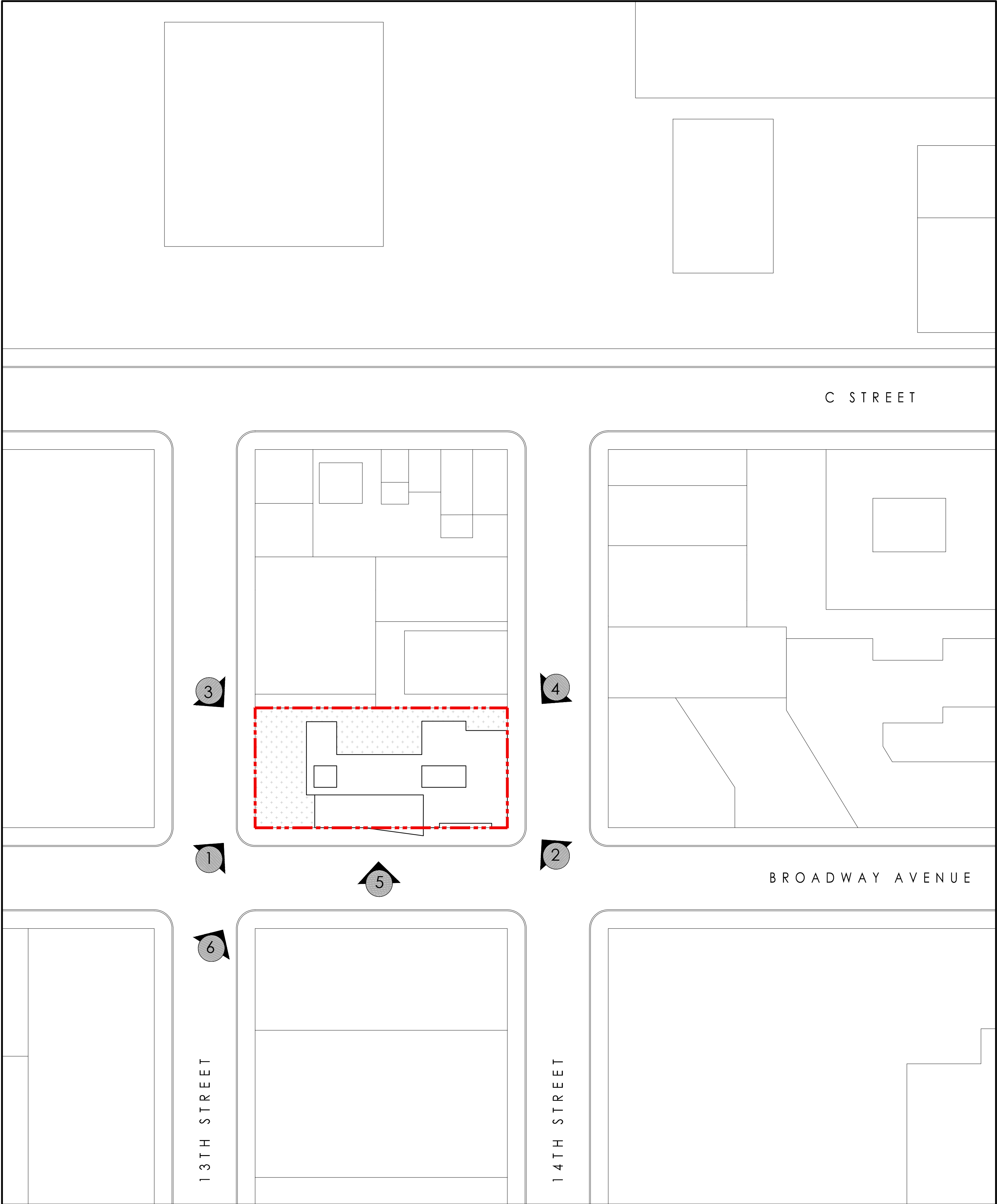
**Nasland** Civil Engineering  
Surveying  
Land Planning  
T (619) 292-7770  
4740 Madison Street  
San Diego, CA 92111  
nasland.com

REVISION	DATE	BY	REVISION	DATE	BY
ORIGINAL	9/25/2018	JRW			

SCALE 1" = 20'

13TH & BROADWAY			Project Number 3325	
JWDA <small>ARCHITECT/PLANNING/INTERIOR DESIGN</small> Joseph Wong Design Associates 2359 Fourth Avenue San Diego, California 92101-1606 Phone (619) 233-6777 Fax (619) 237-0541			NO	DESCRIPTION
			.	
PROJECT NAME:				
13TH & BROADWAY				
PROJECT ADDRESS:				
1320 BROADWAY AVE.				
SAN DIEGO, CA 92101				
SHEET TITLE:			Date 11/21/2018	
ALTA SURVEY			T0.3	

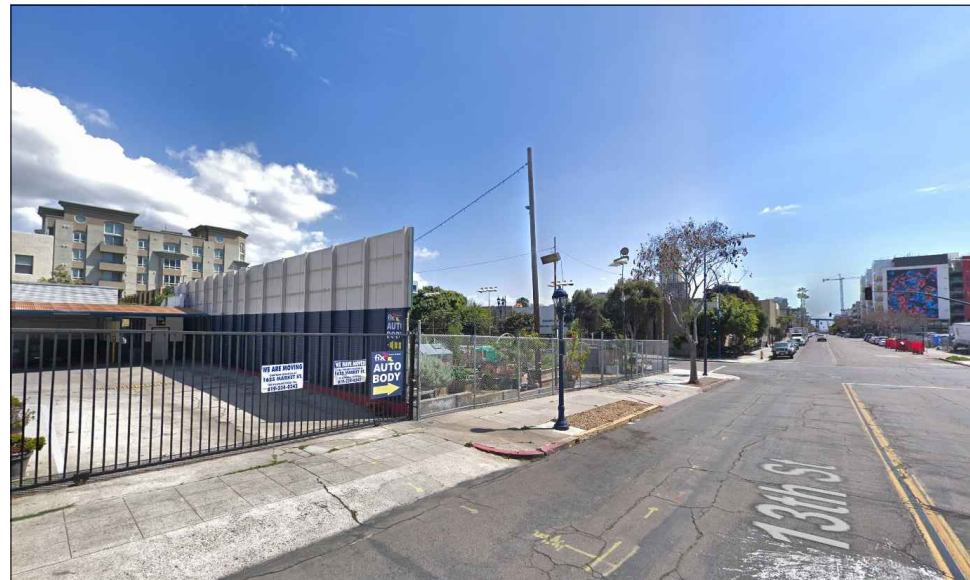




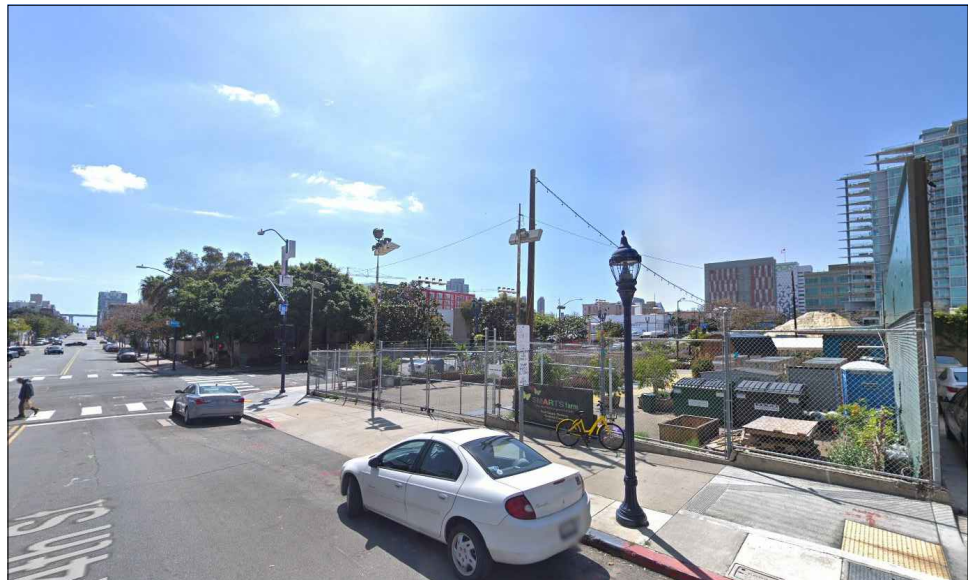
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2



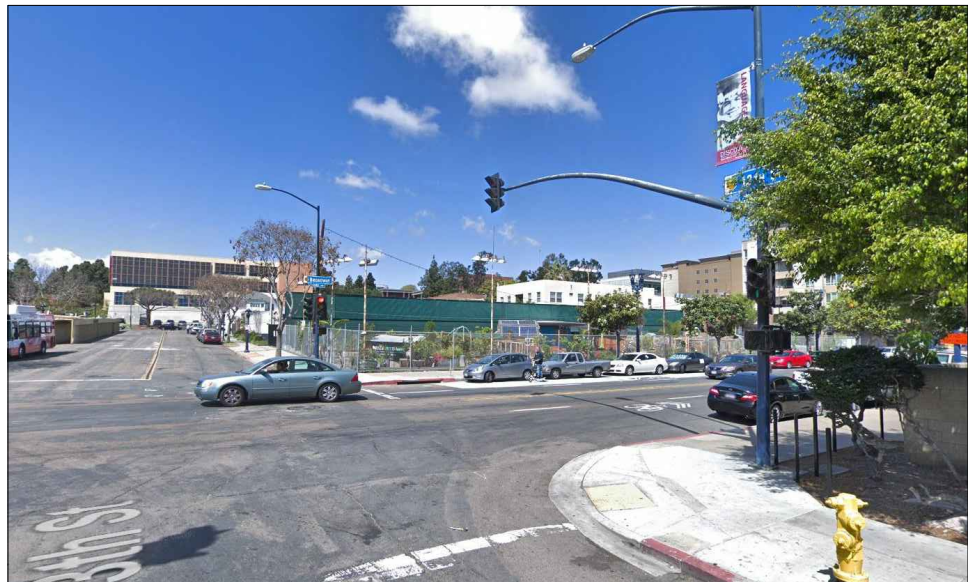
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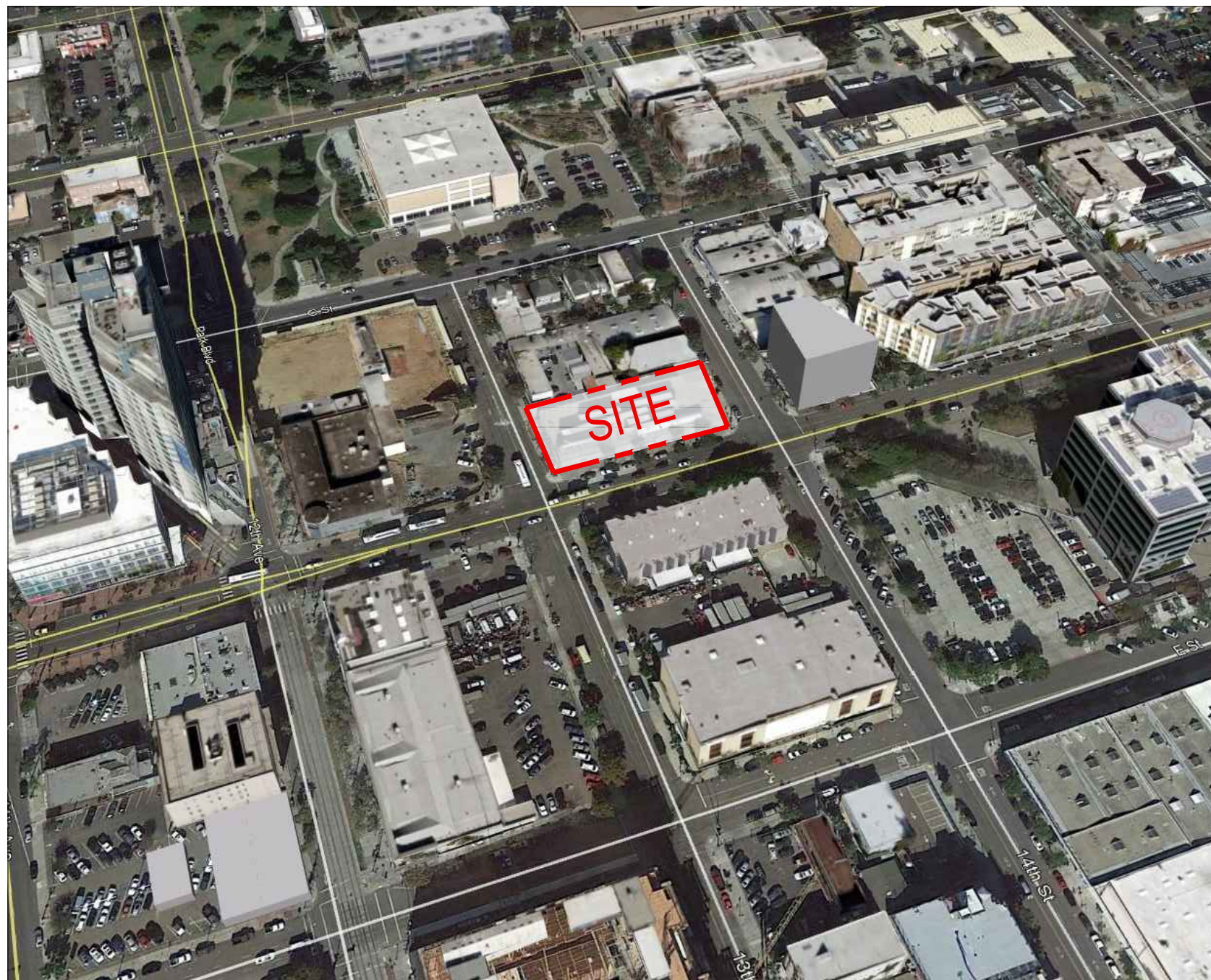
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5

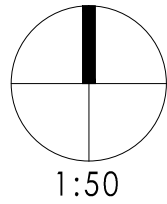


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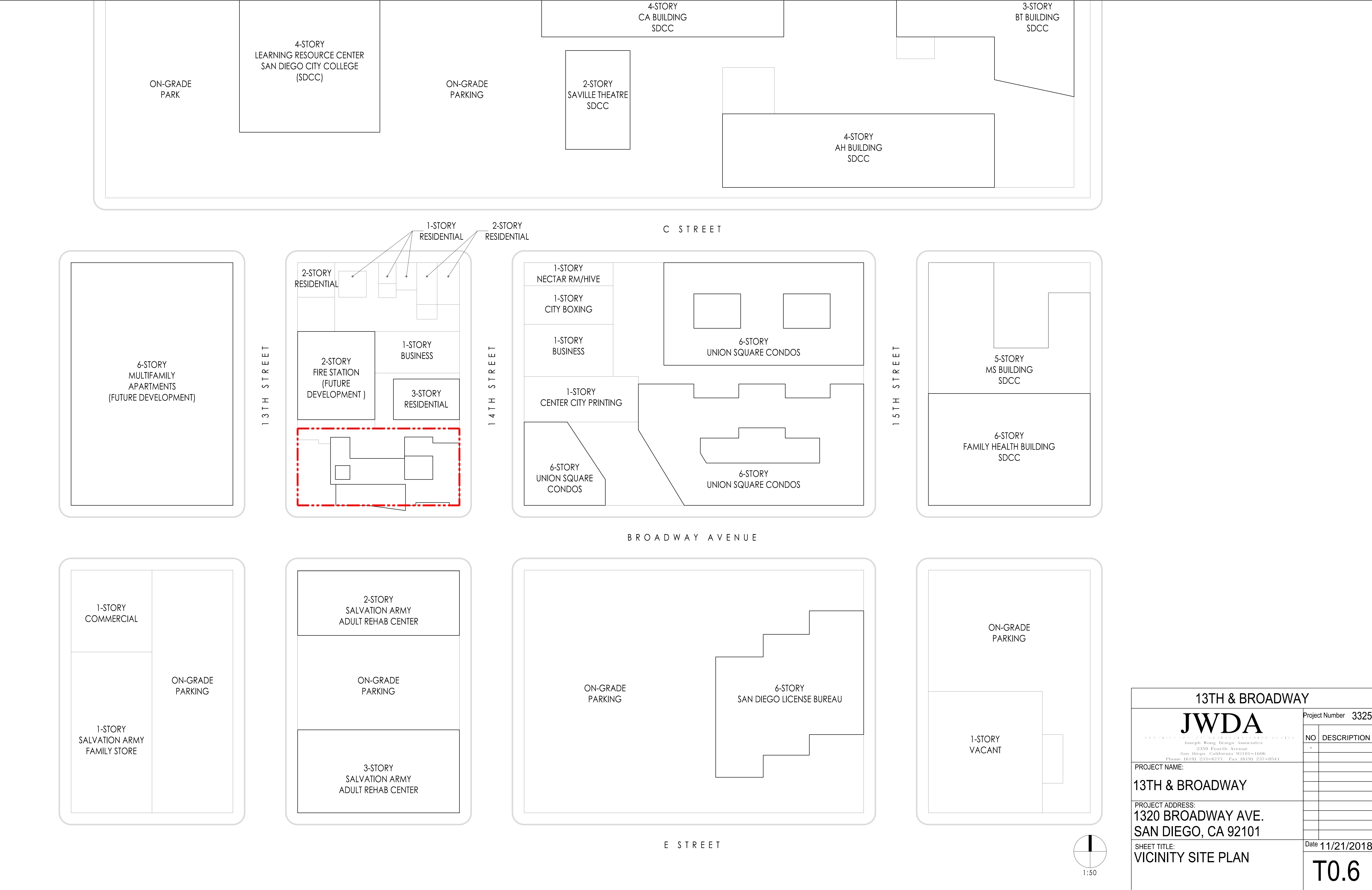


13TH & BROADWAY		
<b>JWDA</b> <small>ARCHITECTURE / INTERIOR DESIGN</small> Joseph Wong Design Associates 2359 Fourth Avenue San Diego, California 92101-1606 Phone (619) 233-6777 Fax (619) 237-0541	Project Number 3325	
	NO	DESCRIPTION
PROJECT NAME: 13TH & BROADWAY		
PROJECT ADDRESS: 1320 BROADWAY AVE. SAN DIEGO, CA 92101		
SHEET TITLE: EXISTING SITE PLAN & PHOTOGRAPHIC SURVEY		Date 11/21/2018
		T0.5

EXISTING SITE CONDITIONS & PHOTOGRAPHIC SURVEY  
1:50 = 1'-0"

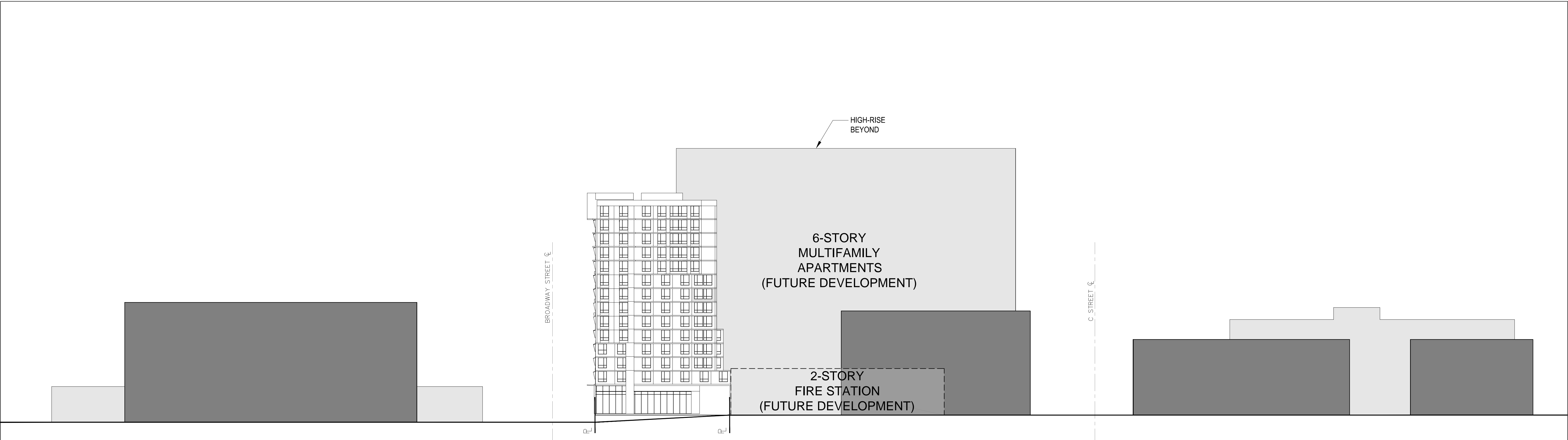




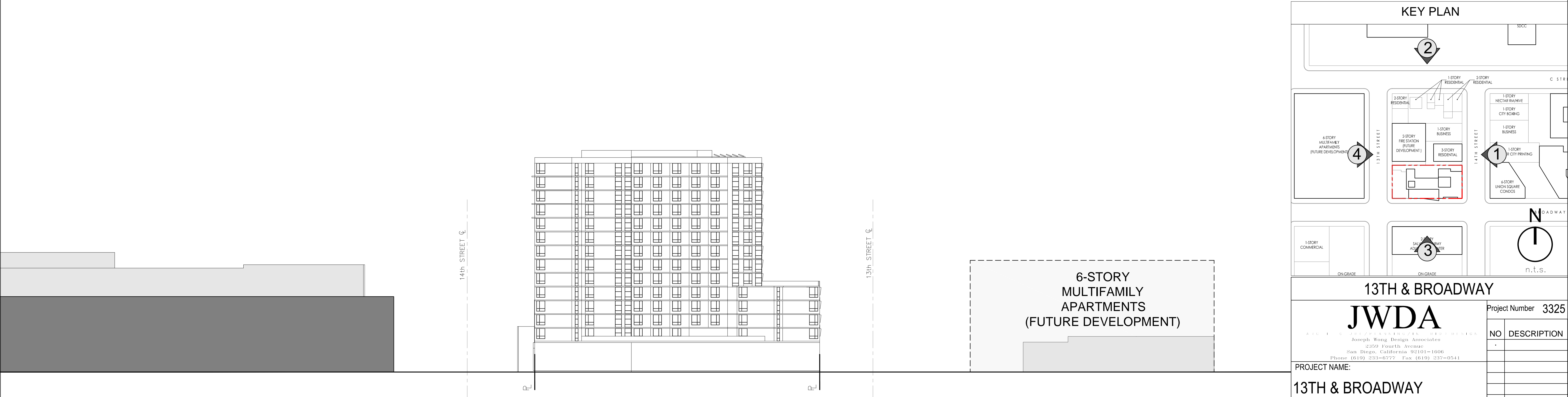


13TH & BROADWAY		
<div><div><div>JWDA</div><div>ARCHITECTURE / INTERIOR DESIGN</div><div>Joseph Wong Design Associates</div><div>2359 Fourth Avenue</div><div>San Diego, California 92101-1606</div><div>Phone (619) 233-6777 Fax (619) 237-0541</div></div></div>	Project Number 3325	
	NO	DESCRIPTION
	.	
PROJECT NAME:		
13TH & BROADWAY		
PROJECT ADDRESS:		
1320 BROADWAY AVE.		
SAN DIEGO, CA 92101		
SHEET TITLE:		Date 11/21/2018
VICINITY SITE PLAN		T0.6





1 VICINITY ELEVATION ALONG 14TH AVE.  
1/32" = 1'-0"



2 VICINITY ELEVATION ALONG C STREET  
1/32" = 1'-0"

**KEY PLAN**

The key plan shows a street grid with 13th Street, 14th Street, Broadway, and C Street. The project site is highlighted with a red dashed line and labeled with a circled '1'. Other buildings are labeled with circled numbers 2, 3, and 4. A north arrow is shown in the bottom right corner.

**13TH & BROADWAY**

**JWDA**  
JOSEPH WONG DESIGN ASSOCIATES  
2450 Fourth Avenue  
San Diego, California 92101-1606  
Phone: (619) 233-6777 Fax: (619) 237-0511

PROJECT NAME:  
**13TH & BROADWAY**

PROJECT ADDRESS:  
**1320 BROADWAY AVE.  
SAN DIEGO, CA 92101**

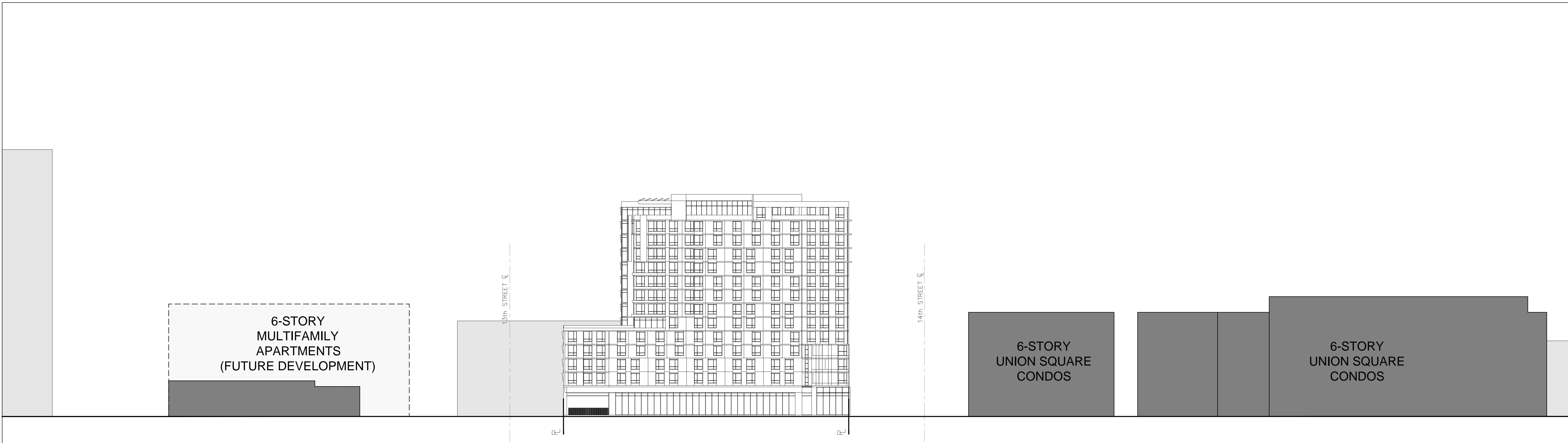
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**VICINITY ELEVATIONS**

Project Number **3325**

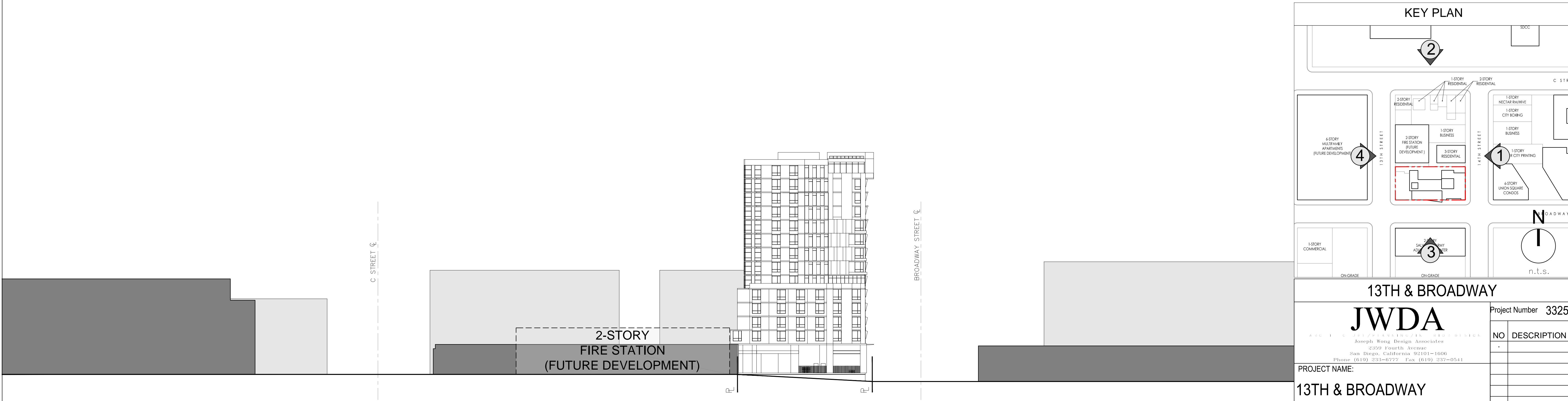
NO	DESCRIPTION

Date **11/21/2018**

**T0.7**



3 VICINITY ELEVATION ALONG BROADWAY  
1/32" = 1'-0"



4 VICINITY ELEVATION ALONG 13TH AVE.  
1/32" = 1'-0"

KEY PLAN

13TH & BROADWAY

**JWDA**

ARCHITECTURAL DESIGN

Joseph Wong Design Associates

2450 Fourth Avenue

San Diego, California 92101-1606

Phone: (619) 233-6777 Fax: (619) 237-0511

PROJECT NAME:  
13TH & BROADWAY

PROJECT ADDRESS:  
1320 BROADWAY AVE.  
SAN DIEGO, CA 92101

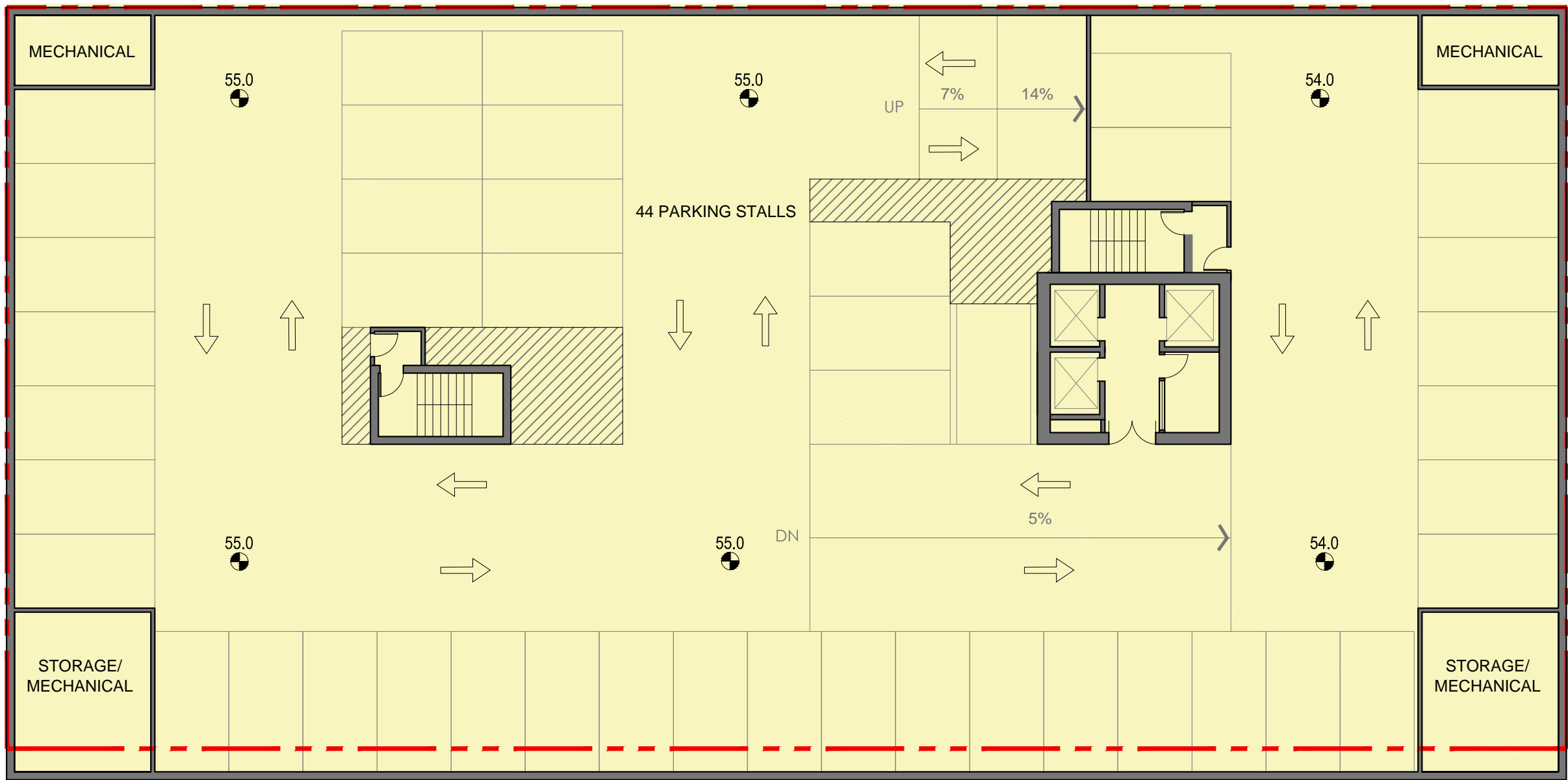
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VICINITY ELEVATIONS

Project Number 3325

NO	DESCRIPTION

Date 11/21/2018

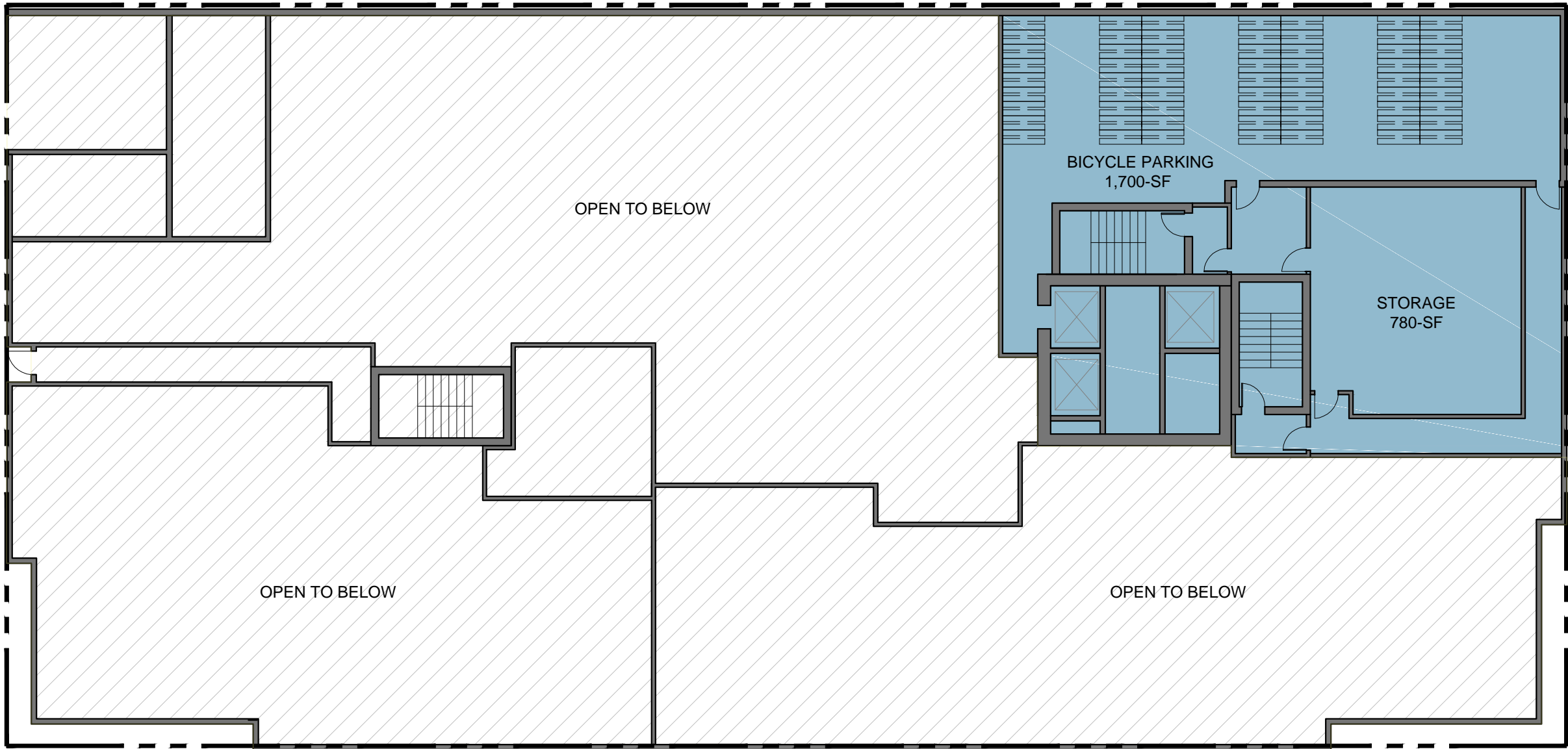
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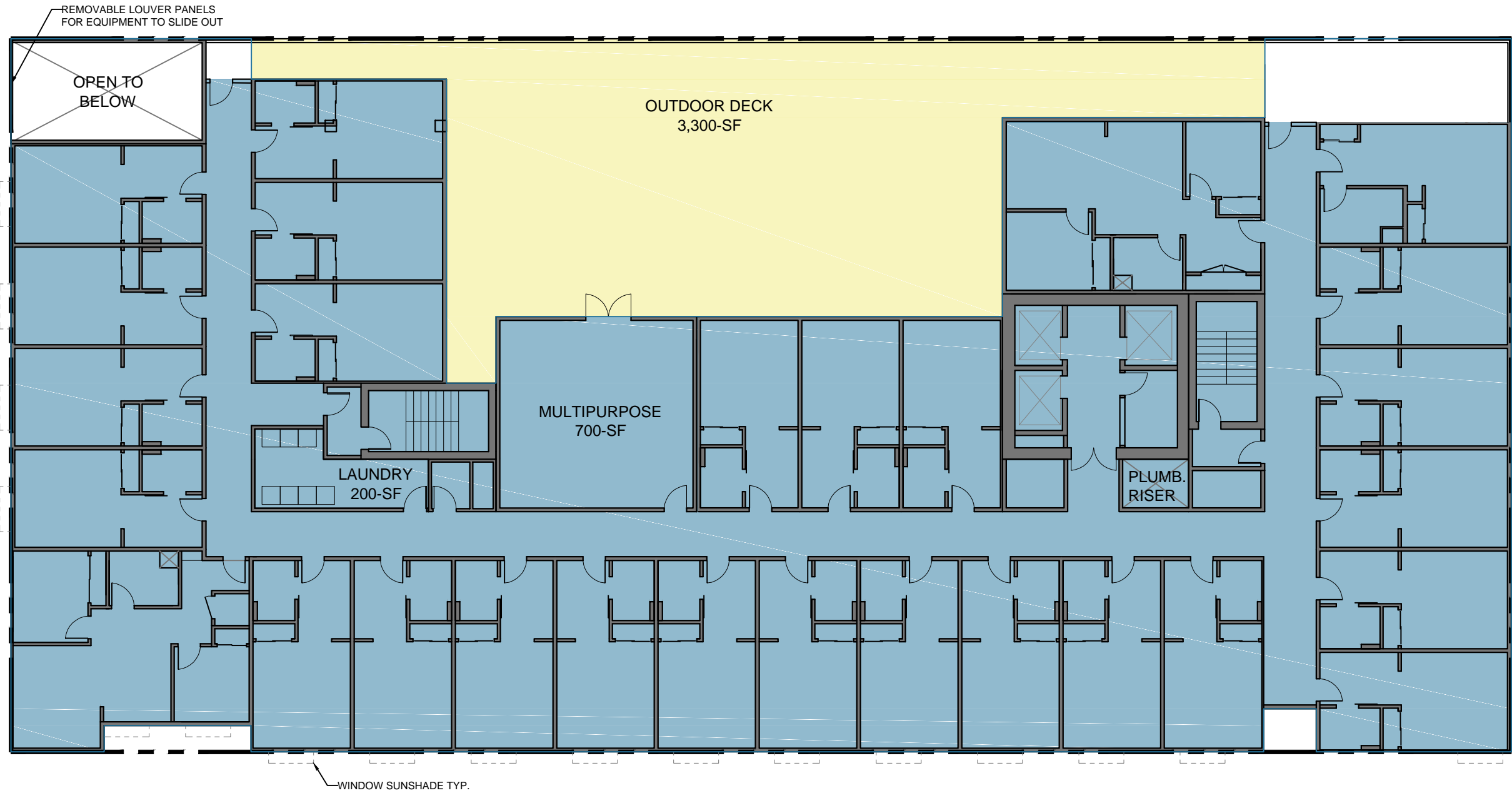
LEVEL B1  
SUBTERRANEAN LEVEL, 0-SF CALCULATED TOWARDS F.A.R.



LEVEL 1  
F.A.R. 7,100-SF



MEZZANINE  
F.A.R. 3,965-SF



LEVEL 2  
F.A.R. 15,585-SF

LEGEND

INCLUDED IN F.A.R.

NOT INCLUDED IN F.A.R.

13TH & BROADWAY

JWDA

ARCHITECTURE / INTERIOR DESIGN

Joseph Wong Design Associates

2359 Fourth Avenue

San Diego, California 92101-1606

Phone (619) 233-6777 Fax (619) 237-0541

PROJECT NAME:  
13TH & BROADWAY

PROJECT ADDRESS:  
1320 BROADWAY AVE.  
SAN DIEGO, CA 92101

SHEET TITLE:  
F.A.R. DIAGRAMS

Project Number 3325

NO	DESCRIPTION
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

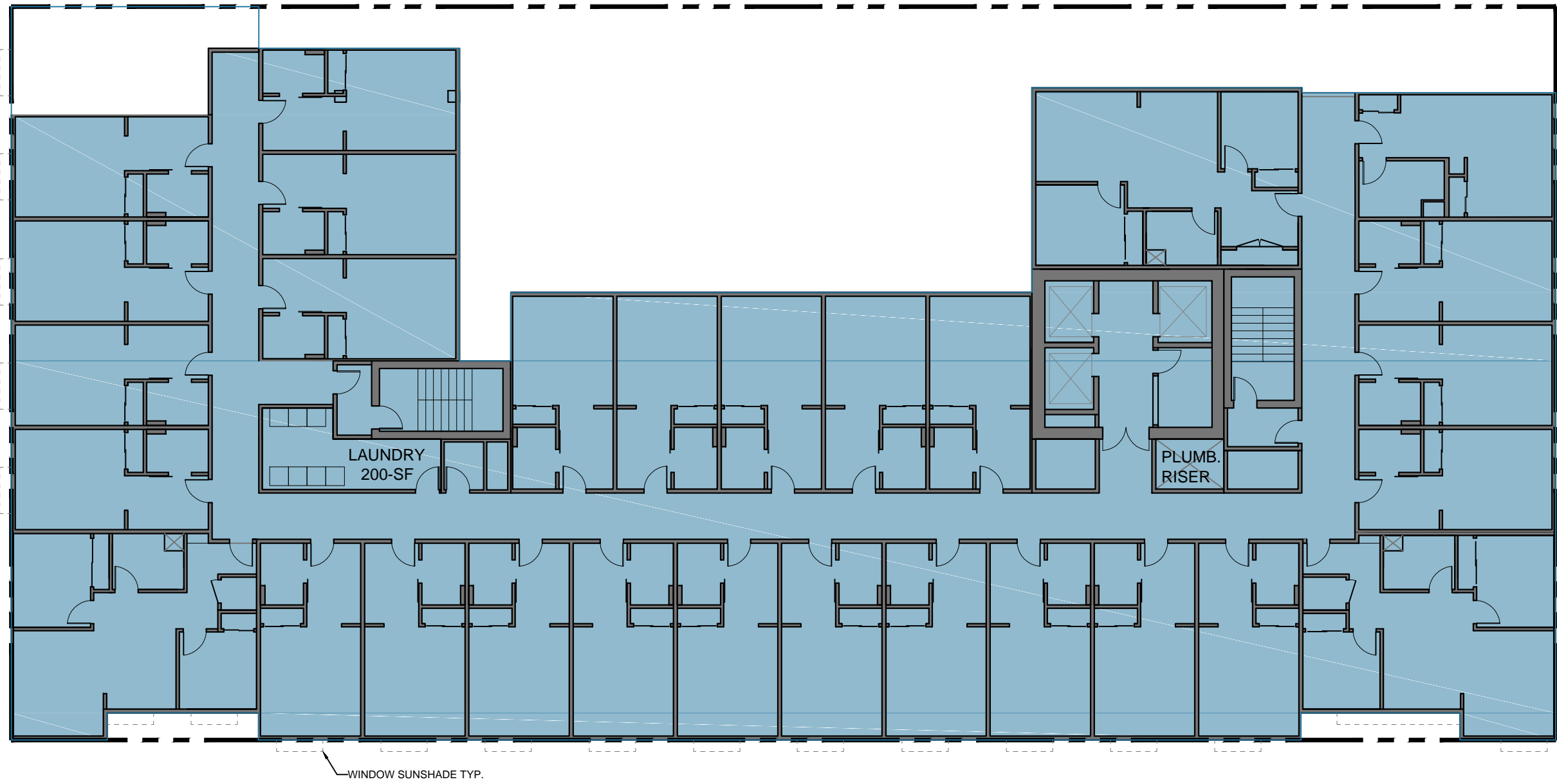
Date 11/21/2018

T0.9





LEVELS 3-4  
F.A.R. 14,770-SF X2 = 29,540-SF



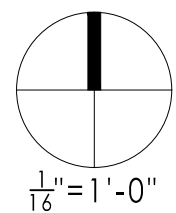
LEVEL 5  
F.A.R. 14,390-SF



LEVEL 6  
F.A.R. 11,440-SF



LEVELS 7-9  
F.A.R. 11,390-SF X3 = 31,170-SF



LEGEND

INCLUDED IN F.A.R.

NOT INCLUDED IN F.A.R.

13TH & BROADWAY

JWDA

ARCHITECTURE/PLANNING/INTERIOR DESIGN

Joseph Wong Design Associates

2159 Fourth Avenue

San Diego, California 92101-1606

Phone: (619) 333-6777 Fax: (619) 237-0541

PROJECT NAME:

13TH & BROADWAY

PROJECT ADDRESS:

1320 BROADWAY AVE.

SAN DIEGO, CA 92101

SHEET TITLE:

F.A.R. DIAGRAMS

Project Number

3325

NO	DESCRIPTION

Date 11/21/2018

T0.10



LEVELS 10-13

F.A.R. 11,125-SF X4 = 44,500-SF



LEVEL 14

F.A.R. 10,410-SF

LEGEND

INCLUDED IN F.A.R.

NOT INCLUDED IN F.A.R.

13TH & BROADWAY

JWDA

ARCHITECTURE / INTERIOR DESIGN

Joseph Wong Design Associates

2359 Fourth Avenue

San Diego, California 92101-1606

Phone (619) 233-6777 Fax (619) 237-0541

PROJECT NAME:  
13TH & BROADWAY

PROJECT ADDRESS:  
1320 BROADWAY AVE.  
SAN DIEGO, CA 92101

SHEET TITLE:  
VICINITY SITE PLAN

Project Number 3325

NO	DESCRIPTION
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

Date 11/21/2018

T0.11

1"=1'-0"



LEGEND

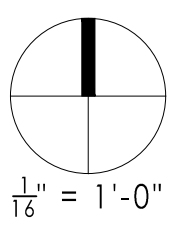
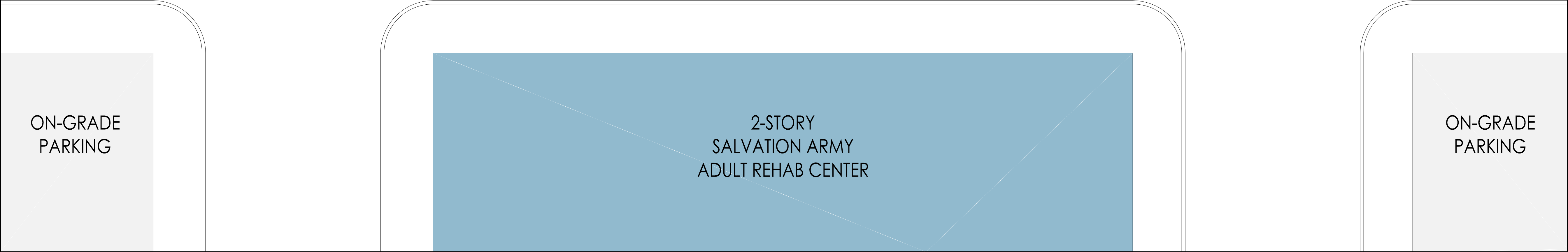
COMMERCIAL

BUSINESS

PARKING

PUBLIC PARK

RESIDENTIAL



13TH & BROADWAY

JWDA

ARCHITECTURE / INTERIOR DESIGN

Joseph Wong Design Associates

2359 Fourth Avenue

San Diego, California 92101-1606

Phone (619) 233-6777 Fax (619) 237-0541

PROJECT NAME:  
13TH & BROADWAY

PROJECT ADDRESS:  
1320 BROADWAY AVE.  
SAN DIEGO, CA 92101

SHEET TITLE:  
SITE PLAN

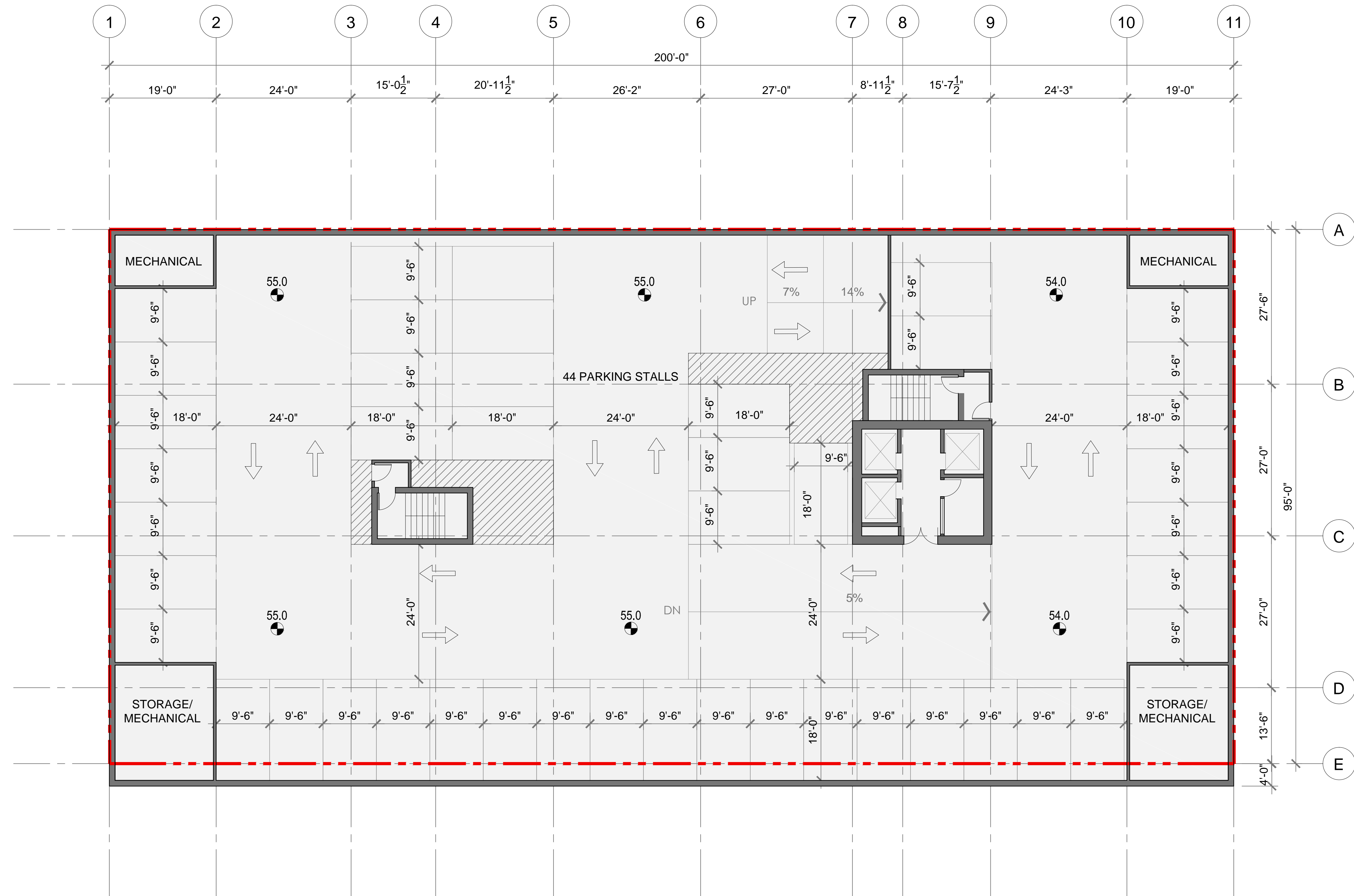
Project Number 3325

NO	DESCRIPTION

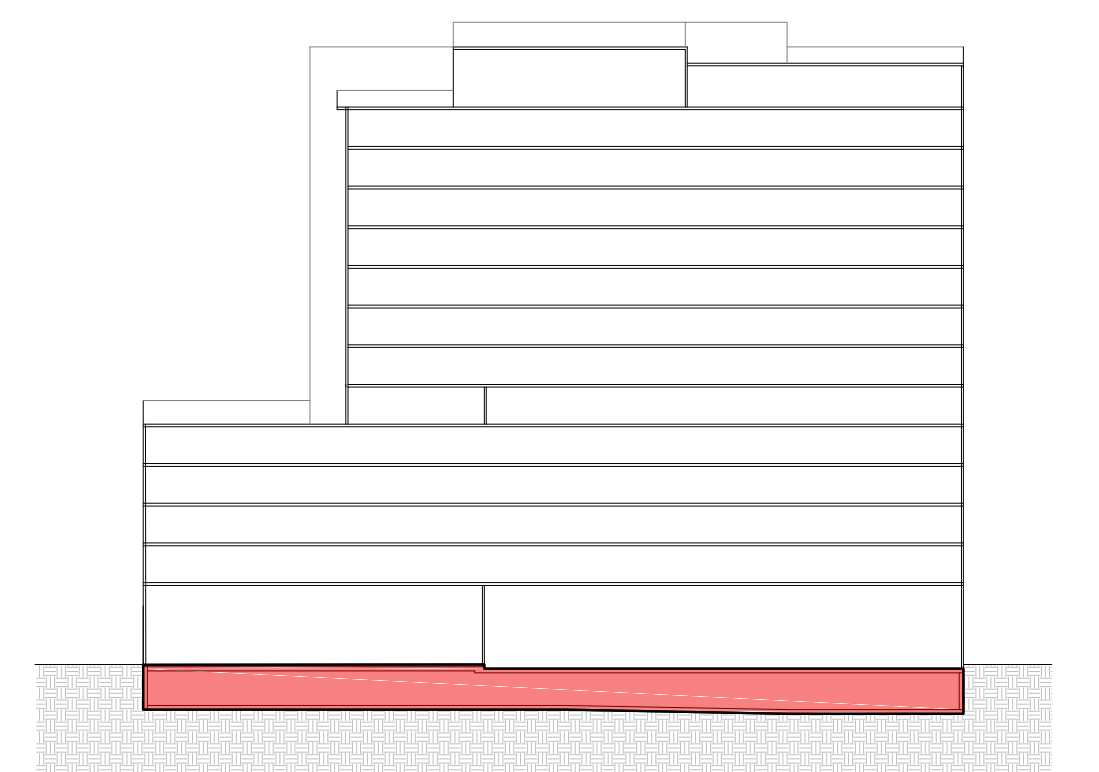
Date 11/21/2018

A1.0





KEY SECTION



13TH & BROADWAY

**JWDA**  
ARCHITECTURE / INTERIOR DESIGN  
Joseph Wong Design Associates  
2359 Fourth Avenue  
San Diego, California 92101-1606  
Phone (619) 233-6777 Fax (619) 237-0541

Project Number 3325

PROJECT NAME:

13TH & BROADWAY

PROJECT ADDRESS:

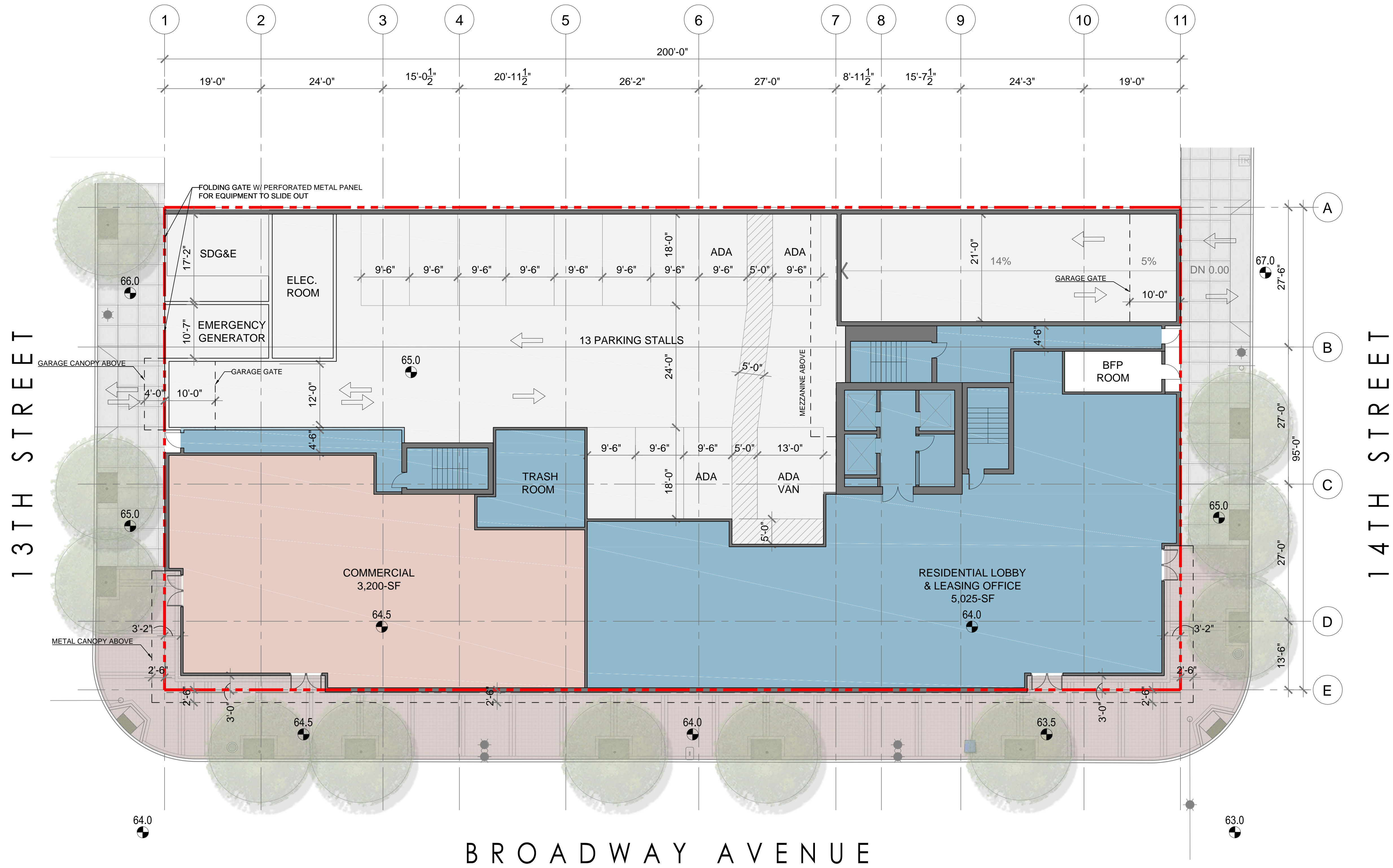
1320 BROADWAY AVE.  
SAN DIEGO, CA 92101

SHEET TITLE:

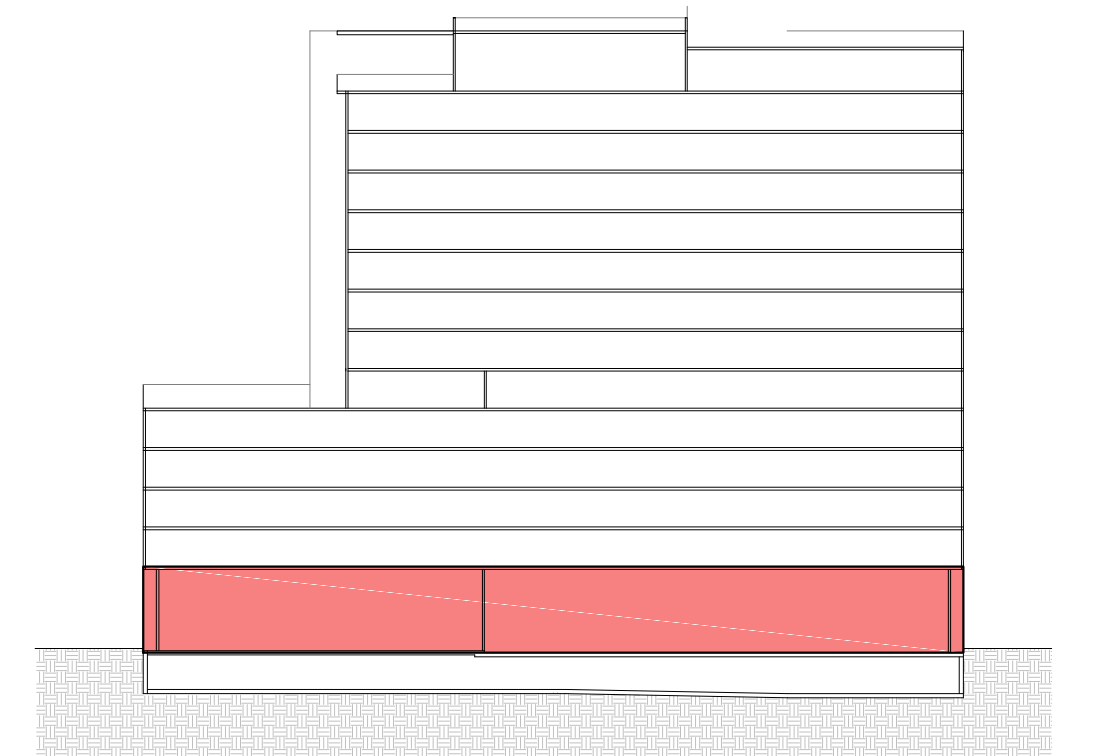
LEVEL B1 FLOOR PLAN

Date 11/21/2018

A2.0



KEY SECTION



13TH & BROADWAY

**JWDA**  
ARCHITECTURE / INTERIOR DESIGN  
Joseph Wong Design Associates  
2359 Fourth Avenue  
San Diego, California 92101-1606  
Phone (619) 233-6777 Fax (619) 237-0511

Project Number 3325

PROJECT NAME:

13TH & BROADWAY

PROJECT ADDRESS:

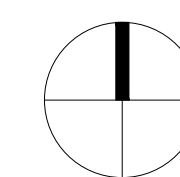
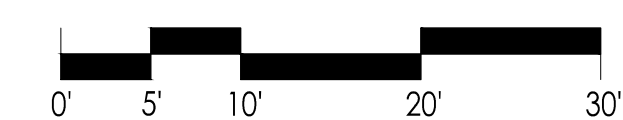
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SAN DIEGO, CA 92101

SHEET TITLE:

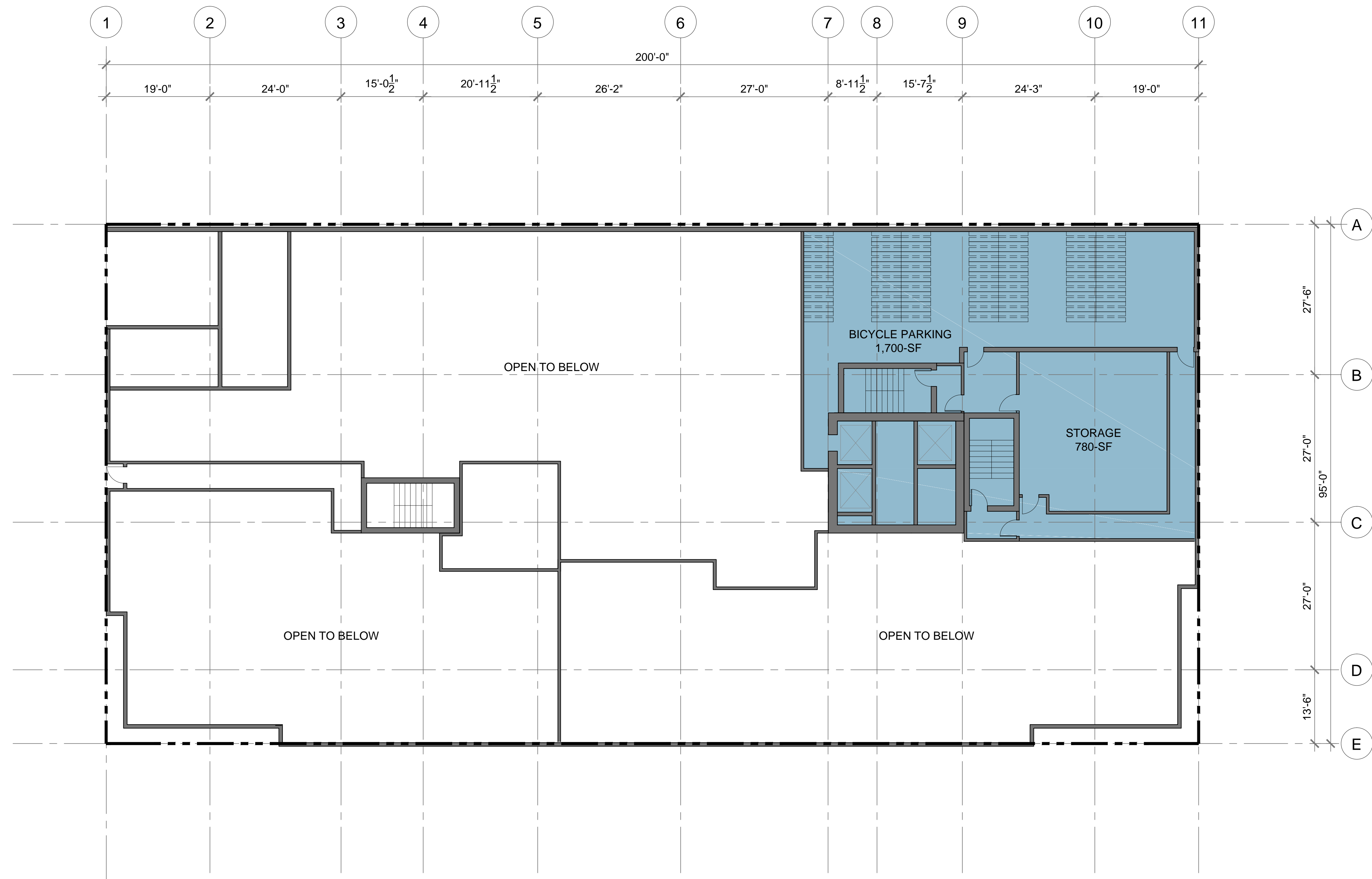
LEVEL 1 FLOOR PLAN

Date 11/21/2018

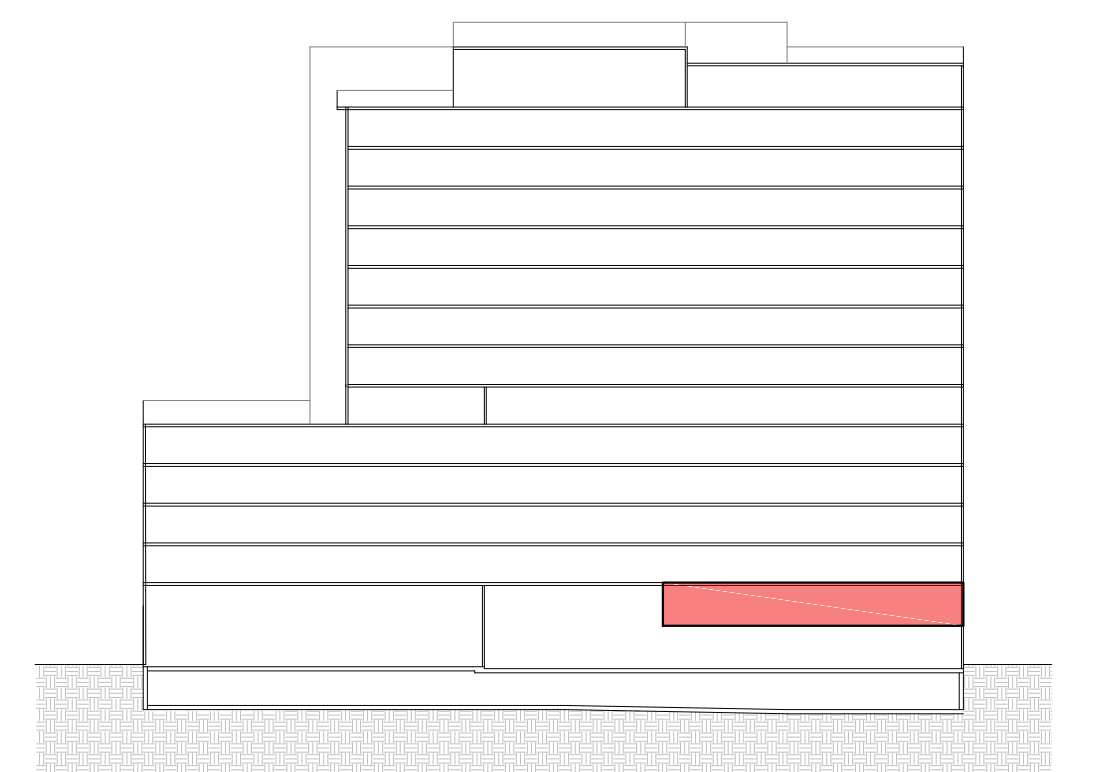
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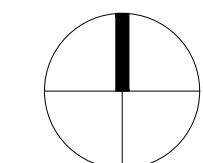
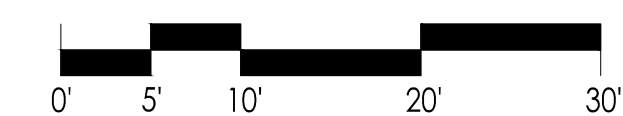


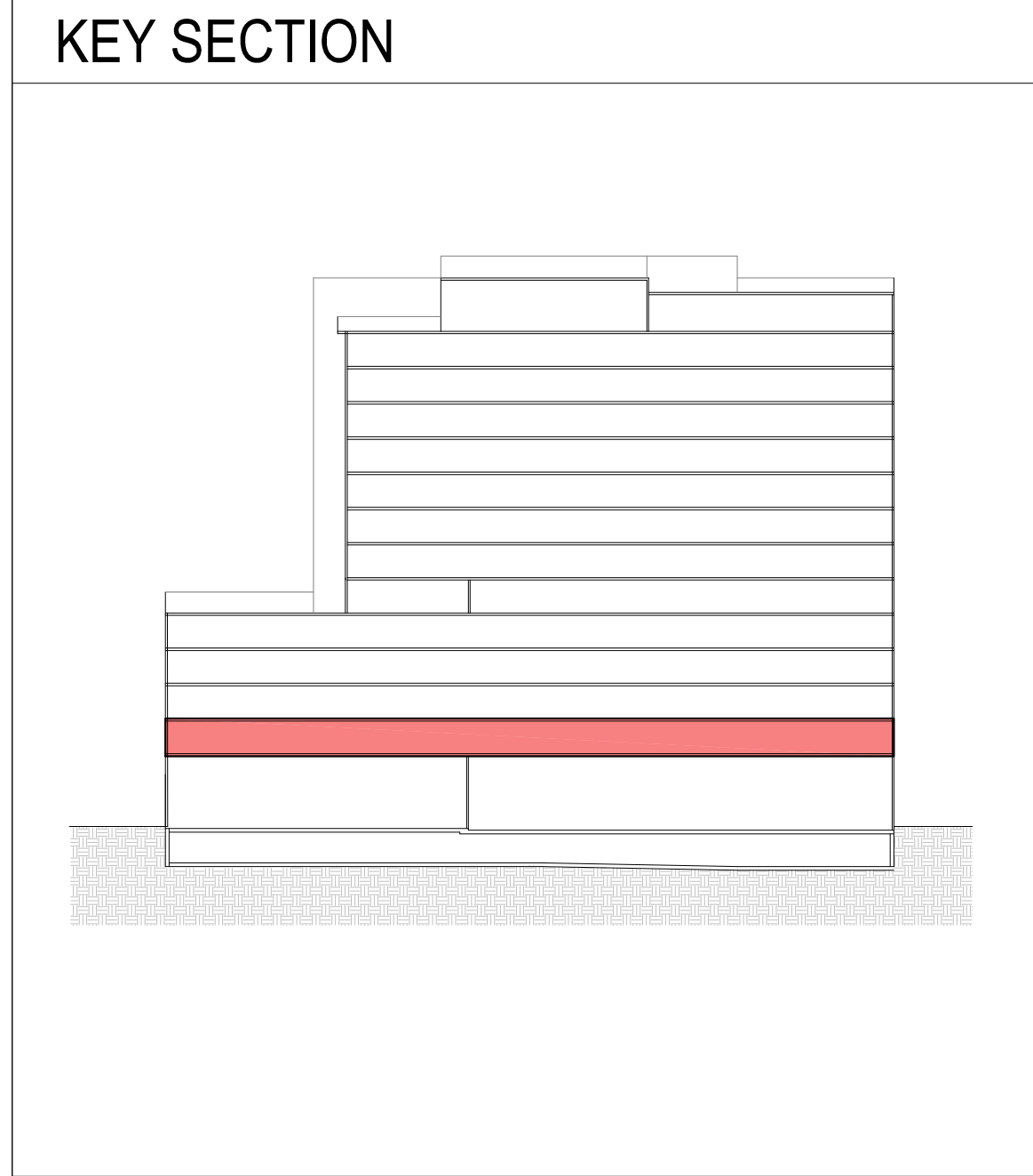
KEY SECTION



13TH & BROADWAY

<b>JWDA</b> <small>ARCHITECTS / PLANNERS / INTERIOR DESIGN</small> Joseph Wong Design Associates 2359 Fourth Avenue San Diego, California 92101-1606 Phone (619) 233-6777 Fax (619) 237-0511	Project Number 3325	
	NO	DESCRIPTION
PROJECT NAME: 13TH & BROADWAY		
PROJECT ADDRESS: 1320 BROADWAY AVE. SAN DIEGO, CA 92101		
SHEET TITLE: LEVEL MEZZANINE	Date 11/21/2018	
	A2.2	





13TH & BROADWAY

JWDA

ARCHITECTURE / INTERIOR DESIGN

Joseph Wong Design Associates

2359 Fourth Avenue

San Diego, California 92101-1606

Phone (619) 233-6777 Fax (619) 237-0541

PROJECT NAME:

13TH & BROADWAY

PROJECT ADDRESS:

1320 BROADWAY AVE.

SAN DIEGO, CA 92101

SHEET TITLE:

LEVEL 2 FLOOR PLAN

Project Number

3325

NO	DESCRIPTION

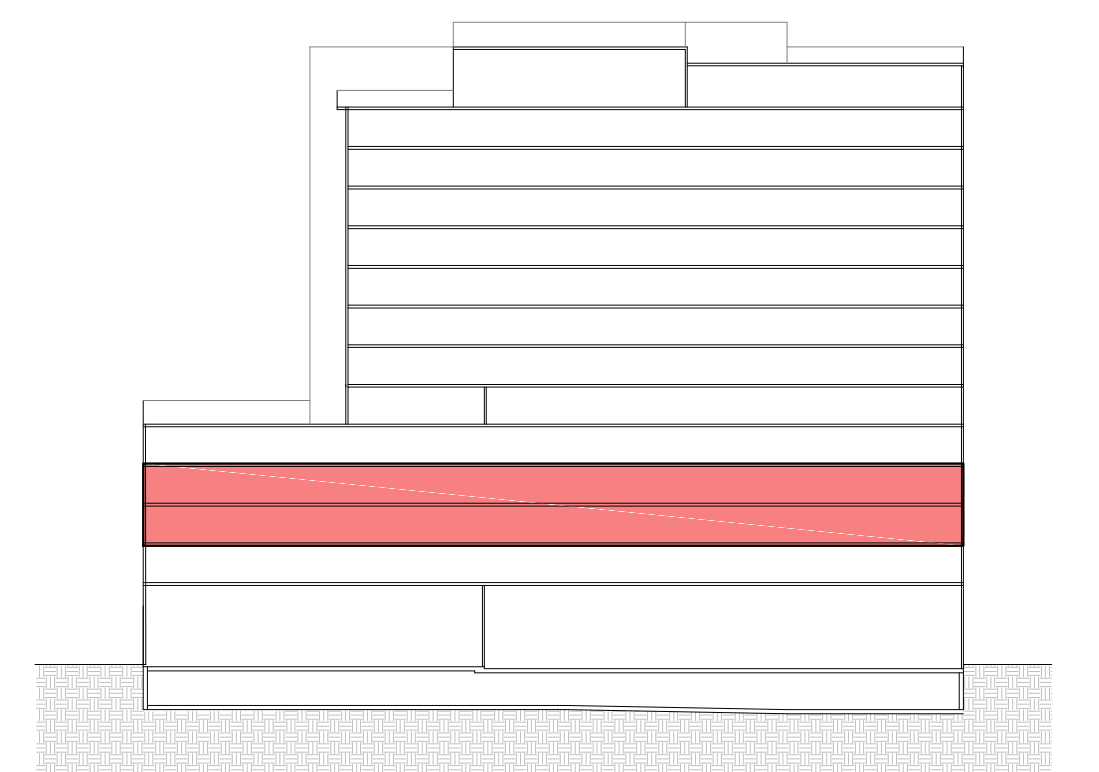
Date

11/21/2018

A2.3

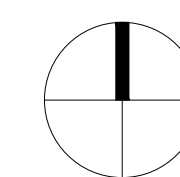
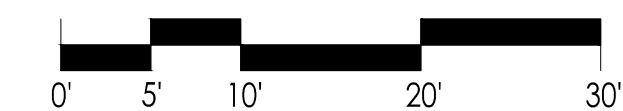


KEY SECTION



13TH & BROADWAY

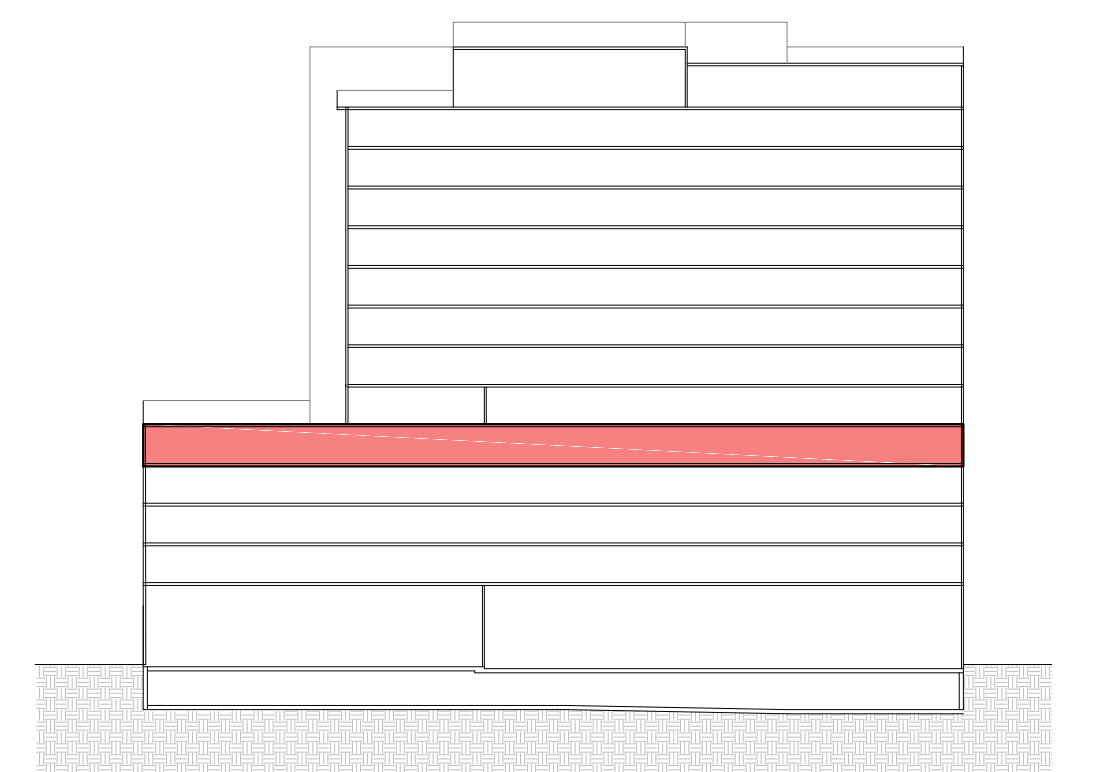
<b>JWDA</b> <small>ARCHITECTURE / INTERIOR DESIGN</small> Joseph Wong Design Associates 2359 Fourth Avenue San Diego, California 92101-1606 Phone (619) 233-6777 Fax (619) 237-0541	Project Number 3325	
	NO	DESCRIPTION
PROJECT NAME: 13TH & BROADWAY		
PROJECT ADDRESS: 1320 BROADWAY AVE. SAN DIEGO, CA 92101		
SHEET TITLE: LEVELS 3-4 FLOOR PLAN		
Date 11/21/2018		A2.4





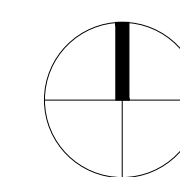


KEY SECTION



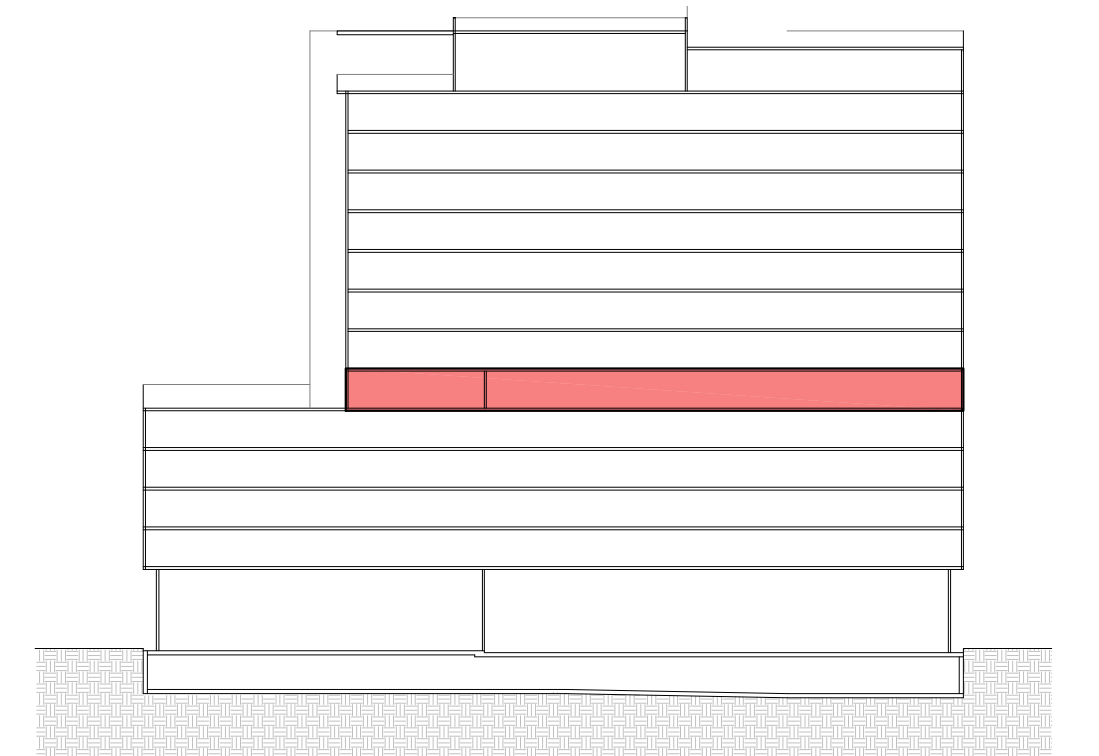
13TH & BROADWAY

<b>JWDA</b> <small>ARCHITECTURE / INTERIOR DESIGN</small> Joseph Wong Design Associates 2359 Fourth Avenue San Diego, California 92101-1606 Phone (619) 233-6777 Fax (619) 237-0541		Project Number	3325
		NO	DESCRIPTION
PROJECT NAME: 13TH & BROADWAY			
PROJECT ADDRESS: 1320 BROADWAY AVE. SAN DIEGO, CA 92101			
SHEET TITLE: LEVEL 5 FLOOR PLAN		Date	11/21/2018
			A2.5





KEY SECTION

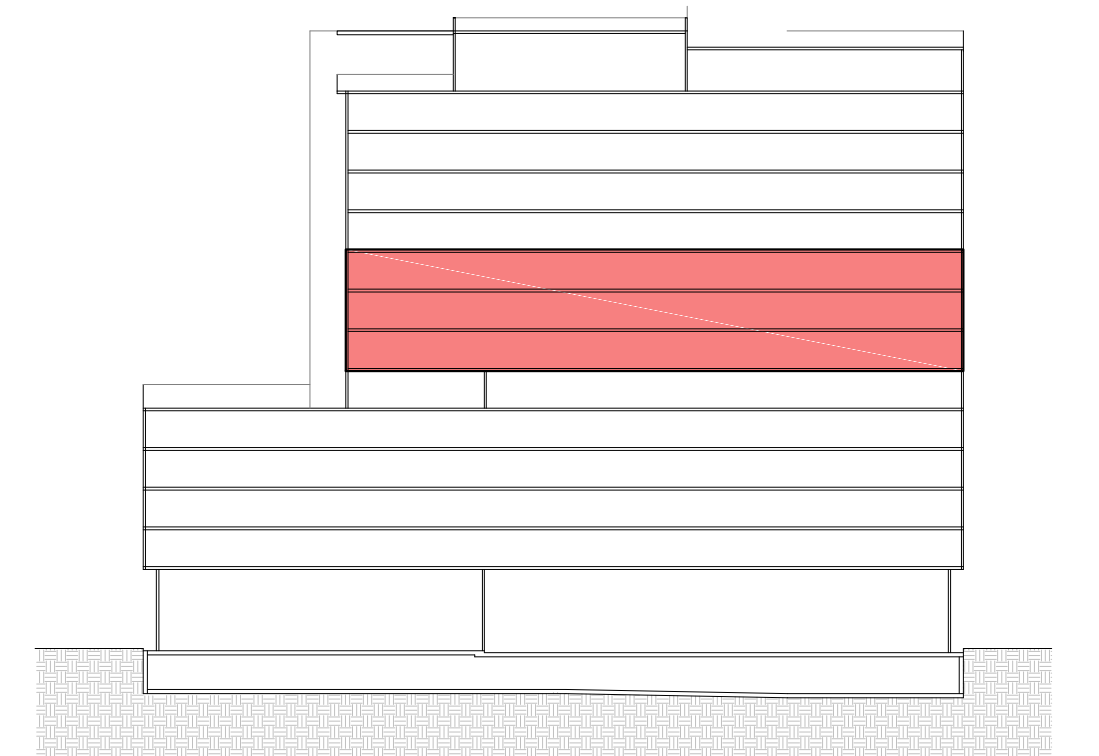


13TH & BROADWAY

<b>JWDA</b> <small>ARCHITECTS / PLANNERS / INTERIOR DESIGN</small> Joseph Wong Design Associates 2359 Fourth Avenue San Diego, California 92101-1606 Phone (619) 233-6777 Fax (619) 237-0511	Project Number 3325	
	NO	DESCRIPTION
PROJECT NAME: 13TH & BROADWAY		
PROJECT ADDRESS: 1320 BROADWAY AVE. SAN DIEGO, CA 92101		
SHEET TITLE: LEVEL 6 FLOOR PLAN	Date 11/21/2018	
	A2.6	

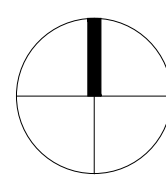


KEY SECTION



13TH & BROADWAY

<b>JWDA</b> <small>ARCHITECTURE / INTERIOR DESIGN</small> Joseph Wong Design Associates 2359 Fourth Avenue San Diego, California 92101-1606 Phone (619) 233-6777 Fax (619) 237-0541		Project Number 3325	
		NO	DESCRIPTION
PROJECT NAME: 13TH & BROADWAY			
PROJECT ADDRESS: 1320 BROADWAY AVE. SAN DIEGO, CA 92101			
SHEET TITLE: LEVELS 7-9 FLOOR PLAN		Date 11/21/2018	
		A2.7	



JWDA

SHEET TITLE:  
**LEVELS 10-13 FLOOR PLAN**

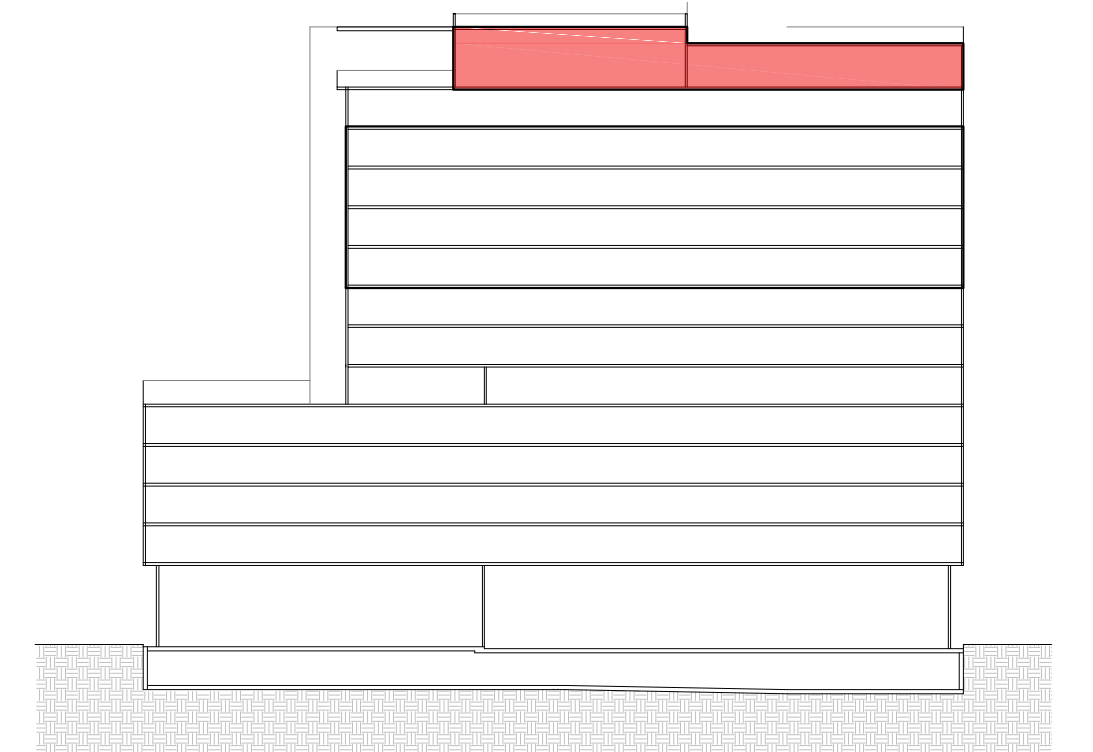
Date 11/21/2018

## A2.8





## KEY SECTION



## 13TH & BROADWAY

**JWDA**  
ARCHITECTS / PLANNERS / INTERIOR DESIGN  
Joseph Wong Design Associates  
2359 Fourth Avenue  
San Diego, California 92101-1606  
Phone (619) 233-6777 Fax (619) 237-0541

Project Number 3325

NO	DESCRIPTION
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	

PROJECT NAME:

13TH & BROADWAY

PROJECT ADDRESS:

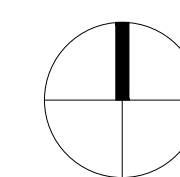
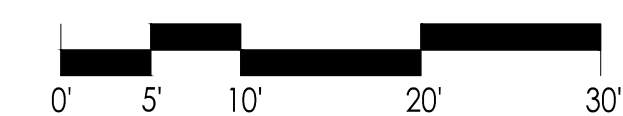
1320 BROADWAY AVE.  
SAN DIEGO, CA 92101

SHEET TITLE:

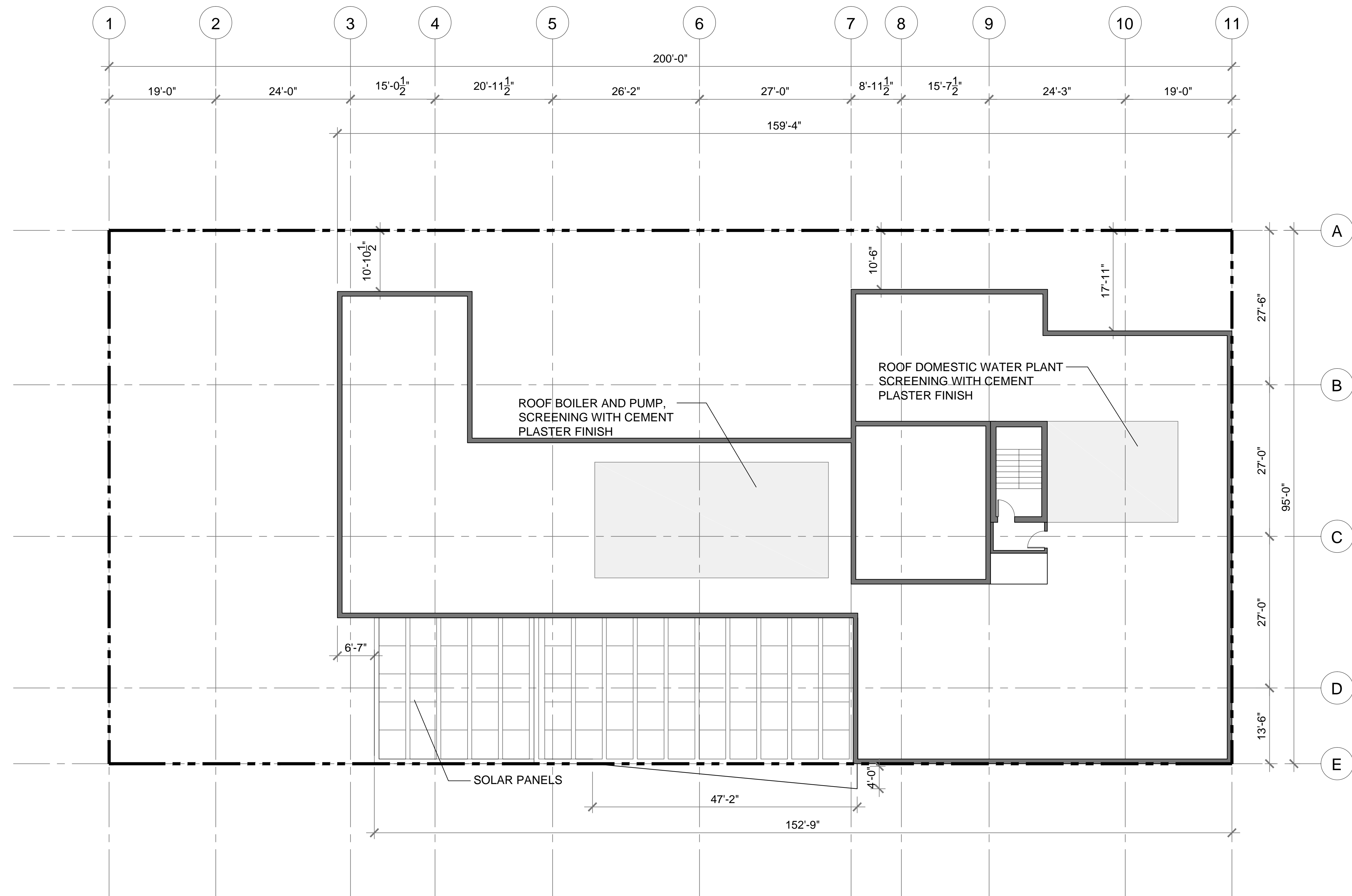
LEVEL 14 FLOOR PLAN

Date 11/21/2018

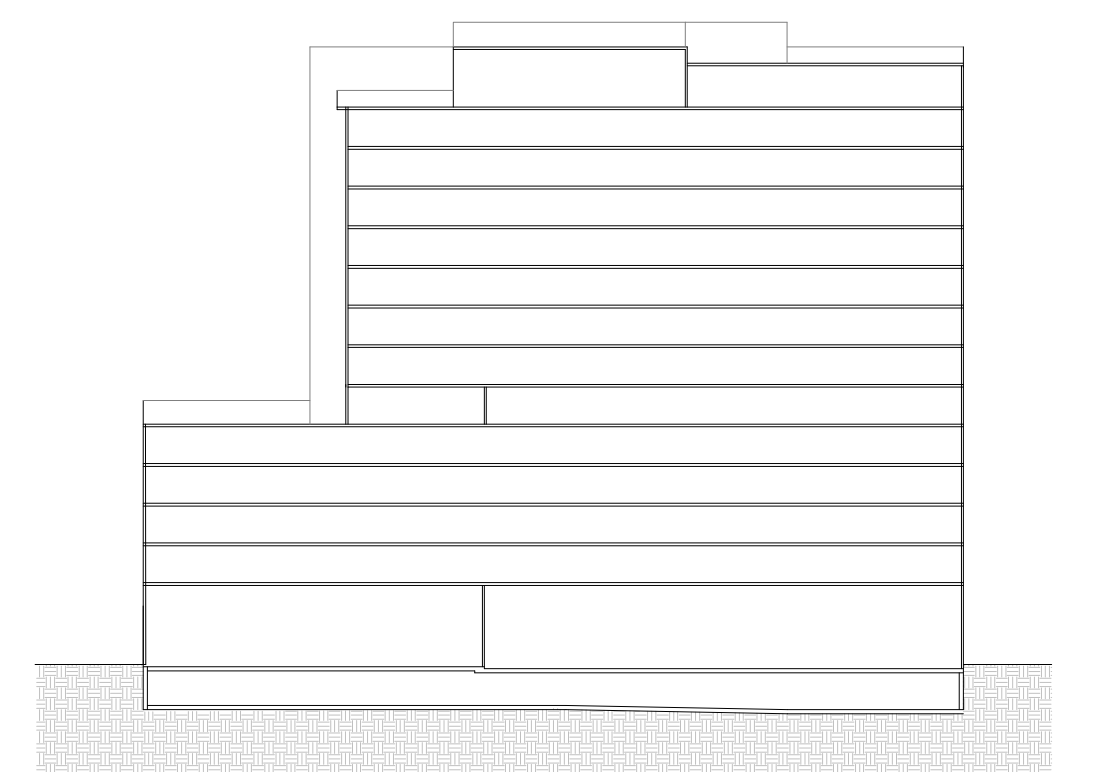
A2.9







KEY SECTION



13TH & BROADWAY

<b>JWDA</b> <small>ARCHITECTURE / INTERIOR DESIGN</small> Joseph Wong Design Associates 2359 Fourth Avenue San Diego, California 92101-1606 Phone (619) 233-6777 Fax (619) 237-0541	Project Number 3325	
	NO	DESCRIPTION
PROJECT NAME: 13TH & BROADWAY		
PROJECT ADDRESS: 1320 BROADWAY AVE. SAN DIEGO, CA 92101		
SHEET TITLE: ROOF PLAN	Date 11/21/2018	
	A2.10	

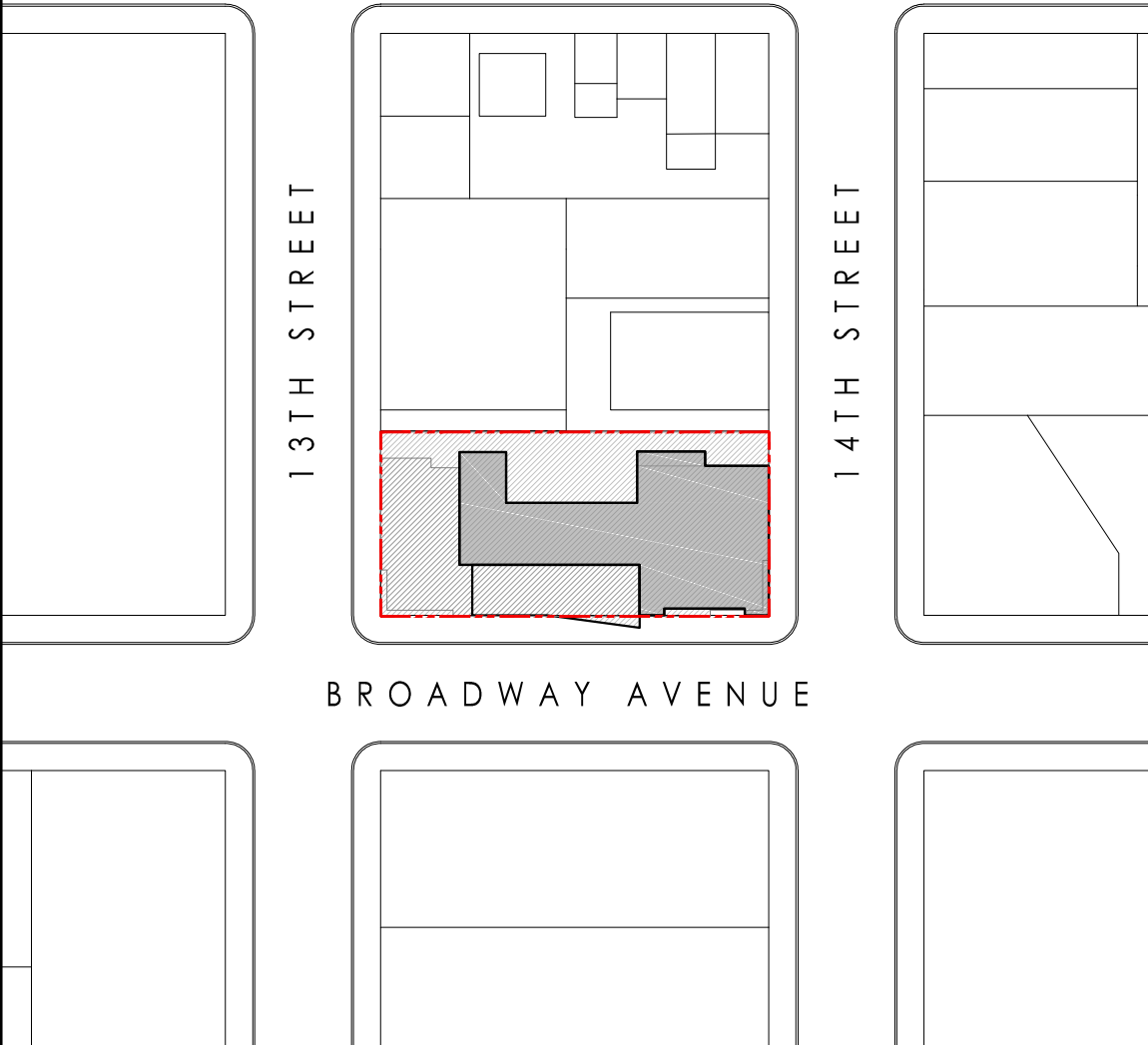




MATERIAL LEGEND

- 1 WINDOW WALL GLAZING
- 2 ALUMINUM WINDOW WALL FRAME
- 3 STOREFRONT GLAZING
- 4 STOREFRONT/WINDOW WALL FRAME
- 5 SPANDREL GLAZING
- 6 GLASS GUARDRAIL
- 7 METAL PANEL
- 8 GARAGE DOOR
- 9 EXPOSED CONCRETE
- 10 CEMENT PLASTER
- 11 METAL CANOPY
- 12 COMPOSITE WOOD PLANK
- 13 METAL SUNSHADE DEVICE

KEY MAP



13TH & BROADWAY

JWDA		Project Number	3325
ARCHITECTURE / PLANNING / INTERIOR DESIGN		NO	DESCRIPTION
Joseph Wong Design Associates			
2359 Fourth Avenue			
San Diego, California 92101-1606			
Phone: (619) 233-6777 Fax: (619) 237-0541			
PROJECT NAME:			
13TH & BROADWAY			
PROJECT ADDRESS:			
1320 BROADWAY AVE.			
SAN DIEGO, CA 92101			
SHEET TITLE:		Date	11/21/2018
EAST ELEVATION			A4.0

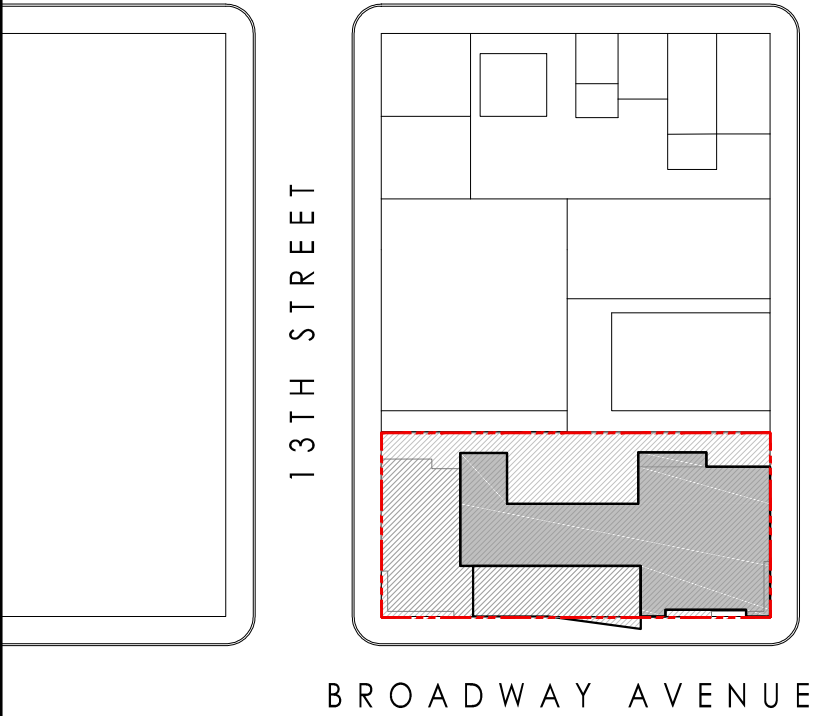




MATERIAL LEGEND

- 1 WINDOW WALL GLAZING
- 2 ALUMINUM WINDOW WALL FRAME
- 3 STOREFRONT GLAZING
- 4 STOREFRONT/WINDOW WALL FRAME
- 5 SPANDREL GLAZING
- 6 GLASS GUARDRAIL
- 7 METAL PANEL
- 8 GARAGE DOOR
- 9 EXPOSED CONCRETE
- 10 CEMENT PLASTER
- 11 METAL CANOPY
- 12 COMPOSITE WOOD PLANK
- 13 METAL SUNSHADE DEVICE

KEY MAP



13TH & BROADWAY

**JWDA**  
ARCHITECTURE / INTERIORS / INTERIOR DESIGN  
Joseph Wong Design Associates  
2159 Fourth Avenue  
San Diego, California 92101-1606  
Phone: (619) 233-6777 Fax: (619) 237-0541

PROJECT NAME:  
**13TH & BROADWAY**

PROJECT ADDRESS:  
**1320 BROADWAY AVE.  
SAN DIEGO, CA 92101**

SHEET TITLE:  
**SOUTH ELEVATION**

Project Number **3325**

NO	DESCRIPTION

Date **11/21/2018**

**A4.1**

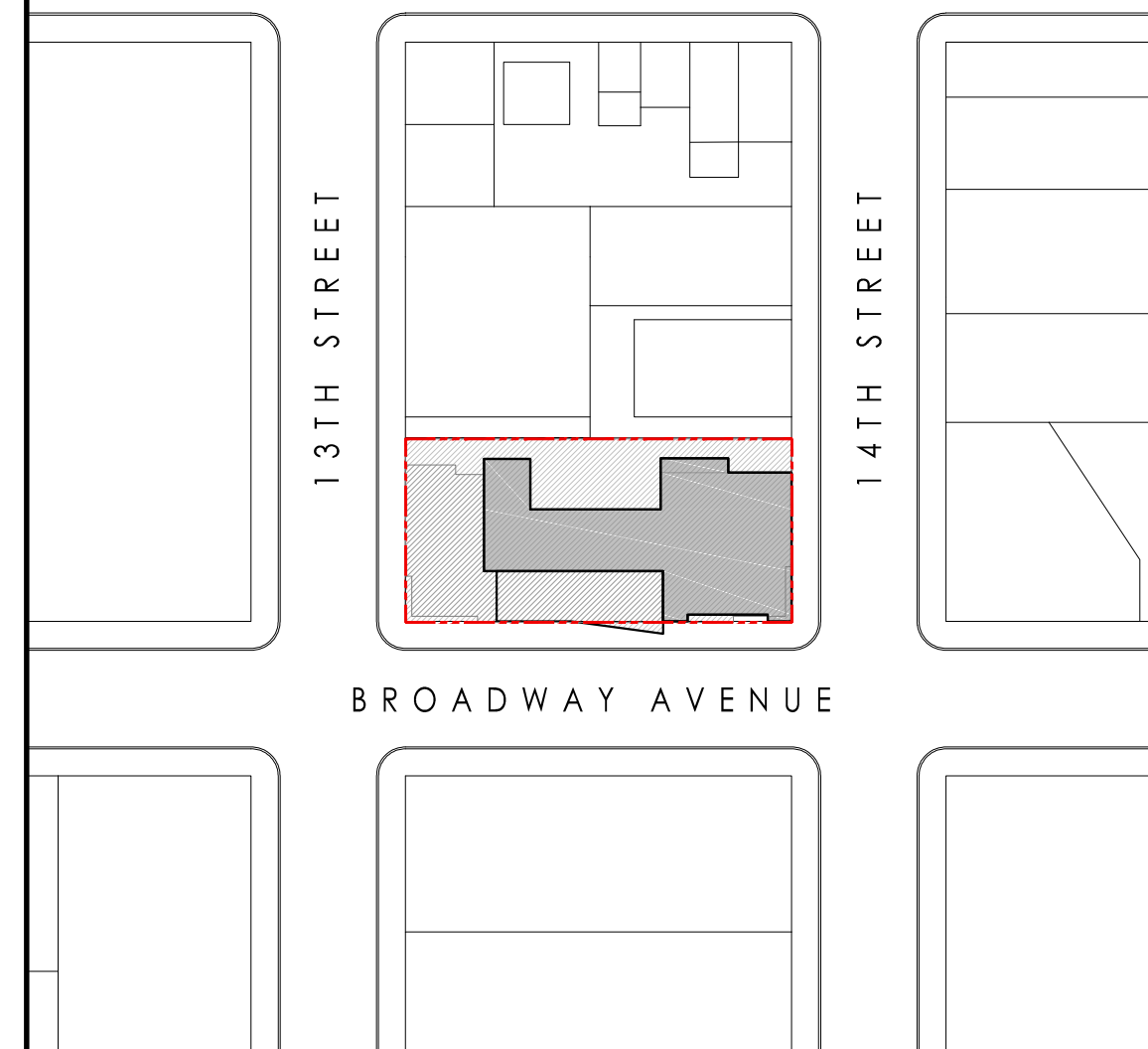




## MATERIAL LEGEND

- 1 WINDOW WALL GLAZING
- 2 ALUMINUM WINDOW WALL FRAME
- 3 STOREFRONT GLAZING
- 4 STOREFRONT/WINDOW WALL FRAME
- 5 SPANDREL GLAZING
- 6 GLASS GUARDRAIL
- 7 METAL PANEL
- 8 GARAGE DOOR
- 9 EXPOSED CONCRETE
- 10 CEMENT PLASTER
- 11 METAL CANOPY
- 12 COMPOSITE WOOD PLANK
- 13 METAL SUNSHADE DEVICE

## KEY MAP



## 13TH & BROADWAY

**JWDA**

ARCHITECTURE / INTERIORS / INTERIOR DESIGN  
Joseph Wong Design Associates  
2159 Fourth Avenue  
San Diego, California 92101-1606  
Phone: (619) 233-6777 Fax: (619) 237-0541

PROJECT NAME:

13TH & BROADWAY

PROJECT ADDRESS:

1320 BROADWAY AVE.  
SAN DIEGO, CA 92101

SHEET TITLE:

WEST ELEVATION

Project Number 3325

NO DESCRIPTION

Date 11/21/2018

A4.2

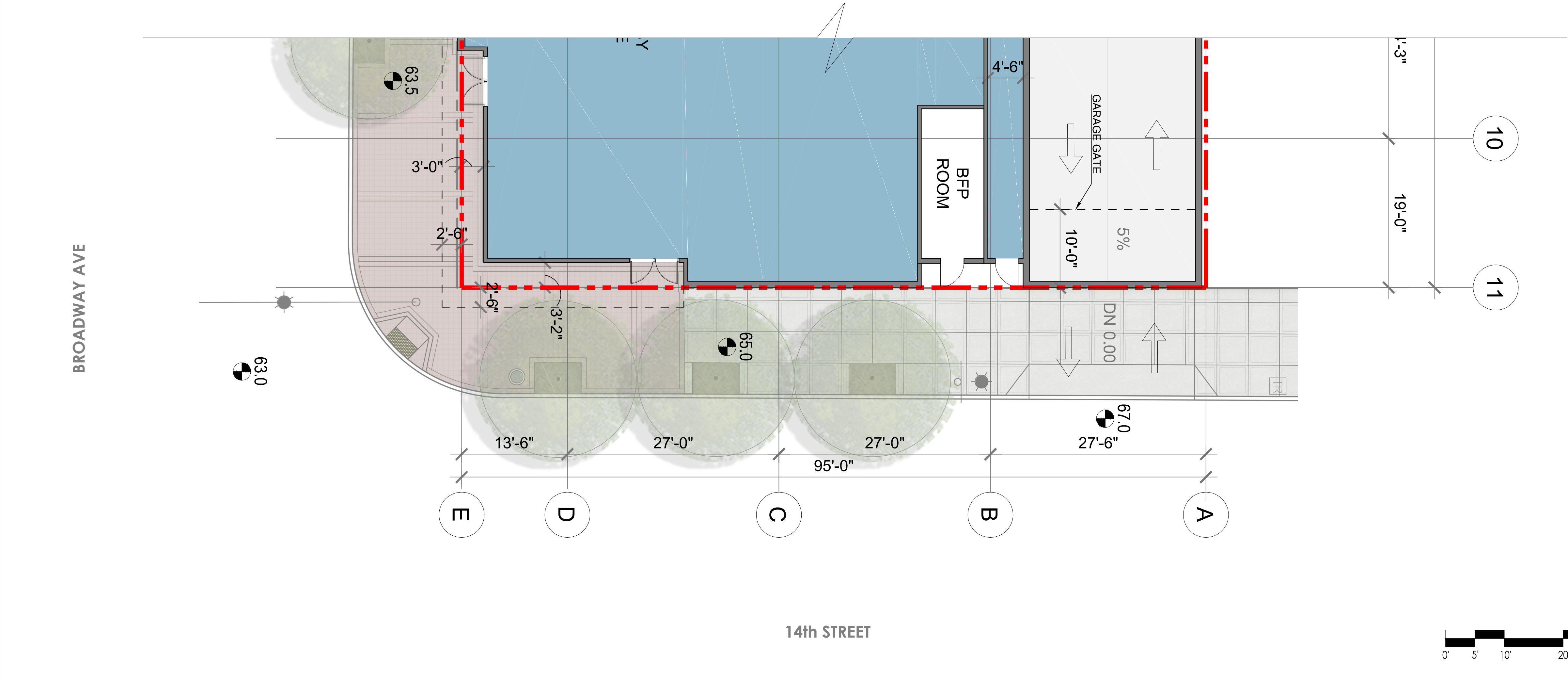








MATERIAL LEGEND	
1	WINDOW WALL GLAZING
2	ALUMINUM WINDOW WALL FRAME
3	STOREFRONT GLAZING
4	STOREFRONT/WINDOW WALL FRAME
5	SPANDREL GLAZING
6	GLASS GUARDRAIL
7	METAL PANEL
8	GARAGE DOOR
9	EXPOSED CONCRETE
10	CEMENT PLASTER
11	METAL CANOPY
12	COMPOSITE WOOD PLANK
13	METAL SUNSHADE DEVICE



KEY MAP

13TH & BROADWAY

**JWDA**  
ARCHITECTURE/PLANNING/INTERIOR DESIGN  
Joseph Wong Design Associates  
2359 Fourth Avenue  
San Diego, California 92101-1606  
Phone: (619) 333-6777 Fax: (619) 237-0541

PROJECT NAME:  
**13TH & BROADWAY**

PROJECT ADDRESS:  
**1320 BROADWAY AVE.  
SAN DIEGO, CA 92101**

SHEET TITLE:  
**ENLARGED ELEVATION  
(14TH ST)**

Project Number 3325

NO	DESCRIPTION

Date 11/21/2018

**A4.4**





MATERIAL LEGEND

1

WINDOW WALL GLAZING

2

ALUMINUM WINDOW WALL FRAME

3

STOREFRONT GLAZING

4

STOREFRONT/WINDOW WALL FRAME

5

SPANDREL GLAZING

6

GLASS GUARDRAIL

7

METAL PANEL

8

GARAGE DOOR

9

EXPOSED CONCRETE

10

CEMENT PLASTER

11

METAL CANOPY

12

COMPOSITE WOOD PLANK

13

METAL SUNSHADE DEVICE

KEY MAP



13TH & BROADWAY

JWDA

ARCHITECTURE / PLANNING / INTERIOR DESIGN

Joseph Wong Design Associates

2559 Fourth Avenue

San Diego, California 92101-1606

Phone: (619) 233-6777 Fax: (619) 237-0541

PROJECT NAME:  
13TH & BROADWAY

PROJECT ADDRESS:  
1320 BROADWAY AVE.  
SAN DIEGO, CA 92101

SHEET TITLE:  
ENLARGED ELEVATION  
(BROADWAY AVE)

Project Number 3325

NO	DESCRIPTION

Date 11/21/2018

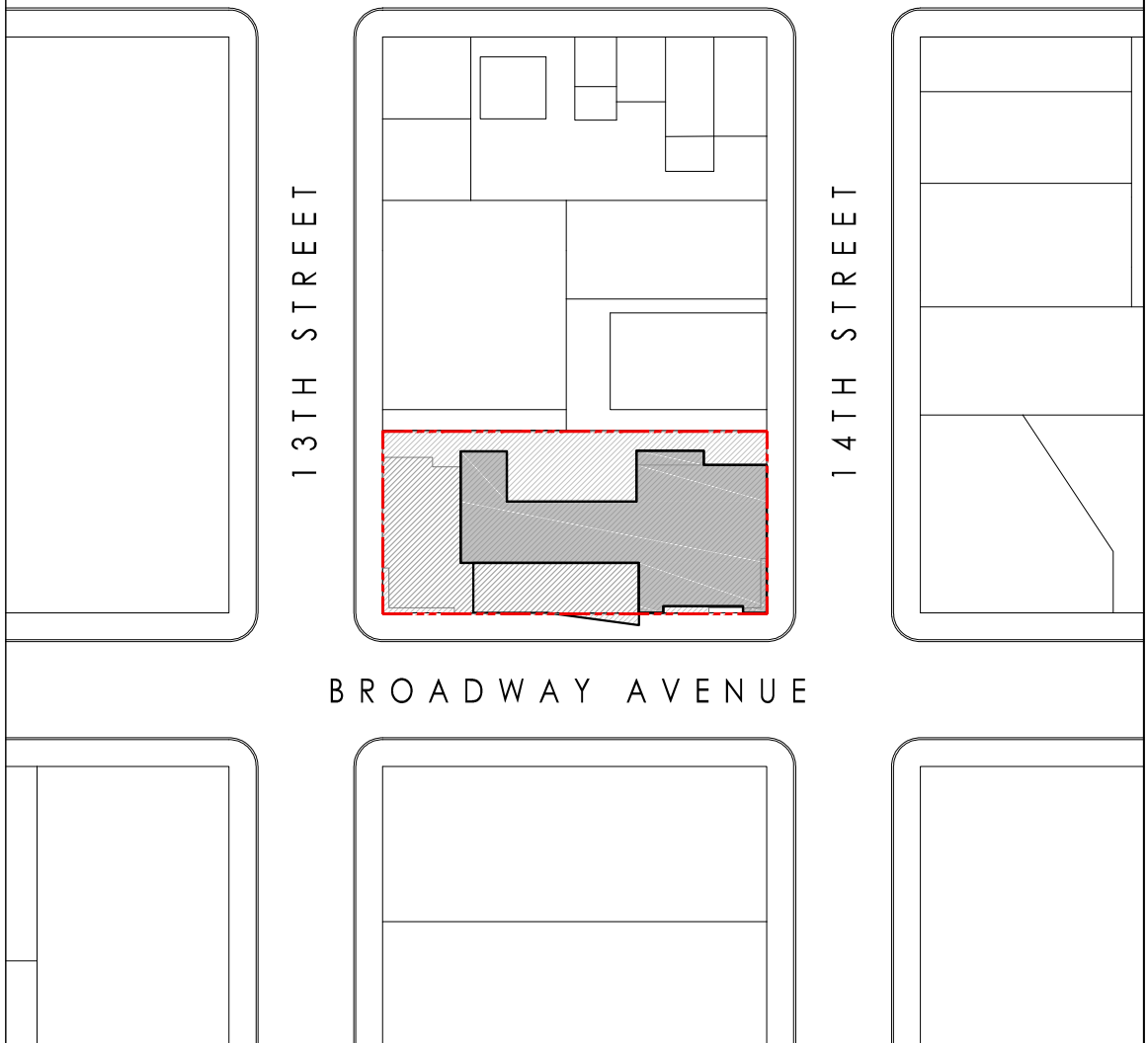
A4.5





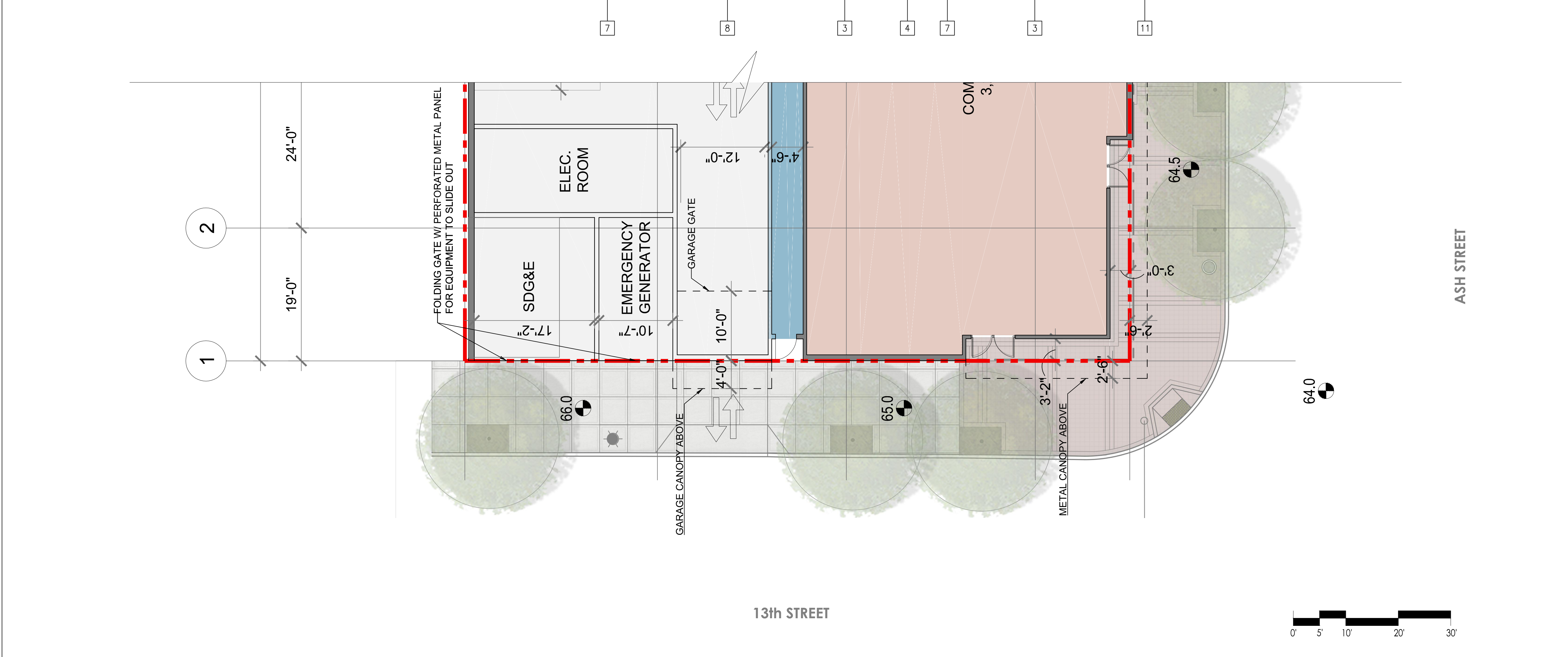
- MATERIAL LEGEND**
- 1 WINDOW WALL GLAZING
  - 2 ALUMINUM WINDOW WALL FRAME
  - 3 STOREFRONT GLAZING
  - 4 STOREFRONT/WINDOW WALL FRAME
  - 5 SPANDREL GLAZING
  - 6 GLASS GUARDRAIL
  - 7 METAL PANEL
  - 8 GARAGE DOOR
  - 9 EXPOSED CONCRETE
  - 10 CEMENT PLASTER
  - 11 METAL CANOPY
  - 12 COMPOSITE WOOD PLANK
  - 13 METAL SUNSHADE DEVICE

**KEY MAP**

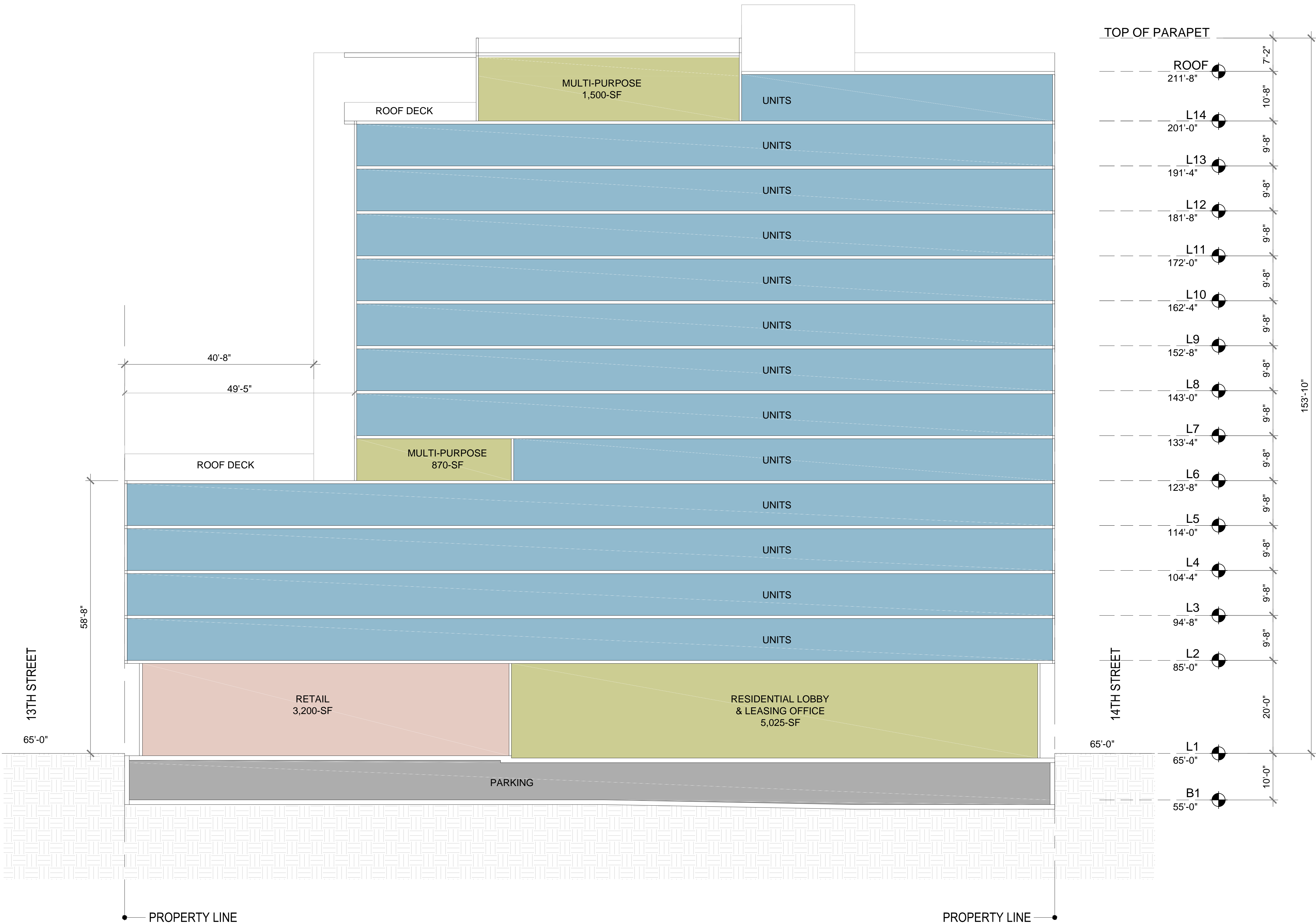


**13TH & BROADWAY**

<b>JWDA</b> <small>ARCHITECTURE / INTERIORS / INTERIOR DESIGN</small> Joseph Wong Design Associates 2159 Fourth Avenue San Diego, California 92101-1606 Phone: (619) 233-6777 Fax: (619) 237-0541		Project Number	3325
PROJECT NAME: <b>13TH &amp; BROADWAY</b>		NO	DESCRIPTION
PROJECT ADDRESS: <b>1320 BROADWAY AVE. SAN DIEGO, CA 92101</b>			
SHEET TITLE: <b>ENLARGED ELEVATION (13th ST)</b>		Date	11/21/2018
		<b>A4.6</b>	







TOP OF PARAPET

ROOF

211'-8"

L14

201'-0"

L13

191'-4"

L12

181'-8"

L11

172'-0"

L10

162'-4"

L9

152'-8"

L8

143'-0"

L7

133'-4"

L6

123'-8"

L5

114'-0"

L4

104'-4"

L3

94'-8"

L2

85'-0"

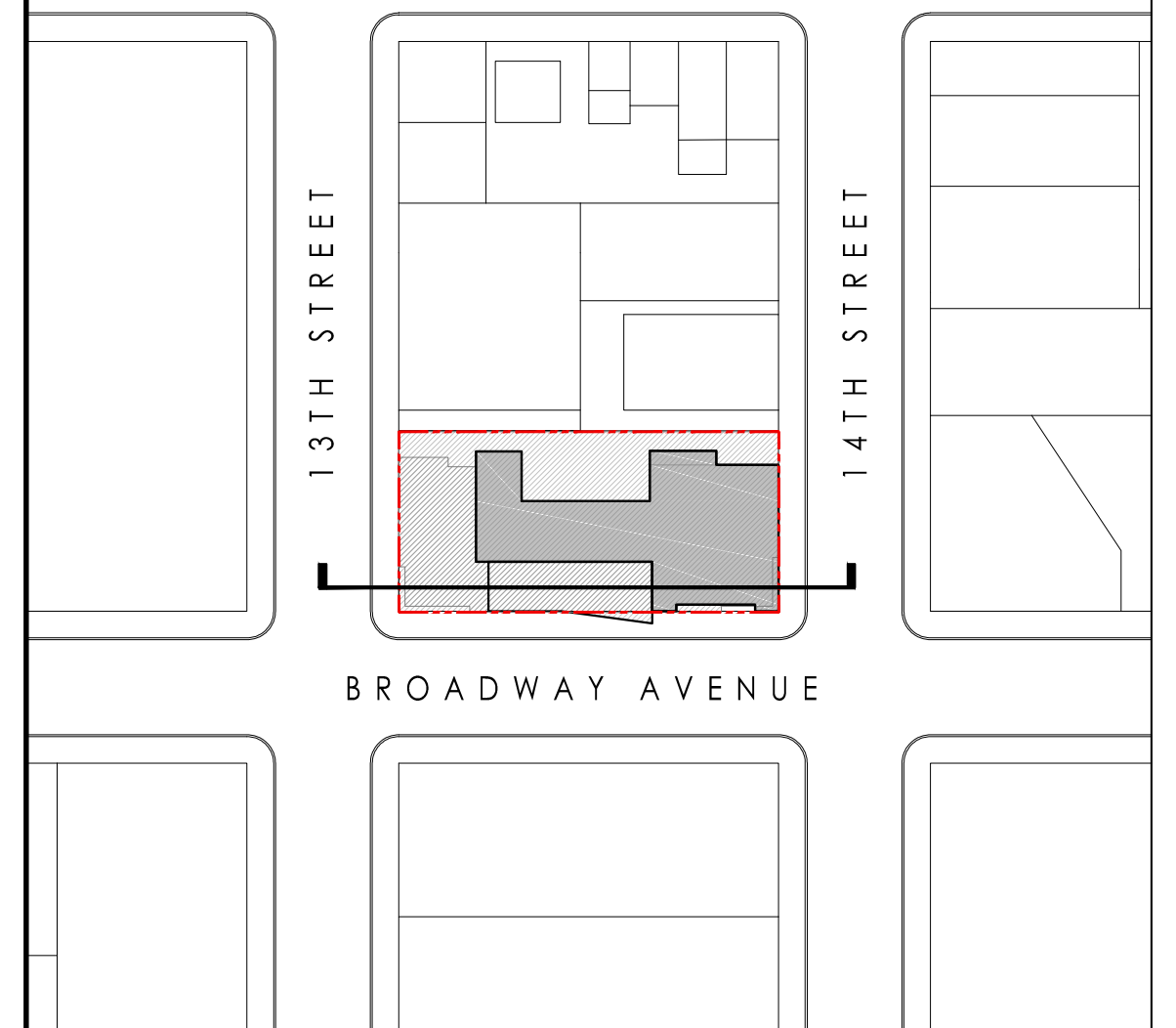
L1

65'-0"

B1

55'-0"

## KEY MAP



## 13TH & BROADWAY

**JWDA**

ARCHITECTURE / PLANNING / INTERIOR DESIGN  
Joseph Wong Design Associates  
2159 Fourth Avenue  
San Diego, California 92101-1606  
Phone: (619) 333-6777 Fax: (619) 237-0541

PROJECT NAME:

**13TH & BROADWAY**

PROJECT ADDRESS:

**1320 BROADWAY AVE.  
SAN DIEGO, CA 92101**

SHEET TITLE:

**SECTION EAST-WEST**

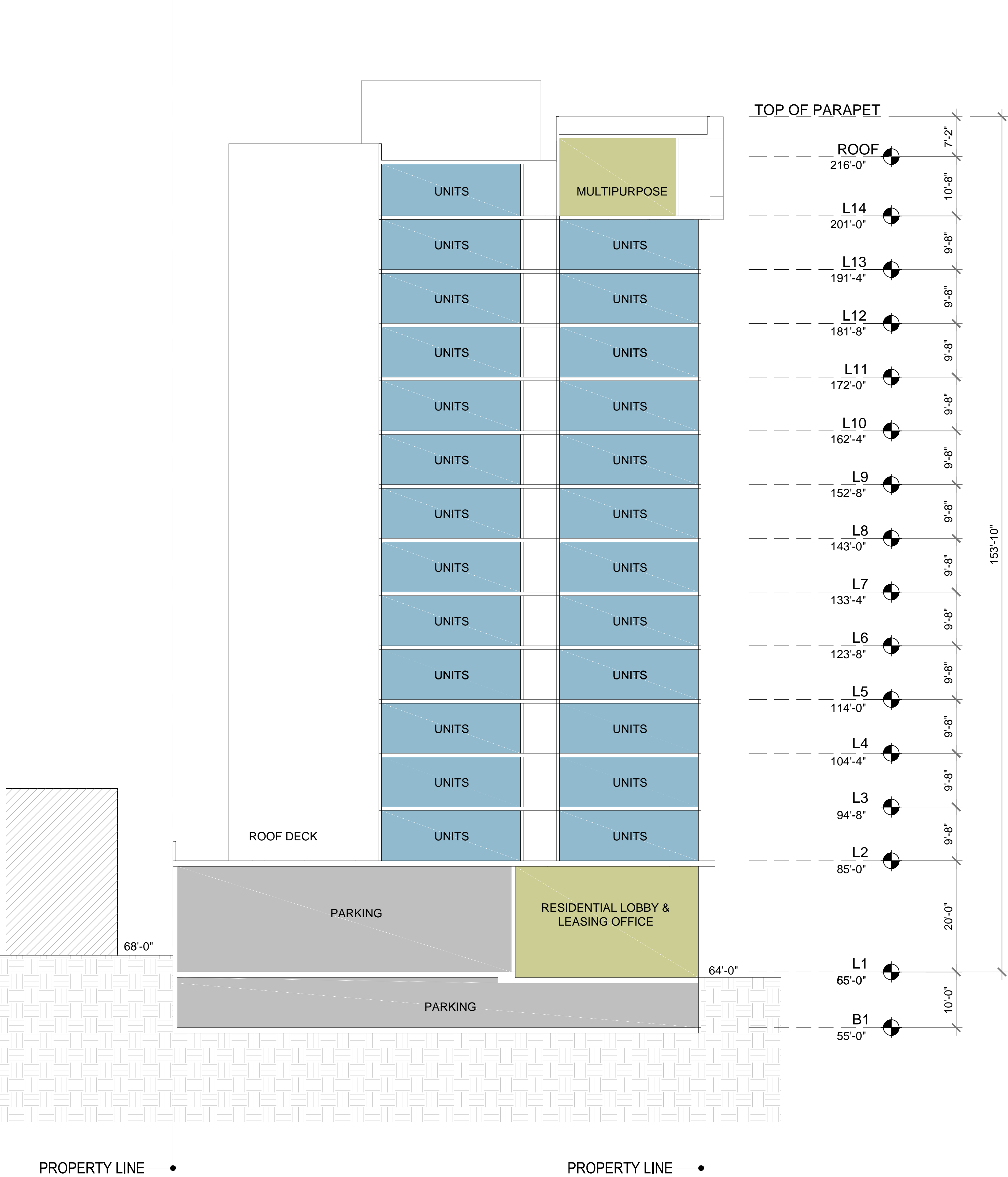
Project Number 3325

NO DESCRIPTION

Date 11/21/2018

**A5.0**





KEY MAP

13TH STREET  
14TH STREET  
BROADWAY AVENUE

13TH & BROADWAY

**JWDA**  
ARCHITECTURE / PLANNING / INTERIOR DESIGN  
Joseph Wong Design Associates  
2159 Fourth Avenue  
San Diego, California 92101-1606  
Phone: (619) 233-6777 Fax: (619) 237-0541

PROJECT NAME:  
**13TH & BROADWAY**

PROJECT ADDRESS:  
**1320 BROADWAY AVE.  
SAN DIEGO, CA 92101**

SHEET TITLE:  
**SECTION NORTH-SOUTH**

Project Number **3325**

NO	DESCRIPTION

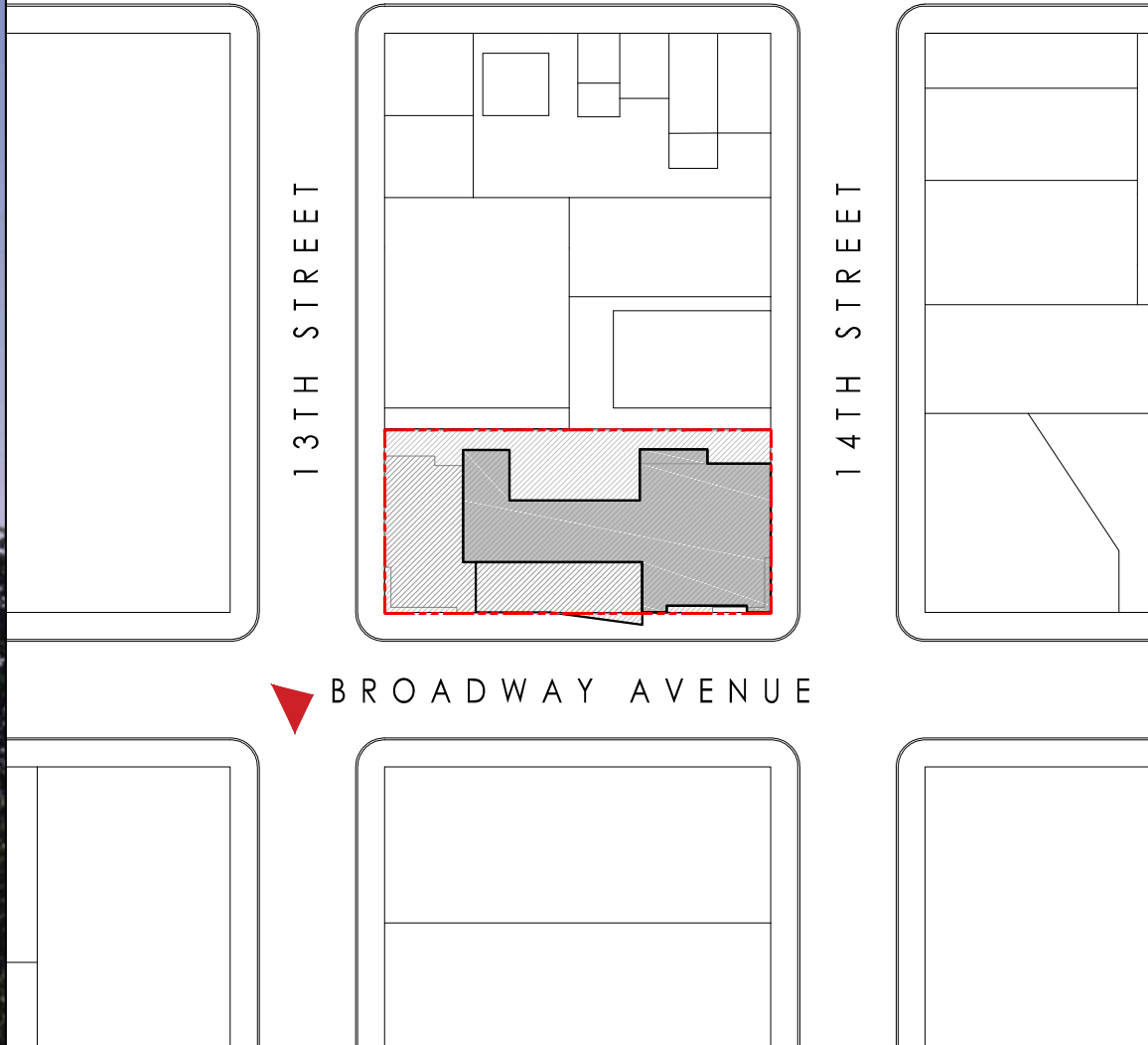
Date **11/21/2018**

**A5.1**





KEY MAP



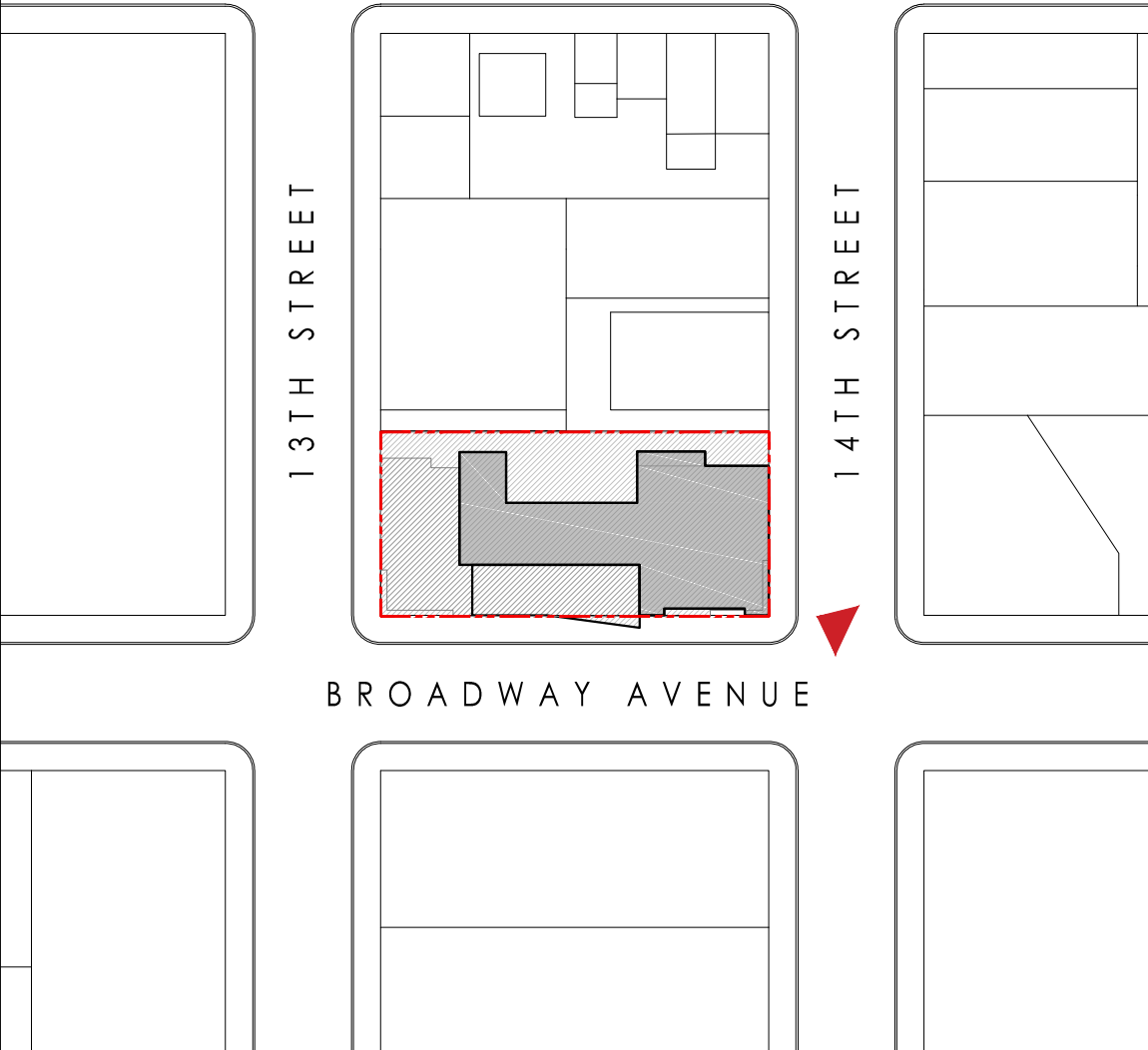
13TH & BROADWAY

<b>JWDA</b> <small>ARCHITECTURE / INTERIORS / INTERIOR DESIGN Joseph Wong Design Associates 2159 Fourth Avenue San Diego, California 92101-1606 Phone: (619) 333-6777 Fax: (619) 237-0541</small>		Project Number	3325
PROJECT NAME:		NO	DESCRIPTION
13TH & BROADWAY			
PROJECT ADDRESS:			
1320 BROADWAY AVE.			
SAN DIEGO, CA 92101			
SHEET TITLE:		Date 11/21/2018	
PERSPECTIVE VIEWS		A6.0	





KEY MAP



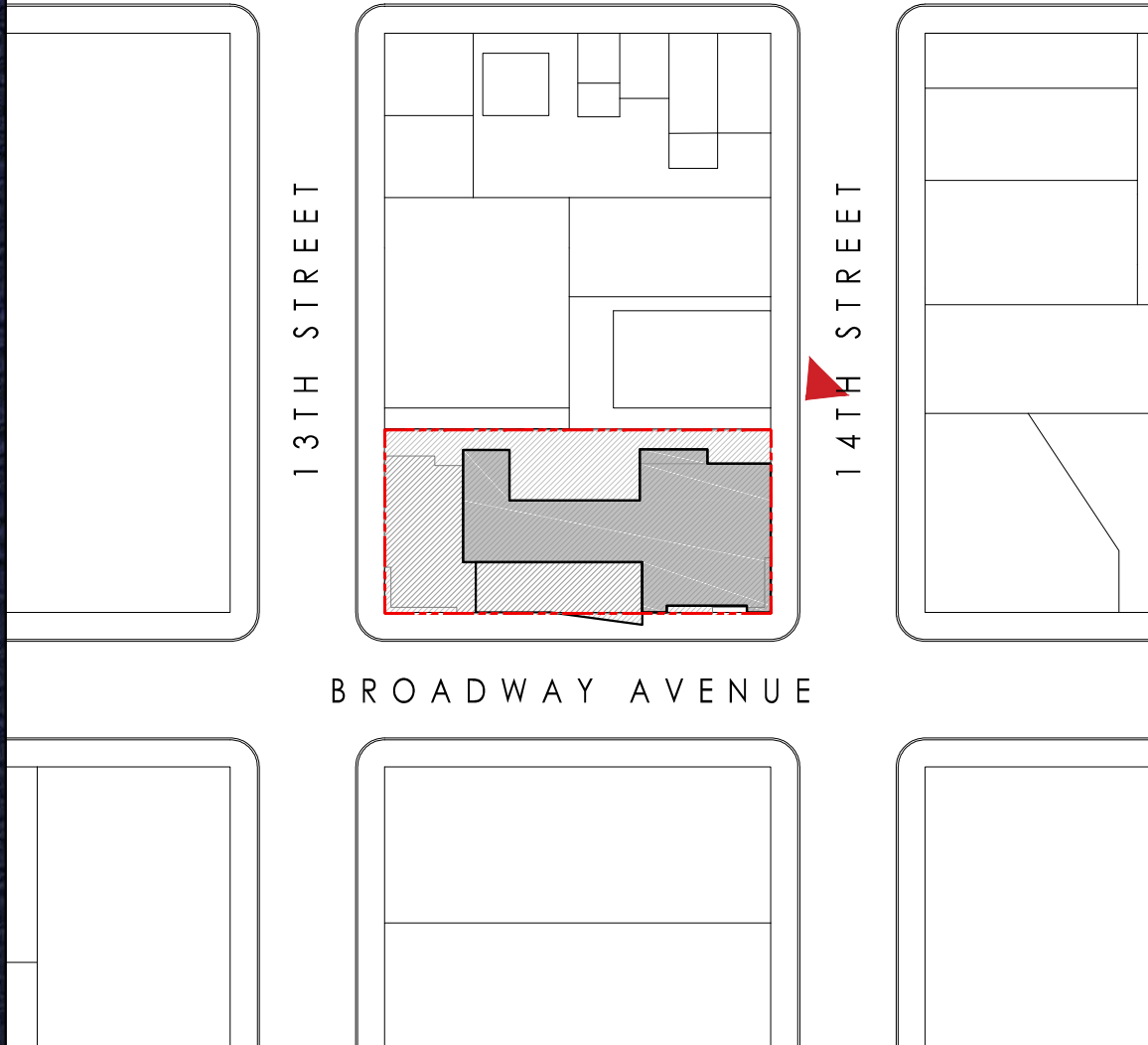
13TH & BROADWAY

JWDA		Project Number	3325
ARCHITECTURE/ENGINEERING/INTERIOR DESIGN		NO	DESCRIPTION
Joseph Wong Design Associates			
2159 Fourth Avenue			
San Diego, California 92101-1606			
Phone: (619) 333-6777 Fax: (619) 237-0541			
PROJECT NAME:			
13TH & BROADWAY			
PROJECT ADDRESS:			
1320 BROADWAY AVE.			
SAN DIEGO, CA 92101			
SHEET TITLE:		Date	11/21/2018
PERSPECTIVE VIEWS			A6.1





KEY MAP



13TH & BROADWAY

<b>JWDA</b> <small>ARCHITECTURE / INTERIORS / INTERIOR DESIGN</small> Joseph Wong Design Associates 2159 Fourth Avenue San Diego, California 92101-1606 Phone: (619) 233-6777 Fax: (619) 237-0541		Project Number	3325
PROJECT NAME: 13TH & BROADWAY		NO	DESCRIPTION
PROJECT ADDRESS: 1320 BROADWAY AVE. SAN DIEGO, CA 92101			
SHEET TITLE: PERSPECTIVE VIEWS			
		Date	11/21/2018
		A6.2	





MATERIAL LEGEND

1

 WINDOW WALL GLAZING

2

 ALUMINUM WINDOW WALL FRAME

3

 STOREFRONT GLAZING

4

 STOREFRONT/WINDOW WALL FRAME

5

 SPANDREL GLAZING

6

 GLASS GUARDRAIL

7

 METAL PANEL

8

 GARAGE DOOR

9

 EXPOSED CONCRETE

10

 CEMENT PLASTER

11

 METAL CANOPY

12

 COMPOSITE WOOD PLANK

13

 METAL SUNSHADE DEVICE

KEY MAP

13TH & BROADWAY

JWDA

ARCHITECTURE / INTERIORS / INTERIOR DESIGN

Joseph Wong Design Associates

2159 Fourth Avenue

San Diego, California 92101-1606

Phone: (619) 233-6777 Fax: (619) 237-0541

PROJECT NAME:  
13TH & BROADWAY

PROJECT ADDRESS:  
1320 BROADWAY AVE.  
SAN DIEGO, CA 92101

SHEET TITLE:  
MATERIAL BOARD

Project Number 3325

NO	DESCRIPTION

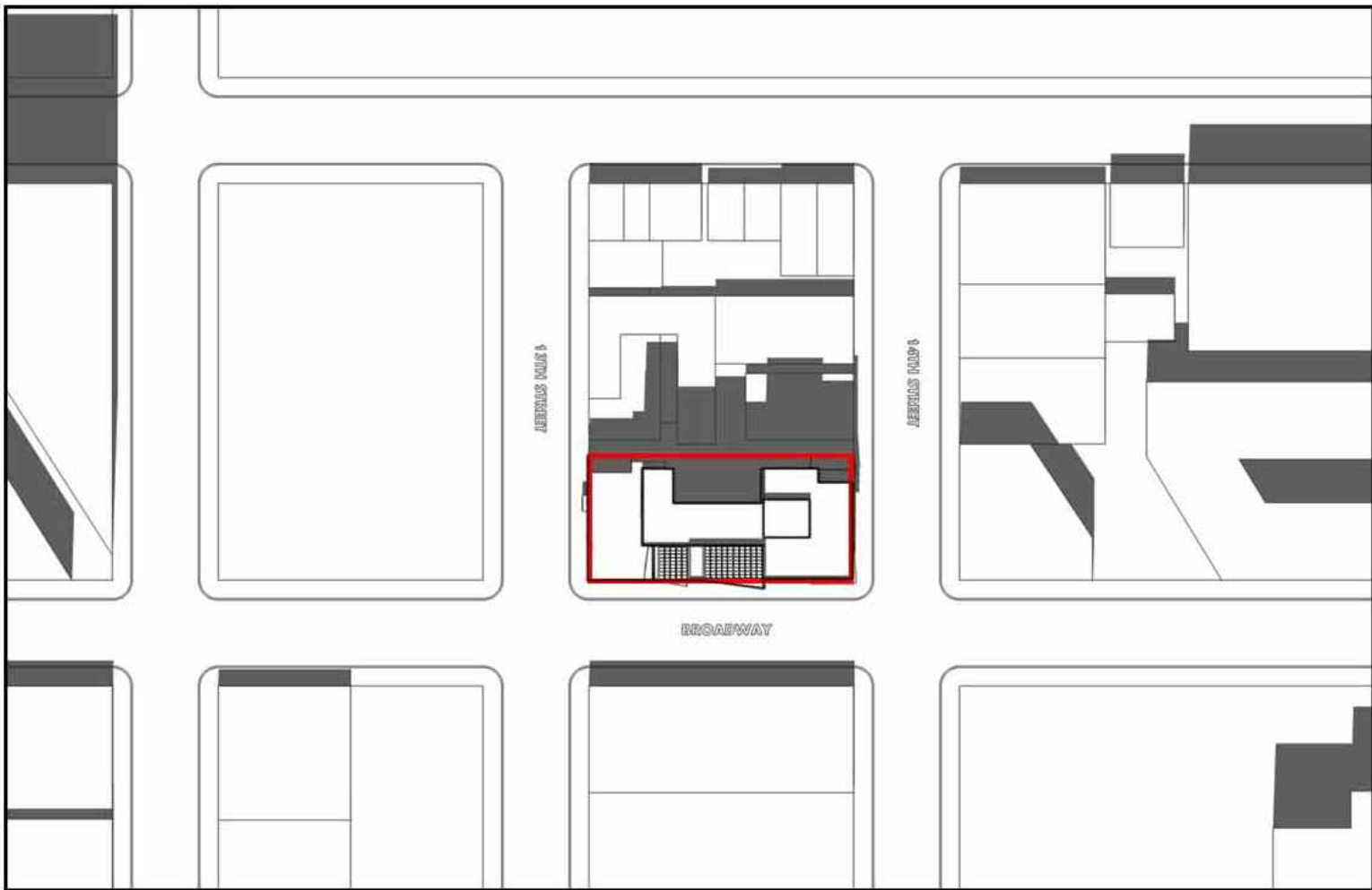
Date 11/21/2018

A7.0





SPRING EQUINOX - 8 AM



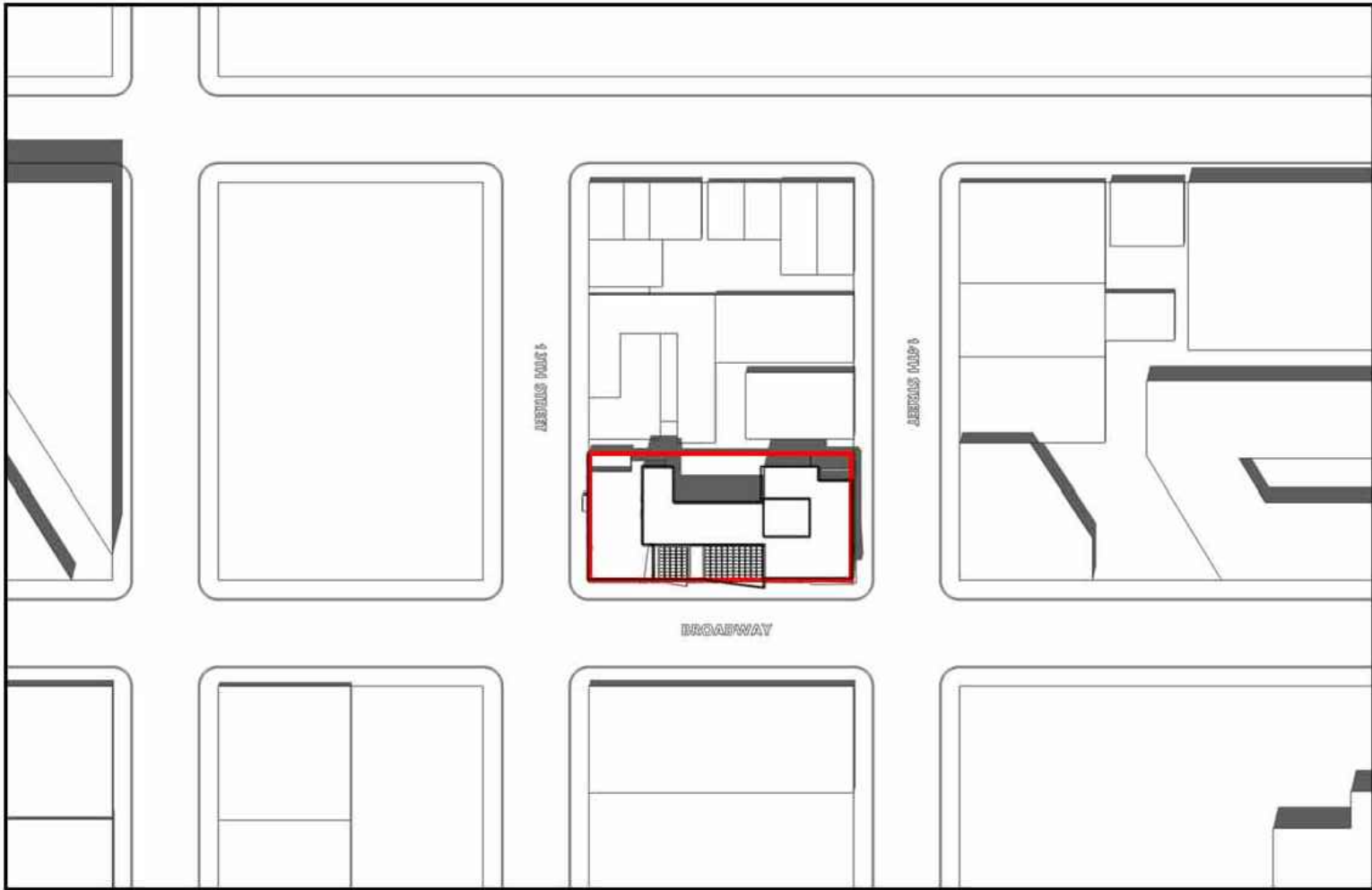
SPRING EQUINOX - 12 NOON



SPRING EQUINOX - 4 PM



SUMMER SOLSTICE - 8 AM



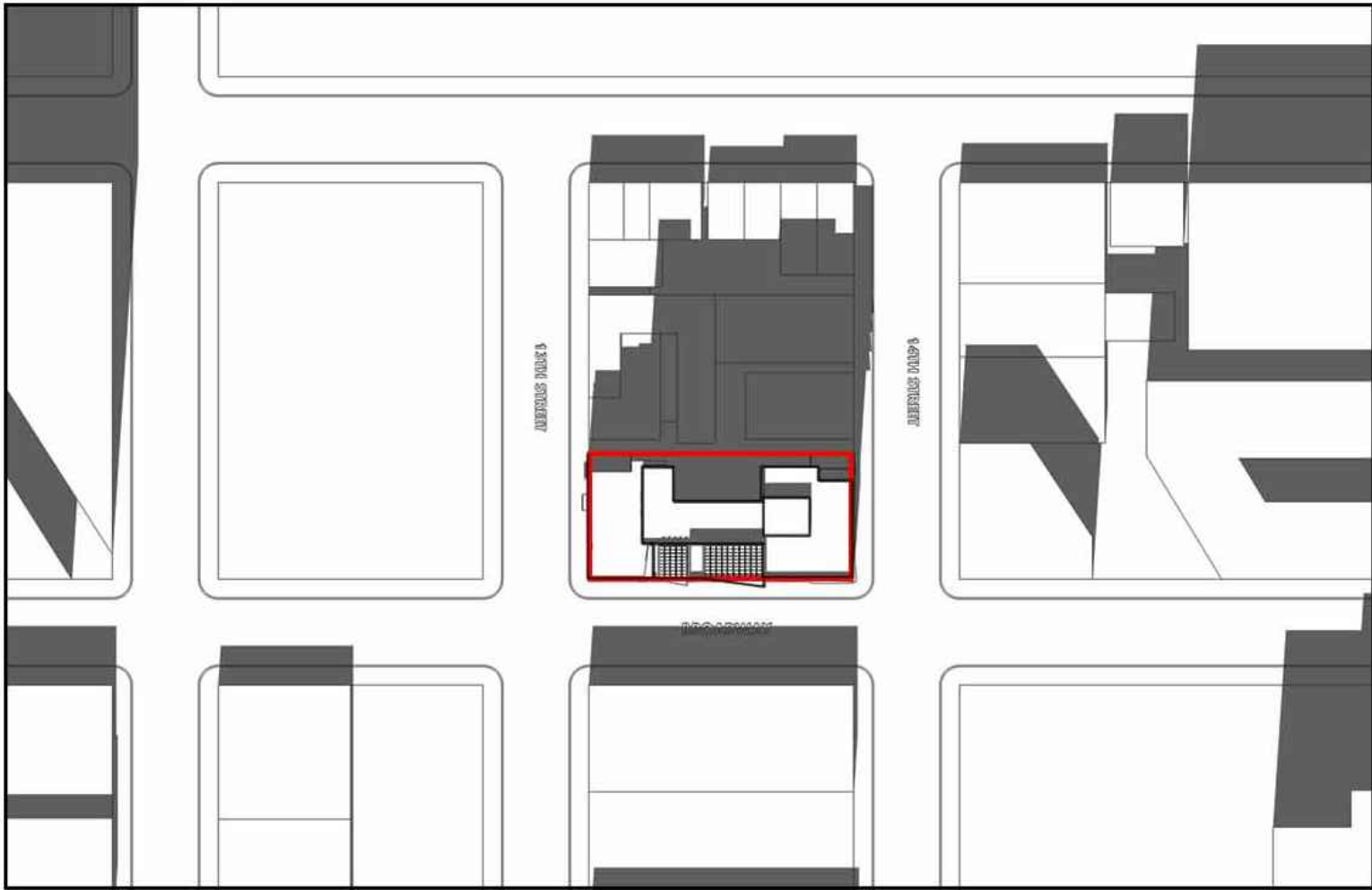
SUMMER SOLSTICE - 12 NOON



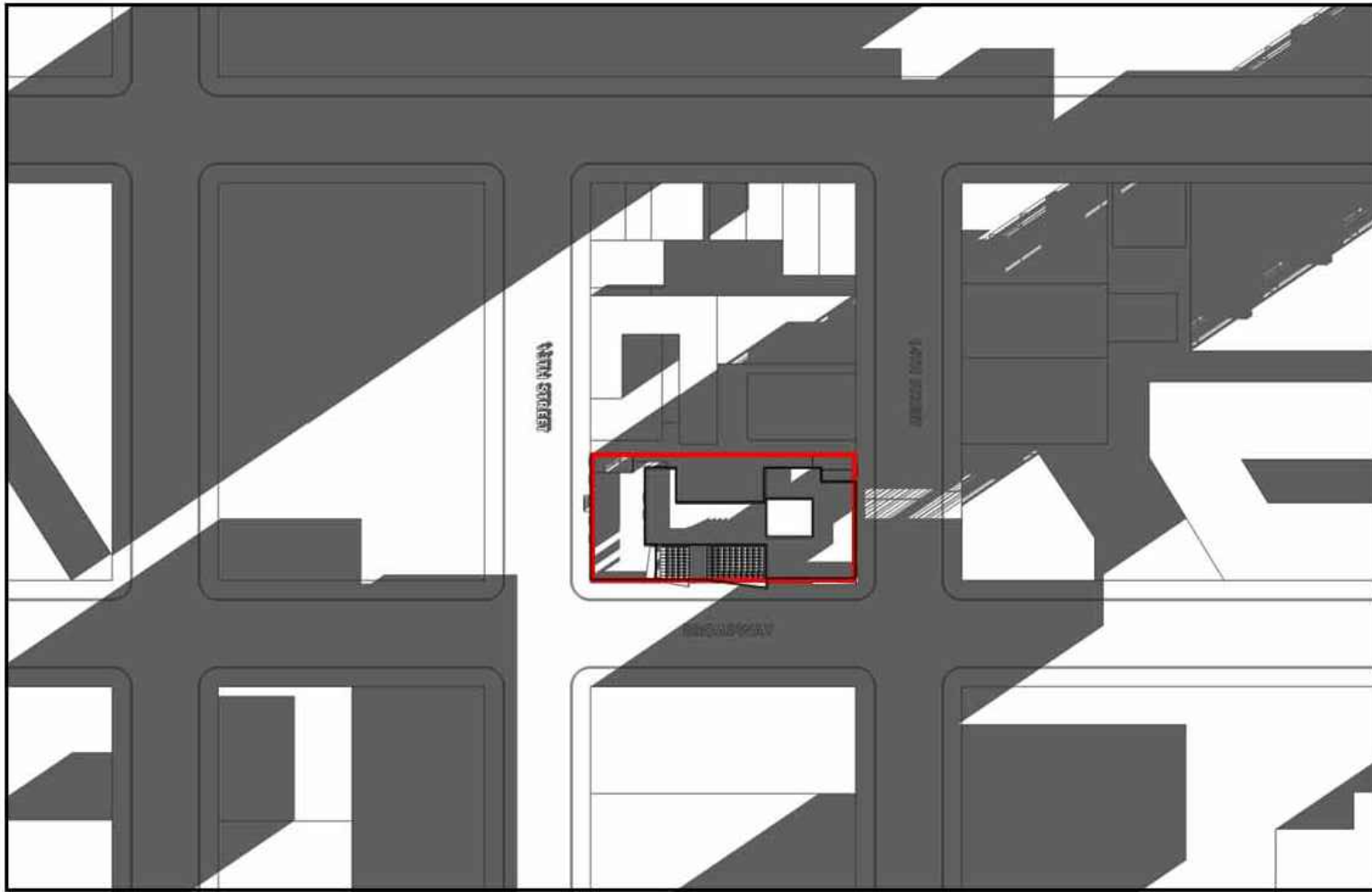
SUMMER SOLSTICE - 4 PM



WINTER SOLSTICE - 8 AM



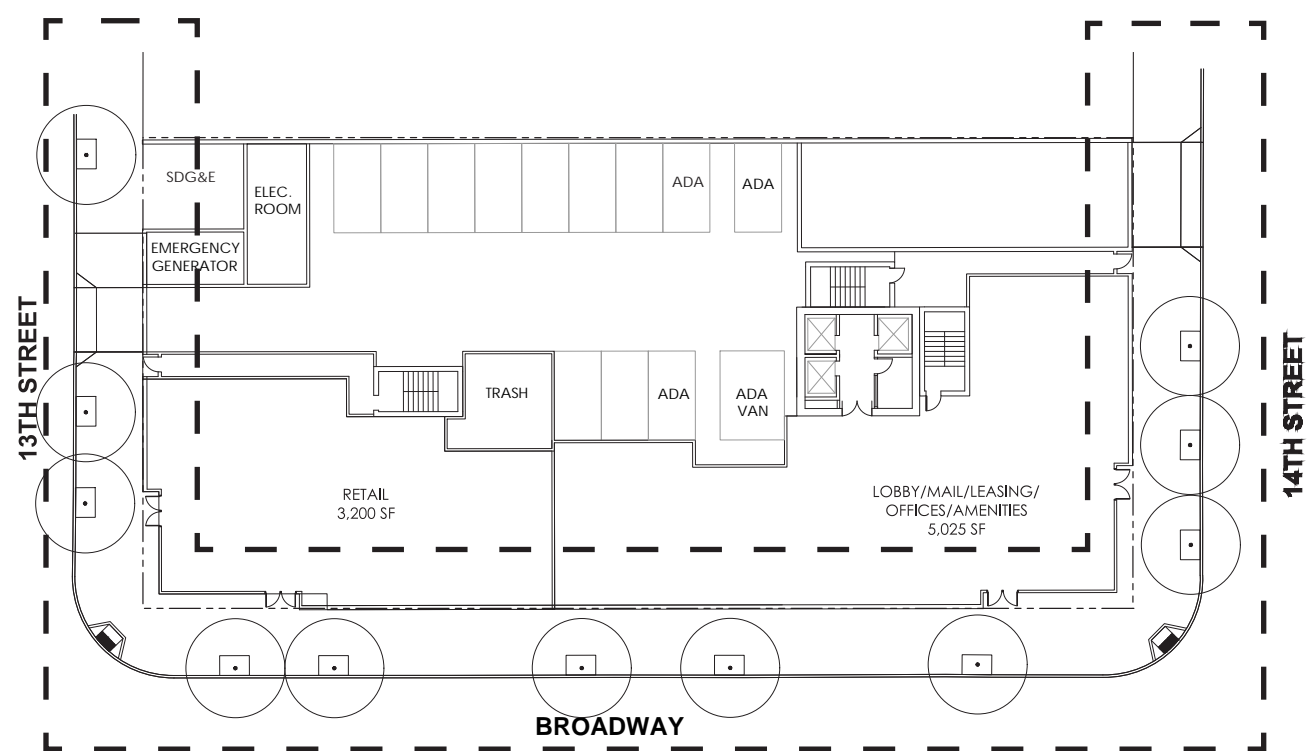
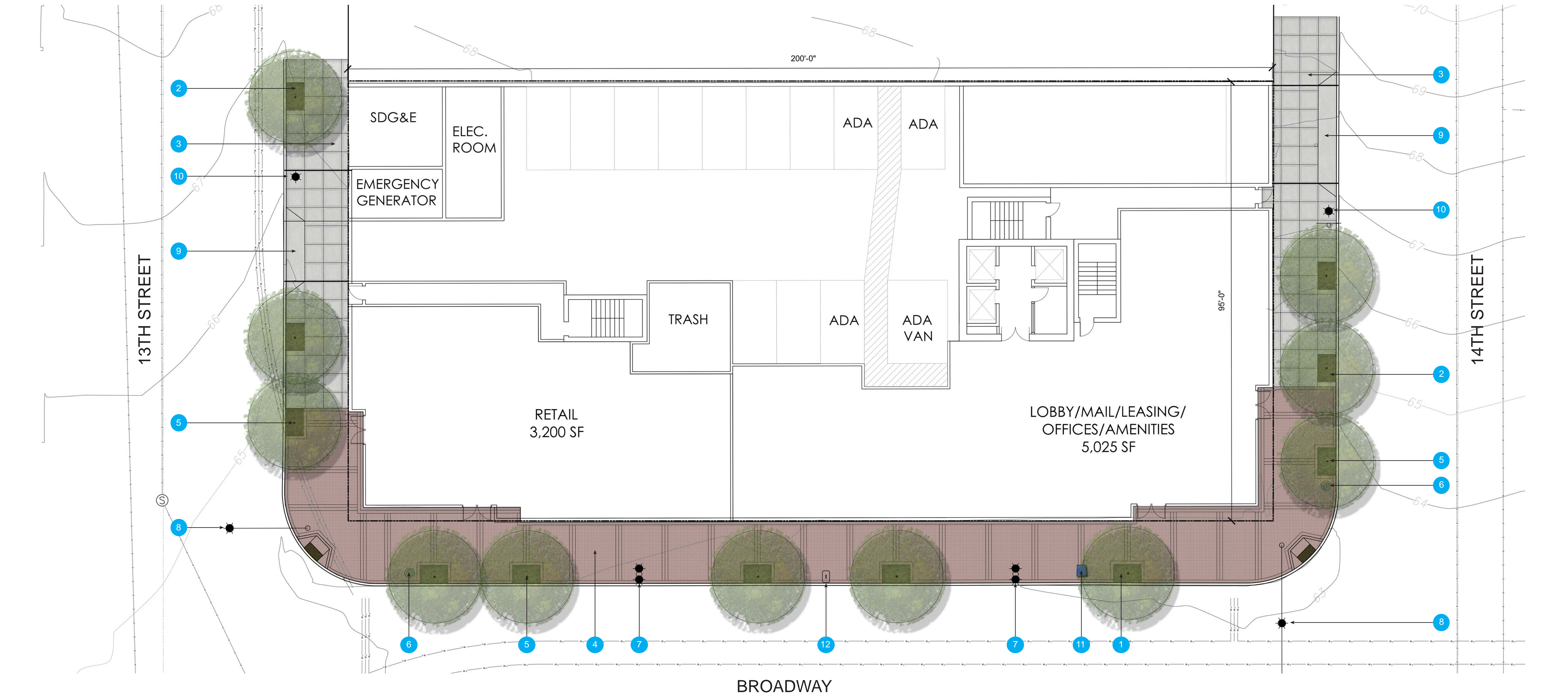
WINTER SOLSTICE - 12 NOON



WINTER SOLSTICE - 4 PM

13TH & BROADWAY		Project Number	3325
<b>JWDA</b> <small>ARCHITECTURE / PLANNING / INTERIOR DESIGN</small> Joseph Wong Design Associates 2159 Fourth Avenue San Diego, California 92101-1606 Phone: (619) 233-6777 Fax: (619) 237-0541		NO	DESCRIPTION
PROJECT NAME:			
13TH & BROADWAY			
PROJECT ADDRESS:			
1320 BROADWAY AVE.			
SAN DIEGO, CA 92101			
SHEET TITLE:		Date	11/21/2018
SHADOW STUDY			
			<b>A8.0</b>





KEY MAP

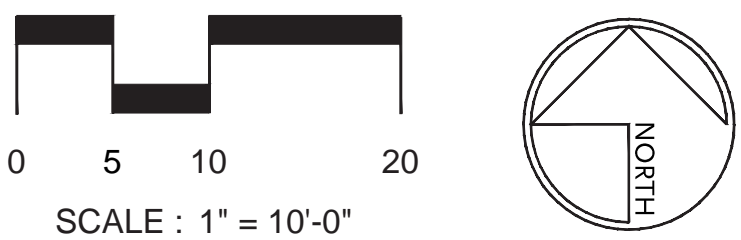
nts

STREETSCAPE LEGEND:

- 1 Proposed 4'x6' Tree Grate. CCDC Ceremonial Tree Grate: Model Chinook by Urban Accessories or Approved Equal.\*
- 2 Proposed 4'x6' Tree Grate. CCDC Standard Tree Grate: Model M7222-2 By Ironsmith or Approved Equal.\*
- 3 Proposed Concrete Paving Along 13th Street and 14th Street: CCDC Standard Paving: Integral Colored Concrete (French Gray, Medium Broom Finish) with 4'x4' Score Joints. 4" Wide Smooth Shiner Band on Each Side of Score Joints, Typical.\*
- 4 Proposed Brick Paving Along Broadway: CCDC Brick Paving. Black Accent Brick (Manganese Ironspot Color, Wire-Cut Texture) By Endicott Clay Products Company or Approved Equal.\*
- 5 Proposed Street Tree. London Plane Tree Along 13th Street, Southern Magnolia Along Broadway and Evergreen Elm on 14th Street.\*

- 6 Proposed Litter Receptacle \*
- 7 Existing Type A Gateway Light to Remain, Typical.\*
- 8 Existing Street Light and Traffic Signal to Remain.
- 9 Proposed Driveway Apron
- 10 Relocated Street Light
- 11 Existing Mailbox to Remain
- 12 Existing Water Meter to Remain.

\* Standards Per Centre City Streetscape Manual Dated January 1, 2012



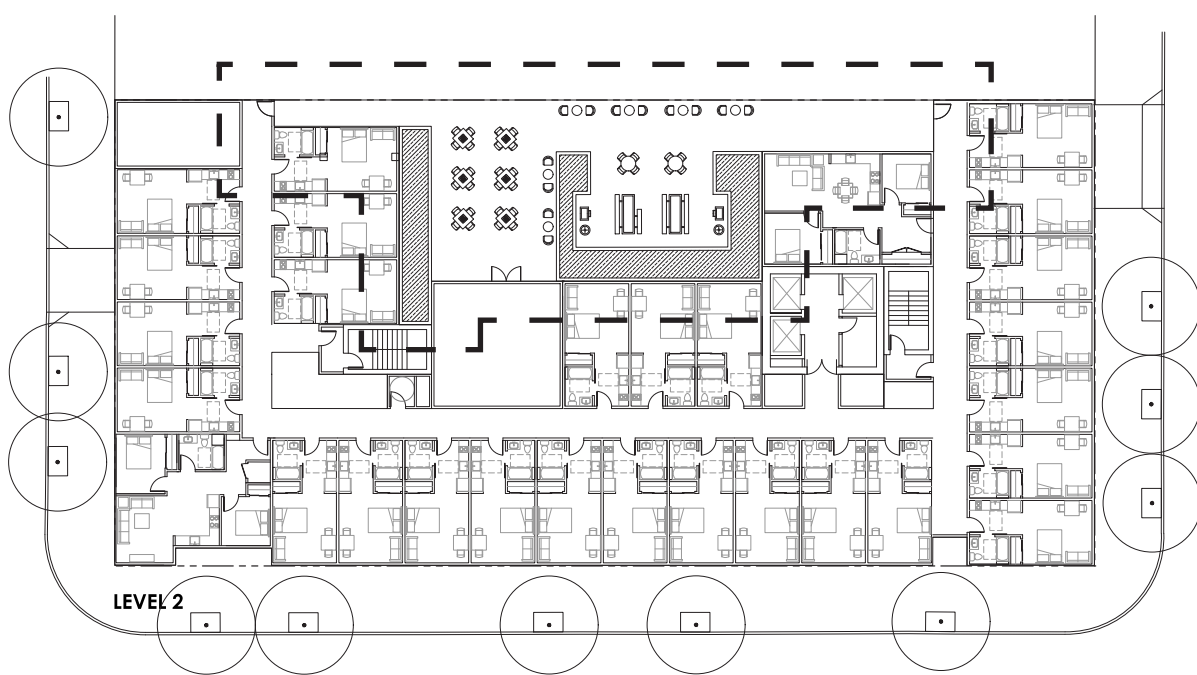
13TH & BROADWAY		Project Number	3325
JWDA		NO	DESCRIPTION
ARCHITECTURE / PLANNING / INTERIOR DESIGN			
Joseph Wong Design Associates			
2559 Fourth Avenue			
San Diego, California 92101-1606			
Phone (619) 233-6777 Fax (619) 237-0541			
PROJECT NAME:			
13TH & BROADWAY			
PROJECT ADDRESS:			
1320 BROADWAY AVE.			
SAN DIEGO, CA 92101			
SHEET TITLE:		Date	11/02/2018
LEVEL 1 STREETSCAPE			L-1



13TH STREET

14TH STREET

BROADWAY

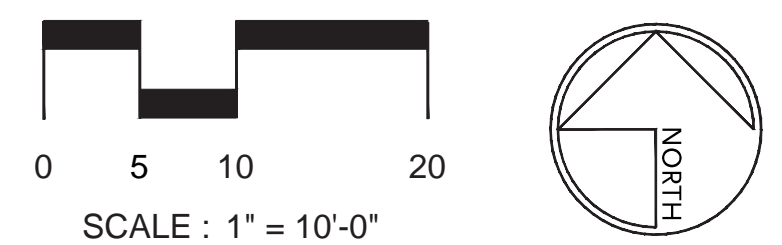


KEY MAP

nts

LEVEL 2 LEGEND:

- 1 Concrete Paving
- 2 Raised Planter
- 3 Game Tables
- 4 Picnic Tables
- 5 Lounge Seating
- 6 Barbecue and Ash Receptacle
- 7 Dining Table and Chairs

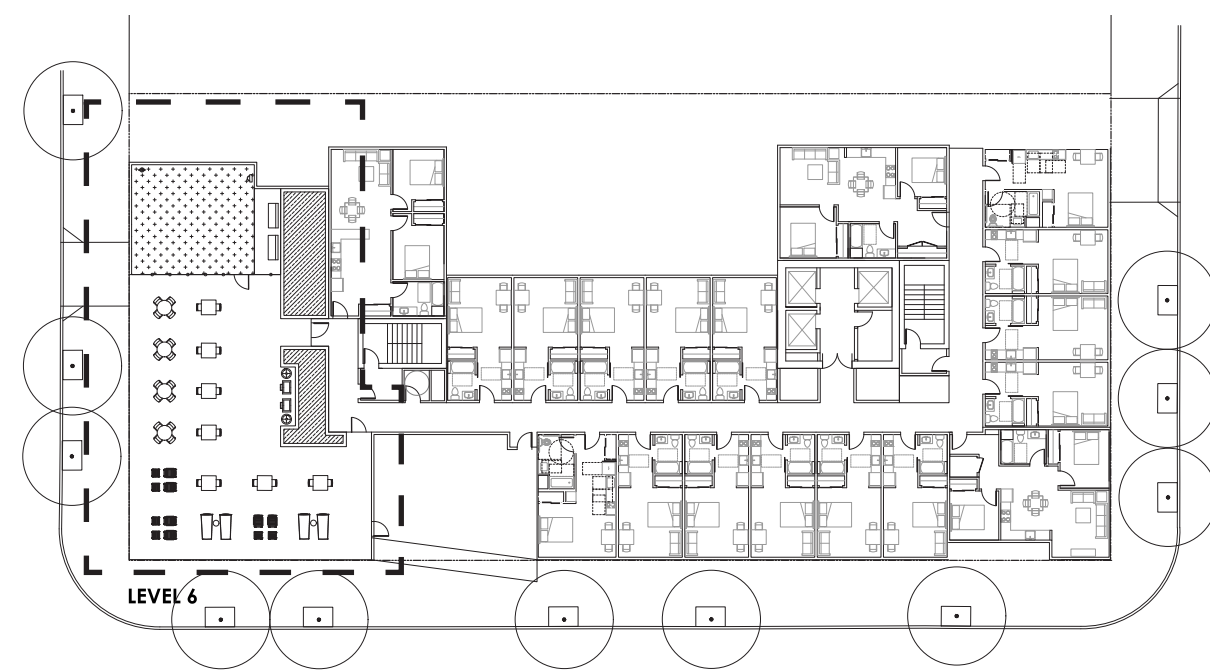
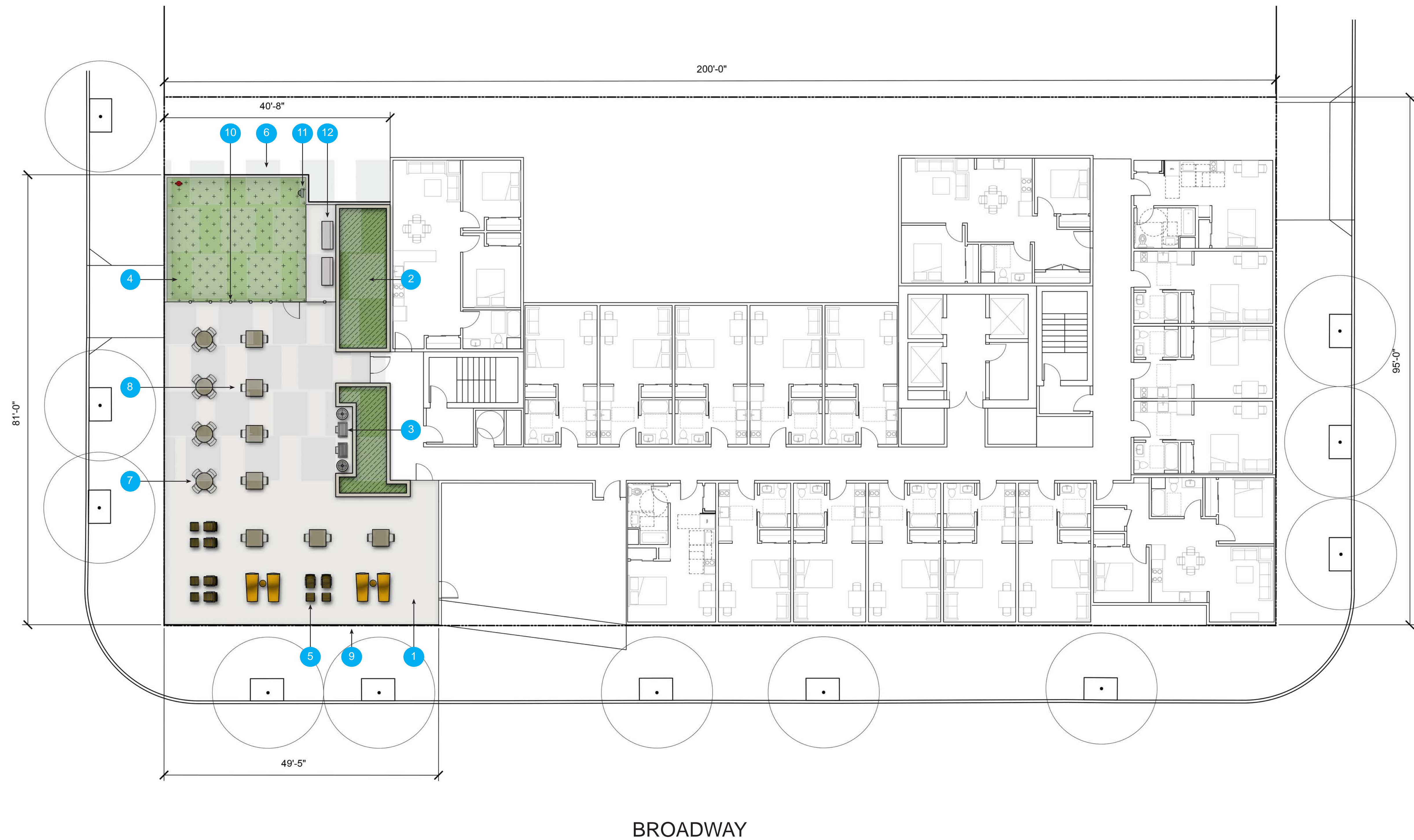


13TH & BROADWAY			Project Number	3325
JWDA		ARCHITECTURE / PLANNING / INTERIOR DESIGN	NO	DESCRIPTION
Joseph Wong Design Associates 2359 Fourth Avenue San Diego, California 92101-1606 Phone (619) 233-6777 Fax (619) 237-0541				
PROJECT NAME:				
13TH & BROADWAY				
PROJECT ADDRESS:				
1320 BROADWAY AVE.				
SAN DIEGO, CA 92101				
SHEET TITLE:			Date	11/02/2018
LEVEL 2 DECK				L-2



13TH STREET

14TH STREET

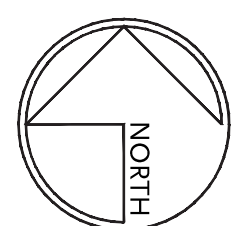
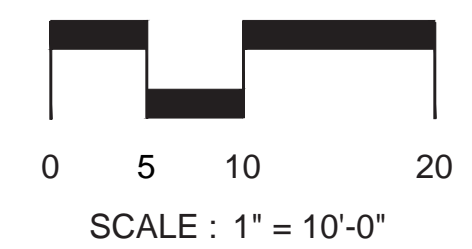


KEY MAP

nts

LEVEL 6 LEGEND:

- |   |                             |    |                                   |
|---|-----------------------------|----|-----------------------------------|
| 1 | Concrete Paving             | 7  | Dining Table and Chairs           |
| 2 | Raised Planter              | 8  | Table and Chairs - High-Top       |
| 3 | Barbecue and Ash Receptacle | 9  | Glass Railing                     |
| 4 | Pet Relief Area             | 10 | Tubular Steel Guard Rail and Gate |
| 5 | Lounge Seating              | 11 | Pet Waste Station                 |
| 6 | Overhead Shade              | 12 | Concrete Bench                    |



13TH & BROADWAY

**JWDA**

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Joseph Wong Design Associates  
2359 Fourth Avenue  
San Diego, California 92101-1606  
Phone (619) 233-6777 Fax (619) 237-0541

PROJECT NAME:

13TH & BROADWAY

PROJECT ADDRESS:

1320 BROADWAY AVE.  
SAN DIEGO, CA 92101

SHEET TITLE:

LEVEL 6 DECK

Project Number 3325

NO	DESCRIPTION
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	

Date 11/02/2018

L-3



13TH STREET

14TH STREET

200'-0"

95'-0"

28'-5"

26'-0"

BROADWAY

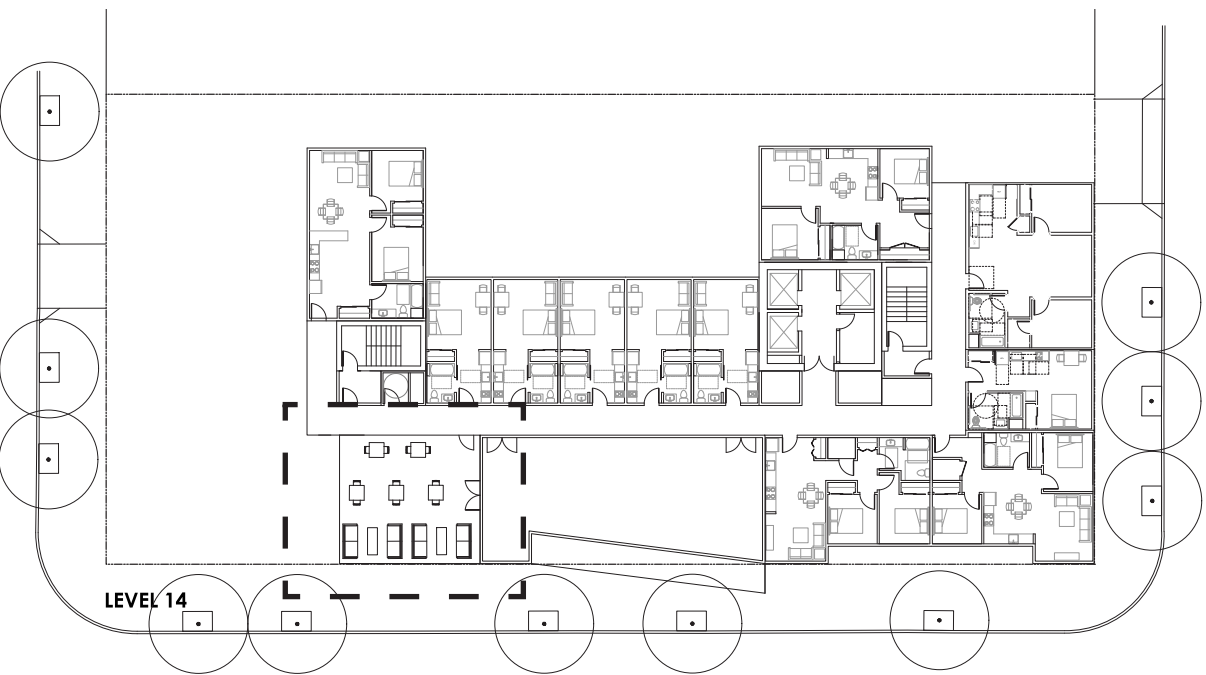
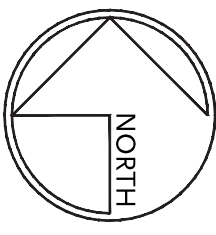
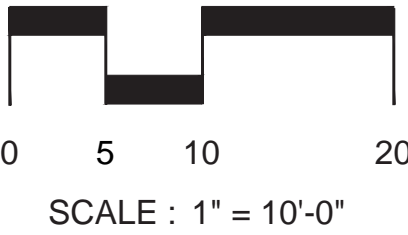
4  
1

2

3

LEVEL 14 LEGEND:

- 1 Concrete Paving
- 2 Glass Railing
- 3 Lounge Seating
- 4 Tables and Chairs - High-Top



KEY MAP

nts

JWDA



13TH & BROADWAY		Project Number 3325	
<div>JWDA</div> <div>ARCHITECTURE • INTERIOR DESIGN</div> <div>Joseph Wong Design Associates</div> <div>2350 Fourth Avenue</div> <div>San Diego, California 92101-1606</div> <div>Phone (619) 233-6777 Fax (619) 237-0541</div>		NO	DESCRIPTION
PROJECT NAME:			
13TH & BROADWAY			
PROJECT ADDRESS:			
1320 BROADWAY AVE.			
SAN DIEGO, CA 92101			
SHEET TITLE:		Date	11/02/2018
LEVEL 14 DECK			L-4