THE CITY OF SAN DIEGO

REPORT TO THE PLANNING COMMISSION

DATE ISSUED: **March 18, 2010** **REPORT NO. PC-10-021**

ATTENTION: **Planning Commission, Agenda of March 25, 2010**

SUBJECT: HAZARD CENTER REDEVELOPMENT PROJECT NO. 146803 PROCESS FIVE

REFERENCE: Land Use Amendments Initiation Report. http://www.sandiego.gov/planning-commission/pcreports/07110.pdf

OWNER/ APPLICANT: 7510 Hazard, LLC (See Attachment 20)
OliverMcMillan

SUMMARY

Issue: Should the Planning Commission recommend approval to the City Council of an application to demolish a portion of existing commercial space and construct up to 473 residential units (including up to 48 affordable units) and approximately 4,205 square feet of commercial space on a 14.5-acre site at 7510 Hazard Center Drive, 1370 Frazee Road, and 7676 Hazard Center Drive in the Mission Valley Community Planning Area?

Staff Recommendation:

1. **Recommend** City Council **Certification** of Environmental Impact Report No. 146803, and Adoption of the Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program;

2. **Recommend** City Council **Approval** of Site Development Permit No. 515727;

3. **Recommend** City Council **Approval** of Planned Development Permit No. 515728;

4. **Recommend** City Council **Approval** of Vesting Tentative Map No. 515726, including Easement Abandonments;

5. **Recommend** City Council **Approval** of Amendments to the First San Diego River Improvement Project (FSDRIP) Specific Plan and the Mission Valley Community Plan, an element of the General Plan, No. 518905.

DIVERSITY

Community Planning Group Recommendation: On December 2, 2009 the Mission Valley Planning Group voted 13-7-3 to recommend approval of the Hazard Center Redevelopment Project with conditions. Please see the Discussion section of the report and Attachments 18 and 19 for further information.

Environmental Review: Environmental Impact Report No. (EIR) 146803 has been prepared for the project in accordance with the State of California Environmental Quality Act (CEQA). A Mitigation, Monitoring and Reporting Program (See Attachment 9, Exhibit "B") has been prepared and would be implemented which would reduce, to a level below significance, some of the potential impacts identified in the environmental review process. (See the Environmental Analysis Section of the report and the EIR for further discussion).

The applicant has also provided Draft Candidate Findings of Fact and Statement of Overriding Considerations (See Attachment 9, Exhibit "A") to allow the decisionmaker to adopt the project with significant and unmitigated impacts.

Fiscal Impact Statement: All costs associated with the processing of this project are recovered from a deposit account maintained by the applicant.

Code Enforcement Impact: None with this action.

Housing Impact Statement: The project proposes the addition of up to 473 residential units constructed in three on-site locations, where no housing currently exists. The housing would consist of 73 mid-rise flats and residential row homes (5-stories) along Hazard Center Drive; 202 residential units in a 21-story, 250-foot high tower near the intersection of Friars Road and Frazee Road; and 198 residential units in a 22-story, 250-foot high tower at the midpoint of the center on Hazard Center Drive, directly across the street from the existing Hazard Center Trolley Station. The project has been conditioned to enter into an affordable housing agreement with the Housing Commission to provide affordable housing units in compliance with the City's Inclusionary Affordable Housing Regulations. The applicant proposes to meet the requirements of the City's Inclusionary Affordable Housing Regulations by agreeing to set aside at least 10% of the dwelling units on-site (up to 48 units) as either rental units for households with an income at or below 65 percent of the area median income for a period of 55 years, or as for-sale units for households with an income at or below 100 percent of the area median income. Due to the provision of affordable housing, the project was processed through the City's Affordable/Infill Housing and Sustainable Buildings Expedite Program.

BACKGROUND

The proposed Hazard Center Redevelopment project consists of an approximately 14.5 acre mixed-use development located at the southeast corner of Friars Road and State Route 163 within the larger approximately 41.3-acre Hazard Center District of the City's First San Diego River Improvement Project (FSDRIP) Specific Plan area in the City of San Diego, approximately five miles east of the Pacific Ocean. The site is within the Mission Valley Community Plan (MVCP) area. The MVCP area encompasses approximately 2,418 acres and is generally bound

by Interstate 5 (I-5) on the west, Friars Road/Mission Gorge Road on the north, by I-805 on the east, and by I-8 on the south. Adjacent communities include Linda Vista, Serra Mesa and Tierrasanta to the north; Navajo to the east; and Mid-City, North Park, and Uptown to the south.

The project site is located at 7510-7676 Hazard Center Drive and covers Assessor's Parcel Numbers 438-021-20-00, 438-021-13-00 and 438-021-14-00, and is bound by State Route 163 (SR-163) on the west, Friars Road on the north, Frazee Road on the east, and Hazard Center Drive on the south. The site is also located in the OF-1-1 (Open Space--Floodplain) Zone and MV-M/SP (Multiple Use and within an adopted Specific Plan) Zone of Mission Valley Planned District (MVPD). The site is within the Federal Aviation Administration (FAA) Part 77 Noticing Area for the San Diego International Airport - Lindbergh Field and Montgomery Field, the Residential Tandem Parking Overlay Zone, and the Transit Area Overlay Zone, within Council District 6.

The project site is developed with an existing approximately 120,000 square foot shopping center, a 15-story, 228-foot high, 285,000 square-foot office building, and over 2,000 parking spaces in surface and subterranean lots. Although within the project's perimeter roadways, the 300-room hotel is not a part of the 14.5-acre project site. Vehicular access to the site is from four separate driveways off Frazee Road and Hazard Center Drive. Pedestrian access is available from sidewalks within the public rights-of-way fronting the site and the San Diego Trolley, located immediately across Hazard Center Drive, south of the site. The site is surrounded by residential development and the San Diego River beyond Hazard Center Drive to the south, commercial/retail development beyond Frazee Road to the east and Friars Road to the north, and the Fashion Valley Shopping Center beyond SR-163 to the west.

The Hazard Center District is one of four districts within the 261-acre FSDRIP Specific Plan area. Approved by the City Council in 1982, the intent of FSDRIP was to improve the San Diego River channel and enhance Mission Valley as a regional commercial center within the City of San Diego by providing compatible commercial, visitor, recreational and residential uses. Prior to FSDRIP, the site was used as a brickyard, including sand and gravel extraction and the manufacture of building materials.

The original 41.3-acre Hazard Center District (See Attachment 22) is now divided into four distinct developments under separate ownership:

1. The 6.9 acre retail commercial site known as Hazard Center East between Frazee Road and Mission Center Road;
2. The existing 120-unit residential condominium community called Union Square, south of Hazard Center Drive;
3. The existing 300-room hotel north of Hazard Center Drive; and
4. The proposed project 14.5-acre site between Friars Road and Hazard Center Drive, west of Frazee Road.

The existing Hazard Center development was entitled as part of FSDRIP through approval of Special Permit 85-0362. These permits allowed development of the Hazard Center District into its present land use which includes commercial/retail, restaurants, an exercise facility, movie theater, hotel, and 120 residential units.

On July 12, 2007, the Planning Commission heard a request to Initiate an Amendment to the First San Diego River Improvement Project (FSDRIP) Specific Plan, the Mission Valley Community Plan and the Progress Guide and General Plan to allow for an increase in the number of permitted residential dwelling units, a decrease in commercial square footage, and allow for an increase in building heights. The Planning Commission voted to initiate the amendments and directed staff to consider a number of issues, which are listed in Planning Commission Resolution 4280-PC (Attachment 15). After the Planning Commission approved the Plan Amendment Initiation, and with full support of staff, the applicant requested the reclassification of Hazard Center Drive from a four-lane Collector Street to a two-lane Collector Street, between Frazee Road and Avenida del Rio.

DISCUSSION

Project Description:

The project proposes to demolish a portion of existing commercial space (movie theater, restaurant, and parking spaces) and construct up to 473 residential units, including 10 percent (up to 48) affordable units, and approximately 4,205 square feet of commercial retail/restaurant space on the 14.5-acre project site. The 473 units would be constructed in three on-site locations, consisting of 73 midrise (5-story) residential units (18 two-story townhouses with 55 single-story flats above and above adjacent commercial) along Hazard Center Drive; 202 residential units in a 21-story, 250-foot high tower near the intersection of Friars Road and Frazee Road; and 198 residential units in a 22-story, 250-foot high tower at the midpoint of the Center on Hazard Center Drive, directly across the street from the existing Hazard Center Trolley Station. All 473 residential units and 7 commercial units would be mapped as residential and commercial condominium units; however, the residential units may be for-sale or for-rent units.

The proposed project would conform to Council Policy 600-27 criteria for the Affordable/In-Fill Housing Expedite Program by setting aside at least 10% of the dwelling units on-site (up to 48 units) as either rental units for households with an income at or below 65 percent of the area median income for a period of 55 years, or as for-sale units for households with an income at or below 100 percent of the area median income.

New residential parking on two levels would be accommodated in the existing theater space, as well as the development of two levels of new commercial space, totaling an additional 4,205 square feet of commercial/retail space. The existing hotel, office building, and commercial/retail space would remain in place.

The project is required to provide a minimum of 2,376 automobile spaces (including 12 standard accessible spaces and 2 van accessible spaces), 89 motorcycle spaces, 256 bicycle spaces with rack(s), and 11 loading zones as required by the Land Development Code. 2,510 automobile spaces (including 12 standard accessible spaces and 2 van accessible spaces), 90 motorcycle spaces, 256 bicycle spaces with rack(s), and 11 loading zones would be provided per the project's Exhibit "A."

As proposed, the project requires the following approvals:

- Plan Amendments to the Mission Valley Community Plan component of the General Plan, and the First San Diego River Improvement Project (FSDRIP) Specific Plan to change land use designation/allocations and roadway classification (Process 5);
- An Easement Abandonment for the abandonment and/or relocation of unused or non-critical Easements (Process 5);
- Site Development Permit (SDP) to amend Special Permit 85-0362, for development within the Mission Valley Planned District, and for development on premises with Environmentally Sensitive Lands (ESL) (Process 4);
- Planned Development Permit (PDP) for requested deviations from setback and landscaping requirements (Process 4); and
- Vesting Tentative Map (VTM) for condominium purposes (Process 4).

All discretionary actions are being processed concurrently, with a Recommendation hearing before the Planning Commission before a final decision is rendered by the City Council, in accordance with Process 5.

Community Plan Analysis:

The proposed project to demolish a portion of existing commercial space and construct up to 473 residential units is located on a site designated in the Mission Valley Community Plan for Multi-Use development and is located within the FSDRIP Specific Plan Area. The Specific Plan was first adopted by the San Diego City Council on November 16, 1982, in order to improve the San Diego River channel and enhance Mission Valley as a regional commercial center within the City of San Diego by providing compatible commercial, visitor and recreational uses as well as residential uses. In exchange for improving the river channel, the Specific Plan and associated Development Agreement focused on recovering land within the floodway for development purposes. The Specific Plan area consists of approximately 261 acres and is broken up into four distinct development areas: Hazard Center; Mission Valley West; Park in the Valley; and Rio Vista West. All four development areas are essentially built-out and the FSDRIP Development Agreement has expired. On July 12, 2007, the Planning Commission initiated an amendment to the FSDRIP Specific Plan and the Mission Valley Community Plan, a component of the General Plan, to allow for an increase in the number of permitted residential dwelling units, a decrease in commercial square footage, and allow for an increase in building heights. Specifically, the Amendment to the FSDRIP Specific Plan is limited to the Hazard Center Development Area.

In addition to the amendments identified at the Planning Commission Initiation hearing described above, the proposed project includes an amendment to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive from a four-lane road to a two-lane road. The proposed reclassification of Hazard Center Drive is a result of comments received from City staff's memorandum distributed on July 18, 2008, soliciting public and staff comments on the proposed amendments. City staff supports the reclassification as the two-lane designation provides a number of safety benefits. The road reclassification would allow for a more pedestrian-friendly design with wider sidewalks, bicycle paths, a pedestrian plaza, and a safe crossing between the proposed development and the existing trolley station. Further, the road extension presents several engineering challenges with respect to design speed for vertical

curves, vehicular and pedestrian safety, and clearance considerations. These engineering challenges require design exceptions and traffic calming measures in order to reduce the design speed and justify design exceptions relating to the vertical alignment of the road extension. Due to the location of a major trunk sewer line, the design includes a steep descent under SR-163 that requires a design speed of 25 mph. Because of this design speed requirement and the associated traffic calming necessary to support it, staff's recommendation is that a two-lane road is a more appropriate designation. No significant impacts to the level of service for Hazard Center Drive would result from this reclassification.

The proposed project includes two deviation requests: 1) a reduction in setbacks from all lot lines to allow for the establishment of an urban street wall, and 2) a proposal for a tensile shade structure in lieu of landscape requirements on the top level of the existing parking structure. The proposed reduction in setbacks is a deviation from a regulatory requirement and it does not adversely impact any Community Plan policies. Rather, this proposed deviation contributes to the provision of architectural interest at the street level to promote pedestrian activity and allows residential uses to be added adjacent to existing light rail transit, which is in conformance with both the Mission Valley Community Plan and the General Plan. The second proposed deviation, from the Municipal Code parking structure landscape requirement, would not adversely impact any Community Plan policies as in lieu of this requirement, a shade trellis structure is proposed which would meet the intent of the Municipal Code by shading and screening parking uses.

General Plan Conformance

The General Plan identifies Mission Valley as a Regional Subdistrict, meaning it constitutes a concentration of employment and housing and is appropriate to provide higher intensity development. This area is also identified as having a High Propensity to develop as a village area on the General Plan's Village Propensity Map. One of the primary goals of the General Plan's Land Use and Community Planning Element is to achieve balanced communities and equitable development. The proposed project would provide a diversity of unit types and densities including the provision of affordable on-site housing within a sub-regional employment center.

The General Plan's Mobility Element promotes walkability and multi-modal transportation in order to reduce dependency on the automobile. The proposed project addresses the walkability community goals by an interconnected system of pedestrian pathways, sidewalks, public spaces and street design, with an overall design concept that provides for a series of functional connections to the existing San Diego Trolley station located on the south side of Hazard Center Drive. The proposed project, along with the accompanying Hazard Center Drive Extension and San Diego River Pathway projects, promotes a transportation system that emphasizes walkability and bicycling and improved accessibility to transit, as well as supports the improvement of traffic circulation.

The Urban Design Element of the General Plan includes the principle to build a compact, efficient, and environmentally sensitive pattern of development. The proposed project includes both horizontal and vertical mixed-use components with a mix of housing types. The design proposes to place ground floor retail to activate and attract pedestrian activity, with plazas,

courtyards and paseos to create focal points for public gathering adjacent to the existing Hazard Center Trolley Station.

The General Plan's Recreation Element provides that the appropriate quality and quantity of parks, recreation facilities and infrastructure is provided citywide. The project proposes to meet its population based neighborhood park needs both on-site with the construction of a 0.63-acre park, as well as through the payment of an ad-hoc fee, in-lieu of the park portion of the development impact fees, for the remaining park requirements.

The Conservation Element of the General Plan contains numerous policies aimed at promoting the City of San Diego as an international model of sustainable development and conservation. The project proposes to address a variety of conservation needs by utilizing the design goals of the United States Green Building Council's Leadership in Energy and Environmental Design (LEED) guidelines, including green roofs. The design of the proposed project would meet or exceed Title 24 Energy Efficiency Requirements to reduce energy use.

The Housing Element, provided under separate cover from the rest of the General Plan, includes objectives, policies and programs intended to address the City's housing needs. Included as one of its five major goals, is the provision of affordable housing opportunities. The proposed project includes plans to set aside up to 10 percent of the 473 units as low-income/moderate-income housing. The provision of up to 48 low-income/moderate-income units on-site, meets the City's Inclusionary Affordable Housing requirements and would serve to further diversify the housing stock within the Mission Valley community.

Community Plan Conformance

The Land Use Element of the Mission Valley Community Plan contains proposals to guide the long-range residential, commercial and industrial development of the Mission Valley Community. Several key objectives of this element include: to provide a variety of housing types and densities within the community; to encourage development which combines and integrates residential uses with commercial and service uses; to encourage imaginative land development techniques and varied building site layouts; and to provide amenities for residents such as recreation, shopping, employment and cultural opportunities within, or adjacent to, residential development. The proposed project addresses these objectives by providing a diversity of for-sale and for-rent units in a mixed-use, infill setting, while preserving existing shopping and employment uses, and providing on-site active and passive open space areas and recreation facilities.

The Transportation Element of the Mission Valley Community Plan includes objectives to: establish and maintain a balanced transportation system throughout Mission Valley; encourage the use of public transit modes to reduce dependency on the automobile; and provide opportunities for individual property owners to achieve a higher use of their property through support of more efficient transportation modes. The proposed project would help advance a strategy to promote transit, bicycling, and walking as viable transportation choices through traffic calming measures, streetscape amenities, and an overall site design that would provide greater vehicular, bicycle and pedestrian safety, and would enhance bicycle and pedestrian connectivity to nearby transit and San Diego River recreational trails. The project site is located

within less than one-quarter mile of an existing light rail trolley station, as well as several high-frequency public bus lines.

Environmental Analysis:

Based on the review and analysis of the project scope and the associated technical studies, the Environmental Analysis Section of the City of San Diego Development Services Department determined that the Hazard Center Redevelopment project may have significant effects on the environment and the preparation of a project EIR was required in accordance with the CEQA. The EIR has been prepared in compliance with the CEQA and City of San Diego (City) Significance Determination Thresholds. The City determined the scope and analysis required for this EIR as a result of initial project review and consideration of comments received in response to the Notice of Preparation (NOP) circulated June 10, 2008, and the scoping meeting, which was held on June 2, 2008, at the Mission Valley Branch Library, 2123 Fenton Parkway.

This EIR analyzes the environmental impacts that would result from the proposed Hazard Center Redevelopment project. The analysis discusses the project's potential impacts to Land Use, Noise, Air Quality, Traffic, Visual Quality, Biological Resources, Cultural/Historical Resources, Geology/Soils, Public Utilities, Public Services and Facilities, Water Quality, Hydrology/Drainage, Population and Housing, Public Safety, and Cumulative impacts (including Global Warming).

The evaluation of environmental issue areas in this EIR concludes that the project would result in significant but mitigable direct impacts associated with Land Use (Biological Resources), Noise, Traffic (cumulative), Biological Resources, Public Utilities (Solid Waste), Geology and Soils, and Cultural/Historical Resources (Archaeology). Implementation of the proposed Mitigation, Monitoring, and Reporting Program (MMRP) would reduce the environmental effects of the proposed project to below a level of significance with the exception significant, unmitigated impacts to Land Use, Noise, and Air Quality, all associated with the siting of a park adjacent to SR-163.

Findings of Fact and Statement of Overriding Considerations - As required by the CEQA, no public agency shall approve a project for which an EIR has identified one or more significant environmental effects, unless the public agency makes one or more written findings (Findings of Fact and Statement of Overriding Considerations) for each of those significant effects. The applicant's Draft Findings of Fact and Statement of Overriding Considerations are discussed in the Environmental Resolution (Attachment 9) Exhibit "A," Draft Findings of Fact and Statement of Overriding Considerations, Introduction Section (beginning on page 2).

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

Project-Related Issues:

Community Planning Group Action - On December 2, 2009 the Mission Valley Planning Group voted 13-7-3 to recommend approval of the Hazard Center Redevelopment Project with conditions. A list of the conditions and how each has been addressed is attached to the Planning Commission Report as Attachment 19.

Hazard Center Drive Westerly Extension/Roadway Reclassification - Hazard Center Associates, a former owner of Hazard Center, is obligated to construct the Hazard Center Drive Westerly Extension, connecting Hazard Center to Fashion Valley, which is an existing improvement condition from the previous Hazard Center Tentative Map approvals. Hazard Center Associates and its design team are processing design review and permit approvals with the City's Engineering and Capital Projects, and Development Services Departments to complete the Hazard Center Drive Westerly Extension. Pursuant to Agreements with the City, Hazard Center Associates is obligated to construct the Hazard Center Westerly Extension as a two-lane underpass at SR 163.

The City has the option of constructing an additional two lanes for a total of four lanes consistent with the Community Plan designation as a 4-lane collector. However, geometric constraints make the 4-lane option unlikely and traffic modeling for a 2-lane collector street concluded that the level of service (LOS) for Hazard Center Drive would remain acceptable and no significant impacts would result. As part of the current redevelopment project, the applicant, with full staff support, has proposed an amendment to the Community Plan to reclassify Hazard Center Drive west of Frazee Road as a 2-lane collector with enhancements in order to maximize the pedestrian and bicycle friendly components and goals of the applicable land use plans. Proposed street enhancements facilitated by this reclassification include wider sidewalks, a new sidewalk adjacent to the trolley station platform where none currently exists, dedicated turn lanes, diagonal parking, traffic calming measures, bus stops, and a shorter and wider crosswalk to the trolley station with enhanced paving. A pedestrian and bicycle path is planned as a separate Capital Improvement Project (San Diego River Pathway Project) which will extend the path along the San Diego River.

Residential Building Height - FSDRIP describes residential uses in the Hazard Center plan area as 2-4 stories in height. The Hazard Center Redevelopment project proposes to amend the Specific Plan to allow taller residential buildings. FSDRIP allows office buildings up 16 stories in height, which would equate to approximately 240 feet in height per current regulations. A 15-story office building on the project site is approximately 228 feet tall.

Section 1514.0404(a)(1) of the San Diego Municipal code allows buildings up to 250 feet in height north of Interstate 8 and south of Friars Road in Mission Valley. The proposed high-rise buildings would not exceed this height limit and no height deviation is requested.

The building heights are consistent with the Mission Valley Community Plan, which encourages mid- and high-rise multiple dwelling structures near transit and the integration of high-density residential uses with office, shopping and amenities. Vertical development is also consistent with the residential density targets established by the General Plan, the SANDAG Regional Comprehensive Plan and the Community Plan for sites near transit station, especially when

considered in relation to the open space requirements of these plans and of the Municipal Code. The relationship of the high-rise structures to the proposed 5-story mid-rise structures preserves views of the river valley in compliance with FSDRIP. Arrangement of the same residential density into buildings of uniform height could result in 10- to 12-story buildings that would block views and would lack the roofline variation required by the Municipal Code. The tower's narrow side orientation to the river maintains views and is consistent with FSDRIP. The applicant has worked with the community and City staff to reduce the perceived height of the taller buildings by stepping them back from the property line.

Locating the residential additions in high-rise buildings reduces the need to demolish existing structures, resulting in a more sustainable design that would involve less construction noise and dust and would send less debris to area landfills. The proposed increase in the height of dwelling units is consistent with the overall goals of providing higher density, affordable housing in a transit-oriented mixed-use development.

Parks - The City's General Plan guidelines recommend 2.8 acres of useable park per 1,000 residents consisting of community parks of a minimum 13 acres for every 25,000 residents, and neighborhood parks that vary in size from 3 to13 acres for every 5,000 residents located within a 1.0 mile service radius. A recreation center is recommended for every 25,000 residents or within a + 3.0 miles service radius, whichever is less, and for every 50,000 residents, a community swimming pool is recommended within a +6.0 miles service radius.

Per SANDAG's current 2009 population statistics, the Mission Valley Community has a population of 22,466 residents which warrants 62.90 acres of population-based park acreage, one recreation center and approximately one-half of a community swimming pool. Currently, the Mission Valley Community has no recreation center or community swimming pool. 3.50 acres of population-based park exists at Sefton Field, therefore, the Community has a 59.40-acre deficit per General Plan guidelines.

The project has a 2.29 acre population-based park requirement to address the recreation needs of the community's increase in population as a result of this project. This requirement will be satisfied by:

1. Entering into a park development agreement for the design, construction, and dedication of Lot 21 (0.63 acres) in fee title to the City, as a public park. Park design will be required to comply with Council Policy 600-33, Community Notification and Input for City-Wide Park Development Projects.

2. Payment of an ad-hoc fee of $3,422,350 in-lieu of the park portion of the Mission Valley Development Impact Fee (DIF), for design and construction of public park improvements and the fair-share portion of a recreation center and community swimming pool, to serve the increased population generated by this development, within the Mission Valley Community.

Deviations - The project proposes to deviate from the San Diego Municipal Code (SDMC) requirements for setback and vehicle use area planting requirements. Through the processing of a Planned Development Permit, the SDMC allows applicants to propose development that

requires flexibility from the strict application of the regulations. The intent of Planned Development Permit regulations is to encourage imaginative and innovative planning, to assure the development achieves the purpose and intent of the applicable land use plan, and that the design would be preferable to what would be achieved by strict conformance with the regulations. Staff believes that the Planning Commission can make the appropriate findings based on the following information.

1. The project proposes a deviation from the setback requirements of San Diego Municipal Code (SDMC) Section 1514.0304(e) which requires minimum yard and building setback requirements. The project proposes to eliminate setbacks from all lot lines.

The deviation would allow the required fire separation distance as required by the California Building Code between the existing commercial buildings and the proposed mid-rise residences along Hazard Center Drive. It would also allow the existing service drives to be maintained between the commercial and residential buildings. These service drives are necessary to the continued function of the commercial spaces. The requested deviation would also allow for the future widening of Friars Road relative to the space requirements of the existing and proposed parking structures. The deviation is tied aesthetically to the streetscape improvement which would be allowed by the reclassification of Hazard Center Drive, particularly wider sidewalks and the creation of an urban street wall with offsetting places, entry stoops, and planters.

The proposed deviation would also permit residential uses to be added to the remaining space adjacent to and above existing commercial structures, to implement a true mixed-use development in conformance with the multiple use ratio guidelines of the MVPD-M zone designation and the City of Villages policies of the General Plan. The recently adopted General Plan identifies the Hazard Center site as having a high propensity for Urban Village development. The project proposal would achieve the Community Plan's goal for redevelopment, infill, and new growth to be focused adjacent to transit stops in compact, mixed-use centers.

2. The project proposes a deviation from the vehicle use area planting requirements of SDMC Section 142.0406(a) to allow the use of shade structures on the top level of the parking structure in lieu of one tree within 30 feet of each parking space. The Project proposes a tensile shade structure in lieu of additional trees in most areas of the existing deck parking.

Due to site topography, the existing center is multi-level, with the main level for "surface" parking situated one story above Hazard Center Drive on a two-story parking garage structure. The parking garage is an existing structure that was not designed to support the weight of the quantity of trees required. Furthermore, trees without sufficient planter size and soil volume typically do not thrive on concrete parking decks. Current landscape standards require 40 square feet of planting area per tree. The tree planters that are present on the existing deck are supported by columns specifically designed for those loads and locations. Any increase in point loads would require replacement or retrofitting of the existing vertical structure through two lower parking levels and the footings below. Planters of adequate size would also eliminate existing parking spaces that are required for the retail and restaurant uses that are to remain.

The proposed tensile shade structures meet the intent of the Land Development Code by shading and screening parking from view from above. They would be lighter than tree planters and the structural supports would fit within the existing parking field. The tensile shade structures would also reduce water consumption below that required for trees.

The proposed deviations are appropriate to this location because they would allow affordable residential units to be added to an existing mixed-use center near existing transit infrastructure and would be consistent with the Mission Valley Planned District Ordinance, Community Plan and General Plan. The deviations would keep existing parking and retail activities in place, resulting in a more desirable and sustainable project.

Conclusion:

The proposed project addresses a number of objectives of the Mission Valley Community Plan by providing a diversity of for-sale and for-rent units in a mixed-use, infill setting, while preserving existing shopping and employment uses, and providing on-site active and passive open space areas and recreation facility. The project has been reviewed in accordance with all applicable development regulations of the San Diego Municipal Code, the FSDRIP Specific Plan, the Mission Valley Community Plan, the City's General Plan, and the California Environmental Quality Act. The Project proposes a minimum of ten percent (up to 48) of the proposed dwelling units would be affordable per the Inclusionary Housing Ordinance, and a number of Sustainable Project features are included in the project's design. Other than the two proposed deviations, for which staff believes the findings can be made, staff believes that the project complies with the applicable development regulations and would be consistent with the purpose and intent of the underlying zone. Therefore, staff recommends that the Planning Commission Recommend City Council Approval of the project.

ALTERNATIVES

1. **Recommend** that the City Council **Certify** Environmental Impact Report No. 146803, and **Adopt** Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program; **Approve** Site Development Permit No. 515727; **Approve** Planned Development Permit No. 515728; **Approve** Vesting Tentative Map No. 515726; including Easement Abandonments; and **Approve** Amendments to the First San Diego River Improvement Project (FSDRIP) Specific Plan and the Mission Valley Community Plan, an element of the General Plan, No. 518905.

2. **Recommend** that the City Council **Not Certify** Environmental Impact Report No. 146803, and **Not Adopt** Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program; **Deny** Site Development Permit No. 515727; **Deny** Planned Development Permit No. 515728; **Deny** Vesting Tentative Map No. 515726; including Easement Abandonments; and **Deny** Amendments to the First San Diego River Improvement Project (FSDRIP) Specific Plan and the Mission Valley Community Plan, an element of the General Plan, No. 518905.

Respectfully submitted,

Mike Westlake
Program Manager
Development Services Department

Daniel Stricker
Project Manager
Development Services Department

Mary Wright
Deputy Director
City Planning and Community Investment Department

BROUGHTON/DES

Attachments:

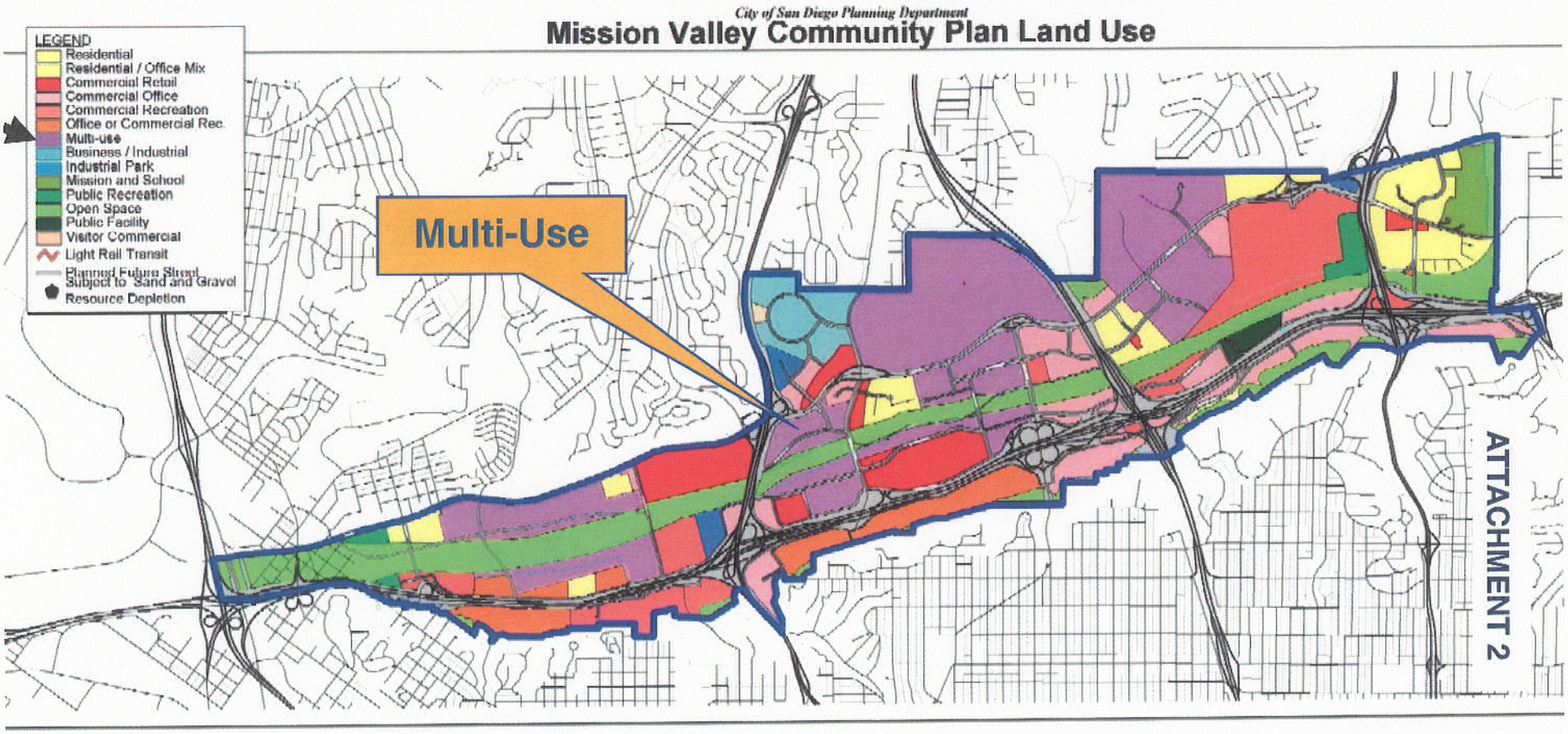
1. Aerial Photograph
2. Community Plan Land Use Map
3. Project Location Map
4. Project Data Sheet
5. Draft Permit Resolution with Findings
6. Draft Permit with Conditions
7. Draft Vesting Tentative Map Resolution with Findings
8. Draft Vesting Tentative Map Conditions
9. Draft Environmental Resolution with MMRP
10. Draft Planning Commission Recommendation to City Council Resolution
11. Project Plans – Cover Sheets
12. Project Plans – Civil Sheets
13. Project Plans – Landscape Sheets
14. Project Plans – Architectural Sheets
15. Planning Commission Land Use Amendment Initiation Resolution No. 4280-PC (July 12, 2007)
16. Response to Planning Commission Issues discussed at July 12, 2007 Hearing
17. Draft City Council Land Use Amendment Resolution, including Text & Graphics
18. Community Planning Group Recommendation
19. Community Planning Group Conditions and Responses
20. Ownership Disclosure Statement
21. Project Chronology
22. Hazard Center District Graphic
23. City Attorney John Witt Letter, May 18, 1993
24. MTS Staff Brandon Farley Letter, May 27, 2008
25. Conceptual Street Plan – Hazard Center Drive

Development Services Department
Project Management Division

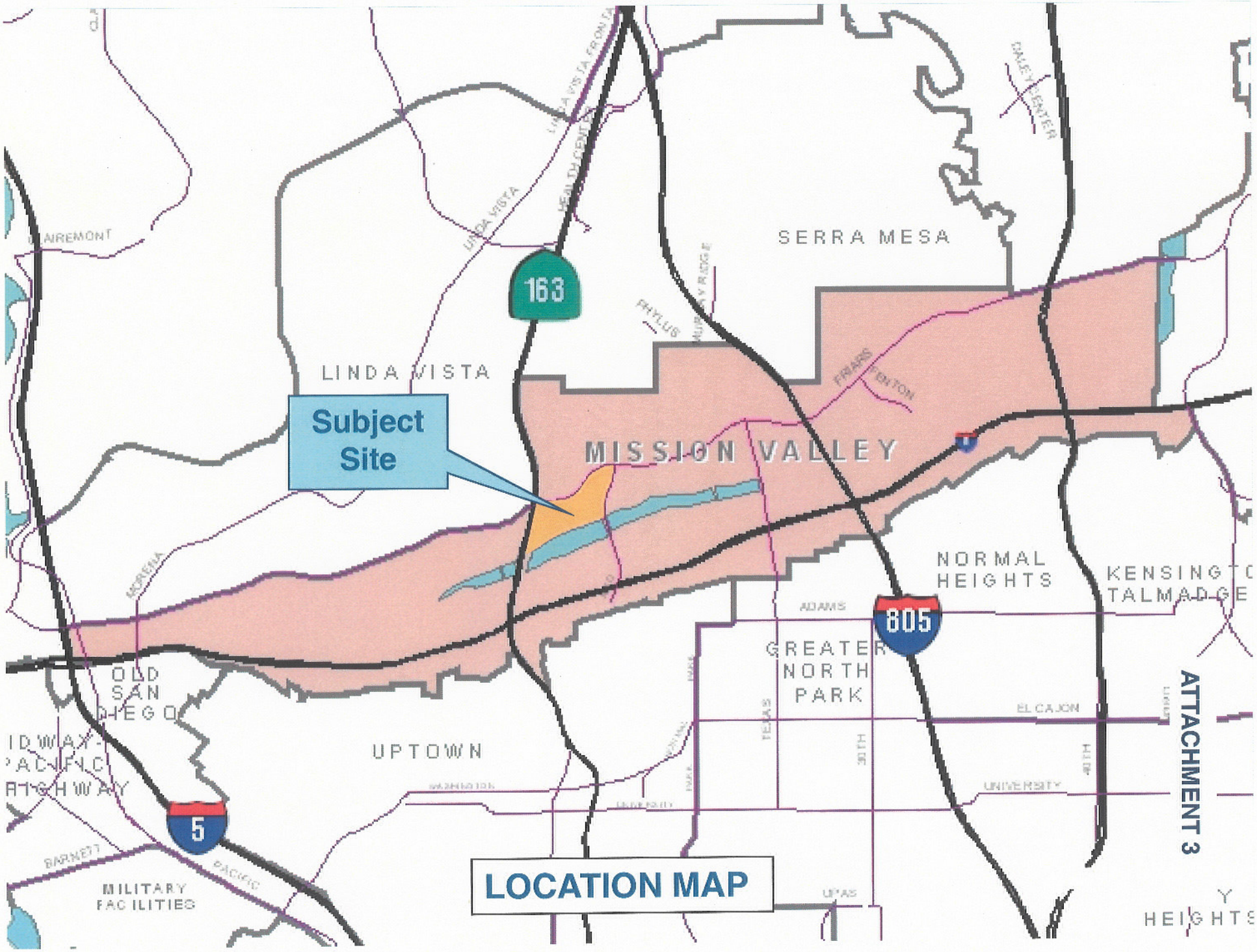
ATTACHMENT 1

Development Services Department
Project Management Division

Community Plan Land Use Map



ATTACHMENT 2



ATTACHMENT 3

ATTACHMENT 4

PROJECT DATA SHEET	
PROJECT NAME:	Hazard Center – Project No. 146803
PROJECT DESCRIPTION:	Demolition of a movie theater and restaurant within an existing mixed-use development, and the addition of up to 473 dwelling units, additional parking and addition of approximately 4,205 square feet of commercial retail space
COMMUNITY PLAN AREA:	Mission Valley and First San Diego River Improvement Project (FSDRIP) Specific Plan
DISCRETIONARY ACTIONS:	Planned Development Permit, Site Development Permit, Vesting Tentative Map, Community Plan Amendment, FSDRIP Specific Plan Amendment, and Easement Abandonment
COMMUNITY PLAN LAND USE DESIGNATION:	Multi-Use Complex within the FSDRIP Specific Plan

ZONING INFORMATION:

ZONE: MV-M/SP Mission Valley Planned District
HEIGHT LIMIT: 250 feet
LOT SIZE: 40,000 square feet
FLOOR AREA RATIO: N/A
FRONT SETBACK: 15 feet
SIDE SETBACK: 10 feet
STREETSIDE SETBACK: 15 feet
REAR SETBACK: 15 feet
PARKING: 2,510 spaces provided

ADJACENT PROPERTIES:	LAND USE DESIGNATION & ZONE	EXISTING LAND USE
NORTH:	Office and Retail & MV-CO and MV-CR	Commercial Office and Retail across Friars Road
SOUTH:	Residential & MV-M/SP	Residential Condominiums across Hazard Center Drive
EAST:	Commercial Retail & MV-M/SP	Commercial Retail across Frazee Road
WEST:	Mixed Use and Commercial Retail & MV-M/SP and MV-CR	Hotel, SR-163, and Fashion Valley Shopping Center

DEVIATIONS OR VARIANCES REQUESTED:	**1. Deviation requested from LDC Section 1514.0304(e) to allow no setbacks where 15 feet street yard setbacks are required.** **2. Deviation requested from LDC Section 142.0406(a) to allow the use of shade structures on the top level of the parking structure in lieu of one tree within 30 feet of each parking space.**
COMMUNITY PLANNING GROUP RECOMMENDATION:	**On December 2, 2009 the Mission Valley Planning Group voted 13-7-3 to recommend approval of the Hazard Center Redevelopment Project with conditions.**

Resolution for Approving/Denying Permits

(R-_____)

RESOLUTION NUMBER R-_____

ADOPTED ON _____

WHEREAS, 7510 Hazard LLC, a Delaware Limited Liability Company, Owner and OliverMcMillan, LLC, a California Limited Liability Company, Permittee, filed an application with the City of San Diego for Site Development Permit (SDP) No. 515727 and Planned Development Permit (PDP) No. 515728 to demolish a portion of existing commercial space and construct up to 473 residential units and approximately 4,205 square feet of commercial uses on a 14.5 acre site at 7510 Hazard Center Drive, 1370 Frazee Road, and 7676 Hazard Center Drive in the OF-1-1 (Open Space--Floodplain) Zone and MV-M/SP (Multiple Use) Zone within an adopted Specific Plan of the Mission Valley Planned District (MVPD) within the Mission Valley Community Planning Area. The site is within the First San Diego River Improvement Project (FSDRIP) Specific Plan, and the Federal Aviation Administration Part 77 Noticing Area for the San Diego International Airport- Lindbergh Field and Montgomery Field, the Residential Tandem Parking Overlay Zone, and the Transit Area Overlay Zone.

The project site is legally described as Parcel 1 of Parcel Map No. 15912 in the City of San Diego, State of California, filed in the Office of the County Recorder of San Diego County December 19, 1989; Lot 3 of Hazard Center Map No. 11949 in the City of San Diego, State of California, filed in the Office of the County Recorder of San Diego County December 10, 1987; and Lot 4 of Hazard Center Map No. 11949 in the City of San Diego, State of California, filed in the Office of the County Recorder of San Diego County December 10, 1987; and

WHEREAS, on March 25, 2010, the Planning Commission of the City of San Diego considered SDP No. 515727 and PDP No. 515728, and pursuant to Resolution No. _____-PC voted to recommend City Council approval of the permit; and

WHEREAS, the matter was set for public hearing on _____, 2010 testimony having been heard, evidence having been submitted, and the City Council having fully considered the matter and being fully advised concerning the same; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that it adopts the following findings with respect to SDP No. 515727 and PDP No. 515728:

Findings for Site Development Permit Approval – Findings for all Site Development Permits Section 126.0504(a)

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

   The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

   On July 12, 2007, the Planning Commission initiated an amendment to the First San Diego River Improvement Project Specific Plan (FSDRIP) Specific Plan and the Mission Valley Community Plan, a component of the General Plan, to allow for an increase in the number of permitted residential dwelling units, a decrease in commercial square footage, and to allow for an increase in building heights. Specifically, the Amendment to the FSDRIP Specific Plan is limited to the Hazard Center Development Area. In addition to the amendments identified at the Planning Commission Initiation hearing described above, the proposed project includes an amendment to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive from a four-lane collector street to a two-lane collector street.

   The proposed project includes two deviation requests: 1) the elimination of the setbacks from all lot lines to allow for the establishment of an urban street wall, and 2) a proposal for a tensile shade structure in lieu of a portion of the landscape requirements on the top level of the existing parking structure. The proposed reduction in setbacks is a deviation from a regulatory requirement and it does not adversely impact any Community Plan policies. Rather, this proposed deviation contributes to the provision of architectural

interest at the street level to promote pedestrian activity and allows residential uses to be added adjacent to existing light rail transit, which is in conformance with both the Mission Valley Community Plan and the General Plan. The second proposed deviation, from the Municipal Code parking structure landscape requirement, would not adversely impact any Community Plan policies as in lieu of this requirement, a tensile shade structure is proposed which would meet the intent of the Municipal Code by shading and screening parking uses.

General Plan Conformance - The General Plan identifies Mission Valley as a Regional Subdistrict, meaning it constitutes a concentration of employment and housing and is appropriate to provide higher intensity development. This area is also identified as having a High Propensity to develop as a village area on the General Plan's Village Propensity Map. One of the primary goals of the General Plan's Land Use and Community Planning Element is to achieve balanced communities and equitable development. The proposed project would provide a diversity of unit types and densities including the provision of affordable on-site housing within a sub-regional employment center.

The General Plan's Mobility Element promotes walkability and multi-modal transportation in order to reduce dependency on the automobile. The proposed project addresses the walkability community goals by an interconnected system of pedestrian pathways, sidewalks, public spaces and street design, with an overall design concept that provides for a series of functional connections to the existing San Diego Trolley station located on the south side of Hazard Center Drive. The proposed project, along with the accompanying Hazard Center Drive Extension and San Diego River Pathway projects, promotes a transportation system that emphasizes walkability and bicycling and improved accessibility to transit, as well as supports the improvement of traffic circulation.

The Urban Design Element of the General Plan includes the principle to build a compact, efficient, and environmentally sensitive pattern of development. The proposed project includes both horizontal and vertical mixed-use components with a mix of housing types. The design proposes to place ground floor retail to activate and attract pedestrian activity, with plazas, courtyards and paseos to create focal points for public gathering adjacent to the existing Hazard Center Trolley Station.

The General Plan's Recreation Element provides that the appropriate quality and quantity of parks, recreation facilities and infrastructure is provided citywide. The project proposes to meet its population based neighborhood park requirements both on-site, with the construction of a 0.63-acre park, as well as through the payment of an ad-hoc fee, in-lieu of the park portion of the development impact fees, for the remaining park requirements.

The Conservation Element of the General Plan contains numerous policies aimed at promoting the City of San Diego as an international model of sustainable development and conservation. The project proposes to address a variety of conservation needs by utilizing the design goals of the United States Green Building Council Leadership in Energy and Environmental Design, including green roofs. The design of the proposed

project would meet or exceed Title 24 Energy Efficiency Requirements to reduce energy use. The siting of the proposed project within an existing development would result in no increase to impervious surfaces, and in the preservation of greenfields and nature resources.

The Housing Element, provided under separate cover from the rest of the General Plan, includes objectives, policies and programs intended to address the City's housing needs. Included as one of its five major goals, is the provision of affordable housing opportunities. The proposed project includes plans to set aside up to 10 percent of the 473 units as low-income/moderate-income housing. The provision of up to 48 low-income/moderate-income units on-site meets the City's Inclusionary Affordable Housing requirements and would serve to further diversify the housing stock within the Mission Valley community.

Community Plan Conformance - The Land Use Element of the Mission Valley Community Plan contains proposals to guide the long-range residential, commercial and industrial development of the Mission Valley Community. Several key objectives of this element include: to provide a variety of housing types and densities within the community; to encourage development which combines and integrates residential uses with commercial and service uses; to encourage imaginative land development techniques and varied building site layouts; and to provide amenities for residents such as recreation, shopping, employment and cultural opportunities within, or adjacent to, residential development. The proposed project addresses these objectives by providing a diversity of for-sale and for-rent units in a mixed-use, infill setting, while preserving existing shopping and employment uses, and providing on-site active and passive open space areas and recreation facilities.

The Transportation Element of the Mission Valley Community Plan includes objectives to establish and maintain a balanced transportation system throughout Mission Valley, encourage the use of public transit modes to reduce dependency on the automobile, and provide opportunities for individual property owners to achieve a higher use of their property through support of more efficient transportation modes. The proposed project would help advance a strategy to promote transit, bicycling, and walking as viable transportation choices through traffic calming measures, streetscape amenities, and an overall site design that would provide greater vehicular, bicycle and pedestrian safety, and would enhance bicycle and pedestrian connectivity to nearby transit and San Diego River recreational trails. The project site is located within less than one-quarter mile of an existing light rail trolley station, as well as several high-frequency public bus lines.

The proposed reclassification of Hazard Center Drive is a result of comments received from City staff's memorandum distributed on July 18, 2008, soliciting public and staff comments on the proposed amendments. City staff supports the reclassification as the two-lane designation provides a number of safety benefits. The road reclassification would allow for a more pedestrian-friendly design with wider sidewalks, bicycle paths, a pedestrian plaza, and a safe crossing between the proposed development and the existing trolley station. Further, the road extension presents several engineering challenges with respect to design speed for vertical curves, vehicular and pedestrian safety, and clearance

considerations. These engineering challenges require design exceptions and traffic calming measures in order to reduce the design speed and justify design exceptions relating to the vertical alignment of the road extension. Due to the location of a major trunk sewer line, the design includes a steep descent under SR-163 that requires a design speed of 25 miles per hour. Because of this design speed requirement and the associated traffic calming necessary to support it, staff's recommendation is that a two-lane road is a more appropriate designation. No significant impacts to the level of service for Hazard Center Drive would result from this reclassification.

The project would implement many of the goals and policies of the City's newly adopted General Plan (General Plan), the Mission Valley Community Plan (MVCP) and the First San Diego River Improvement Project Specific Plan (FSDRIP). Therefore, the proposed development would not adversely affect the applicable land use plan.

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

The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

The project proposes construction of 473 multi-family dwelling units to complement the existing mixed-use office, commercial and hotel center in Mission Valley. The proposed development is on an existing developed site. The site has been studied for potential traffic, noise, air quality, geotechnical, water quality, and hazardous material impacts. Environmental Impact Report No. 146803 has been prepared for the project in accordance with the State of California Environmental Quality Act. A Mitigation, Monitoring and Reporting Program has been prepared and would be implemented which would reduce, to a level below significance, some of the potential impacts identified in the environmental review process. Draft Candidate Findings of Fact and Statement of Overriding Considerations have been provided to allow the decisionmaker to adopt the project with significant and unmitigated impacts. The Project's drainage system discharges into an existing drainage channel that is within 200 feet of the San Diego River. The onsite drainage system will utilize Best Management Practices (BMP's) to meet construction and post-construction related water quality requirements.

The project would comply with the development regulations in effect for the subject property as described in Site Development Permit No. 515727 and Planned Development Permit No. 515728, and other regulations and guidelines pertaining to the subject property per the San Diego Municipal Code. The proposed development would be required to obtain building permits to show that all construction would comply with all applicable building and fire code requirements.

The Project proposes to incorporate sustainable design practices and has applied for Leadership in Energy and Environmental Design certification under the United States Green Building Council's criteria. The siting of residential infill adjacent to existing transit access and commercial infrastructure encourages walking and reduces the automobile trips that are detrimental to public health and safety. The proposed infill development on a previously disturbed site protects greenfields and natural resources.

In addition, the Project would help to provide affordable housing opportunities that would promote an economically balanced community. A minimum of ten percent (up to 48) of the proposed dwelling units would be affordable per the City's Inclusionary Affordable Housing Regulations. A mix of studio, one-, and two-bedroom dwelling units would provide a variety of housing options and costs in close proximity to employment and transportation options. Therefore, proposed development would not be detrimental to the public health, safety, and welfare.

3. **The proposed development will comply with the applicable regulations of the Land Development Code.**

The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

The proposed redevelopment would comply with the applicable regulations of the Mission Valley Planned District Multi-Use Zone where the Specific Plan is in effect (MVPD-M/SP) for permitted use, density, minimum lot area, lot width and depth, architectural design, storage requirements, private exterior open space, common open space, and loading requirements. Parking requirements are satisfied under an approved, updated shared parking analysis with the integrated uses on site.

The proposed redevelopment is consistent with the purpose of the MVPD-M/SP Zone to provide at least three land uses, one of which must be residential, in certain prescribed proportions based on Average Daily Trips allocated to the project. The integration of additional dwelling units would bring the existing development up to the current zoning criteria.

The proposed redevelopment is also consistent with the overall intent of the Mission Valley Planned District to ensure that development in Mission Valley will be accomplished in a manner that enhances and preserves sensitive resource areas; improves the vehicular, bicycle, pedestrian, and public transit circulation network; provides reasonable use of property; and contributes to the aesthetic and functional well being of the community. The proposed redevelopment is on an existing fully-developed site, so that undisturbed and environmentally sensitive lands are preserved from other potential development. The project proposes to add residential uses next to existing public transit

and existing employment, restaurant and retail uses, reducing reliance on vehicular transportation and promoting pedestrian and transit alternatives. The added resident population would also contribute to the customer base of the existing commercial uses.

The proposed project design and massing are consistent with the Architectural Design guidelines contained in the San Diego Municipal Code (SDMC) Section 1514.0305(g) including a slim tower design to preserve maximize view corridors, public plazas, varied roof forms and "green" roofs, architectural detail at a human scale, and offsetting façade planes.

The proposed reclassification of Hazard Center Drive would comply with all applicable regulations of the Land Development Code. Further, the narrowing of this road from four lanes to two lanes would allow space for wider sidewalks, landscaping, sitting areas and a larger public plaza contiguous to these sidewalks, as outlined in the Guidelines for Discretionary Review in SDMC Section 1514.0408(m).

The project proposes to deviate from the SDMC requirements for setback and vehicle use area planting requirements. Through the processing of a Planned Development Permit, the SDMC allows applicants to propose development that requires flexibility from the strict application of the regulations. The intent of Planned Development Permit regulations is to encourage imaginative and innovative planning, to assure the development achieves the purpose and intent of the applicable land use plan, and that the design would be preferable to what would be achieved by strict conformance with the regulations. Staff believes that the Planning Commission can make the appropriate findings based on the following information.

1. The project proposes a deviation from the setback requirements of SDMC Section 1514.0304(e) which requires minimum yard and building setback requirements. The project proposes to eliminate setbacks from all lot lines.

The deviation would allow the required fire separation distance as required by the California Building Code between the existing commercial buildings and the proposed mid-rise residences along Hazard Center Drive. It would also allow the existing service drives to be maintained between the commercial and residential buildings. These service drives are necessary to the continued function of the commercial spaces. The requested deviation would also allow for the future widening of Friars Road relative to the space requirements of the existing and proposed parking structures. The deviation is tied aesthetically to the streetscape improvement which would be allowed by the reclassification of Hazard Center Drive, particularly wider sidewalks and the creation of an urban street wall with offsetting planes, entry stoops, and planters.

The proposed deviation would also permit residential uses to be added to the remaining space adjacent to and above existing commercial structures, to implement a true mixed-use development in conformance with the multiple-use ratio guidelines of the MVPD-M zone designation and the City of Villages policies of the General Plan. The recently adopted General Plan identifies the Hazard Center site as having a high propensity for Urban Village development. The project proposal would achieve the Community Plan's

goal for redevelopment, infill, and new growth to be focused adjacent to transit stops in compact, mixed-use centers.

2. The project proposes a deviation from the vehicle use area planting requirements of SDMC Section 142.0406(a) to allow the use of shade structures on the top level of the parking structure in lieu of one tree within 30 feet of each parking space. The Project proposes a tensile shade structure in lieu of additional trees in most areas of the existing deck parking.

Due to site topography, the existing center is multi-level, with the main level for "surface" parking situated one story above Hazard Center Drive on a two-story parking garage structure. The parking garage is an existing structure that was not designed to support the weight of the quantity of trees required. Furthermore, trees without sufficient planter size and soil volume typically do not thrive on concrete parking decks. Current landscape standards require 40 square feet of planting area per tree. The tree planters that are present on the existing deck are supported by columns specifically designed for those loads and locations. Any increase in point loads would require replacement or retrofitting of the existing vertical structure through two lower parking levels and the footings below. Planters of adequate size would also eliminate existing parking spaces that are required for the retail and restaurant uses that are to remain.

The proposed tensile shade structures meet the intent of the Land Development Code by shading and screening parking from view from above. They would be lighter than tree planters and the structural supports would fit within the existing parking field. The tensile shade structures would also reduce water consumption below that required for trees, and would reduce the heat island effect of the existing surface parking area.

The proposed deviations are appropriate to this location because they would allow affordable residential units to be added to an existing mixed-use center near existing transit infrastructure and would be consistent with the Mission Valley Planned District Ordinance, Community Plan and General Plan. The deviations would keep existing parking and retail activities in place, resulting in a more desirable and sustainable project.

Deviations from development regulations for projects offering affordable housing are consistent with the Land Development Code portions of the San Diego Municipal Code. The Project proposes that a minimum of ten percent (up to 48) of the proposed dwelling units would be affordable per the Inclusionary Housing Ordinance. Strict application of the setback regulation would restrict the ability to fit residential units on this site. Strict application of the landscape regulations would restrict the ability of the project to provide adequate parking as required for the proposed inclusionary units. Therefore, the proposed development would comply with the applicable regulations of the Land Development Code.

Supplemental Site Development Permit Findings - Environmentally Sensitive Lands, SDMC Section 126.0504(b)

1. **The site is physically suitable for the design and siting of the proposed development and the development will result in minimum disturbance to environmentally sensitive lands;**

   The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

   The Hazard Center site is well suited for the addition of higher density multifamily housing, due to its proximity to existing light rail public transit and established employment, shopping, dining and entertainment opportunities. The recently adopted General Plan identifies the Hazard Center site as having a high propensity for Urban Village development. The proposed construction of up to 473 multi-family dwelling units would complement the existing mixed-use office, commercial and hotel center in Mission Valley. The General Plan calls for redevelopment, infill and new growth to be focused adjacent to transit stops in compact, mixed-use centers. This project proposal achieves this goal by adding high density, multi-family housing to an existing employment center, connected to transit and recreation.

   The southwest corner of the project site is identified as a restricted building area in First San Diego River Improvement Project Specific Plan (FSDRIP). This portion of the site is approximately 1.2 acres in area and is not contiguous to the main, development body of the site. A separately owned parcel containing an existing hotel effectively separates the two portions. The restricted building area portion of the site contains an open, man-made drainage channel that is considered environmentally sensitive. Both the upstream and downstream sections of the drainage channel are enclosed in underground culverts, but the section on the project site is open with a soft bottom and rip-rap banks. The drainage flows to the San Diego River, approximately 180 feet from the property at the downstream headwall. The closest proposed structures associated with this project lie 242 feet from the drainage channel. The upstream headwall and a small area of the drainage channel intersect the north property line of the main portion of the project site near the eastbound off-ramp of SR-163. This section lies approximately 45 feet from an existing parking garage on the project site. However, no modifications or new construction are proposed in this section of the site beyond replacement of existing grass with drought-tolerant landscaping.

   Toward fulfillment of associated population-based park requirements, the project proposes to dedicate approximately 0.63 acres of the restricted building area near the drainage channel to the City of San Diego as a public park. The future park area is on previously disturbed, non-native grassland. Final design of the park must be vetted through a public process and approved by the Park and Recreation Board, pursuant to

Council Policy 600-33. However, no buildings are anticipated and all landscaping will be in conformance with FSDRIP.

The project would result in minimum disturbance to environmentally sensitive lands, because all new or modified structures are on previously developed portions of the site, significantly distant from environmentally sensitive areas. Development near environmentally sensitive areas would be for passive recreational uses. There would be no removal, filling, or hydrological interruption to the drainage channel. Impacts to non-native grassland would not be considered significant because the area is less than one acre, occurs in an isolated patch due to urbanization, and has limited habitat values for wildlife. Therefore, site is physically suitable for the design and siting of the proposed development and the development would result in minimum disturbance to environmentally sensitive lands.

2. **The proposed development will minimize the alteration of natural land forms and will not result in undue risk from geological and erosional forces, flood hazards, or fire hazards;**

The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

The location of the proposed project is a developed site currently housing a three-level commercial-retail center, a 15-story office building and three levels of structured parking. The majority of the site is covered by buildings or pavement. The entire site was previously disturbed, including the restricted building area and drainage channel that were created by First San Diego River Improvement Project Specific Plan (FSDRIP). Prior to development of the existing mixed-use center, the site was used as a quarry and brick yard. The proposed development will not affect natural land forms. The project adds housing to an existing development, thereby preserving existing greenfields in the region.

The southwest corner of the project site is identified as a restricted building area in FSDRIP. This portion of the site is approximately 1.2 acres in area and is not contiguous to the main, development body of the site. A separately owned parcel containing an existing hotel effectively separates the two portions. The restricted building area portion of the site contains an open, man-made drainage channel that is considered environmentally sensitive. Both the upstream and downstream sections of the drainage channel are enclosed in underground culverts, but the section on the project site is open with a soft bottom and rip-rap banks. The drainage flows to the San Diego River, approximately 180 feet from the property at the downstream headwall. The closest proposed structures associated with this Project lie 242 feet from the drainage channel. The upstream headwall and a small area of the drainage channel intersect the north

property line of the main portion of the Project site near the eastbound off-ramp of SR-163. This section lies approximately 45 feet from an existing parking garage on the Project site. However, no modifications or new construction are proposed in this section of the site beyond replacement of existing grass with drought-tolerant landscaping.

Toward fulfillment of associated population-based park requirements, the Project proposes to dedicate approximately 0.63 acres of the restricted building area near the drainage channel to the City of San Diego as a public park. The future park area is on previously disturbed, non-native grassland. Final design of the park must be vetted through a public process and approved by the Park and Recreation Board, pursuant to Council Policy 600-33. However, no buildings are anticipated and all landscaping will be in conformance with FSDRIP. The fire hazard potential of this area will be considerably reduced by the conversion of existing isolated grassland into a thoughtfully landscaped and maintained public park and the removal of congestive non-native plants.

No natural land forms will be altered by the proposed project, because it would be entirely constructed on previously disturbed land. Furthermore, only minimal alteration of existing grades is proposed, so there will be no undue risk from geological or erosional forces. No changes are proposed to the hydrology of the drainage channel or the remainder of the project site and there will be no increase in impervious surfaces, as the existing site is predominantly paved or covered. Rather, green roofs are planned for portions of the existing commercial buildings to reduce run-off and Best Management Practices would be established to reduce erosion and ensure water quality. Therefore, proposed development would minimize the alteration of natural land forms and would not result in undue risk from geological and erosional forces, flood hazards, or fire hazards.

3. **The proposed development will be sited and designed to prevent adverse impacts on any adjacent environmentally sensitive lands;**

The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

The location of the proposed project is a developed site currently housing a three-level commercial-retail center, a 15-story office building and three levels of structured parking. The majority of the site is covered by buildings or pavement. The entire site was previously disturbed, including the restricted building area and drainage channel that were created by First San Diego River Improvement Project Specific Plan (FSDRIP). The proposed new development is carefully sited in areas of the property that already contain structures or pavement and that are distant from environmentally sensitive lands. The project adds housing to an existing development, thus preserving existing greenfields in the region.

The southwest corner of the project site is identified as a restricted building area in FSDRIP. This portion of the site is approximately 1.2 acres in area and is not contiguous to the main, development body of the site. A separately owned parcel containing an existing hotel effectively separates the two portions. The restricted building area portion of the site contains an open, man-made drainage channel that is considered environmentally sensitive. Both the upstream and downstream sections of the drainage channel are enclosed in underground culverts, but the section on the project site is open with a soft bottom and rip-rap banks. The drainage flows to the San Diego River, approximately 180 feet from the property at the downstream headwall. The closest proposed structures associated with this project lie 242 feet from the drainage channel. The upstream headwall and a small area of the drainage channel intersect the north property line of the main portion of the project site near the eastbound off-ramp of SR-163. This section lies approximately 45 feet from an existing parking garage on the project site. However, no modifications or new construction are proposed in this section of the site beyond replacement of existing grass with drought-tolerant landscaping.

Toward fulfillment of associated population-based park requirements, the project proposes to dedicate approximately 0.63 acres of the restricted building area near the drainage channel to the City of San Diego as a public park. The future park area is on previously disturbed, non-native grassland. Final design of the park must be vetted through a public process and approved by the Park and Recreation Board, pursuant to Council Policy 600-33. However, no buildings are anticipated and all landscaping will be in conformance with FSDRIP.

The project would result in minimum disturbance to environmentally sensitive lands, because all new or modified structures are on previously developed portions of the site, significantly distant from environmentally sensitive areas. Development near environmentally sensitive areas would be for passive recreational uses. There would be no removal, filling, or hydrological interruption to the drainage channel. Impacts to non-native grassland would not be considered significant because the area is less than one acre, occurs in an isolated patch due to urbanization, and has limited habitat values for wildlife. Therefore, proposed development will be sited and designed to prevent adverse impacts on any adjacent environmentally sensitive lands.

4. **The proposed development will be consistent with the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan;**

The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

The primary goal of the MSCP Subarea Plan is to protect sensitive species and to maintain regional biodiversity while allowing for reasonable economic growth. The proposed infill development is fundamentally consistent with the MSCP Plan because it only affects previously disturbed land. The mixed-use nature of the project further supports the MSCP Plan because the proximity of uses and existing public transit reduces the need for new transportation and utility infrastructure that might stress or endanger the region's biological resources. The project adds housing to an existing development, thus preserving existing greenfields in the region.

The southwest corner of the project site is identified as a restricted building area in First San Diego River Improvement Project Specific Plan (FSDRIP). This portion of the site is approximately 1.2 acres in area and is not contiguous to the main, development body of the site. A separately owned parcel containing an existing hotel effectively separates the two portions. The restricted building area portion of the site contains an open, man-made drainage channel that is considered environmentally sensitive. Both the upstream and downstream sections of the drainage channel are enclosed in underground culverts, but the section on the project site is open with a soft bottom and rip-rap banks. The drainage flows to the San Diego River, approximately 180 feet from the property at the downstream headwall. The closest proposed structures associated with this project lie 242 feet from the drainage channel. The upstream headwall and a small area of the drainage channel intersect the north property line of the main portion of the project site near the eastbound off-ramp of SR-163. This section lies approximately 45 feet from an existing parking garage on the project site. However, no modifications or new construction are proposed in this section of the site beyond replacement of existing grass with drought-tolerant landscaping.

Toward fulfillment of associated population-based park requirements, the project proposes to dedicate approximately 0.63 acres of the restricted building area near the drainage channel to the City of San Diego as a public park. The future park area is on previously disturbed, non-native grassland. Final design of the park must be vetted through a public process and approved by the Park and Recreation Board, pursuant to Council Policy 600-33. However, no buildings are anticipated and all landscaping will be in conformance with FSDRIP.

The Multi-Habitat Planning Area (MHPA) associated with the San Diego River is approximately 140 feet from the southwest restricted building area portion of the site, where no structures are proposed, and approximately 450 feet from the central and east portions of the site, where most of the redevelopment is proposed. Hazard Center Drive and the existing condominium community of Union Square lie between the project site and the MHPA.

The proposed development is on an existing developed site. The site has been studied for potential traffic, noise, air quality, geotechnical, water quality, and hazardous material impacts. Environmental Impact Report (EIR) No. 146803 has been prepared for the project in accordance with the State of California Environmental Quality Act. A Mitigation, Monitoring and Reporting Program has been prepared and would be implemented which would reduce, to a level below significance, some of the potential

impacts identified in the environmental review process. Draft Candidate Findings of Fact and Statement of Overriding Considerations have been provided to allow the decisionmaker to adopt the project with significant and unmitigated impacts. The project's drainage system discharges into an existing drainage channel that is within 200 feet of the San Diego River. The EIR found no sensitive plant species or sensitive wildlife on the project site that could be impacted by the proposed redevelopment. Mitigation measures are described in this report and will be employed to avoid or reduce construction period impacts to sensitive wildlife in the MHPA to less than significant levels. The project would adhere to the MHPA Land Use Agency Guidelines contained in the MSCP Subarea Plan. The onsite drainage system will utilize Best Management Practices (BMP's) to meet construction and post-construction related water quality requirements. Through sustainable siting, infill development and an efficient mix of uses the proposed project is consistent with the City's MSCP Subarea Plan. Therefore, the proposed development would be consistent with the City of San Diego's Multiple Species Conservation Program Subarea Plan.

5. **The proposed development will not contribute to the erosion of public beaches or adversely impact local shoreline sand supply;**

   The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements. The proposed development is remote from public beaches and will have no effect on beach erosion or shoreline sand supply. The project site is located approximately 5.5 miles east of the nearest shoreline at Mission Beach and approximately 3 miles from the closest point at Mission Bay. The closest proposed new structure is approximately 410 feet from the 100-year flood line of the San Diego River, and will not affect the River's flow to the Pacific Ocean south of Mission Beach. Therefore, the proposed development would not contribute to the erosion of public beaches or adversely impact local shoreline sand supply.

6. **The nature and extent of mitigation required as a condition of the permit is reasonably related to, and calculated to alleviate, negative impacts created by the proposed development.**

   The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

The proposed development is on an existing developed site. The site has been studied for potential traffic, noise, air quality, geotechnical, water quality, and hazardous material impacts. Environmental Impact Report (EIR) No. 146803 has been prepared for the project in accordance with the State of California Environmental Quality Act. A Mitigation, Monitoring and Reporting Program has been prepared and would be implemented which would reduce, to a level below significance, some of the potential impacts identified in the environmental review process. Draft Candidate Findings of Fact and Statement of Overriding Considerations have been provided to allow the decisionmaker to adopt the project with significant and unmitigated impacts. The project's drainage system discharges into an existing drainage channel that is within 200 feet of the San Diego River. The EIR found no sensitive plant species or sensitive wildlife on the project site that could be impacted by the proposed redevelopment. Therefore, nature and extent of mitigation required as a condition of the permit is reasonably related to, and calculated to alleviate, negative impacts created by the proposed development.

Findings for Planned Development Permit Approval – Section 126.0604(a)

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

The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

On July 12, 2007, the Planning Commission initiated an amendment to the First San Diego River Improvement Project Specific Plan (FSDRIP) Specific Plan and the Mission Valley Community Plan, a component of the General Plan, to allow for an increase in the number of permitted residential dwelling units, a decrease in commercial square footage, and to allow for an increase in building heights. Specifically, the Amendment to the FSDRIP Specific Plan is limited to the Hazard Center Development Area. In addition to the amendments identified at the Planning Commission Initiation hearing described above, the proposed project includes an amendment to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive from a four-lane collector street to a two-lane collector street.

The proposed project includes two deviation requests: 1) the elimination of the setbacks from all lot lines to allow for the establishment of an urban street wall, and 2) a proposal for a tensile shade structure in lieu of a portion of the landscape requirements on the top level of the existing parking structure. The proposed reduction in setbacks is a deviation from a regulatory requirement and it does not adversely impact any Community Plan policies. Rather, this proposed deviation contributes to the provision of architectural interest at the street level to promote pedestrian activity and allows residential uses to be

added adjacent to existing light rail transit, which is in conformance with both the Mission Valley Community Plan and the General Plan. The second proposed deviation, from the Municipal Code parking structure landscape requirement, would not adversely impact any Community Plan policies as in lieu of this requirement, a tensile shade structure is proposed which would meet the intent of the Municipal Code by shading and screening parking uses.

General Plan Conformance - The General Plan identifies Mission Valley as a Regional Subdistrict, meaning it constitutes a concentration of employment and housing and is appropriate to provide higher intensity development. This area is also identified as having a High Propensity to develop as a village area on the General Plan's Village Propensity Map. One of the primary goals of the General Plan's Land Use and Community Planning Element is to achieve balanced communities and equitable development. The proposed project would provide a diversity of unit types and densities including the provision of affordable on-site housing within a sub-regional employment center.

The General Plan's Mobility Element promotes walkability and multi-modal transportation in order to reduce dependency on the automobile. The proposed project addresses the walkability community goals by an interconnected system of pedestrian pathways, sidewalks, public spaces and street design, with an overall design concept that provides for a series of functional connections to the existing San Diego Trolley station located on the south side of Hazard Center Drive. The proposed project, along with the accompanying Hazard Center Drive Extension and San Diego River Pathway project, promotes a transportation system that emphasizes walkability and bicycling and improved accessibility to transit, as well as supports the improvement of traffic circulation.

The Urban Design Element of the General Plan includes the principle to build a compact, efficient, and environmentally sensitive pattern of development. The proposed project includes both horizontal and vertical mixed-use components with a mix of housing types. The design proposes to place ground floor retail to activate and attract pedestrian activity, with plazas, courtyards and paseos to create focal points for public gathering adjacent to the existing Hazard Center Trolley Station.

The General Plan's Recreation Element provides that the appropriate quality and quantity of parks, recreation facilities and infrastructure is provided citywide. The project proposes to meet its population based neighborhood park requirements both on-site, with the construction of a 0.63-acre park, as well as through the payment of an ad-hoc fee, in-lieu of the park portion of the development impact fees, for the remaining park requirements.

The Conservation Element of the General Plan contains numerous policies aimed at promoting the City of San Diego as an international model of sustainable development and conservation. The project proposes to address a variety of conservation needs by utilizing the design goals of the United States Green Building Council Leadership in Energy and Environmental Design, including green roofs. The design of the proposed project would meet or exceed Title 24 Energy Efficiency Requirements to reduce energy

use. The siting of the proposed project within an existing development would result in no increase to impervious surfaces, and in the preservation of greenfields and nature resources.

The Housing Element, provided under separate cover from the rest of the General Plan, includes objectives, policies and programs intended to address the City's housing needs. Included as one of its five major goals, is the provision of affordable housing opportunities. The proposed project includes plans to set aside up to 10 percent of the 473 units as low-income/moderate-income housing. The provision of up to 48 low-income/moderate-income units on-site meets the City's Inclusionary Affordable Housing requirements and would serve to further diversify the housing stock within the Mission Valley community.

Community Plan Conformance - The Land Use Element of the Mission Valley Community Plan contains proposals to guide the long-range residential, commercial and industrial development of the Mission Valley Community. Several key objectives of this element include: to provide a variety of housing types and densities within the community; to encourage development which combines and integrates residential uses with commercial and service uses; to encourage imaginative land development techniques and varied building site layouts; and to provide amenities for residents such as recreation, shopping, employment and cultural opportunities within, or adjacent to, residential development. The proposed project addresses these objectives by providing a diversity of for-sale and for-rent units in a mixed-use, infill setting, while preserving existing shopping and employment uses, and providing on-site active and passive open space areas and recreation facilities.

The Transportation Element of the Mission Valley Community Plan includes objectives to establish and maintain a balanced transportation system throughout Mission Valley, encourage the use of public transit modes to reduce dependency on the automobile, and provide opportunities for individual property owners to achieve a higher use of their property through support of more efficient transportation modes. The proposed project would help advance a strategy to promote transit, bicycling, and walking as viable transportation choices through traffic calming measures, streetscape amenities, and an overall site design that would provide greater vehicular, bicycle and pedestrian safety, and would enhance bicycle and pedestrian connectivity to nearby transit and San Diego River recreational trails. The project site is located within less than one-quarter mile of an existing light rail trolley station, as well as several high-frequency public bus lines.

The proposed reclassification of Hazard Center Drive is a result of comments received from City staff's memorandum distributed on July 18, 2008, soliciting public and staff comments on the proposed amendments. City staff supports the reclassification as the two-lane designation provides a number of safety benefits. The road reclassification would allow for a more pedestrian-friendly design with wider sidewalks, bicycle paths, a pedestrian plaza, and a safe crossing between the proposed development and the existing trolley station. Further, the road extension presents several engineering challenges with respect to design speed for vertical curves, vehicular and pedestrian safety, and clearance considerations. These engineering challenges require design exceptions and traffic

calming measures in order to reduce the design speed and justify design exceptions relating to the vertical alignment of the road extension. Due to the location of a major trunk sewer line, the design includes a steep descent under SR-163 that requires a design speed of 25 miles per hour. Because of this design speed requirement and the associated traffic calming necessary to support it, staff's recommendation is that a two-lane road is a more appropriate designation. No significant impacts to the level of service for Hazard Center Drive would result from this reclassification.

The project would implement many of the goals and policies of the City's newly adopted General Plan (General Plan), the Mission Valley Community Plan (MVCP) and the First San Diego River Improvement Project Specific Plan (FSDRIP). Therefore, the proposed development would not adversely affect the applicable land use plan.

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

The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

The project proposes construction of 473 multi-family dwelling units to complement the existing mixed-use office, commercial and hotel center in Mission Valley. The proposed development is on an existing developed site. The site has been studied for potential traffic, noise, air quality, geotechnical, water quality, and hazardous material impacts. Environmental Impact Report No. 146803 has been prepared for the project in accordance with the State of California Environmental Quality Act. A Mitigation, Monitoring and Reporting Program has been prepared and would be implemented which would reduce, to a level below significance, some of the potential impacts identified in the environmental review process. Draft Candidate Findings of Fact and Statement of Overriding Considerations have been provided to allow the decisionmaker to adopt the project with significant and unmitigated impacts. The project's drainage system discharges into an existing drainage channel that is within 200 feet of the San Diego River. The onsite drainage system will utilize Best Management Practices (BMP's) to meet construction and post-construction related water quality requirements.

The project would comply with the development regulations in effect for the subject property as described in Site Development Permit No. 515727 and Planned Development Permit No. 515728, and other regulations and guidelines pertaining to the subject property per the San Diego Municipal Code. The proposed development would be required to obtain building permits to show that all construction would comply with all applicable building and fire code requirements.

The project proposes to incorporate sustainable design practices and has applied for Leadership in Energy and Environmental Design certification under the United States Green Building Council's criteria. The siting of residential infill adjacent to existing transit access and commercial infrastructure encourages walking and reduces the automobile trips that are detrimental to public health and safety. The proposed infill development on a previously disturbed site protects greenfields and natural resources.

In addition, the project would help to provide affordable housing opportunities that would promote an economically balanced community. A minimum of ten percent (up to 48) of the proposed dwelling units would be affordable per the Inclusionary Housing Ordinance. A mix of studio, one-, and two-bedroom dwelling units would provide a variety of housing options and costs in close proximity to employment and transportation options. Therefore, proposed development would not be detrimental to the public health, safety, and welfare.

3. **The proposed development will comply with the applicable regulations of the Land Development Code.**

The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

The proposed redevelopment would comply with the applicable regulations of the Mission Valley Planned District Multi-Use Zone where the Specific Plan is in effect (MVPD-M/SP) for permitted use, density, minimum lot area, lot width and depth, architectural design, storage requirements, private exterior open space, common open space, and loading requirements. Parking requirements are satisfied under an approved, updated shared parking analysis with the integrated uses on site.

The proposed redevelopment is consistent with the purpose of the MVPD-M/SP Zone to provide at least three land uses, one of which must be residential in certain prescribed proportions based on Average Daily Trip allocated to the project. The integration of additional dwelling units would bring the existing development up to the current zoning criteria.

The proposed redevelopment is also consistent with the overall intent of the Mission Valley Planned District to ensure that development in Mission Valley will be accomplished in a manner that enhances and preserves sensitive resource areas; improves the vehicular, bicycle, pedestrian, and public transit circulation network; provides reasonable use of property; and contributes to the aesthetic and functional well being of the community. The proposed redevelopment is on an existing fully-developed site, so that undisturbed and environmentally sensitive lands are preserved from other potential development. The project proposes to add residential uses next to existing public transit

and existing employment, restaurant and retail uses, reducing reliance on vehicular transportation and promoting pedestrian and transit alternatives. The added resident population would also contribute to the customer base of the existing commercial uses.

The proposed project design and massing are consistent with the Architectural Design guidelines contained in the San Diego Municipal Code (SDMC) Section 1514.0305(g) including a slim tower design to preserve maximize view corridors, public plazas, varied roof forms and "green" roofs, architectural detail at a human scale, and offsetting façade planes.

The proposed reclassification of Hazard Center Drive would comply with all applicable regulations of the Land Development Code. Further, the narrowing of this road from four lanes to two lanes would allow space for wider sidewalks, landscaping, sitting areas and a larger public plaza contiguous to these sidewalks, as outlined in the Guidelines for Discretionary Review in SDMC Section 1514.0408(m).

The project proposes to deviate from the SDMC requirements for setback and vehicle use area requirements. Through the processing of a Planned Development Permit, the SDMC allows applicants to propose development that requires flexibility from the strict application of the regulations. The intent of Planned Development Permit regulations is to encourage imaginative and innovative planning, to assure the development achieves the purpose and intent of the applicable land use plan, and that the design would be preferable to what would be achieved by strict conformance with the regulations. Staff believes that the Planning Commission can make the appropriate findings based on the following information.

1. The project proposes a deviation from the setback requirements of SDMC Section 1514.0304(e) which requires minimum yard and building setback requirements. The project proposes to eliminate setbacks from all lot lines.

The deviation would allow the required fire separation distance as required by the California Building Code between the existing commercial buildings and the proposed mid-rise residences along Hazard Center Drive. It would also allow the existing service drives to be maintained between the commercial and residential buildings. These service drives are necessary to the continued function of the commercial spaces. The requested deviation would also allow for the future widening of Friars Road relative to the space requirements of the existing and proposed parking structures. The deviation is tied aesthetically to the streetscape improvement which would be allowed by the reclassification of Hazard Center Drive, particularly wider sidewalks and the creation of an urban street wall with offsetting planes, entry stoops, and planters.

The proposed deviation would also permit residential uses to be added to the remaining space adjacent to and above existing commercial structures, to implement a true mixed-use development in conformance with the multiple-use ratio guidelines of the MVPD-M zone designation and the City of Villages policies of the General Plan. The recently adopted General Plan identifies the Hazard Center site as having a high propensity for Urban Village development. The project proposal would achieve the Community Plan's

goal for redevelopment, infill, and new growth to be focused adjacent to transit stops in compact, mixed-use centers.

2. The project proposes a deviation from the vehicle use area planting requirements of SDMC Section 142.0406(a) to allow the use of shade structures on the top level of the parking structure in lieu of one tree within 30 feet of each parking space. The project proposes a tensile shade structure in lieu of additional trees in most areas of the existing deck parking.

Due to site topography, the existing center is multi-level, with the main level for "surface" parking situated one story above Hazard Center Drive on a two-story parking garage structure. The parking garage is an existing structure that was not designed to support the weight of the quantity of trees required. Furthermore, trees without sufficient planter size and soil volume typically do not thrive on concrete parking decks. Current landscape standards require 40 square feet of planting area per tree. The tree planters that are present on the existing deck are supported by columns specifically designed for those loads and locations. Any increase in point loads would require replacement or retrofitting of the existing vertical structure through two lower parking levels and the footings below. Planters of adequate size would also eliminate existing parking spaces that are required for the retail and restaurant uses that are to remain.

The proposed tensile shade structures meet the intent of the Land Development Code by shading and screening parking from view from above. They would be lighter than tree planters and the structural supports would fit within the existing parking field. The tensile shade structures would also reduce water consumption below that required for trees, and would reduce the heat island effect of the existing surface parking area.

The proposed deviations are appropriate to this location because they would allow affordable residential units to be added to an existing mixed-use center near existing transit infrastructure and would be consistent with the Mission Valley Planned District Ordinance, Community Plan and General Plan. The deviations would keep existing parking and retail activities in place, resulting in a more desirable and sustainable project.

Deviations from development regulations for projects offering affordable housing are consistent with the Land Development Code portions of the San Diego Municipal Code. The project proposes a minimum of ten percent (up to 48) of the proposed dwelling units would be affordable per the Inclusionary Housing Ordinance. Strict application of the setback regulation would restrict the ability to fit residential units on this site. Strict application of the landscape regulations would restrict the ability of the project to provide adequate parking as required for the proposed inclusionary units. Therefore, proposed development would comply with the applicable regulations of the Land Development Code.

4. The proposed development, when considered as a whole, will be beneficial to the community.

The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473

residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements. The Hazard Center site is well suited for the addition of higher density multifamily housing, due to its proximity to existing light rail public transit and established employment, shopping, dining, and entertainment opportunities. The recently adopted General Plan identifies the Hazard Center site as having a high propensity for Urban Village development. The proposed construction of up to 473 multi-family dwelling units would complement the existing mixed-use office, commercial and hotel center in Mission Valley. The General Plan calls for redevelopment, infill and new growth to be focused adjacent to transit stops in compact, mixed-use centers. This project proposal achieves this goal by adding high density, multi-family housing to an existing employment center, connected to transit and recreation.

The proposed redevelopment would comply with the applicable regulations of the Mission Valley Planned District Multi-Use Zone where the Specific Plan is in effect (MVPD-M/SP) for permitted use, density, minimum lot area, lot width and depth, architectural design, storage requirements, private exterior open space, common open space, and loading requirements. Parking requirements are satisfied under an approved, updated shared parking analysis.

Both the recently adopted General Plan for the City of San Diego and the Regional Comprehensive Plan (RCP) adopted by the San Diego Association of Governments (SANDAG) recognize the need to focus future growth and infill development close to jobs, services, and public facilities to maximize the use of existing infrastructure and preserve open space and natural resources. These documents respond to realization that San Diego cannot sustain continued sprawl into outlying communities, but at the same time must provide needed housing that is affordable to all of its citizens.

The proposed Hazard Center Redevelopment exemplifies sustainable urban design and the smart growth concepts of the General Plan and the RCP. The project would add multifamily housing, including affordable housing, to an existing center that already provides established employment, shopping, dining, and entertainment. The project will add housing adjacent to existing light rail transit, increasing ridership on public transportation and decreasing the ratio of single-passenger vehicular trips on local freeways and arterials. The proposal would provide these features on previously disturbed land, thus preserving existing green fields in the region.

The proposed development would support infrastructure improvements in the community by providing public open space and park improvements through in-lieu fees, public services through development impact fees, and street front improvements. The additional customer base supplied by the residential units would ensure the continued viability of the existing retail center, contributing taxes and economic stability to the community.

Therefore, proposed development, when considered as a whole, will be beneficial to the community

5. **Any proposed deviations are appropriate for this location and will result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the applicable zone.**

The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements. The Hazard Center site is well suited for the addition of higher density multifamily housing, due to its proximity to existing light rail public transit and established employment, shopping, dining, and entertainment opportunities. The recently adopted General Plan identifies the Hazard Center site as having a high propensity for Urban Village development. The proposed construction of up to 473 multi-family dwelling units would complement the existing mixed-use office, commercial and hotel center in Mission Valley. The General Plan calls for redevelopment, infill and new growth to be focused adjacent to transit stops in compact, mixed-use centers. This project proposal achieves this goal by adding high density, multi-family housing to an existing employment center, connected to transit and recreation.

The proposed redevelopment would comply with the applicable regulations of the Mission Valley Planned District Multi-Use Zone where the Specific Plan is in effect (MVPD-M/SP) for permitted use, density, minimum lot area, lot width and depth, architectural design, storage requirements, private exterior open space, common open space, and loading requirements. Parking requirements are satisfied under an approved, updated shared parking analysis with the integrated uses on site.

The proposed redevelopment is also consistent with the overall intent of the Mission Valley Planned District to ensure that development in Mission Valley will be accomplished in a manner that enhances and preserves sensitive resource areas; improves the vehicular, bicycle, pedestrian, and public transit circulation network; provides reasonable use of property; and contributes to the aesthetic and functional well being of the community. The proposed redevelopment is on an existing fully-developed site, so that undisturbed and environmentally sensitive lands are preserved from other potential development. The project proposes to add residential uses next to existing public transit and existing employment, restaurant and retail uses, reducing reliance on vehicular transportation and promoting pedestrian and transit alternatives. The added resident population would also contribute to the customer base of the existing commercial uses.

The proposed project design and massing are consistent with the Architectural Design guidelines contained in San Diego Municipal Code (SDMC) Section 1514.0305(g)

including a slim tower design to preserve maximize view corridors, public plazas, varied roof forms and "green" roofs, architectural detail at a human scale, and offsetting façade planes.

The proposed reclassification of Hazard Center Drive would comply with all applicable regulations of the Land Development Code. Further, the narrowing of this road from four lanes to two lanes would allow space for wider sidewalks, landscaping, sitting areas and a larger public plaza contiguous to these sidewalks, as outlined in the Guidelines for Discretionary Review in SDMC Section 1514.0408(m).

The project proposes to deviate from the SDMC requirements for setback and vehicle use area requirements. Through the processing of a Planned Development Permit, the SDMC allows applicants to propose development that requires flexibility from the strict application of the regulations. The intent of Planned Development Permit regulations is to encourage imaginative and innovative planning, to assure the development achieves the purpose and intent of the applicable land use plan, and that the design would be preferable to what would be achieved by strict conformance with the regulations. Staff believes that the Planning Commission can make the appropriate findings based on the following information.

1. The project proposes a deviation from the setback requirements of SDMC Section 1514.0304(e) which requires minimum yard and building setback requirements. The project proposes to eliminate setbacks from all lot lines.

The deviation would allow the required fire separation distance as required by the California Building Code between the existing commercial buildings and the proposed mid-rise residences along Hazard Center Drive. It would also allow the existing service drives to be maintained between the commercial and residential buildings. These service drives are necessary to the continued function of the commercial spaces. The requested deviation would also allow for the future widening of Friars Road relative to the space requirements of the existing and proposed parking structures. The deviation is tied aesthetically to the streetscape improvement which would be allowed by the reclassification of Hazard Center Drive, particularly wider sidewalks and the creation of an urban street wall with offsetting places, entry stoops, and planters.

The proposed deviation would also permit residential uses to be added to the remaining space adjacent to and above existing commercial structures, to implement a true mixed-use development in conformance with the multiple use ratio guidelines of the MVPD-M zone designation and the City of Villages policies of the General Plan. The recently adopted General Plan identifies the Hazard Center site as having a high propensity for Urban Village development. The project proposal would achieve the Community Plan's goal for redevelopment, infill, and new growth to be focused adjacent to transit stops in compact, mixed-use centers.

2. The project proposes a deviation from the vehicle use area planting requirements of SDMC Section 142.0406(a) to allow the use of shade structures on the top level of the parking structure in lieu of one tree within 30 feet of each parking space.

The project proposes a tensile shade structure in lieu of additional trees in most areas of the existing deck parking.

Due to site topography, the existing center is multi-level, with the main level for "surface" parking situated one story above Hazard Center Drive on a two-story parking garage structure. The parking garage is an existing structure that was not designed to support the weight of the quantity of trees required. Furthermore, trees without sufficient planter size and soil volume typically do not thrive on concrete parking decks. Current landscape standards require 40 square feet of planting area per tree. The tree planters that are present on the existing deck are supported by columns specifically designed for those loads and locations. Any increase in point loads would require replacement or retrofitting of the existing vertical structure through two lower parking levels and the footings below. Planters of adequate size would also eliminate existing parking spaces that are required for the retail and restaurant uses that are to remain.

The proposed tensile shade structures meet the intent of the Land Development Code by shading and screening parking from view from above. They would be lighter than tree planters and the structural supports would fit within the existing parking field. The tensile shade structures would also reduce water consumption below that required for trees.

The proposed deviations are appropriate to this location because they would allow affordable residential units to be added to an existing mixed-use center near existing transit infrastructure and would be consistent with the Mission Valley Planned District Ordinance, Community Plan and General Plan. The deviations would keep existing parking and retail activities in place, resulting in a more desirable and sustainable project.

Deviations from development regulations for projects offering affordable housing are consistent with the Land Development Code portions of the San Diego Municipal Code. The project proposes a minimum of ten percent (up to 48) of the proposed dwelling units would be affordable per the Inclusionary Housing Ordinance. Strict application of the setback regulation would restrict the ability to fit residential units on this site. Strict application of the landscape regulations would restrict the ability of the project to provide adequate parking as required for the proposed inclusionary units. Therefore, proposed deviations are appropriate for this location and will result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the applicable zone.

The above findings are supported by the minutes, maps and exhibits, all of which are herein incorporated by reference.

BE IT FURTHER RESOLVED, that the recommendation of the Planning Commission is sustained, and Site Development Permit No. 515727 and Planned Development Permit No.

515728 are granted to 7510 Hazard LLC, Owner/Permittee, under the terms and conditions set forth in the permit attached hereto and made a part hereof.

APPROVED: JAN GOLDSMITH, City Attorney

By _____
NAME
Deputy City Attorney

ATTY/SEC. INITIALS
DATE
Or.Dept:Clerk
R-_____
Form=permitr.frm(61203wct)
Reviewed by Daniel Stricker

RECORDING REQUESTED BY
CITY OF SAN DIEGO
DEVELOPMENT SERVICES
PERMIT INTAKE, MAIL STATION 501

WHEN RECORDED MAIL TO
CITY CLERK
MAIL STATION 2A

SPACE ABOVE THIS LINE FOR RECORDER'S USE

JOB ORDER NUMBER: 43-0081

SITE DEVELOPMENT PERMIT NO. 515727
PLANNED DEVELOPMENT PERMIT NO. 515728
HAZARD CENTER REDEVELOPMENT, PROJECT NO. 146803 - MMRP
CITY COUNCIL – DRAFT

This Site Development Permit No. 515727 and Planned Development Permit No. 515728 is granted by the City Council of the City of San Diego to 7510 Hazard LLC, a Delaware Limited Liability Company, Owner and Permittee, pursuant to San Diego Municipal Code [SDMC] sections 126.0504 and 126.0604. The 14.5-acre site is located at 7510 Hazard Center Drive, 1370 Frazee Road, and 7676 Hazard Center Drive in the OF-1-1 (Open Space-Floodplain) Zone and MV-M/SP (Multiple Use) Zone within an adopted Specific Plan of the Mission Valley Planned District (MVPD) within the Mission Valley Community Planning Area. The site is within the First San Diego River Improvement Project (FSDRIP) Specific Plan, and also within the Federal Aviation Administration (FAA) Part 77 Noticing Area for the San Diego International Airport-Lindbergh Field and Montgomery Field, the Residential Tandem Parking Overlay Zone, and the Transit Area Overlay Zone.

The project site is legally described as Parcel 1 of Parcel Map No. 15912 in the City of San Diego, State of California, filed in the Office of the County Recorder of San Diego County December 19, 1989; Lot 3 of Hazard Center Map No. 11949 in the City of San Diego, State of California, filed in the Office of the County Recorder of San Diego County December 10, 1987; and Lot 4 of Hazard Center Map No. 11949 in the City of San Diego, State of California, filed in the Office of the County Recorder of San Diego County December 10, 1987.

Subject to the terms and conditions set forth in this Permit, permission is granted to Owner/Permittee to demolish a portion of existing commercial space and construct up to 473 residential units and approximately 4,205 square feet of commercial on a 14.52 acre site, described and identified by size, dimension, quantity, type, and location on the approved exhibits [Exhibit "A"] dated _____, on file in the Development Services Department.

The project shall include:

a. The demolition of a portion of existing commercial space (movie theater, restaurant and parking spaces) and construction of up to 473 residential units (including 10 percent, or up to 48 affordable units) and approximately 4,205 square feet of commercial retail/restaurant space. The 473 residential units would be constructed in three on-site locations, consisting of 73 midrise residential units (18 two-story townhouses with 55 single-story flats above and above adjacent commercial) along Hazard Center Drive; 202 residential units in a 21-story tower near the intersection of Friars Road and Frazee Road; and 198 residential units in a 22-story tower at the midpoint of the Center on Hazard Center Drive, directly across the street from the existing Hazard Center Trolley Station.

b. A deviation from the setback requirements of San Diego Municipal Code (SDMC) Section 1514.0304(e) which requires minimum yard and building setback requirements. The project proposes to eliminate the setbacks from all lot lines.

c. A deviation from the vehicle use area planting requirements of SDMC Section 142.0406(a) to allow the use of shade structures on the top level of the parking structure in lieu of one tree within 30 feet of each parking space.

d. Landscaping (drought tolerant planting, irrigation and landscape related improvements);

e. Off-street parking;

f. A 0.63-acre public park to be dedicated to the City;

g. Three plazas totaling 0.5-acre to include enhanced paving, outdoor group seating, fire pits (or similar feature) and raised planters with decorative, drought tolerant landscaping; street frontage improvements along Hazard Center Drive to include wider sidewalks, street trees, a new sidewalk adjacent to the trolley station platform where none currently exists, dedicated turn lanes, diagonal parking, traffic calming measures, two bus stops (if desired by the Metropolitan Transit System [MTS]), and a shorter and wider crosswalk to the trolley station with enhanced paving.

h. Common outdoor terraces for residents with outdoor furnishings, exercise areas; indoor bike storage and exercise facilities. Each unit will have energy efficient appliances and water efficient plumbing fixtures.

i. Accessory improvements determined by the Development Services Department to be consistent with the land use and development standards in effect for this site per the adopted community plan, California Environmental Quality Act Guidelines, public and private improvement requirements of the City Engineer, the underlying zone(s), conditions of this Permit, and any other applicable regulations of the SDMC in effect for this site.

STANDARD REQUIREMENTS:

1. This permit must be utilized within thirty-six (36) months after the date on which all rights of appeal have expired. Failure to utilize and maintain utilization of this permit as described in the SDMC will automatically void the permit unless an Extension of Time has been granted. Any such Extension of Time must meet all SDMC requirements and applicable guidelines in affect at the time the extension is considered by the appropriate decision maker.

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

   a. The Owner/Permittee signs and returns the Permit to the Development Services Department; and

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

3. Unless this Permit has been revoked by the City of San Diego the property included by reference within this Permit shall be used only for the purposes and under the terms and conditions set forth in this Permit unless otherwise authorized by the Development Services Department.

4. This Permit is a covenant running with the subject property and shall be binding upon the Owner/Permittee and any successor or successors, and the interests of any successor shall be subject to each and every condition set out in this Permit and all referenced documents.

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

6. Issuance of this Permit by the City 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.).

7. In accordance with authorization granted to the City of San Diego from the United States Fish and Wildlife Service [USFWS] pursuant to Section 10(a) of the ESA and by the California Department of Fish and Game [CDFG] pursuant to Fish and Game Code section 2835 as part of the Multiple Species Conservation Program [MSCP], the City of San Diego through the issuance of this Permit hereby confers upon Owner/Permittee the status of Third Party Beneficiary as provided for in Section 17 of the City of San Diego Implementing Agreement [IA], executed on July 16, 1997, and on file in the Office of the City Clerk as Document No. OO-18394. Third Party Beneficiary status is conferred upon Owner/Permittee by the City: (1) to grant Owner/Permittee the legal standing and legal right to utilize the take authorizations granted to the City pursuant to the MSCP within the context of those limitations imposed under this Permit and the IA, and (2) to assure Owner/Permittee that no existing mitigation obligation imposed by the City of San Diego pursuant to this Permit shall be altered in the future by the City of San Diego,

USFWS, or CDFG, except in the limited circumstances described in Sections 9.6 and 9.7 of the IA. If mitigation lands are identified but not yet dedicated or preserved in perpetuity, maintenance and continued recognition of Third Party Beneficiary status by the City is contingent upon Owner/Permittee maintaining the biological values of any and all lands committed for mitigation pursuant to this Permit and of full satisfaction by Owner/Permittee of mitigation obligations required by this Permit, as described in accordance with Section 17.1D of the IA.

8. The Owner/Permittee shall secure all necessary building permits. The Owner/Permittee is informed that to secure these permits, substantial modifications to the building and site improvements to comply with applicable building, fire, mechanical and plumbing codes and State law requiring access for disabled people may be required.

9. Construction plans shall be in substantial conformity to Exhibit "A." No changes, modifications or alterations shall be made unless appropriate application(s) or amendment(s) to this Permit have been granted.

10. All of the conditions contained in this Permit have been considered and have been determined to be necessary in order to make the findings required for this Permit. It is the intent of the City that the holder of this Permit be required to comply with each and every condition in order to be afforded the special rights which the holder of the Permit is entitled as a result of obtaining this Permit.

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

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

settlement or other disposition of the matter. However, the Owner/Permittee shall not be required to pay or perform any settlement unless such settlement is approved by Owner/Permittee.

12. This Permit may be developed in phases. All development for each phase shall be consistent with the conditions and exhibits approved for each phase per the approved Exhibit "A" prior to the issuance of occupancy permits for that phase.

ENVIRONMENTAL/MITIGATION REQUIREMENTS:

13. Mitigation requirements are tied to the environmental document, specifically the Mitigation, Monitoring, and Reporting Program (MMRP). These MMRP conditions are incorporated into the permit by reference or authorization for the project

14. The mitigation measures specified in the Mitigation Monitoring and Reporting Program, and outlined in Environmental Impact Report No. 146803 shall be noted on the construction plans and specifications under the heading ENVIRONMENTAL/MITIGATION REQUIREMENTS.

15. The Owner/Permittee shall comply with the Mitigation, Monitoring, and Reporting Program (MMRP) as specified in Environmental Impact Report No. 146803 satisfactory to the Development Services Department and the City Engineer. Prior to issuance of the first grading permit, all conditions of the MMRP shall be adhered to, to the satisfaction of the City Engineer. All mitigation measures as specifically outlined in the MMRP shall be implemented for the following issue areas:

Land Use, Traffic/Circulation, Noise, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, and Solid Waste Public Utilities.

16. Prior to issuance of any construction permit, the Owner/Permittee shall pay the Long Term Monitoring Fee in accordance with the Development Services Fee Schedule to cover the City's costs associated with implementation of permit compliance monitoring.

AFFORDABLE HOUSING REQUIREMENTS:

17. Prior to issuance of the first residential building permit, the Owner shall enter into an Agreement with the San Diego Housing Commission to ensure compliance with the inclusionary housing requirements (Land Development Code Chapter 14, Article 2, Division 13). The Owner is required to set aside at least 10 percent of the dwelling units on-site (up to 48 units) as either rental units for households with an income at or below 65 percent of the area median income for a period of 55 years, or as for-sale units for households with an income at or below 100 percent of the area median income.

AIRPORT REQUIREMENTS:

18. Prior to issuance of the first building permit the applicant shall provide a valid "Determination of No Hazard to Air Navigation" issued by the Federal Aviation Administration (FAA).

ENGINEERING REQUIREMENTS:

19. The Owner/Permittee shall enter into a Maintenance Agreement for the ongoing permanent BMP maintenance.

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

21. Prior to the issuance of any construction permit, the Owner/Permittee shall incorporate and show the type and location of all post-construction Best Management Practices (BMP's) on the final construction drawings, in accordance with the approved Water Quality Technical Report.

22. The drainage system proposed for this subdivision, as shown on the approved vesting tentative map, is private and subject to approval by the City Engineer.

23. If the engineering analysis shows that the development will alter the floodway or floodplain boundaries of the Special Flood Hazard Area, the developer must obtain a Conditional Letter of Map Revision from the Federal Emergency Management Agency prior to issuance of any grading, engineering, or building permits. The developer must provide all documentation, engineering calculations, and fees which are required by FEMA.

24. The Owner/Permittee shall obtain a grading permit for the grading proposed for this project. All grading shall conform to requirements in accordance with the City of San Diego Municipal Code in a manner satisfactory to the City Engineer.

25. Development of this project shall comply with all requirements of State Water Resources Control Board (SWRCB) Order No. 99-08 DWQ and the Municipal Storm Water Permit, Order No. 2001-01(NPDES General Permit No. CAS000002 and CAS0108758), Waste Discharge Requirements for Discharges of Storm Water Runoff Associated With Construction Activity. In accordance with said permit, a Storm Water Pollution Prevention Plan (SWPPP) and a Monitoring Program Plan shall be implemented concurrently with the commencement of grading activities, and a Notice of Intent (NOI) shall be filed with the SWRCB.

26. A copy of the acknowledgment from the SWRCB that an NOI has been received for this project shall be filed with the City of San Diego when received; further, a copy of the completed NOI from the SWRCB showing the permit number for this project shall be filed with the City of San Diego when received. In addition, the owner(s) and subsequent owner(s) of any portion of the property covered by this grading permit and by SWRCB Order No. 99 08 DWQ, and any

subsequent amendments thereto, shall comply with special provisions as set forth in SWRCB Order No. 99 08 DWQ.

27. This project proposes to export 29,610 cubic yards of material from the project site. All export material shall be discharged into a legal disposal site. The approval of this project does not allow the onsite processing and sale of the export material unless the underlying zone allows a construction and demolition debris recycling facility with an approved Neighborhood Use Permit or Conditional Use Permit per LDC Section 141.0620(i).

PARK AND RECREATION REQUIREMENTS:

28. Prior to issuance of any Certificate of Occupancy for residential units, the Owner/Permittee shall grant in fee 0.63-acres identified on Vesting Tentative Map No. 515726 as Lot 21 to the City as Public Park.

29. The Owner/Permittee shall ensure that Lot 21 is free and clear of all private easements, private encroachments, private agreements and/or liens.

30. Prior to recordation of the first Final Map for residential units, the Owner/Permittee shall enter into a park development agreement for the acquisition, design, and construction of a 0.63-acre population based park.

31. To receive population-based park credit for 0.63 acres, the Owner/Permittee shall ensure that the design of Lot 21 complies with Council Policy 600-33, Community Notification and Input for City-Wide Park Development Projects.

32. To satisfy the project's remaining 1.66 acres of population-based park requirements and fees toward a future recreation center and swimming pool per the Facilities Financing Plan, prior to issuance of the first residential building permit the Owner/Permittee shall pay an ad-hoc fee of $7,235.41 per residential unit equal to the number of units included in that building permit. This ad-hoc fee is in-lieu of the park portion of the Mission Valley Development Impact Fee (DIF). The total population-based park fees at build-out shall not exceed $3,422,350, in addition to the provisions of the on-site park. This fee shall be deposited into the Private & Other Contributions Trust Fund AMRIS Fund 63022/SAP Fund 400264, to be used for design and construction of public park improvements to serve the increased population generated by this development within the Mission Valley Community.

LANDSCAPE REQUIREMENTS:

33. Prior to issuance of construction permits for public right-of-way improvements, the Owner/Permittee shall submit complete landscape construction documents for right-of-way improvements to the Development Services Department for approval. Improvement plans shall take into account a 40 sq-ft area around each tree which is unencumbered by utilities. Driveways, utilities, drains, water and sewer laterals shall be designed so as not to prohibit the placement of any proposed street trees.

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

35. Prior to issuance of any construction permits for buildings; the Owner/Permittee shall submit complete landscape and irrigation construction documents consistent with the Land Development Manual, Landscape Standards to the Development Services Department for approval. The construction documents shall be in substantial conformance with Exhibit "A," Landscape Development Plan, on file in the Office of the Development Services Department.

36. Prior to issuance of any Certificate of Occupancy, it shall be the responsibility of the Owner/Permittee to install all required landscape related to that phase and obtain all required landscape inspections. A "No Fee" Street Tree Permit shall be obtained for the installation, establishment, and on-going maintenance of all street trees (existing and proposed).

37. The Owner/Permittee shall maintain all existing and proposed landscape in a disease, weed and litter free condition at all times. Severe pruning or "topping" of trees is not permitted. The trees shall be maintained in a safe manner to allow each tree to grow to its mature height and spread.

38. The Owner/Permittee shall be responsible for the maintenance of all proposed landscape improvements in the right-of-way consistent with the Land Development Manual, Landscape Standards.

39. If any required landscape (including existing or new plantings, hardscape, landscape features, etc.) indicated on the approved construction document plans is damaged or removed during demolition or construction, the Owner/Permittee is responsible to repair and/or replace any landscape in kind and equivalent size per the approved documents to the satisfaction of the Development Services Department within 30 days of damage or prior to a Certificate of Occupancy.

PLANNING/DESIGN REQUIREMENTS:

40. A topographical survey conforming to the provisions of the SDMC may be required if it is determined, during construction, that there may be a conflict between the building(s) under construction and a condition of this Permit or a regulation of the underlying zone. The cost of any such survey shall be borne by the Owner/Permittee.

41. All signs associated with this development shall be consistent with sign criteria established by either the approved Exhibit "A" or City-wide sign regulations.

42. The Owner/Permittee shall post a copy of the approved discretionary permit or Vesting Tentative Map in the sales office for consideration by each prospective buyer.

43. All private outdoor lighting shall be shaded and adjusted to fall on the same premises where such lights are located and in accordance with the applicable regulations in the SDMC.

COMMUNITY PLANNING REQUIREMENTS:

44. Prior to the issuance of residential occupancy permits, the two public plaza areas identified immediately to the north and south of Tower 1 on the Landscape Development Plan, dated January 13, 2010, including outdoor site furnishings, shall be completed. Prior to the issuance of occupancy permits for Tower 2, the public plaza located immediately west of the existing office building on the Landscape Development Plan dated January 13, 2010, and including outdoor site furnishings, shall be completed.

45. Prior to the issuance of occupancy permits, all streetscape improvements along Hazard Center Drive, identified on Landscape Development Plan, dated January 13, 2010, shall be completed.

46. The materials shown on "Exterior Elevations - Tower 2" Sheet A-30, dated January 13, 2010 or substantially similar quality materials shall be used in construction.

47. The Level 6 outdoor lounge/room improvements 7-18, as shown on sheet L7, dated January 13, 2010, or substantially similar improvements shall be constructed as part of Tower 2.

48. Prior to the issuance of any residential occupancy permits, the construction of the 0.63-acre public park shall be completed.

49. No certificate of occupancy permits shall be issued for Tower 1 until the mid-rise residential units are constructed.

50. The Owner/Permittee has agreed not oppose the formation of a Community Facilities District (CFD) within the Mission Valley Community Plan. The Owner/Permittee shall be allowed to offset or seek reimbursement on any portions of the Development Impact Fees with the implementation of the specific CFD projects, subject to the satisfaction of City Planning and Community Investment Department/Facilities Financing and the City Manager/Mayor.

TRANSPORTATION REQUIREMENTS:

51. Tandem parking spaces shall be assigned to the same dwelling unit.

52. Prior to the issuance of any building permits, the Owner/Permittee shall assure by permit and bond the construction of an additional southbound left turn lane at the intersection of Frazee Road/Hazard Center Drive, satisfactory to the City Engineer.

53. Prior to the issuance of any building permit, the extension of Hazard Center Drive shall be completed as a two lane collector, between the current terminus at the west end of the project site to a public street at the Fashion Valley Shopping Center, satisfactory to the City Engineer.

54. Prior to the issuance of any building permit for lots that utilize shared parking, a Shared Parking Agreement shall be recorded on each affected lot, satisfactory to the City Engineer.

55. Owner/Permittee shall provide full before and after driveway counts for all project driveways, with the after-counts to be taken and provided to the Development Services Department between six (6) and eighteen (18) months after project completion and occupancy, to the satisfaction of the City Engineer. The 24-hour hourly counts should be taken for one seven (7) day week outside the December holiday shopping season.

56. At full build-out, up to 2,510 but no fewer than 2376 off-street automobile spaces (including 37 standard accessible spaces and 6 van accessible spaces), 90 motorcycle spaces, 256 bicycle spaces with rack(s), and 11 loading zones shall be maintained on the property in the approximate locations shown on the approved Exhibit "A," as required by the Land Development Code, and using Shared Parking provisions of the Land Development Code Section 142.0545. If the project is built in phases, each phase shall comply with the minimum parking requirements of the Land Development Code, satisfactory to the City Engineer. All on-site parking stalls and aisle widths shall be in compliance with requirements of the City's Land Development Code and shall not be converted and/or utilized for any other purpose, unless otherwise authorized in writing by the Development Services Director.

57. Prior to the issuance of any building permits, the Owner/Permittee shall provide a fair share contribution of one-hundred forty nine thousand four-hundred ninety-two dollars ($149,492.00) for the SR-163/Friars Road Interchange Improvement Project, satisfactory to the City Engineer. This contribution shall be deposited in a separate interest bearing account, satisfactory to the City Engineer.

58. Prior to the issuance of any building permits, the Owner/Permittee shall develop a comprehensive Transportation Demand Management Plan that includes information kiosks in central locations, bike lockers, priority parking spaces for carpools, designated carpool spaces for office uses, and subsidized transit passes per Condition No. 60 satisfactory to the City Engineer.

59. The Owner/Permittee shall provide an incentive program to encourage transit use for the project. For each residential unit with a lease greater than 9 months or with the sale of a residential unit, 75% subsidized monthly transit passes will be offered to the unit occupant for the first year after the unit is occupied.

60. Prior to issuance of the first building permit, the applicant shall provide an Irrevocable Offer of Dedication for addition of a second eastbound right turn lane and associated improvements at the intersection of Friars Road/Frazee Road, satisfactory to the City Engineer. Dedication shall occur when needed by the City's SR-163/Friars Road interchange capital improvement project, satisfactory to the City Engineer.

WASTEWATER REQUIREMENTS:

61. Prior to the issuance of any building permits, the Owner/Permittee shall assure, by permit and bond, the design and construction of all public sewer facilities necessary to serve this development.

62. Prior to the issuance of any engineering or building permits, the Owner/Permittee shall provide evidence, satisfactory to the City of San Diego Director of Public Utilities, indicating that each condominium will have its own sewer lateral or provide CC&R's for the operation and maintenance of private sewer facilities that serve more than one ownership.

63. Prior to the issuance of any building permits, the Owner/Permittee shall grant adequate sewer, and/or access easements, including vehicular access to each manhole, for all public sewer facilities that are not located within public rights of way, satisfactory to the City of San Diego Director of Public Utilities. Vehicular access roadbeds shall be a minimum of 20 feet wide and surfaced with suitable approved material, satisfactory to the City of San Diego Director of Public Utilities.

64. Prior to the issuance of any public improvement or building permits, the Owner/Permittee shall obtain an Encroachment Maintenance and Removal Agreement for all approved structures or landscaping, including private sewer facilities, grading, and enhanced paving installed in or over any public sewer easement.

65. The Owner/Permittee shall design and construct all proposed public sewer facilities to the most current edition of the City of San Diego's Sewer Design Guide.

66. Proposed private underground sewer facilities located within a single lot shall be designed to meet the requirements of the California Plumbing Code and shall be reviewed as part of the building permit plan check.

67. Prior to the issuance of any certificate of occupancy, the Owner/Permittee shall provide the Wastewater Collection Divisions with keyed access to public onsite sewer facilities located within a gated area, satisfactory to the City of San Diego Director of Public Utilities. The City will not be held responsible for any issues that may arise relative to possession of the keys.

68. No permanent structures, substructures, trees or shrubs exceeding three feet in height at maturity shall be installed within ten feet of any public sewer facilities or in any sewer access easement.

WATER REQUIREMENTS:

69. Prior to the issuance of any building permits, the Owner/Permittee shall assure, by permit and bond, the design and construction of new water service(s) necessary to serve the Project, and the (kill) abandonment of any existing unused services within the Frazee Road and Hazard Center Drive rights-of-way adjacent to the project site, in a manner satisfactory to the Director of Public Utilities and the City Engineer.

70. Prior to the issuance of building permits for Tower 2, the Owner/Permittee shall assure, by permit and bond, the design and construction of relocation of the existing 12-inch diameter water

main adjacent to the proposed Tower 2, in a manner satisfactory to the Director of Public Utilities and the City Engineer.

71. Prior to the issuance of any building permits, the Owner/Permittee shall grant adequate water easements, including vehicular access to each appurtenances (meters, blow offs, valves, fire hydrants, etc.) for all public water facilities that are not located within fully improved public right-of-ways, satisfactory to the Director of Public Utilities. Easements shall be located within singles lots, when possible, and not split longitudinally. Vehicular access roadways shall be a minimum of 24 feet wide and surfaced with suitable approved material.

72. Prior to the issuance of any building permits, the developer shall process encroachment maintenance and removal agreements for all acceptable encroachments of structures or landscaping into any easement. No structures of landscaping of any kind shall be installed in or over any vehicular access roadway.

73. Prior to the issuance of any building permits, the Owner/Permittee shall apply for a plumbing permit for the installation of appropriate private back flow prevention device(s) on each water service within the development, in a manner satisfactory to the Director of Public Utilities and the City Engineer.

74. Prior to the issuance of any certificates of occupancy, the public water facilities, necessary to serve the phase of the development receiving the certificate of occupancy, shall be complete and operational in a manner satisfactory to the Director of Public Utilities and the City Engineer.

75. The Owner/Permittee agrees to design and construct all proposed public water facilities in accordance with established criteria in the most current editions of the City of San Diego Water Facility Design Guidelines and City regulations, standards and practices pertaining thereto. Public water facilities and associated easements, as shown on approved Exhibit "A," shall be modified at final engineering in accordance with accepted studies and standards.

76. Prior to the issuance of the first residential building permit, the building construction documents shall demonstrate sub-metering through the installation of a third-party water sub-meter for each residential unit and the common areas, to the satisfaction of the city's chief building official.

INFORMATION ONLY:

- Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of this development permit, may protest the imposition within ninety days of the approval of this development permit by filing a written protest with the City Clerk pursuant to California Government Code §66020.

- This development may be subject to impact fees at the time of construction permit issuance

APPROVED by the City Council of the City of San Diego on [date and resolution number]

Site Development Permit No. 515727, Planned Development Permit No. 515728
Date of Approval:

AUTHENTICATED BY THE DEVELOPMENT SERVICES DEPARTMENT

_____
Daniel Stricker
Development Project Manager

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

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

[NAME OF COMPANY]
Owner/Permittee

By _____
NAME
TITLE

[NAME OF COMPANY]
Owner/Permittee

By _____
NAME
TITLE

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

Rev. 02/04/08 rh

RESOLUTION NUMBER R-_____

DATE OF FINAL PASSAGE _____

VESTING TENTATIVE MAP INCLUDING EASEMENT
ABANDONMENTS NO. 515726
HAZARD CENTER REDEVELOPMENT PROJECT – PROJECT NO. 146803

WHEREAS, 7510 Hazard LLC, a Delaware Limited Liability Company, Subdivider, and Latitude 33, Engineer, submitted an application to the City of San Diego for a Vesting Tentative Map including Easement Abandonments, No. 515726, for the demolition of a portion of existing commercial space and construction of up to 473 residential units and approximately 4,204 square feet of commercial space, known as the Hazard Center Redevelopment Project. The project site is located between State Route 163 on the west, Friars Road on the north, Frazee Road on the east, and Hazard Center Drive on the south at 7510 Hazard Center Drive, 1370 Frazee Road, and 7676 Hazard Center Drive in the OF-1-1 (Open Space-Floodplain) Zone and MV-M/SP (Multiple Use where a Specific Plan is in effect) Zone of Mission Valley Planned District (MVPD) within the Mission Valley Community Planning Area. The site is within the First San Diego River Improvement Project (FSDRIP) Specific Plan, and also within the Federal Aviation Administration (FAA) Part 77 Noticing Area for the San Diego International Airport- Lindbergh Field and Montgomery Field, the Residential Tandem Parking Overlay Zone, and the Transit Area Overlay Zone. The project site is legally described as Parcel 1 of Parcel Map No. 15912 in the City of San Diego, State of California, filed in the Office of the County Recorder of San Diego County December 19, 1989; Lot 3 of Hazard Center Map No. 11949 in the City of San Diego, State of California, filed in the Office of the County Recorder of San Diego County December 10, 1987; and Lot 4 of Hazard Center Map No. 11949 in the City of San Diego, State

of California, filed in the Office of the County Recorder of San Diego County December 10, 1987; and

WHEREAS, the Map proposes the Subdivision of a 14.5-acre site into 21 lots, including 4 condominium lots of 35, 38, 198 and 202 residential units respectively, and 3 condominium lots with 2, 2, and 3 commercial units respectively; and

WHEREAS, an Environmental Impact Report (EIR) No. 146803 was prepared in accordance with the California Environmental Quality Act (CEQA); and

WHEREAS, the project complies with the requirements of a preliminary soils and/or geological reconnaissance report pursuant to the Subdivision Map Act and Section 144.0220 of the San Diego Municipal Code [SDMC] of the City of San Diego; and

WHEREAS, the subdivision includes condominiums as defined in Section 1351 of the Civil Code of the State of California and filed pursuant to the Subdivision Map Act. The total number of condominium dwelling units is 473 residential units and 7 commercial units; and

WHEREAS, on March 25, 2010, the Planning Commission of the City of San Diego considered Vesting Tentative Map including Easement Abandonments, No. 515726, and pursuant to Resolution No. _____, the Planning Commission voted to recommend City Council approval/denial of the map; and

WHEREAS, under Charter section 280(a)(2) this resolution is not subject to veto by the Mayor because this matter requires the City Council to act as a quasi-judicial body and where a public hearing was required by law implicating due process rights of individuals affected by the decision and where the Council was required by law to consider evidence at the hearing and to make legal findings based on the evidence presented; and

WHEREAS, on _____, the City Council of the City of San Diego considered Vesting Tentative Map including Easement Abandonments, No. 515726, and pursuant to Sections 125.0440 and 125.1040 of the SDMC and Subdivision Map Act Section 66428, received for its consideration written and oral presentations, evidence having been submitted, and heard testimony from all interested parties at the public hearing, and the City Council having fully considered the matter and being fully advised concerning the same; NOW THEREFORE,

BE IT RESOLVED by the City Council of the City of San Diego, that it adopts the following findings with respect to Vesting Tentative Map including Easement Abandonments No. 515726:

1. **The proposed subdivision and its design or improvement are consistent with the policies, goals, and objectives of the applicable land use plan (SDMC section 125.0440(a) and Subdivision Map Action Sections 66473.5, 66474(a), and 66474(b)).**

   The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

   On July 12, 2007, the Planning Commission initiated an amendment to the First San Diego River Improvement Project (FSDRIP) Specific Plan and the Mission Valley Community Plan, a component of the General Plan, to allow for an increase in the number of permitted residential dwelling units, a decrease in commercial square footage, and to allow for an increase in building heights. Specifically, the Amendment to the FSDRIP Specific Plan is limited to the Hazard Center Development Area. In addition to the amendments identified at the Planning Commission Initiation hearing described above, the proposed project includes an amendment to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive from a four-lane collector street to a two-lane collector street.

The proposed project includes two deviation requests: 1) the elimination of the setbacks from all lot lines to allow for the establishment of an urban street wall, and 2) a proposal for a tensile shade structure in lieu of a portion of the landscape requirements on the top level of the existing parking structure. The proposed reduction in setbacks is a deviation from a regulatory requirement and it does not adversely impact any Community Plan policies. Rather, this proposed deviation contributes to the provision of architectural interest at the street level to promote pedestrian activity and allows residential uses to be added adjacent to existing light rail transit, which is in conformance with both the Mission Valley Community Plan and the General Plan. The second proposed deviation, from the Municipal Code parking structure landscape requirement, would not adversely impact any Community Plan policies as in lieu of this requirement, a tensile shade structure is proposed which would meet the intent of the Municipal Code by shading and screening parking uses.

General Plan Conformance - The General Plan identifies Mission Valley as a Regional Subdistrict, meaning it constitutes a concentration of employment and housing and is appropriate to provide higher intensity development. This area is also identified as having a High Propensity to develop as a village area on the General Plan's Village Propensity Map. One of the primary goals of the General Plan's Land Use and Community Planning Element is to achieve balanced communities and equitable development. The proposed project would provide a diversity of unit types and densities including the provision of affordable on-site housing within a sub-regional employment center.

The General Plan's Mobility Element promotes walkability and multi-modal transportation in order to reduce dependency on the automobile. The proposed project addresses the walkability community goals by an interconnected system of pedestrian pathways, sidewalks, public spaces and street design, with an overall design concept that provides for a series of functional connections to the existing San Diego Trolley station located on the south side of Hazard Center Drive. The proposed project, along with the accompanying Hazard Center Drive Extension and San Diego River Pathway projects, promotes a transportation system that emphasizes walkability and bicycling and improved accessibility to transit, as well as supports the improvement of traffic circulation.

The Urban Design Element of the General Plan includes the principle to build a compact, efficient, and environmentally sensitive pattern of development. The proposed project includes both horizontal and vertical mixed-use components with a mix of housing types. The design proposes to place ground floor retail to activate and attract pedestrian activity, with plazas, courtyards and paseos to create focal points for public gathering adjacent to the existing Hazard Center Trolley Station.

The General Plan's Recreation Element provides that the appropriate quality and quantity of parks, recreation facilities and infrastructure is provided citywide. The project proposes to meet its population based neighborhood park requirements both on-site, with the construction of a 0.63-acre park, as well as through the payment of an ad-hoc fee, in-

lieu of the park portion of the development impact fees, for the remaining park requirements.

The Conservation Element of the General Plan contains numerous policies aimed at promoting the City of San Diego as an international model of sustainable development and conservation. The project proposes to address a variety of conservation needs by utilizing the design goals of the United States Green Building Council's Leadership in Energy and Environmental Design (LEED) guidelines, including green roofs. The design of the proposed project would meet or exceed Title 24 Energy Efficiency Requirements to reduce energy use. The siting of the proposed project within an existing development would result in no increase to impervious surfaces, and in the preservation of greenfields and nature resources.

The Housing Element, provided under separate cover from the rest of the General Plan, includes objectives, policies and programs intended to address the City's housing needs. Included as one of its five major goals, is the provision of affordable housing opportunities. The proposed project includes plans to set aside up to 10 percent of the 473 units as low-income/moderate-income housing. The provision of up to 48 low-income/moderate-income units on-site meets the City's Inclusionary Affordable Housing requirements and would serve to further diversify the housing stock within the Mission Valley community.

Community Plan Conformance - The Land Use Element of the Mission Valley Community Plan contains proposals to guide the long-range residential, commercial and industrial development of the Mission Valley Community. Several key objectives of this element include: to provide a variety of housing types and densities within the community; to encourage development which combines and integrates residential uses with commercial and service uses; to encourage imaginative land development techniques and varied building site layouts; and to provide amenities for residents such as recreation, shopping, employment and cultural opportunities within, or adjacent to, residential development. The proposed project addresses these objectives by providing a diversity of for-sale and for-rent units in a mixed-use, infill setting, while preserving existing shopping and employment uses, and providing on-site active and passive open space areas and recreation facilities.

The Transportation Element of the Mission Valley Community Plan includes objectives to establish and maintain a balanced transportation system throughout Mission Valley, encourage the use of public transit modes to reduce dependency on the automobile, and provide opportunities for individual property owners to achieve a higher use of their property through support of more efficient transportation modes. The proposed project would help advance a strategy to promote transit, bicycling, and walking as viable transportation choices through traffic calming measures, streetscape amenities, and an overall site design that would provide greater vehicular, bicycle and pedestrian safety, and would enhance bicycle and pedestrian connectivity to nearby transit and San Diego River recreational trails. The project site is located within less than one-quarter mile of an existing light rail trolley station, as well as several high-frequency public bus lines.

The proposed reclassification of Hazard Center Drive is a result of comments received from City staff's memorandum distributed on July 18, 2008, soliciting public and staff comments on the proposed amendments. City staff supports the reclassification as the two-lane designation provides a number of safety benefits. The road reclassification would allow for a more pedestrian-friendly design with wider sidewalks, bicycle paths, a pedestrian plaza, and a safe crossing between the proposed development and the existing trolley station. Further, the road extension presents several engineering challenges with respect to design speed for vertical curves, vehicular and pedestrian safety, and clearance considerations. These engineering challenges require design exceptions and traffic calming measures in order to reduce the design speed and justify design exceptions relating to the vertical alignment of the road extension. Due to the location of a major trunk sewer line, the design includes a steep descent under SR-163 that requires a design speed of 25 miles per hour. Because of this design speed requirement and the associated traffic calming necessary to support it, staff's recommendation is that a two-lane road is a more appropriate designation. No significant impacts to the level of service for Hazard Center Drive would result from this reclassification.

The Project would implement many of the goals and policies of the City's newly adopted General Plan (General Plan), the Mission Valley Community Plan (MVCP) and the First San Diego River Improvement Project Specific Plan (FSDRIP). Therefore, the proposed development would not adversely affect the applicable land use plan and the Subdivision Map Act.

2. **The proposed subdivision complies with the applicable zoning and development regulations of the Land Development Code (SDMC section 125.0440(b)).**

The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

The proposed redevelopment would comply with the applicable regulations of the Mission Valley Planned District Multi-Use Zone where the Specific Plan is in effect (MVPD-M/SP) for permitted use, density, minimum lot area, lot width and depth, architectural design, storage requirements, private exterior open space, common open space, and loading requirements. Parking requirements are satisfied under an approved, updated shared parking analysis with the integrated uses on site.

The proposed redevelopment is consistent with the purpose of the MVPD-M/SP Zone to provide at least three land uses, one of which must be residential, in certain prescribed proportions based on Average Daily Trips allocated to the project. The integration of

additional dwelling units would bring the existing development up to the current zoning criteria.

The proposed redevelopment is also consistent with the overall intent of the Mission Valley Planned District to ensure that development in Mission Valley will be accomplished in a manner that enhances and preserves sensitive resource areas; improves the vehicular, bicycle, pedestrian, and public transit circulation network; provides reasonable use of property; and contributes to the aesthetic and functional well being of the community. The proposed redevelopment is on an existing fully-developed site, so that undisturbed and environmentally sensitive lands are preserved from other potential development. The project proposes to add residential uses next to existing public transit and existing employment, restaurant and retail uses, reducing reliance on vehicular transportation and promoting pedestrian and transit alternatives. The added resident population would also contribute to the customer base of the existing commercial uses.

The proposed project design and massing are consistent with the Architectural Design guidelines contained in the San Diego Municipal Code (SDMC) Section 1514.0305(g) including a slim tower design to preserve maximize view corridors, public plazas, varied roof forms and "green" roofs, architectural detail at a human scale, and offsetting façade planes.

The proposed reclassification of Hazard Center Drive would comply with all applicable regulations of the Land Development Code. Further, the narrowing of this road from four lanes to two lanes would allow space for wider sidewalks, landscaping, sitting areas and a larger public plaza contiguous to these sidewalks, as outlined in the Guidelines for Discretionary Review in SDMC Section 1514.0408(m).

The project proposes to deviate from the SDMC requirements for setback and vehicle use area requirements. Through the processing of a Planned Development Permit, the SDMC allows applicants to propose development that requires flexibility from the strict application of the regulations. The intent of Planned Development Permit regulations is to encourage imaginative and innovative planning, to assure the development achieves the purpose and intent of the applicable land use plan, and that the design would be preferable to what would be achieved by strict conformance with the regulations. Staff believes that the Planning Commission can make the appropriate findings based on the following information.

1. The project proposes a deviation from the setback requirements of SDMC Section 1514.0304(e) which requires minimum yard and building setback requirements. The project proposes to eliminate setbacks from all lot lines.

The deviation would allow the required fire separation distance as required by the California Building Code between the existing commercial buildings and the proposed mid-rise residences along Hazard Center Drive. It would also allow the existing service drives to be maintained between the commercial and residential buildings. These service drives are necessary to the continued function of the commercial spaces. The requested

deviation would also allow for the future widening of Friars Road relative to the space requirements of the existing and proposed parking structures. The deviation is tied aesthetically to the streetscape improvement which would be allowed by the reclassification of Hazard Center Drive, particularly wider sidewalks and the creation of an urban street wall with offsetting planes, entry stoops, and planters.

The proposed deviation would also permit residential uses to be added to the remaining space adjacent to and above existing commercial structures, to implement a true mixed-use development in conformance with the multiple-use ratio guidelines of the MVPD-M zone designation and the City of Villages policies of the General Plan. The recently adopted General Plan identifies the Hazard Center site as having a high propensity for Urban Village development. The project proposal would achieve the Community Plan's goal for redevelopment, infill, and new growth to be focused adjacent to transit stops in compact, mixed-use centers.

2. The project proposes a deviation from the vehicle use area planting requirements of SDMC Section 142.0406(a) to allow the use of shade structures on the top level of the parking structure in lieu of one tree within 30 feet of each parking space. The project proposes a tensile shade structure in lieu of additional trees in most areas of the existing deck parking.

Due to site topography, the existing center is multi-level, with the main level for "surface" parking situated one story above Hazard Center Drive on a two-story parking garage structure. The parking garage is an existing structure that was not designed to support the weight of the quantity of trees required. Furthermore, trees without sufficient planter size and soil volume typically do not thrive on concrete parking decks. Current landscape standards require 40 square feet of planting area per tree. The tree planters that are present on the existing deck are supported by columns specifically designed for those loads and locations. Any increase in point loads would require replacement or retrofitting of the existing vertical structure through two lower parking levels and the footings below. Planters of adequate size would also eliminate existing parking spaces that are required for the retail and restaurant uses that are to remain.

The proposed tensile shade structures meet the intent of the Land Development Code by shading and screening parking from view from above. They would be lighter than tree planters and the structural supports would fit within the existing parking field. The tensile shade structures would also reduce water consumption below that required for trees, and would reduce the heat island effect of the existing surface parking area.

The proposed deviations are appropriate to this location because they would allow affordable residential units to be added to an existing mixed-use center near existing transit infrastructure and would be consistent with the Mission Valley Planned District Ordinance, Community Plan and General Plan. The deviations would keep existing parking and retail activities in place, resulting in a more desirable and sustainable project.

Deviations from development regulations for projects offering affordable housing are consistent with the Land Development Code portions of the San Diego Municipal Code. The Project proposes a minimum of ten percent (up to 48) of the proposed dwelling units would be affordable per the Inclusionary Housing Ordinance. Strict application of the setback regulation would restrict the ability to fit residential units on this site. Strict application of the landscape regulations would restrict the ability of the project to provide adequate parking as required for the proposed inclusionary units. Therefore, proposed subdivision complies with the applicable zoning and development regulations of the Land Development Code.

3. **The site is physically suitable for the type and density of development (SDMC section 125.0440(c) and Subdivision Map Act Sections 66474(c) and 66474(d)).**

   The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

   The Hazard Center site is well suited for the addition of higher density multifamily housing, due to its proximity to existing light rail public transit and established employment, shopping, dining, and entertainment opportunities. The recently adopted General Plan identifies the Hazard Center site as having a high propensity for Urban Village development. The proposed construction of up to 473 multi-family dwelling units would complement the existing mixed-use office, commercial and hotel center in Mission Valley. The General Plan calls for redevelopment, infill and new growth to be focused adjacent to transit stops in compact, mixed-use centers. This project proposal achieves this goal by adding high density, multi-family housing to an existing employment center, connected to transit and recreation. Therefore, the site is physically suitable for the type and density of development proposed.

4. **The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat (SDMC section 125.0440(d) and Subdivision Map Act Section 66474(e)).**

   The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan

to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

The Hazard Center site is well suited for the addition of higher density multifamily housing, due to its proximity to existing light rail public transit and established employment, shopping, dining, and entertainment opportunities. The recently adopted General Plan identifies the Hazard Center site as having a high propensity for Urban Village development. The proposed construction of up to 473 multi-family dwelling units would complement the existing mixed-use office, commercial and hotel center in Mission Valley. The General Plan calls for redevelopment, infill and new growth to be focused adjacent to transit stops in compact, mixed-use centers. This project proposal achieves this goal by adding high density, multi-family housing to an existing employment center, connected to transit and recreation.

The southwest corner of the project site is identified as a restricted building area in First San Diego River Improvement Project Specific Plan (FSDRIP). This portion of the site is approximately 1.2 acres in area and is not contiguous to the main, development body of the site. A separately owned parcel containing an existing hotel effectively separates the two portions. The restricted building area portion of the site contains an open, man-made drainage channel that is considered environmentally sensitive. Both the upstream and downstream sections of the drainage channel are enclosed in underground culverts, but the section on the project site is open with a soft bottom and rip-rap banks. The drainage flows to the San Diego River, approximately 180 feet from the property at the downstream headwall. The closest proposed structures associated with this project lie 242 feet from the drainage channel. The upstream headwall and a small area of the drainage channel intersect the north property line of the main portion of the project site near the eastbound off-ramp of SR-163. This section lies approximately 45 feet from an existing parking garage on the project site. However, no modifications or new construction are proposed in this section of the site beyond replacement of existing grass with drought-tolerant landscaping.

Toward fulfillment of associated population-based park requirements, the project proposes to dedicate approximately 0.63 acres of the restricted building area near the drainage channel to the City of San Diego as a public park. The future park area is on previously disturbed, non-native grassland. Final design of the park must be vetted through a public process and approved by the Park and Recreation Board, pursuant to Council Policy 600-33. However, no buildings are anticipated and all landscaping will be in conformance with FSDRIP.

The project would result in minimum disturbance to environmentally sensitive lands, because all new or modified structures are on previously developed portions of the site, significantly distant from environmentally sensitive areas. Development near environmentally sensitive areas would be for passive recreational uses. There would be no removal, filling, or hydrological interruption to the drainage channel. Impacts to non-native grassland would not be considered significant because the area is less than one acre, occurs in an isolated patch due to urbanization, and has limited habitat values for

wildlife. Therefore, site is physically suitable for the design and siting of the proposed development and the development would result in minimum disturbance to environmentally sensitive lands. Therefore, the design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

5. **The design of the subdivision or the type of improvements will not be detrimental to the public health, safety, and welfare (SDMC section 125.0440(e) and Subdivision Map Act Section 66474(f)).**

The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

The project proposes construction of up to 473 multi-family dwelling units to complement the existing mixed-use office, commercial and hotel center in Mission Valley. The proposed development is on an existing developed site. The site has been studied for potential traffic, noise, air quality, geotechnical, water quality, and hazardous material impacts.

Environmental Impact Report No. 146803 has been prepared for the project in accordance with the State of California Environmental Quality Act. A Mitigation, Monitoring and Reporting Program has been prepared and would be implemented which would reduce, to a level below significance, some of the potential impacts identified in the environmental review process. Draft Candidate Findings of Fact and Statement of Overriding Considerations have been provided to allow the decisionmaker to adopt the project with significant and unmitigated impacts.

The Project's drainage system discharges into an existing drainage channel that is within 200 feet of the San Diego River. The onsite drainage system will utilize Best Management Practices (BMP's) to meet construction and post-construction related water quality requirements.

The project would comply with the development regulations in effect for the subject property as described in Site Development Permit No. 515727 and Planned Development Permit No. 515728, and other regulations and guidelines pertaining to the subject property per the San Diego Municipal Code and the Subdivision Map Act. The proposed development would be required to obtain building permits and process all mapping actions to show that all construction would comply with all applicable building and fire code requirements. The Project proposes to incorporate sustainable design practices and has applied for Leadership in Energy and Environmental Design certification under the

United States Green Building Council's criteria. The siting of residential infill adjacent to existing transit access and commercial infrastructure encourages walking and reduces the automobile trips that are detrimental to public health and safety. The proposed infill development on a previously disturbed site protects greenfields and natural resources.

In addition, the Project would help to provide affordable housing opportunities that would promote an economically balanced community. A minimum of ten percent (up to 48) of the proposed dwelling units would be affordable per the Inclusionary Affordable Housing Regulations. A mix of studio, one-, and two-bedroom dwelling units would provide a variety of housing options and costs in close proximity to employment and transportation options. Therefore, proposed development would not be detrimental to the public health, safety, and welfare.

6. **The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision (SDMC section 125.0440(f) and Subdivision Map Act Section 66474(g)).**

The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

The project proposes to relocate an existing easement for water utilities serving existing public and private fire hydrants on site. The easement would be relocated with the water line to allow for construction of a residential tower and adjustment to an existing fire lane. As such, there will be no conflict with the public's access through or use of the property within the proposed subdivision.

A public park is planned for the restricted building area in the southwest corner of the project site. In that area, the applicant proposes to eliminate surplus sewer easements that are no longer used, to adjust the easement width for an existing 33 inch sewer to meet current City standards, and to abandon a portion of a drainage access easement and consolidate it with a sewer access easement. There is no present or prospective use for the surplus easements and the requirements of the sewer and drainage access easements are better met through the redesign. Access by the public at large will be improved through the proposed easement abandonments and modifications. Therefore, design of the subdivision or the type of improvements would not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

7. **The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (SDMC section 125.0440(g) and Subdivision Map Act Section 66473.1).**

   The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

   The design of the residential units in the proposed subdivision encourages natural ventilation through operable windows, shading overhangs, and siting of the buildings. The Project proposes to incorporate sustainable design practices and to seek Leadership in Energy and Environmental Design (LEED) certification. The design of the proposed subdivision does not prevent future utilization of passive or natural heating and cooling opportunities at any of the existing buildings. Additionally, the project proposes to add a "green roof" vegetation system to areas of the existing commercial roofs. Green roofs reduce the solar heat gain in buildings and the stormwater runoff from roof surfaces. The plants used in the green roof system will use very little or no water, other than natural rainfall. Therefore, the design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

8. **The decision maker has considered the effects of the proposed subdivision on the housing needs of the region and that those needs are balanced against the needs for public services and the available fiscal and environmental resources (SDMC section 125.0440(h) and Subdivision Map Act Section 66412.3).**

   The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

   The City's recently adopted General Plan and the Regional Comprehensive Plan (RCP) adopted by the San Diego Association of Governments (SANDAG) recognize the need to focus future growth and infill development close to jobs, services, and public facilities to maximize the use of existing infrastructure and preserve open space and natural resources. These documents respond to the realization that San Diego cannot sustain continued sprawl into outlying communities, but at the same time must provide needed housing that is affordable to all of its citizens.

The proposed Hazard Center Redevelopment Project features sustainable urban design and the smart growth concepts of the City's General Plan and the San Diego Association of Government's Regional Comprehensive Plan. The project would add multifamily housing, including affordable housing, to an existing center that already provides established employment, shopping, dining, and entertainment. The project would add multifamily housing adjacent to existing light rail transit, increasing ridership on public transportation and decreasing the ratio of single-passenger vehicular trips on local freeways and arterials. The proposal would accomplish these benefits through infill development rather than disturbing existing undeveloped land in the region.

The Project would provide affordable housing opportunities that would promote an economically balanced community. A minimum of ten percent (up to 48) of the proposed dwelling units would be affordable per the Inclusionary Affordable Housing Regulations. The proposed mix of studio, one-, and two-bedroom apartments and condominiums would provide a variety of housing options and costs. Affordable housing would be of particular benefit in this location due to the project's proximity to employment and transportation options.

The proposed development would support infrastructure improvements in the community by providing public open space and park improvements through in-lieu fees, public services through development impact fees, and street frontage improvements. The additional customer base supplied by the residential units would assist in the continued viability of the existing retail center, contributing taxes and economic stability to the community. Therefore, the decision maker has considered the effects of the proposed subdivision on the housing needs of the region and that those needs are balanced against the needs for public services and the available fiscal and environmental resources.

The above findings are supported by the minutes, maps, and exhibits, all of which are herein incorporated by reference.

BE IT FURTHER RESOLVED, that portions of a sewer easement as delineated or as offered for dedication on Parcel Map 11949; portions of a sewer easement granted to the City of San Diego, Recorded on October 22, 1962, as Instrument No. 181158, of O. R.; portions of a sewer easement granted to the City of San Diego, Recorded on October 22, 1962, as Instrument No. 181160, of O. R.; portions of a sewer easement granted to the City of San Diego, Recorded on July 7, 1970, as Instrument No. 118740, of O. R.; portions of a sewer easement granted to the City of San Diego, Recorded on December 10, 1993 as Instrument No. 1993-0830965, of O. R.;

portions of a drainage easement as delineated or as offered for Dedication on Parcel Map 11949; portions of a water easement granted to the City of San Diego, Recorded on March 16, 1989 as Instrument No. 1989-134547, of O. R., located within the project boundaries as shown in Vesting Tentative Map and Easement Abandonments No. 515726, shall be vacated, contingent upon the recordation of the approved Final Map for the project, and;

BE IT FURTHER RESOLVED, that a sewer and drainage easement of approximately 17,600 square feet, including a sewer and drainage access road, and a water easement of approximately 11,000 square feet shall be dedicated, contingent upon the recordation of the approved Final Map for the project, and that the following findings are supported by the minutes, maps, and exhibits, all of which are herein incorporated by reference:

1. **There is no present or prospective use for the easement, either for the facility or purpose for which it was originally acquired, or for any other public use of a like nature that can be anticipated.**

   The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

   Part of the Project includes relocation of an existing easement for water utilities serving public and private fire hydrants on site. The easement would be relocated along with the water line to allow for construction of a residential tower and adjustment to an existing fire lane. The relocation of the easement would not affect the public's access through or use of the property within the proposed subdivision. There is no present or prospective public use for the easement in its existing location.

   In addition, a public park is proposed for the restricted building area in the southwest corner of the project site to satisfy residential recreation requirements. There are existing surplus sewer easements that are no longer used in that area which would be eliminated. Also, an existing sewer, drainage and building restricted easement would be modified to meet current City standards at an existing sewer line and to consolidate the existing

drainage access road with the sewer access road. There is no present or prospective use for the surplus easements and the requirements of the sewer and drainage access easements are better met through the proposed redesign. Access by the public at large would be improved through the proposed easement abandonments and modifications. Therefore, there is no present or prospective use for the easement, either for the facility or purpose for which it was originally acquired, or for any other public use of a like nature that can be anticipated.

2. **The public will benefit from the abandonment through improved utilization of the land made available by the abandonment.**

The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

Part of the Project includes relocation of an existing easement for water utilities serving public and private fire hydrants on site. The easement would be relocated along with the water line to allow for construction of a residential tower and adjustment to an existing fire lane. The relocation of the easement would not affect the public's access through or use of the property within the proposed subdivision. There is no present or prospective public use for the easement in its existing location. The proposed easement relocation would facilitate construction of one of the residential buildings containing 202 units. The development of the residential units would increase the region's overall housing supply and provide affordable units consistent with the applicable plans and the City's Inclusionary Affordable Housing regulations. The easement relocation would continue to serve existing fire hydrants and emergency vehicles access to the site, maintaining the fire safety of the existing and proposed facilities.

In addition, a public park is proposed for the restricted building area in the southwest corner of the project site to satisfy residential recreation requirements. There are existing surplus sewer easements that are no longer used in that area which would be eliminated. Also, an existing sewer, drainage and building restricted easement would be modified to meet current City standards at an existing sewer line and to consolidate the existing drainage access road with the sewer access road. There is no present or prospective use for the surplus easements and the requirements of the sewer and drainage access easements are better met through the proposed redesign. Access by the public at large would be improved through the proposed easement abandonments and modifications. Therefore, the public would benefit from the abandonment through improved utilization of the land made available by the abandonment.

3. The abandonment is consistent with any applicable land use plan.

The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

On July 12, 2007, the Planning Commission initiated an amendment to the First San Diego River Improvement Project Specific Plan (FSDRIP) Specific Plan and the Mission Valley Community Plan, a component of the General Plan, to allow for an increase in the number of permitted residential dwelling units, a decrease in commercial square footage, and to allow for an increase in building heights. Specifically, the Amendment to the FSDRIP Specific Plan is limited to the Hazard Center Development Area. In addition to the amendments identified at the Planning Commission Initiation hearing described above, the proposed project includes an amendment to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive from a four-lane collector street to a two-lane collector street.

The proposed project includes two deviation requests: 1) the elimination of setbacks from all lot lines to allow for the establishment of an urban street wall, and 2) a proposal for a tensile shade structure in lieu of landscape requirements on the top level of the existing parking structure. The proposed reduction in setbacks is a deviation from a regulatory requirement and it does not adversely impact any Community Plan policies. Rather, this proposed deviation contributes to the provision of architectural interest at the street level to promote pedestrian activity and allows residential uses to be added adjacent to existing light rail transit, which is in conformance with both the Mission Valley Community Plan and the General Plan. The second proposed deviation, from the Municipal Code parking structure landscape requirement, would not adversely impact any Community Plan policies as in lieu of this requirement, a shade trellis structure is proposed which would meet the intent of the Municipal Code by shading and screening parking uses.

General Plan Conformance - The General Plan identifies Mission Valley as a Regional Subdistrict, meaning it constitutes a concentration of employment and housing and is appropriate to provide higher intensity development. This area is also identified as having a High Propensity to develop as a village area on the General Plan's Village Propensity Map. One of the primary goals of the General Plan's Land Use and Community Planning Element is to achieve balanced communities and equitable development. The proposed project would provide a diversity of unit types and densities including the provision of affordable on-site housing within a sub-regional employment center.

The General Plan's Mobility Element promotes walkability and multi-modal transportation in order to reduce dependency on the automobile. The proposed project addresses the walkability community goals by an interconnected system of pedestrian pathways, sidewalks, public spaces and street design, with an overall design concept that provides for a series of functional connections to the existing San Diego Trolley station located on the south side of Hazard Center Drive. The proposed project, along with the accompanying Hazard Center Drive Extension and San Diego River Pathway projects, promotes a transportation system that emphasizes walkability and bicycling and improved accessibility to transit, as well as supports the improvement of traffic circulation.

The Urban Design Element of the General Plan includes the principle to build a compact, efficient, and environmentally sensitive pattern of development. The proposed project includes both horizontal and vertical mixed-use components with a mix of housing types. The design proposes to place ground floor retail to activate and attract pedestrian activity, with plazas, courtyards and paseos to create focal points for public gathering adjacent to the existing Hazard Center Trolley Station.

The General Plan's Recreation Element provides that the appropriate quality and quantity of parks, recreation facilities and infrastructure is provided citywide. The project proposes to meet its population based neighborhood park requirements both on-site, with the construction of a 0.63-acre park, as well as through the payment of an ad-hoc fee, in-lieu of the park portion of the development impact fees, for the remaining park requirements.

The Conservation Element of the General Plan contains numerous policies aimed at promoting the City of San Diego as an international model of sustainable development and conservation. The Project proposes to incorporate sustainable design practices and has applied for Leadership in Energy and Environmental Design certification under the United States Green Building Council's criteria, including green roofs. The design of the proposed project would meet or exceed Title 24 Energy Efficiency Requirements to reduce energy use. The siting of the proposed project within an existing development would result in no increase to impervious surfaces, and in the preservation of greenfields and nature resources.

The Housing Element, provided under separate cover from the rest of the General Plan, includes objectives, policies and programs intended to address the City's housing needs. Included as one of its five major goals, is the provision of affordable housing opportunities. The proposed project includes plans to set aside up to 10 percent of the 473 units as low-income/moderate-income housing. The provision of up to 48 low-income/moderate-income units on-site meets the City's Inclusionary Affordable Housing requirements and would serve to further diversify the housing stock within the Mission Valley community.

<u>Community Plan Conformance</u> - The Land Use Element of the Mission Valley Community Plan contains proposals to guide the long-range residential, commercial and

industrial development of the Mission Valley Community. Several key objectives of this element include: to provide a variety of housing types and densities within the community; to encourage development which combines and integrates residential uses with commercial and service uses; to encourage imaginative land development techniques and varied building site layouts; and to provide amenities for residents such as recreation, shopping, employment and cultural opportunities within, or adjacent to, residential development. The proposed project addresses these objectives by providing a diversity of for-sale and for-rent units in a mixed-use, infill setting, while preserving existing shopping and employment uses, and providing on-site active and passive open space areas and recreation facilities.

The Transportation Element of the Mission Valley Community Plan includes objectives to establish and maintain a balanced transportation system throughout Mission Valley, encourage the use of public transit modes to reduce dependency on the automobile, and provide opportunities for individual property owners to achieve a higher use of their property through support of more efficient transportation modes. The proposed project would help advance a strategy to promote transit, bicycling, and walking as viable transportation choices through traffic calming measures, streetscape amenities, and an overall site design that would provide greater vehicular, bicycle and pedestrian safety, and would enhance bicycle and pedestrian connectivity to nearby transit and San Diego River recreational trails. The project site is located within less than one-quarter mile of an existing light rail trolley station, as well as several high-frequency public bus lines.

The proposed reclassification of Hazard Center Drive is a result of comments received from City staff's memorandum distributed on July 18, 2008, soliciting public and staff comments on the proposed amendments. City staff supports the reclassification as the two-lane designation provides a number of safety benefits.

The road reclassification would allow for a more pedestrian-friendly design with wider sidewalks, bicycle paths, a pedestrian plaza, and a safe crossing between the proposed development and the existing trolley station. Further, the road extension presents several engineering challenges with respect to design speed for vertical curves, vehicular and pedestrian safety, and clearance considerations. These engineering challenges require design exceptions and traffic calming measures in order to reduce the design speed and justify design exceptions relating to the vertical alignment of the road extension. Due to the location of a major trunk sewer line, the design includes a steep descent under SR-163 that requires a design speed of 25 miles per hour. Because of this design speed requirement and the associated traffic calming necessary to support it, staff's recommendation is that a two-lane road is a more appropriate designation. No significant impacts to the level of service for Hazard Center Drive would result from this reclassification.

The Project would implement many of the goals and policies of the City's newly adopted General Plan (General Plan), the Mission Valley Community Plan (MVCP) and the First San Diego River Improvement Project Specific Plan (FSDRIP). Therefore, the proposed

development, including the easement abandonments is consistent with any applicable land use plan.

4. **The public facility or purpose for which the easement was originally acquired will not be detrimentally affected by this abandonment or the purpose for which the easement was acquired no longer exists.**

   The Hazard Center Redevelopment Project proposes to demolish a portion of the existing commercial space (movie theater, restaurant and parking spaces) and construct up to 473 residential units (including 10 percent, or up to 48 affordable units), approximately 4,205 square feet of commercial retail/restaurant space, and to create approximately 450 net additional parking spaces on the 14.5 acre project site. The project includes a proposed amendment to the to the Transportation Element of the Mission Valley Community Plan to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street with enhancements.

   Part of the Project includes relocation of an existing easement for water utilities serving public and private fire hydrants on site. The easement would be relocated along with the water line to allow for construction of a residential tower and adjustment to an existing fire lane. The relocation of the easement would not affect the public's access through or use of the property within the proposed subdivision. There is no present or prospective public use for the easement in its existing location.

   In addition, a public park is proposed for the restricted building area in the southwest corner of the project site to satisfy residential recreation requirements. There are existing surplus sewer easements that are no longer used in that area which would be eliminated. Also, an existing sewer, drainage and building restricted easement would be modified to meet current City standards at an existing sewer line and to consolidate the existing drainage access road with the sewer access road. There is no present or prospective use for the surplus easements and the requirements of the sewer and drainage access easements are better met through the proposed redesign. Access by the public at large would be improved through the proposed easement abandonments and modifications.

   Therefore, public facility or purpose for which the easement was originally acquired will not be detrimentally affected by this abandonment or the purpose for which the easement was acquired no longer exists.

BE IT FURTHER RESOLVED, that based on the Findings hereinbefore adopted by the City Council, Vesting Tentative Map including Easement Abandonments No. 515726 is hereby granted to 7510 Hazard LLC, a Delaware Limited Liability Company subject to the attached conditions which are made a part of this resolution by this reference.

APPROVED: JAN GOLDSMITH, City Attorney

By _____
[Attorney]
Deputy City Attorney

[Initials]:[Initials]
[Month]/[Day]/[Year]
Or.Dept:[Dept]
R-**Error! Reference source not found.**

CITY COUNCIL
CONDITIONS FOR VESTING TENTATIVE MAP NO. 515726 HAZARD CENTER REDEVELOPMENT PROJECT - PROJECT NO. 146803 MMRP

ADOPTED BY RESOLUTION NO. R-_____ ON _____

GENERAL

1. This Vesting Tentative Map will expire on _____, 2013, unless otherwise extended.

2. Compliance with all of the following conditions shall be assured, to the satisfaction of the City Engineer, prior to the recordation of the Final Map, unless otherwise noted.

3. Prior to the recordation of a Final Map taxes must be paid on this property pursuant to section 66492 of the Subdivision Map Act. A tax certificate, recorded in the office of the County Recorder, must be provided to satisfy this condition.

4. Each Final Map shall conform to the provisions of Site Development Permit No. 515727, Planned Development Permit No. 515728, Amendments to the First San Diego River Improvement Project (FSDRIP) Specific Plan and the Mission Valley Community Plan, an element of the General Plan, No. 518905.

5. The Subdivider shall defend, indemnify, and hold the City (including its agents, officers, and employees [together, "Indemnified Parties"] harmless from any claim, action, or proceeding, against any Indemnified Party to attack, set aside, void, or annul City's approval of this project, which action is brought within the time period provided for in Government Code section 66499.37. City shall promptly notify Subdivider of any claim, action, or proceeding and shall cooperate fully in the defense. If City fails to cooperate fully in the defense, Subdivider shall not thereafter be responsible to defend, indemnify, or hold City harmless. City may participate in the defense of any claim, action, or proceeding if City both bears its own attorney's fees and costs, and defends the action in good faith. Subdivider shall not be required to pay or perform any settlement unless such settlement is approved by the Subdivider.

AFFORDABLE HOUSING

6. Prior to the recordation of the first Final Map for residential dwelling units, the Owner/Subdivider shall enter into an affordable housing agreement with the San Diego Housing Commission to provide affordable housing units in compliance with the City's Inclusionary Housing Ordinance (Chapter 14, Article 2, Division 13 of the Land Development Code).

ENGINEERING

7. The Subdivider shall denote on the final map and the improvement plans "Subject to Inundation" all areas lower than the base flood elevation plus 2 feet.

8. Pursuant to City Council Policy 600-20, the Subdivider shall provide evidence to ensure that an affirmative marketing program is established.

9. The Subdivider shall underground existing and/or proposed public utility systems and service facilities in accordance with the San Diego Municipal Code.

10. The Subdivider has reserved the right to record multiple final maps over the area shown on the approved tentative map. In accordance with Article 66456.1 of the Subdivision Map Act, the City Engineer shall retain the authority to review the areas of the vesting tentative map the Subdivider is including in each final map. The City Engineer may impose reasonable conditions relating to the filing of multiple final maps, in order to provide for orderly development, such as off-site public improvements, that shall become requirements of final map approval for a particular unit.

11. The Subdivider is permitted to file up to 7 final maps. The subdivider has requested approval to file final maps out of numerical sequence. This request is approved, subject to the provision that the City Engineer can review the off-site improvements in connection with each unit.

12. The Subdivider shall ensure that all existing onsite utilities serving the subdivision shall be undergrounded with the appropriate permits. The subdivider shall provide written confirmation from applicable utilities that the conversion has taken place, or provide other means to assure the undergrounding, satisfactory to the City Engineer.

13. Conformance with the "General Conditions for Tentative Subdivision Maps," filed in the Office of the City Clerk under Document No. 767688 on May 7, 1980, is required. Only those exceptions to the General Conditions which are shown on the vesting tentative map and covered in these special conditions will be authorized. All public improvements and incidental facilities shall be designed in accordance with criteria established in the Street Design Manual, filed with the City Clerk as Document No. RR-297376.

TRANSPORTATION

14. Prior to recordation of the first final map, the Subdivider shall provide an Irrevocable Offer of Dedication for addition of a second eastbound right turn lane and associated improvements at the intersection of Friars Road/Frazee Road, satisfactory to the City Engineer. Dedication shall occur when needed by the City's SR-163/Friars Road interchange capital improvement project, satisfactory to the City Engineer.

15. Prior to the issuance of any building permit for lots that utilize shared parking, a Shared Parking Agreement shall be recorded on each affected lot, satisfactory to the City Engineer.

MAPPING

16. "Basis of Bearings" means the source of uniform orientation of all measured bearings shown on the map. Unless otherwise approved, this source will be the California Coordinate System, Zone 6, North American Datum of 1983 [NAD 83].

17. "California Coordinate System means the coordinate system as defined in Section 8801 through 8819 of the California Public Resources Code. The specified zone for San Diego County is "Zone 6," and the official datum is the "North American Datum of 1983."

18. The Final Map shall:

    a. Use the California Coordinate System for its "Basis of Bearing" and express all measured and calculated bearing values in terms of said system. The angle of grid divergence from a true median (theta or mapping angle) and the north point of said map shall appear on each sheet thereof. Establishment of said Basis of Bearings may be by use of existing Horizontal Control stations or astronomic observations.

    b. Show two measured ties from the boundary of the map to existing Horizontal Control stations having California Coordinate values of Third Order accuracy or better. These tie lines to the existing control shall be shown in relation to the California Coordinate System (i.e., grid bearings and grid distances). All other distances shown on the map are to be shown as ground distances. A combined factor for conversion of grid-to-ground distances shall be shown on the map.

WASTEWATER

19. All proposed onsite sewer facilities shall be private.

20. The Subdivider shall install all sewer facilities required by the accepted sewer study, necessary to serve this development. Sewer facilities as shown on the approved Tentative Map will require modification based on the accepted sewer study.

21. The Subdivider shall design and construct all proposed public sewer facilities to the most current edition of the City of San Diego's Sewer Design Guide.

22. The Subdivider shall grant adequate sewer, and/or access easements, including vehicular access to each manhole, for all public sewer facilities that are not located within public rights of way, satisfactory to the City of San Diego Director of Public Utilities. Vehicular access roadbeds shall be a minimum of 20 feet wide and surfaced with suitable approved material, satisfactory to the City of San Diego Director of Public Utilities.

23. No structures or landscaping shall be installed in or over any sewer easement that would inhibit vehicular access to replace a section of main or provide access to any manhole or isolated section of main.

24. No approved improvements or landscaping, including private sewer facilities, grading and enhanced paving, shall be installed in or over any easement prior to the applicant obtaining an Encroachment Maintenance and Removal Agreement.

25. No other utilities, including gas, electric, telephone and fiber optic cable, shall be located within 10 feet of any public sewer main when these utilities are installed parallel to the sewer main. General Utility Easements in private roads and driveways shall be sized with sufficient width to provide for other agencies facilities. In side yards or other non street areas, a GUE must be dedicated for the exclusive use of the City of San Diego or the Public Utilities Department. Other agencies shall require separate easements.

26. For public onsite sewer facilities located within a gated community, the Subdivider shall provide the Wastewater Collection Divisions with keyed access satisfactory to the City of San Diego Director of Public Utilities. The City will not be held responsible for any issues that may arise relative to possession of the keys.

27. All proposed medians within 5 feet of public sewer mains shall be paved and no landscaping shall be installed within the medians.

28. The Subdivider shall provide evidence, satisfactory to the City of San Diego Director of Public Utilities, indicating that each condominium will have its own sewer lateral or provide CC&R's for the operation and maintenance of onsite private sewer facilities that serve more than one ownership.

WATER

29. The Subdivider shall provide acceptable studies in a manner satisfactory to the Director of Public Utilities. The water study shall plan the pressure zone(s) and public water facilities necessary to serve this development. If phasing of development is proposed, then a phasing plan shall be included in the water study indicating how redundancy will be maintained.

30. The Subdivider shall design and construct all public water facilities as required in the accepted water studies for this area, necessary to serve this development and extending to the subdivision boundaries in a manner satisfactory to the Director of Public Utilities. Water facilities, as shown on the approved vesting tentative map, will require modification based on the accepted water study and final engineering.

31. The Subdivider shall install fire hydrants at locations satisfactory to the Fire Marshal, the Water Department Director and the City Engineer. If more than two (2) fire hydrants or thirty (30) dwelling units are located on a dead-end water main then the Subdivider shall install a redundant water system satisfactory to the Director of Public Utilities.

32. The Subdivider shall provide CC&Rs for the operation and maintenance of any on-site private water facilities that serve or traverse more than a single dwelling unit or common area.

33. Grants of water easements shall have a the following minimum widths: water mains with no appurtenances including valves -15 feet; water mains with services or fire hydrants - 30 feet with 24 feet of paving and full height curbs. Fire hydrants within easements having no curbs or rolled curbs shall have protective posts. Easements, as shown on the approved vesting tentative map, will require modification based on standards and final engineering.

GEOLOGY

34. Additional geotechnical review will be required if a ministerial building or grading permit is needed for the project.

INFORMATION:

- The approval of this Vesting Tentative Map by the City Council of the City of San Diego does not authorize the subdivider to violate any Federal, State, or City laws, ordinances, regulations, or policies including but not limited to, the Federal Endangered Species Act of 1973 and any amendments thereto (16 USC Section 1531 et seq.).

- If the Subdivider makes any request for new water and sewer facilities (including services, fire hydrants, and laterals), then the Subdivider shall design and construct such facilities in accordance with established criteria

in the most current editions of the City of San Diego water and sewer design guides and City regulations, standards and practices pertaining thereto. Off-site improvements may be required to provide adequate and acceptable levels of service and will be determined at final engineering.

- Subsequent applications related to this Vesting Tentative Map will be subject to fees and charges based on the rate and calculation method in effect at the time of payment.

- Any party, on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of the Vesting Tentative Map, may protest the imposition within ninety days of the approval of this Vesting Tentative Map by filing a written protest with the City Clerk pursuant to California Government Code Section 66020.

- Where in the course of development of private property, public facilities are damaged or removed the property owner shall at no cost to the City obtain the required permits for work in the public right-of-way, and repair or replace the public facility to the satisfaction of the City Engineer. Municipal Code section 142.0607.

Job Order No. 43-0081

DRAFT CITY COUNCIL ENVIRONMENTAL RESOLUTION **ATTACHMENT 9**

RESOLUTION NUMBER R- _____

ADOPTED ON _____

WHEREAS, on May 1, 2008, OliverMcMillan submitted an application to Development Services Department for a Site Development Permit, Planned Development Permit, Vesting Tentative Map, including Easement Abandonments, and Amendments to the First San Diego River Improvement Project (FSDRIP) Specific Plan and the Mission Valley Community Plan, an element of the General Plan;

WHEREAS, the permit was set for a public hearing to be conducted by the City Council of the City of San Diego; and

WHEREAS, the issue was heard by the City Council on **DATE**; and

WHEREAS, the City Council of the City of San Diego considered the issues discussed in Environmental Impact Report No. 146803; NOW THEREFORE,

BE IT RESOLVED, by the City Council that it be, and it is hereby certified, that Environmental Impact Report No.146803, in connection with the Site Development Permit No. 515727, Planned Development Permit No. 515728, Vesting Tentative Map No. 515726; including Easement Abandonments, and Amendments to the First San Diego River Improvement Project (FSDRIP) Specific Plan and the Mission Valley Community Plan, an element of the General Plan, No. 518905 has been completed in compliance with the California Environmental Quality Act of 1970 (California Public Resources Code Section21000 et seq.), as amended, and the State guidelines thereto (California Administrative Code Section 15000 et seq.), that the report reflects the independent judgment of the City of San Diego as Lead Agency and that the information contained in said Report, together with any comments received during the public review process, has been reviewed and considered by the City Council.

BE IT FURTHER RESOLVED, that pursuant to California Public Resources Code Section 21081 and Administrative Code Section 15091, the City Council hereby adopts the Findings made with respect to the project, a copy of which is attached hereto and incorporated herein by reference.

BE IT FURTHER RESOLVED, that pursuant to California Administrative Code Section 15093, the City Council hereby adopts the Statement of Overriding Considerations, a copy of which is attached hereto and incorporated herein by reference, with respect to the project.

BE IT FURTHER RESOLVED, that pursuant to California Public Resources Code, Section 21081.6, the City Council hereby adopts the Mitigation Monitoring and Reporting Program, or alterations to implement the changes to the project as required by this body in order to mitigate or avoid significant effects on the environment, a copy of which is attached hereto and incorporated herein by reference.

APPROVED: Jan Goldsmith, City Attorney

By: _____
Deputy City Attorney

ATTACHMENTS: Exhibit A, Findings of Fact and Statement of Overriding Considerations
Exhibit B, Mitigation Monitoring and Reporting Program

Revised 02/09-abj

ATTACHMENT 9

EXHIBIT A

FINDINGS OF FACT AND STATEMENTS OF OVERRIDING CONSIDERATIONS

DRAFT FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS REGARDING FINAL ENVIRONMENTAL IMPACT REPORT FOR HAZARD CENTER REDEVELOPMENT PROJECT

PROJECT NUMBER 146803

SCH No. 2008061058

INTRODUCTION

The California Environmental Quality Act (CEQA) (Pub. Res. Code §§ 21000, *et seq.*) and the State CEQA Guidelines (Guidelines) (14 Cal. Code Regs §§ 15000, *et seq.*) promulgated thereunder, require that the environmental impacts of a project be examined before a project is approved. It is the exclusive discretion of the decision maker certifying the EIR to determine the adequacy of the proposed candidate findings. It is the role of staff to independently evaluate the proposed candidate findings and to make a recommendation to the decision maker regarding their legal adequacy. Specifically, regarding findings, Guidelines Section 15091 provides:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.

(c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it

has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

(e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The "changes or alterations" referred to in Section 15091(a)(1) above, that are required in, or incorporated into, the project which mitigate or avoid the significant environmental effects of the project, may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

(a) Avoiding the impact altogether by not taking a certain action or parts of an action.

(b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

(c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

(d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

(e) Compensating for the impact by replacing or providing substitute resources or environments.

Regarding a Statement of Overriding Considerations, Guidelines Section 15093 provides:

(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

(b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but

are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

Having received, reviewed and considered the Final Environmental Impact Report for the Amendments to the First San Diego River Improvement Project (FSDRIP) Specific Plan and Mission Valley Community Plan (MVCP), a component of the City General Plan, Site Development Permit (SDP), Planned Development Permit (PDP), Public Services Easement Abandonment, and Vesting Tentative Map (VTM) for the Hazard Center Redevelopment Project, State Clearinghouse No. 2008061058 (FEIR), as well as all other information in the record of proceedings on this matter, the following Findings of Fact and Statement of Overriding Considerations (Findings) are hereby adopted by the City of San Diego (City) in its capacity as the CEQA Lead Agency. These Findings set forth the environmental basis for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the project.

Record of Proceedings

For purposes of CEQA and these Findings, the Record of Proceedings for the proposed project consists of the following documents and other evidence, at a minimum:

- The Notice of Preparation (NOP) and all other public notices issued by the City in conjunction with the proposed project;
- The FEIR for the proposed project;
- The Draft EIR;
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft EIR;
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the Draft EIR;
- All written and verbal public testimony presented during a noticed public hearing for the proposed project at which such testimony was taken;
- The Mitigation Monitoring and Reporting Program (MMRP);

- The reports and technical memoranda included or referenced in Responses to Comments in the FEIR;
- All documents, studies, EIRs, or other materials incorporated by reference in the Draft EIR, and the FEIR;
- All errata sheets prepared for the FEIR and submitted to the City Council prior to the City Council hearing.
- Matters of common knowledge to the City, including but not limited to federal, state and local laws and regulations;
- Any documents expressly cited in these Findings; and
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

Custodian and Location of Records

The documents and other materials which constitute the administrative record for the City's actions related to the project are located at the City of San Diego, Development Services Center, 1222 First Avenue, Fifth Floor, San Diego, CA 92101. The City Development Services Center is the custodian of the administrative record for the project. Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been and will be available upon request at the offices of the City Development Services Center. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and Guidelines Section 15091(e).

PROJECT SUMMARY

Project Location

The approximately 14.5-acre Hazard Center Redevelopment project site is located at the southeast corner of Friars Road and State Route 163 within the larger approximately 41.3-acre Hazard Center District of the City's First San Diego River Improvement Project (FSDRIP) Specific Plan area in the City of San Diego, approximately five miles from the Pacific Ocean but outside of the coastal zone, as designated by the California Coastal Commission (FEIR Figures 2-1, *Regional Location Map*, and 2-3, *Aerial of Project Site*). The project site is developed with an existing approximately 151,000 square foot shopping center, a high rise office building, a 300-room hotel, and over 2,000 parking spaces in surface and subterranean lots (FEIR Figure 2-4, *Existing Site Plan*). The property is flanked by a number of public roads, including Friars Road, Frazee Road, Hazard Center Drive, and Caltrans right of way State Route 163. Vehicular access to the site is from four separate driveways. Pedestrian access is available from sidewalks

within the public rights-of-way fronting the site and the San Diego Trolley immediately across Hazard Center Drive, south of the site.

Project Background

The Hazard Center Redevelopment Project is the proposed redevelopment and renovation of an existing mixed-use center that was originally constructed in the City of San Diego in the 1980's. The original Hazard Center District is now divided into four distinct developments under separate ownership: 1) the approximately 6.9 acre retail commercial site known as Hazard Center East between Frazee Road and Mission Center Road; 2) the existing 120-unit residential condominium community called Union Square, south of Hazard Center Drive; 3) the existing 300-room hotel north of Hazard Center Drive; and 4) the proposed project approximately 14.5 acre site between Friars Road and Hazard Center Drive, west of Frazee Road (FEIR Figure 3-1, *Proposed Site Plan*). The existing center consists of approximately 151,000 square feet of retail shops, restaurants, a theatre, a branch of the YMCA, a high rise office building, a 300-room hotel, and parking within approximately 13.8 developed acres. For more than two decades, Hazard Center has served as a Town Center for Mission Valley along Interstate 8.

Project Description

The proposed project addresses the City and regional housing needs and smart growth goals. The proposed project includes renovation of the existing Hazard Center retail and the addition of residential development and public park and recreation facilities on site. To accomplish this project, the project applicant is requesting approval of a Specific Plan Amendment (SPA) to the FSDRIP Specific Plan, an amendment to the Mission Valley Community Plan (MVCP), a component of the City's General Plan. Implementation of the proposed project would also require approval of a Site Development Permit (SDP), Planned Development Permit (PDP), Vesting Tentative Map and approval of a Public Easement Abandonment.

Approval of the proposed Hazard Center Redevelopment project would allow the addition of multi-family residential uses to the existing mid-rise buildings along Hazard Center Drive. This would include row houses with flats above, for a total of 73 units in 5 stories, a 22-story high-rise building (Tower 1) north of Hazard Center Drive to include 198 flats on the upper 18 floors (with new commercial uses, public plazas, residential amenities and a lobby below), and a 21-story high-rise building (Tower 2) at the corner of Friars Road and Frazee Road to include 202 flats. Of the 473 proposed dwelling units, 48 units would be set aside as affordable housing per agreement with the City's Housing Commission. Building heights would not exceed 250 feet above grade.

To serve the residential units, a total of 93,518 square feet of exterior useable open space is proposed in the form of private balconies and common plazas and terraces. In

addition to the provision of on-site useable open space, the proposed project includes the dedication of a 0.63-acre area to the City for public park use.

Overall, an additional 4,205 net square feet of commercial space would be added to the existing Hazard Center through the expansion and relocation of existing commercial uses. The existing 33,275 square foot movie theater will be removed and approximately 10,000 square feet of restaurant space will be relocated on site.

Additionally, the redevelopment project includes circulation improvements to enhance vehicular travel, pedestrian linkages and public transportation services in and around the property. Enhancements in pedestrian access are also proposed to reduce local dependence on single-occupancy vehicles, including the integration of sidewalks, walkways and connections to the trolley.

Discretionary Actions

7510 Hazard LLC as project applicant has submitted applications for a Specific Plan Amendment (SPA) to the FSDRIP Specific Plan, an amendment to the Mission Valley Community Plan (MVCP), a component of the City's General Plan, which was initiated by the City Planning Commission on July 12, 2007 through the adoption of Resolution No. 4280-PC. The project applicant is also seeking approval of a Site Development Permit (SDP) and Planned Development Permit (PDP) for the entire project. In addition, a Vesting Tentative Map is proposed to subdivide the property into 21 lots and 473 residential, 5 commercial/retail and 10 common use (private drives, access, parking, storage, etc.) air rights parcels.

To approve the project, the City must take the following discretionary actions, as discussed in Section 3.0 of the FEIR:

- Certify the FEIR.
- Approve Findings and Statement of Overriding Considerations.
- Adopt the MMRP.
- Plan amendments/PDP/SDP/VTM approval.
- Public Easement Abandonment approval.

In addition, the City may use the FEIR to approve other discretionary actions, including but not limited to: a development agreement, subdivision maps, master plans, park plans, an affordable housing plan, grading permits, conditional use permits, and approval of assessment districts. The FEIR may also be used by responsible and trustee agencies in connection with project-related approvals, including without limitation a National Pollutant Discharge Elimination System (NDPES) General Construction

permit approval from the Regional Water Quality Control Board (RWQCB), agreements between SANDAG, MTS and the applicant for transit facilities, encroachment permits from Caltrans for road improvements, and FAA approval of building heights.

Statement of Objectives

As described in Section 3.2 of the FEIR, the primary objectives of the Hazard Center Redevelopment project include:

1. Meet City and regional housing affordability needs by providing a minimum of ten percent low-income housing units through set-asides as required in the City's Inclusionary Housing Ordinance, and through a mix of studio, one- and two-bedroom units that offer a variety of housing options and costs.

2. Implement the General Plan City of Village's strategy and regional smart growth principles by providing high density housing in a mixed-use setting close to transit and employment opportunities.

3. Achieve optimal water conservation through advanced water conservation design that results in on-site per capita water savings and reduction of regional dependence on imported and uncertain water supplies.

4. Contribute to accomplishing the sustainable development goals of the General Plan by building with materials that maximize environmental performance, and through green building practices that include smart siting, compact building design, green roofs, advanced water and energy efficiencies, waste reduction and recycling, and natural daylighting and ventilation.

5. Contribute to meeting statewide and local goals to reduce global warming by incorporating sustainable design and building practices (such as green roofs, transit ridership encouragement, bicycle and alternate fuel vehicle facilities, natural daylighting, and ventilation) that would reduce construction and operational emissions of greenhouse gases.

6. Exceed City goals to reduce waste and conserve regional landfill space by incorporating design measures that satisfy Leadership in Energy and Environmental Design (LEED) criteria for 50 to 75 percent diversion (reuse, recycling) of construction and operational waste.

ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The City prepared an Initial Study (IS) for the proposed project and, based on that IS, determined that the proposed project may have a significant effect on the environment and that an EIR should be prepared to analyze the potential impacts associated with approval and implementation of the proposed project.

On June 10, 2008, in accordance with Guidelines Section 15082, the City distributed a Notice of Preparation (NOP) of an Environmental Impact Report to the State Clearinghouse, local and regional responsible agencies, and other interested parties. Various agencies and other interested parties responded to the NOP. The NOP, NOP distribution list, and NOP comments received during the 30-day public review period are contained in Appendix A to the FEIR. On June 2, 2008, the City held an advertised public scoping meeting to provide: (i) information regarding the proposed project, and (ii) an opportunity for public input regarding project issues that should be addressed in the Draft EIR. Comments received during the public involvement process and the IS/NOP scoping period were considered in the preparation of the Draft EIR.

The Draft EIR for the proposed project was then prepared and circulated for review and comment by the public, agencies and organizations for a public review period that began on September 28, 2009 and concluded on November 12, 2009. A Notice of Completion of the Draft EIR was sent to the State Clearinghouse and the Draft EIR was circulated to State agencies for review through the State Clearinghouse, Office of Planning and Research (SCH No. 2008061058). A notice of availability of the Draft EIR for review was mailed to residents in the vicinity of the project site and non-residential property owners. The notice of availability was also filed with the City Clerk and required notice was provided to the public.

As noted, the public comment period on the Draft EIR concluded on November 12, 2009. The City received numerous comments on the proposed project. The City completed responses to those comments in January 2010. Those responses have been incorporated into the FEIR.

On March 25, 2010, the City of San Diego Planning Commission ("Planning Commission") held a public hearing on the project, the Planning Commission recommended approval of the project and certification of the FEIR, adoption of the MMRP, and approval of these Findings and the accompanying Statement of Overriding Considerations. The City Council held a public hearing to consider the project and voted to certify the FEIR, approve these Findings of Fact and the accompanying Statement of Overriding Considerations, adopt the MMRP, and approve the project.

GENERAL FINDINGS

The City hereby finds as follows:

- The City is the "Lead Agency" for the proposed project evaluated in the FEIR.
- The Draft EIR and FEIR were prepared in compliance with CEQA and the Guidelines.

- The City has independently reviewed and analyzed the Draft EIR and FEIR, and these documents reflect the independent judgment of the City Council and the City of San Diego.
- The City of San Diego's review of the Draft EIR and the FEIR is based upon CEQA, the CEQA Guidelines, and the City's January 2007 Significance Determination Thresholds.
- An MMRP has been prepared for the proposed project, which the City has adopted or made a condition of approval of the proposed project. That MMRP is incorporated herein by reference and is considered part of the record of proceedings for the proposed project;
- The MMRP designates responsibility and anticipated timing for the implementation of mitigation. The City will serve as the MMRP Coordinator;
- In determining whether the proposed project has a significant impact on the environment, and in adopting these Findings pursuant to Section 21081 of CEQA, the City has complied with CEQA Sections 21081.5 and 21082.2;
- The impacts of the proposed project have been analyzed to the extent feasible at the time of certification of the FEIR;
- The City reviewed the comments received on the Draft EIR and FEIR and the responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR or FEIR. The City has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings concerning the environmental impacts identified and analyzed in the FEIR;
- The responses to the comments on the Draft EIR, which are contained in the FEIR, clarify and amplify the analysis in the Draft EIR;
- The City has made no decisions that constitute an irretrievable commitment of resources toward the proposed project prior to certification of the FEIR, nor has the City previously committed to a definite course of action with respect to the proposed project;
- Copies of all the documents incorporated by reference in the FEIR are and have been available upon request at all times at the offices of the City, custodian of record for such documents or other materials; and
- Having received, reviewed, and considered all information and documents in the record, the City hereby conditions the proposed project and finds as stated in these Findings.

SUMMARY OF IMPACTS

Findings Regarding Impacts

The FEIR concludes that the proposed project will have no significant impacts with respect to the following issues without mitigation: Agricultural Resources, Mineral Resources, and Paleontological Resources.

Potentially significant impacts from the proposed project on the following issues will be mitigated to below a level of significance by existing regulations/standard conditions, project design features/special development requirements, and/or mitigation measures that will be made conditions of project approval: Land Use (MHPA Adjacency), Traffic/Circulation, Noise, Biological Resources (construction-related), Public Utilities (Solid Waste), Geology and Soils, and Cultural Resources.

Impacts with respect to the on-site park land dedication related to Land Use, Noise, and Air Quality will remain significant despite the adoption of all feasible mitigation measures.

Section 1

California Environmental Quality Act Findings

In making each of the findings below, the City has considered the Project Design Features and Plans, Programs, and Policies listed in the FEIR. The Project Design Features described in the FEIR are part of the Project that the City has considered, and are explicitly made conditions of Project approval. The Plans, Programs, and Policies discussed in the FEIR are existing regulatory plans and programs the Project is subject to, and, likewise, are explicitly made conditions of Project Approval.

FINDINGS PURSUANT TO §21081(a)(1) AND §15091(a)(1)

The City, having reviewed and considered the information contained in the FEIR, finds pursuant to Public Resource Code §21081(a)(1) and State CEQA Guidelines §15091(a)(1), that the following findings regarding the significant land use, traffic intersection, biological resources, noise, public utilities, cultural resources, and effects of the proposed project are adopted, as follows:

(1) Changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment as identified in the FEIR (Project No. 146803/SCH No. 2008061058) as described below:

A. LAND USE (MHPA Adjacency)

Potentially Significant Effect

The proposed project would potentially result in significant indirect impacts to the adjacent Multiple Habitat Preserve Area (MHPA) from project construction and operation.

Facts in Support of Finding (1)

The project's potentially significant indirect short- and long-term impacts to the adjacent MHPA would be mitigated to below a level of significance with implementation of the Mitigation Measures identified in Section 4.1.5.3 of the FEIR. Implementation of this mitigation would require, prior to issuance of any grading permits and/or the first pre-construction meeting, a qualified biologist to be retained to implement a biological resources mitigation program.

The applicant is required to provide a letter of verification to the Assistant Deputy Director (ADD) of the Entitlements Division (ED) stating that a qualified biologist, as defined in the City's Biological Resource Guidelines (BRG), has been retained to implement the biological resources mitigation program. Additionally, at least 30 days

prior to the pre-construction meeting, a second letter is required to be submitted to the Mitigation Monitoring Coordination (MMC) section, which includes the name and contact information of the biologist and the names of all persons involved in the biological monitoring of the project. Also at least 30 days prior to the pre-construction meeting, the qualified biologist is required to verify that any special reports, maps, plans and time lines, such as, but not limited to, revegetation plans, plant relocation requirements and timing, avian or other wildlife protocol surveys, impact avoidance areas or other such information has been completed and updated. Thereafter, the biologist is required to attend the first pre-construction meeting. In addition, the project is required to implement measures related to the MHPA Land Use Adjacency Guidelines, as discussed in the following paragraph.

Prior to initiation of any construction-related grading, the construction foreman is required to discuss the sensitive nature of the adjacent habitat with the crew and subcontractor. The limits of grading are to be clearly delineated by a survey crew prior to brushing, clearing or grading, and the project biologist supervise the placement of orange construction fencing or equivalent along the limits of disturbance to be checked by the biological monitor before initiation of construction grading. To avoid introduction of invasive non-native plant species into areas adjacent to the MHPA, such species can not be included in landscape plans. All lighting adjacent to the MHPA shall be shielded, unidirectional, low pressure sodium illumination (or similar) and directed away from preserve areas using appropriate placement and shields. All construction activities (including staging areas and/or storage areas) must be restricted to the development area and no equipment maintenance is allowed within or near the adjacent open space and/or sensitive areas. The project biologist is required to monitor construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas beyond the limits of disturbance, that natural drainage patterns be maintained as much as possible during construction, and that erosion control techniques, including the use of sandbags, hay bales, and/or the installation of sediment traps, be used to control erosion and deter drainage during construction activities into the adjacent open space. Drainage from all development areas adjacent to the MHPA are required to be directed away from the MHPA, or if not possible, to not drain directly into the MHPA, but instead into sedimentation basins, grassy swales, and/or mechanical trapping devices as specified by the City Engineer. Lastly, no trash, oil, parking or other construction related activities will be allowed outside the established limits of grading and all construction related debris is to be removed off-site to an approved disposal facility.

Implementation of these measures would be assured through incorporation into the project's MMRP.

B. TRAFFIC CIRCULATION

Potentially Significant Effect

The proposed project would create significant cumulative impacts to one local intersection: Friars Road and Frazee Road.

Facts in Support of Finding (1)

The project's significant cumulative impact to the intersection of Friars Road and Frazee Road would be mitigated to below a level of significance with implementation of the Mitigation Measures identified in Section 4.4.3.3 of the FEIR. Implementation of this mitigation would require a fair share contribution in the amount of $149,492 to the SR-163/Friars Road Interchange project to mitigate the project's intersection impact. This improvement project proposes to substantially improve not only the Interchange but also the intersection of Frazee Road and Friars Road.

In addition to the fair share contribution, implementation of this mitigation requires the provision of additional right-of-way on Friars Road at the intersection of Friars Road and Frazee Road in order to provide dual right hand turn lanes in the eastbound direction at the intersection of Friars Road and Frazee Road. This right-of-way is required to be in the form of an irrevocable offer to dedicate (IOD).

Further, although v/c calculations do not indicate a significant project impact at the intersections of Frazee Road/project driveway and Frazee Road/Hazard Center Drive, the traffic study notes an existing queuing problem along this portion of Frazee Road that degrades the operations of the two traffic signals. In order to improve this situation, the Hazard Center Project shall provide several improvements to Hazard Center Drive along the project frontage. These improvements include capacity enhancing improvements including signal modifications, transitions to two lanes, an additional sidewalk on the southbound side, and median work. The Hazard Center Project shall also provide an additional southbound left-turn lane at the intersection of Frazee Road/Hazard Center Drive.

Implementation of these measures would be assured through incorporation into the project's MMRP.

C. NOISE

Potentially Significant Effect

Exterior noise levels at the balconies located on the 3rd through 22nd floor on the west side of Tower 2 and the 1st through 22nd-floor on the north side of Tower 2, are projected to exceed 70 CNEL, comprising a significant direct impact.

Facts in Support of Finding (1)

The project's potentially significant interior noise impacts would be mitigated to below a level of significance with implementation of the Mitigation Measures identified in Section 4.2.5.3 of the FEIR. Implementation of this mitigation would require the project design to incorporate 3.5-foot noise barriers on the balconies located on the 3rd through 22nd floor on the west side of Tower 2 and the 1st through 22nd-floor on the north side of Tower 2.

Implementation of these measures would be assured through incorporation into the project's MMRP.

Potentially Significant Effect

Exterior noise levels would have the potential to cause interior noise levels in the residential buildings to exceed 45 dB(A) CNEL, thus comprising a significant direct impact.

Facts in Support of Finding (1)

The project's potentially significant interior noise impacts would be mitigated to below a level of significance with implementation of the Mitigation Measures identified in Section 4.2.5.3 of the FEIR. Implementation of this mitigation would require, prior to the issuance of building permits, that a detailed acoustical analysis for the units on the 5th through 22nd floors on the north, south, and west sides of Tower 1, the units on the 10th through 22nd floors on the east side of Tower 1, units on all floors on the north and west side of Tower 2, the units on the 6th through 22nd floors on the east side of Tower 2, the units on the 5th through 22nd floors on the south side of Tower 2, and the row homes, be prepared, to the satisfaction of the City's Acoustical Plan Checker. The analysis shall consider all habitable rooms of the affected units and include possible interior noise attenuation measures required to reduce interior noise levels to 45 CNEL or less. The applicant's final building plans are required to identify all recommendations of the acoustical report

Additionally, implementation of this mitigation requires that the design for the units on the 5th through 22nd floors on the north, south, and west sides of Tower 1, the units on 10th through 22nd floors on the east side of Tower 1, units on all floors on the north and west side of Tower 2, the units on the 6th through 22nd floors on the east side of Tower 2, the units on the 5th through 22nd floors on the south side of Tower 2, and the row homes include a ventilation or air conditioning system to provide a habitable interior environment when windows are closed.

Implementation of these measures would be assured through incorporation into the project's MMRP.

D. BIOLOGICAL RESOURCES (Construction related impacts)

Potentially Significant Effect

The proposed project could create potentially significant construction and indirect impacts to least Bell's vireo residing adjacent to the project site.

Facts in Support of Finding (1)

The project's potentially significant impacts to sensitive species would be mitigated to below a level of significance with implementation of the Mitigation Measures identified in Section 4.6.3.3 of the FEIR. Implementation of this mitigation would require, prior to the issuance of any grading permit, the ADD ED to verify that the construction plans include project requirements regarding the least Bell's vireo. The plans are required to include the following statement, "NO CLEARING, GRUBBING, GRADING, OR OTHER CONSTRUCTION ACTIVITIES SHALL OCCUR BETWEEN MARCH 15 AND SEPTEMBER 15, THE BREEDING SEASON OF THE LEAST BELL'S VIREO, UNTIL THE FOLLOWING REQUIREMENTS HAVE BEEN MET TO THE SATISFACTION OF THE ADD ED". Thereafter, specific requirement as discussed below are likewise required to appear on the plans.

A qualified biologist is required to survey those wetland areas that would be subject to construction noise levels exceeding 60 decibels dB(A) hourly average for the presence of the least Bell's vireo. Surveys for this species shall be conducted pursuant to the protocol survey guidelines established by the U.S. Fish and Wildlife service within the breeding season prior to the commencement of construction. If the least Bell's vireo is present, then the following conditions must be met: (1) Between March 15 and September 15, no clearing, grubbing, or grading of occupied least Bell's vireo habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; and Between March 15 and September 15, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) hourly average at the edge of occupied least Bell's vireo or habitat. An analysis showing that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat must be completed by a qualified acoustician (possessing current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the ADD ED at least two weeks prior to the commencement of construction activities. Prior to the commencement of any of construction activities during the breeding season, areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; or at least two weeks prior to the commencement of construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 dB(A) hourly average at the edge of habitat occupied by the least Bell's vireo. Concurrent with the

commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB(A) hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (September 16).

Construction noise monitoring is required to continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. If not, other measures are required to be implemented in consultation with the biologist and the ADD ED, as necessary, to reduce noise levels to below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.

If least Bell's vireo is not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the ADD ED and applicable resource agencies which demonstrate whether or not mitigation measures such as noise walls are necessary between March 15 and September 15. If this evidence indicates the potential is high for least Bell's vireo to be present based on historical records or site conditions, then the requirements stated above are required to be adhered to as specified above. If this evidence concludes that no impacts to this species are anticipated, no mitigation measures would be necessary.

Implementation of these measures would be assured through incorporation into the project's MMRP.

Potentially Significant Effect

The proposed project could create potentially significant construction and indirect impacts to and Coopers Hawk nesting adjacent to the project site.

Facts in Support of Finding (1)

The project's potentially significant impacts to sensitive species would be mitigated to below a level of significance with implementation of the Mitigation Measures identified in Section 4.6.3.3 of the FEIR. Implementation of this mitigation would require, prior to the issuance of any grading permit, the ADD ED to verify that the construction plans include project requirements regarding the Coopers Hawk. The plans are required to include the following statement, "NO CLEARING, GRUBBING, GRADING OR OTHER CONSTRUCTION ACTIVITIES SHALL OCCUR BETWEEN FEBRUARY 1 AND

SEPTEMBER 15, THE RAPTOR BREEDING SEASON, UNTIL THE FOLLOWING REQUIREMENTS HAVE BEEN MET TO THE SATISFACTION OF THE ADD ED." Additional requirements, as discussed below, are also required to appear on plans.

If project grading is proposed during the raptor breeding season (February 1-September 15), the project biologist is required to conduct a pre-grading survey for active raptor nests in within 300 feet of the development area and submit a letter report to MMC prior to the preconstruction meeting. If active raptor nests are detected, the report shall include mitigation in conformance with the City's BRG (i.e., appropriate buffers, monitoring schedules, etc.) to the satisfaction of the ADD ED. Mitigation requirements determined by the project biologist and the ADD Environmental Designee shall be incorporated into the project's Biological Construction Monitoring Exhibit (BCME) and monitoring results incorporated in to the final biological construction monitoring report. If no nesting raptors are detected during the pre-grading survey, no mitigation is required.

Implementation of these measures would be assured through incorporation into the project's MMRP.

Potentially Significant Effect

The proposed project could create potentially significant impacts to the adjacent MHPA area associated with the San Diego River due to edge effects such as erosion and noise during construction.

Facts in Support of Finding (1)

The project's potentially significant impacts to the San Diego River MHPA would be mitigated to below a level of significance with implementation of the Mitigation Measures identified in Section 4.6.8.3 of the FEIR. This measure is the same as that identified in Section 4.1.5.3 of the FEIR. Implementation of this mitigation would require, prior to issuance of any grading permits and/or the first pre-construction meeting, a qualified biologist be retained to implement a biological resources mitigation program. The applicant is required to provide a letter of verification to the ADD of the Entitlements Division stating that a qualified biologist, as defined in the City's BRG, has been retained to implement the mitigation program. Additionally, at least 30 days prior to the pre-construction meeting, a second letter is required to be submitted to the MMC section, which includes the name and contact information of the biologist and the names of all persons involved in the biological monitoring of the project. Also, at least 30 days prior to the pre-construction meeting, the qualified biologist is required to verify that any special reports, maps, plans and time lines, such as, but not limited to, revegetation plans, plant relocation requirements and timing, avian or other wildlife protocol surveys, impact avoidance areas or other such information has been completed and updated. Thereafter, the qualified biologist is required to attend the first pre-construction meeting. In addition,

the project is required to implement measures related to the MHPA Land Use Adjacency Guidelines, as discussed in the following paragraph.

Prior to initiation of any construction-related grading, the construction foreman is required to discuss the sensitive nature of the adjacent habitat with the crew and subcontractor. The limits of grading are to be clearly delineated by a survey crew prior to brushing, clearing or grading, and the project biologist shall supervise the placement of orange construction fencing or equivalent along the limits of disturbance to be checked by the biological monitor before initiation of construction grading. To avoid introduction of invasive non-native plant species into areas adjacent to the MHPA, such species can not be included in landscape plans. All lighting adjacent to the MHPA shall be shielded, unidirectional, low pressure sodium illumination (or similar) and directed away from preserve areas using appropriate placement and shields. All construction activities (including staging areas and/or storage areas) must be restricted to the development area and no equipment maintenance is allowed within or near the adjacent open space and/or sensitive areas. The project biologist is required to monitor construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas beyond the limits of disturbance, that natural drainage patterns be maintained as much as possible during construction, and that erosion control techniques, including the use of sandbags, hay bales, and/or the installation of sediment traps, be used to control erosion and deter drainage during construction activities into the adjacent open space. Drainage from all development areas adjacent to the MHPA are required to be directed away from the MHPA, or if not possible, to not drain directly into the MHPA, but instead into sedimentation basins, grassy swales, and/or mechanical trapping devices as specified by the City Engineer. Lastly, no trash, oil, parking or other construction related activities are be allowed outside the established limits of grading and all construction related debris is to be removed off-site to an approved disposal facility.

Implementation of these measures would be assured through incorporation into the project's MMRP.

E. PUBLIC UTILITIES (SOLID WASTE)

Potentially Significant Effect

The proposed project's generation of large amounts of solid waste (through demolition, construction, and operation) could be potentially significant until implementation of a Waste Management Plan (WMP) to reduce solid waste generation is implemented.

Facts in Support of Finding (1)

The project's potentially significant solid waste impacts would be mitigated to below a level of significance through implementation and verification of the project WMP as

directed in the Mitigation Measure identified in Section 4.9.5.3 of the FEIR. Implementation of this mitigation would require the project applicant, prior to City issuance of any construction permit, to receive verification from the City ADD ED that all the requirements of the Refuse and Recyclable Materials Storage Regulations, and all of the requirements of the WMP, are shown and noted on the appropriate construction documents.

The construction documents are also required to include a WMP addressing the goal of 50 percent waste reduction and discussing the information and elements for demolition, construction, and occupancy phases of the project including tons of waste anticipated to be generated, material type of waste to be generated, source separation techniques for waste generated, how materials will be reused on site, name and location of recycling, reuse, or landfill facilities where waste will be taken if not reused on site, a "buy recycled" program, how the project will aim to reduce the generation of construction/ demolition debris, a plan of how waste reduction and recycling goals will be communicated to subcontractors, a time line for each of the three main phases of the project as stated above, and a list of required progress and final inspections by City staff. The plan shall include specific performance measures to be assessed upon the completion of the project to measure success in achieving waste minimization goals. In accordance with the WMP, the applicant is required to notify MMC and Environmental Services Department (ESD) when a demolition permit is issued, demolition begins on-site, and inspections are needed. Additionally, periodic site visits and progress inspections, as well as a final inspection, are required to inspect the progress of the project's waste diversion efforts.

Implementation of this mitigation additionally requires the applicant, prior to issuance of any construction permit, to obtain written verification from MMC indicating that the preconstruction meeting has been arranged to coordinate the implementation of the Mitigation, Monitoring, and Reporting Program (MMRP). The preconstruction meeting is required to include: the Construction Manager (CM), Demolition/Building/Grading Contractor; MMC, ESD and the Building Inspector (BI) and/or the Resident Engineer (RE) (whichever is applicable) to verify that implementation of the WMP is performed in compliance with the plan approved by MMC and ESD.

Implementation of this mitigation additionally requires the applicant, prior to the start of demolition and/or construction to submit a construction/ demolition schedule to MMC and ESD.

Throughout construction, this mitigation requires periodic inspections by the RE/BI and both MMC and ESD, who will periodically visit the demolition/construction site to verify implementation of the WMP.

Within 30 days of completion of demolition and/or construction pursuant to any demolition or construction permit, this mitigation requires the applicant to submit a final

results report to both MMC and ESD for review and approval to the satisfaction of the City. MMC will coordinate the approval with ESD and issue the approval notification. Specifically when demolition ends, the applicant is required to send notification to MMC Environmental Review Specialist and the ESD, at the addresses included in the FEIR.

Implementation of this mitigation requires the applicant, prior to final clearance of any demolition permit, issuance of any grading or building permit, release of the grading bond and/or issuance of any Certificate of Occupancy to provide documentation to the ADD ED that the WMP has been effectively implemented. Additionally, the applicant is required to submit written evidence to the ADD ED that the final Demolition/Construction report has been approved by MMC and ESD. This report shall summarize the results of implementing the WMP elements.

Implementation of these measures would be assured through incorporation into the project's MMRP.

F. GEOLOGY AND SOILS

Potentially Significant Effect

The project site contains geological conditions, including compressible soils and liquefaction, which could pose significant impacts if not properly treated.

Facts in Support of Finding (1)

The project's potentially significant geological hazard impacts would be mitigated to below a level of significance with implementation of the Mitigation Measures identified in Section 4.8.3.3 of the FEIR. Implementation of this mitigation would require, as a condition of the grading permit, the project engineering to include design measures for the overexcavation of on-site alluvium and compaction of suitable fill soil in the resulting volume. Additionally, as a condition of the grading permit, additional geotechnical analyses of liquefaction, including soil borings and sample collection, are required to be performed for the purpose of providing estimated settlements, foundation considerations, and ground improvement recommendations, as necessary.

Implementation of these measures would be assured through incorporation into the project's MMRP.

G. CULTURAL/HISTORICAL RESOURCES

Potentially Significant Effect

Grading for the proposed project could result in significant impacts to intact cultural deposits within undisturbed floodplain soils.

Facts in Support of Finding (1)

The project's potentially significant cultural resources impacts would be mitigated to below a level of significance with implementation of the Mitigation Measure identified in Section 4.7.3.3 of the FEIR. Implementation of this mitigation would require that prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, or prior to the first preconstruction meeting, whichever is applicable, the ADD ED verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the appropriate construction documents. Also prior to permit issuance, the applicant is required to submit a letter of verification to MMC identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). MMC will respond to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project. Prior to the start of work, the applicant is required to obtain approval from MMC for any personnel changes associated with the monitoring program.

Prior to start of construction, implementation of this mitigation requires the PI to provide verification, to MMC that a site specific records search (¼ mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coast Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed, and identification of any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. Prior to beginning any work that requires monitoring, this mitigation requires the applicant to arrange a preconstruction meeting including the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. Additionally, the qualified Archaeologist and Native American Monitor shall attend any grading/excavation related preconstruction meetings to make comments and/or suggestions concerning the Archaeological Monitoring program. If the PI is unable to attend, the applicant is required to schedule a focused preconstruction meeting with MMC, the PI, RE, CM or BI, if appropriate prior to the start of any work that requires monitoring.

Implementation of this mitigation requires the PI, prior to the start of any work, to submit an Archaeological Monitoring Exhibit (AME) identifying the areas to be monitored including the delineation of grading/excavation limits, and a construction schedule to MMC through the RE indicating when and where monitoring will occur. The PI may request a modification to the monitoring program based on relevant information which indicates site conditions such as depth of excavation and/or site graded to bedrock, etc., may reduce or increase the potential for resources to be present.

Implementation of this mitigation requires the Archaeological Monitor to be present full-time during grading/excavation/trenching activities that could result in impacts to

archaeological resources as identified on the AME. Additionally, the Native American monitor shall determine the extent of their presence during construction related activities based on the AME and provide that information to the PI and MMC. Thereafter, the CM is responsible for notifying the RE, PI, and MMC of changes to any construction activities. Included in this mitigation is the requirement that the monitor document field activity via the Consultant Site Visit Record (CSVR), which is to be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly and in the case of ANY discoveries. The RE shall forward copies to MMC. The mitigation provides that the PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance, post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered may reduce or increase the potential for resources to be present.

Implementation of this mitigation requires a discovery notification process whereby the Archaeological Monitor is required to direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate, and PI (unless Monitor is the PI). Additionally, the PI is required to immediately notify MMC by phone of the discovery, and submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

This mitigation provides a protocol for the determination of significance of resources found. Specifically, the PI and Native American monitor are required to evaluate the significance of the resource, notify MMC by phone to discuss significance determination and submit a letter to MMC indicating whether additional mitigation is required. If the resource is considered significant, the PI is required to submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. If resource is not significant, the PI is required to submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

If human remains are discovered, implementation of this mitigation requires that work stop in that area and the procedures as set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) are followed. These are also detailed in the FEIR.

Implementation of this mitigation requires that if night and/or weekend work is included in the contract, all information be discussed at the preconstruction meeting. In the event that no discoveries were encountered during night and/or weekend work, the PI is required to record the information on the CSVR and submit to MMC via fax by 8 AM of the next business day. All discoveries are required to be processed and documented using the existing procedures detailed in the Discovery Notification Process identified in the mitigation measure.

Upon completion of construction, the PI is required to submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the City's Historical Resources Guidelines describing the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics), including the ADRC, to MMC for review and approval within 90 days following the completion of monitoring. This mitigation requires the PI to record any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report. The MMC shall return the Draft Monitoring Report to the PI for revision or for preparation of the Final Report. The PI shall submit revised Draft Monitoring Report to MMC for approval. MMC shall provide written verification to the PI of the approved report. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

With respect to artifacts found, implementation of this mitigation requires the PI to be responsible for ensuring that all cultural remains collected are cleaned and catalogued, all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. The cost for curation is the responsibility of the property owner.

The PI is responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution, completed in consultation with MMC and the Native American representative, as applicable. The PI is also required to include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

Implementation of this mitigation, lastly requires the PI to submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

Implementation of the monitoring program/mitigation measures would be assured through incorporation into the project's MMRP.

FINDINGS PURSUANT TO §21081(a)(3) AND §15091(a)(3)

The City, having reviewed and considered the information contained in the FEIR, finds pursuant to Public Resource Code §21081(a)(3) and State CEQA Guidelines §15091(a)(3), that the following findings regarding significant land use compatibility,

exterior noise, and air quality impacts, and alternatives to the proposed project, are adopted, as follows:

(3) Specific economic, legal, social, technological, or other considerations, including considerations of the provision of employment opportunities for highly trained works, make infeasible the mitigation measures or alternatives identified in the FEIR (Project No.* 146803/SCH No. 2008061058*) as described below

Infeasibility of Mitigation for Significant Impacts:

A. LAND USE (Park)

Potentially Significant Effect

In relation to the proposed park site, the Hazard Center Redevelopment project FEIR concluded that the project would have significant impacts with regard to project consistency with the existing adopted City General Plan (2008) Land Use and Community Planning Element. Specifically, locating the on-site park adjacent to the SR-163 creates a potentially significant unmitigable land use impact, as open space/park land uses are not designated near the SR-163. As described in the FEIR, converting existing land uses on-site to the uses envisioned in the proposed plan, specifically a park site adjacent to SR-163, would result in significant noise and air impacts (discussed below). Because these impacts would remain significant and unmitigated it comprises a related (secondary) significant and unmitigated land use impact.

Facts in Support of Finding (3)

Implementation of all mitigation measures included in the MMRP would reduce significant impacts associated with the proposed land use plan amendments to below a level of significance, with the exception of noise and air quality. Therefore, land use incompatibility associated with the significant and unmitigated noise and air quality impacts would also remain significant and unmitigated.

B. NOISE (Park)

Potentially Significant Effect

The proposed project would locate a park site adjacent to SR-163 where exterior noise levels are projected to exceed the City's threshold of 65 CNEL, comprising a significant impact.

Facts in Support of Finding (3)

The project's significant noise impacts could be mitigated to below a level of significance with implementation of the Mitigation Measure identified in Section 4.2.5.3 of the FEIR.

Implementation of this mitigation would require the construction of noise attenuation barriers ranging from 8 to 14 feet in height. These barriers would be too tall for practical use of the park. Therefore, should a future park be constructed on the park site, noise impacts associated with park use would remain significant and unmitigated. The unavoidable impact is overridden by the benefits of the project to provide needed park facilities within the Mission Valley community, as set forth in the statement of overriding considerations.

C. AIR QUALITY (Park)

Potentially Significant Effect

The proposed project would expose future park-site users to significant air quality impacts due to projected cancer risk from diesel emissions associated with traffic on SR-163.

Facts in Support of Finding (1)

The project's significant diesel related impacts to air quality would remain significant and unmitigated. There are no feasible mitigation measures to reduce this impact to less than significant levels. The unavoidable impact is overridden by the benefits of the project to provide needed park facilities within Mission Valley, as set forth in the statement of overriding considerations.

FINDINGS REGARDING ALTERNATIVES

Because the proposed project will cause unavoidable significant environmental effects related to Land Use, Noise, and Air Quality, the City must consider the feasibility of any environmentally superior alternatives to the proposed project, evaluating whether these alternatives could avoid or substantially lessen the proposed project's unavoidable significant environmental effects while achieving most of its objectives. As described in Section 3.2 of the FEIR, the objectives sought by the project include:

1. Meet City and regional housing affordability needs by providing a minimum of ten percent low-income housing units through set-asides as required in the City's Inclusionary Housing Ordinance, and through a mix of studio, one- and two-bedroom units that offer a variety of housing options and costs.

2. Implement the General Plan City of Village's strategy and regional smart growth principles by providing high density housing in a mixed-use setting close to transit and employment opportunities.

3. Achieve optimal water conservation through advanced water conservation design that results in on-site per capita water savings and reduction of regional dependence on imported and uncertain water supplies.

4. Contribute to accomplishing the sustainable development goals of the General Plan by building with materials that maximize environmental performance, and through green building practices that include smart siting, compact building design, green roofs, advanced water and energy efficiencies, waste reduction and recycling, and natural daylighting and ventilation.

5. Contribute to meeting statewide and local goals to reduce global warming by incorporating sustainable design and building practices (such as green roofs, transit ridership encouragement, bicycle and alternate fuel vehicle facilities, natural daylighting, and ventilation) that would reduce construction and operational emissions of greenhouse gases.

6. Exceed City goals to reduce waste and conserve regional landfill space by incorporating design measures that satisfy Leadership in Energy and Environmental Design (LEED) criteria for 50 to 75 percent diversion (reuse, recycling) of construction and operational waste.

The alternatives presented and considered in the FEIR constitute a reasonable range of alternatives necessary to permit a reasoned choice among the options available to the City and/or the project proponent. Based upon the administrative record for the project, the City makes the following findings concerning the alternatives to the proposed project:

Infeasibility of Project Alternatives to Reduce or Avoid Significant Impacts:

The FEIR for the Hazard Center Redevelopment project examined several project alternatives in terms of their ability to meet the primary objectives of the proposed project, and eliminate or further reduce its significant environmental effects. These project alternatives are summarized below.

A. NO PROJECT ALTERNATIVE

The No Project Alternative would continue to adhere to existing land use plans.

Potentially Significant Effects

The continuation of the project site under the existing land use plans would result in continued impacts to water quality that would be avoided through mitigation measures

and upgrades to the existing storm drainage system incorporated into the proposed project.

The continued use of the site, without any further grading, avoid the proposed project's potential significant impacts to land use plan incompatibility, cumulative traffic (intersections), exterior and interior noise, sensitive species and MHPA edge effects, emission of toxic air contaminants, public utilities (solid waste), geological hazards, and subsurface cultural resources that would occur with the proposed project.

Facts in Support of Finding (3)

While the No Project Alternative would maintain the status quo in terms of use of the site as a commercial center resulting in the avoidance of the significant and unmitigated impacts associated with the proposed project, it would not meet many of the objectives of the proposed project. This alternative would not further the City of Villages goal. It would likewise fail to meet the objective of increasing the efficiency of the City's transit infrastructure by increasing density at the existing transit center. Overall, this alternative would not maximize residential density, provide affordable housing, assist the City address its housing shortage, implement the City of Villages concept, minimize greenhouse gas emissions, or utilize current water quality, drainage, water conservation, operation waste reduction or energy efficiency technologies. For these reasons, the No Project Alternative would be considered infeasible.

B. REDUCED PROJECT ALTERNATIVE

The Reduced Project Alternative would limit residential height to a range of two to four stories, yielding 55 additional dwelling units as follows: 20 one-bedroom flats, 17 two-bedroom flats, and 18 two-bedroom row houses. The number of affordable housing units would be 6 units or less and no commercial space would be included.

Potentially Significant Effects

The Reduced Project Alternative would result in similar land use and biological edge effects as those identified for the proposed project on the nearby MHPA during construction and operation. Additionally, impacts associated with solid waste, cultural/historical resources, and geological impacts would be the same as the proposed project.

This alternative would eliminate the significant and unmitigated land use, noise and air quality impacts associated with the project-proposed park site in the southwest corner because the Reduced Project Alternative does not located any sensitive uses in this area/adjacent to the SR-163 freeway. Additionally, the Reduced Project Alternative would add less traffic than the proposed project.

Facts in Support of Finding (3)

While the Reduced project Alternative would avoid those project impacts identified as significant and unmitigated, it would fail to meet many of the project's objectives. This alternative would not provide the City with much needed affordable housing, nor create a sustainable, mixed use design located in proximity to transit. It is therefore, considered infeasible.

C. COMMERCIAL/RETAIL USE ALTERNATIVE

The Commercial/Retail Use Alternative would add additional commercial space as permitted under the existing FSDRIP Specific Plan. This equates to an allowable new commercial area of 39,195 square feet. No additional residential uses would be added to the project site.

Potentially Significant Effects

While the Commercial/Retail Use Alternative would be consistent with the zoning designation in the adopted Specific Plan, it would not implement the goals of the City's General Plan Strategic Framework or Housing Element. Although this alternative would have reduced traffic impacts compared to the proposed project, it does not conform to City land use goals because it fails to meet the required balances of commercial, retail and residential uses.

The Reduced Project Alternative would result in similar impacts on cultural/historical resources, biology, and geology as those identified for the proposed project.

This alternative would avoid significant and unmitigated air quality and noise impacts, and result in decreased impacts associated with solid waste.

Facts in Support of Finding (3)

This alternative would fall short of a number of the project's objectives including the provision of affordable housing, assisting the City in addressing its shortage of housing for workers in the economically diverse industries of Mission Gorge and Mission Valley, and implementing smart growth principles and sustainable development practices through the provision of sustainably designed, high-density residential units in an already urbanized location adjacent to existing public transportation, employment, and other public infrastructure and services. Economic and social considerations thus render this alternative infeasible.

D. ALTERNATIVE CONSIDERED BUT REJECTED

Alternative Project Locations

CEQA requires that only locations that would avoid or substantially lessen any of the significant effects of the proposed project, and meet project objectives, need be considered for inclusion in the EIR. In order to accomplish the objectives of the proposed project, it would be necessary to identify an alternative infill site of comparable size in proximity to Mission Gorge or Mission Valley, which is appropriately designated and zoned for medium high density residential use and close to transit. While there may be sites that meet these criteria, they are not in the applicant's ownership, and may potentially generate significant environmental impacts greater to those identified for the proposed project. For these reasons, alternative project locations were not considered further.

Section 2

Statement of Overriding Considerations

STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Public Resources Code Section 21081(b) and Guidelines Section 15093, the City has balanced the benefits of the proposed project against unavoidable adverse impacts to Land Use, Noise, and Air Quality associated with the proposed project and has adopted all feasible mitigation measures with respect to these significant and unmitigable impacts. The City also has examined alternatives to the proposed project, none of which is both environmentally preferable to the proposed project and meets the basic project objectives.

The City, after balancing the specific economic, legal, social, technological, and other benefits of the proposed project, has determined that the unavoidable adverse environmental impacts identified above may be considered "acceptable" due to the following specific considerations which outweigh the unavoidable adverse environmental impacts of the proposed project. Each of the separate benefits of the proposed project, as stated herein, is determined to be, unto itself and independent of the other project benefits, a basis for overriding all unavoidable adverse environmental impacts identified in these Findings.

Housing Benefits:

- The project applicant has agreed to set aside ten percent of the dwelling units on-site as low-income housing pursuant to the City's Inclusionary Housing Ordinance, rather than exercise its option of paying an in-lieu fee. Providing the actual housing units gives the City the social benefit of affordable housing. This would amount to 10 percent of the total units either rented exclusively to households with an income at or below 65 percent of the area median income (AMI) for a period of 55 years, or sold to households with an income at or below 100 percent of the AMI.

- By locating inclusionary housing on site, and thus near transit and employment opportunities, the project applies the goals of the General Plan for balanced communities, equitable development and environmental justice. These goals are outlined in the Land Use and Community Plan Element and include distribution of affordable housing throughout the City without disproportionate concentration in any areas, encouraging better links from homes to jobs and services, a variety of housing types and affordability within communities, a balance of land uses within communities, and an emphasis on transit-oriented development.

- The project will provide increased housing density in an already urbanized area with transit and employment opportunities, thus integrating and coordinating transit and

land uses. This benefits the City because it assists in the implementation of the General Plan City of Villages strategy and regional smart growth principles. The SANDAG Regional Comprehensive Plan states that smart growth focused in compact, existing job centers near transit is necessary to preserve open space, maintain a balance between housing availability and jobs, and protect the environment in the San Diego region. The General Plan and SANDAG Regional Comprehensive Plan both identify the project location as an Urban Center or Urban Village, with a higher residential density designation. SANDAG recommends 25+ dwelling units per acre for mixed-use sites within .25-mile radius of transit stations..

- The City's General Plan Housing Element states that the City currently has a very limited supply of land designated and zoned for multi-family housing. The project benefits the City because it implements goals of the current Housing Element which calls for increased housing supply through development of multi-family housing.

Social Benefits:

- The project will include dedication and construction of a public park on-site and construction of internal plazas and a pedestrian system having connectivity to regional transit as well as to the regional river corridor trail system via an existing path and public easement through the Union Square residential development. This will benefit the City by providing for passive and active recreational opportunities within the Mission Valley community where there is an existing deficit of parks and connectivity to open space .

- The project will provide increased housing density within one-half mile of transit facilities, thus providing needed densities to support local public transit and allowing future residents to minimize reliance on the automobile and benefit regional air quality.

- The project will implement the City of Villages Strategy contained in the recently adopted General Plan by redirecting future population growth to an infill location within an existing urban area, thereby reducing environmental effects typically associated with suburban development or urban sprawl, thus benefiting the City as a whole.

- The project will benefit public safety by enhancing pedestrian sidewalks and crossings and adding traffic calming measures on Hazard Center Drive. The proposed Community Plan Amendment to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street will allow significant streetscape improvements along Hazard Center Drive and provide better access to the public bicycle and walking path near the San Diego River. Proposed street enhancements include wider sidewalks, a new sidewalk adjacent to the trolley station platform where none currently exists, dedicated turn lanes, diagonal parking,

traffic calming measures, bus stops, and a shorter and wider crosswalk to the trolley station with enhanced paving.

- The project will contribute to local transportation improvements through a fair share contribution of $149.492.00 to the interchange project, dedication of land necessary to complete the widening of Friars Road and an additional southbound left turn lane from Frazee Road to eastbound Hazard Center Drive.

Regional Economic Prosperity:

- The project will include revitalization of the existing commercial center to modernize its retail image and to ensure future economic vibrancy. The resulting Hazard Center will function as an integrated community with a single aesthetic concept reflecting the latest advances in mixed-use and transit-oriented design.

- The project will help implement the policies of the Economic Prosperity Element of the City's General Plan by reinvesting in an existing community and by providing workforce housing accessible to employment areas and a high-quality, convenient lifestyle necessary to attract skilled employees.

- By building on a previously developed site, the project adds needed housing while preserving other lands for employment uses or open space.

- A Fiscal/Economic Impact Study for Hazard Center was prepared by MarketPointe Realty Advisors, dated January 22, 2010, and incorporated herein by reference. The conclusions of that study indicate that significant economic benefits will result through approval and implementation of the project. Over a 20-year period, the project is anticipated to generate over $42 million in property taxes, more than $200 million in sales taxes, and over $14 million of development fees to the City. Design and construction of the project will generate an estimated 1,400 direct construction jobs and more than $6 million in local consultant, design and engineering fees. Additionally, revitalization of the commercial center and the increased consumer base provided by new residents will result in an estimated 660 preserved and new retail jobs.

Sustainability/Conservation Benefits:

- The project will include several sustainable building features consistent with the voluntary Sustainable Development goals contained in the General Plan's Conservation Element, as well as with the specific environmental performance criteria of the U.S. Green Building Council's (USGBC) LEED green building rating system. Sustainable project features include: installation of greenroofs, stormwater management using low impact design (LID) strategies and best management practices (BMPs), use of technologies to reduce light pollution such as full cutoff

luminaires, and low-angle spotlights, installation of energy-efficient appliances and fixtures, and advanced water conservation strategies. These measures would benefit the City by reducing the project's total carbon footprint, improving local water quality, and reducing consumption of non-renewable resources.

- The project will assist in implementing recommendations of the Draft San Diego River Park Master Plan, especially the goal of restoring the river's health. The existing drainage system from roofs and parking areas will be upgraded to more stringent current standards, including installation of fossil filters throughout. Along with proposed landscaping and irrigation improvements and vegetated roofs, these measures will significantly raise the level of protection against pollutants entering the river drainage. Most importantly, the project provides needed housing with no increase in impervious area or run-off from the site. The project will further support the goals of the Plan by reorienting the neighborhood towards the river, providing a park adjacent to a river drainage and contributing in-lieu fees toward future parks in Mission Valley.

- The project is an example of sustainable planning and site selection. The project will be located on a previously developed site near services, bus and light rail transit and existing density; will provide bicycle facilities and reduce heat island effect.

CONCLUSION

For the foregoing reasons, the City of San Diego concludes that the proposed Hazard Center Redevelopment Project will result in numerous public benefits beyond those required to mitigate project impacts, each of which individually is sufficient to outweigh the unavoidable environmental impacts of the proposed project. Therefore, the City of San Diego has adopted this Statement of Overriding Considerations.

EXHIBIT B

MITIGATION, MONITORING, AND REPORTING PROGRAM (MMRP)

EXHIBIT B

MITIGATION MONITORING AND REPORTING PROGRAM

Site Development Permit, Planned Development Permit, Vesting Tentative Map, including Easement Abandonments, and Amendments to the First San Diego River Improvement Project (FSDRIP) Specific Plan and the Mission Valley Community Plan, an element of the General Plan

PROJECT NO. 146803

This Mitigation Monitoring and Reporting Program is designed to ensure compliance with Public Resources Code Section 21081.6 during implementation of mitigation measures. This program identifies at a minimum: the department responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, the monitoring and reporting schedule, and completion requirements. A record of the Mitigation Monitoring and Reporting Program will be maintained at the offices of the Entitlement Division of the City of San Diego Development Services Department, 1222 First Avenue, Fifth Floor, San Diego, CA, 92101. All mitigation measures contained in the Environmental Impact Report No. 146803 shall be made conditions of Site Development Permit, Planned Development Permit, Vesting Tentative Map, including Easement Abandonments, and Amendments to the First San Diego River Improvement Project (FSDRIP) Specific Plan and the Mission Valley Community Plan, an element of the General Plan as may be further described in the following pages.

TABLE 10-1
HAZARD CENTER REDEVELOPMENT MITIGATION MONITORING AND REPORTING PROGRAM

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
LAND USE			
City of San Diego General Plan (2008) Consistency: Land Use and Community Planning Element - Environmental Protection. The proposed project includes the location of a park site adjacent to the SR-163 corridor that would experience noise and air quality (cancer risk) levels that exceed significance thresholds. These significant noise and air quality impacts cannot be feasibly mitigated, therefore noise and air quality impacts would remain significant and unmitigated and would require a statement of overriding considerations. These significant noise and air quality impacts associated with the proposed park location conflict with General Plan policy LU-I-14; Thus land use (plan inconsistency) impacts would similarly be significant and unmitigated and would require a statement of overriding considerations.	Measures (e.g. sound walls) to mitigate land use compatibility issues related to the proposed location of the park adjacent to SR-163 could not feasibly be implemented to reduce secondary noise and air quality impacts.	Unmitigable	City of San Diego
Mission Valley Community Plan & FISDRIP Consistency. With regard to project consistency with the MVCP and FSDRIP Specific Plan, converting existing land uses on-site to the uses envisioned in the project proposal would result in significant traffic, noise, air quality, biology,	4.1.4.3 Implementation of all other mitigation measures included in this MMRP would reduce significant impacts associated with the proposed land use plan amendments to below a level of significance, with the exception of noise and air quality. Land use incompatibility associated with these significant and unmitigated noise and air quality impacts would also remain significant and unmitigated (see above).	Unmitigable	City of San Diego

ATTACHMENT 9

TABLE 10-1
HAZARD CENTER REDEVELOPMENT MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
cultural resources, public utilities (solid waste), and geology and soils impacts. Mitigation measures included in this MMRP would serve to reduce most of the impacts of the Specific Plan Amendment to a level below significance. However, significant noise and air quality impacts associated with the proposed park use would remain significant and unmitigated. Given these significant noise and air quality impacts, the proposed location of the park would conflict with land use and noise policies of the General Plan (see above).			
MHPA Land Use Adjacency and Edge Effects. Indirect impacts to the nearby adjacent MHPA from project construction and operation would be potentially significant.	4.1.5.3: Prior to the issuance of any grading permits and/or the first pre-construction meeting, the owner/permittee shall submit evidence to the Assistant Deputy Director (ADD) of the Entitlements Division verifying that a qualified biologist has been retained to implement the biological resources mitigation program as detailed below: A. Prior to the first pre-construction meeting, the applicant shall provide a letter of verification to the ADD of the Entitlements Division stating that a qualified Biologist, as defined in the City of San Diego Biological Resource Guidelines (BRG), has been retained to implement the revegetation plan. B. At least thirty days prior to the pre-construction meeting, a second letter shall be submitted to the MMC section, which includes the name and contact information of the Biologist and the names of all persons involved in the Biological Monitoring of the project.	Prior to the issuance of any grading permits and/or the first pre-construction meeting.	City of San Diego
	C. At least thirty days prior to the pre-construction meeting, the qualified Biologist shall verify that any special reports, maps, plans and time lines, such as but not limited to, revegetation plans, plant relocation requirements and timing, avian or other wildlife protocol surveys, impact avoidance areas or other such information has been completed and updated.	Prior to the first pre-construction meeting	City of San Diego

TABLE 10-1
HAZARD CENTER REDEVELOPMENT MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
	D. The qualified biologist (project biologist) shall attend the first pre-construction meeting.	Prior to the initiation of construction activities	City of San Diego
	In addition the following mitigation measures related to the MHPA Land Use Adjacency Guidelines shall be implemented: 1. Prior to initiation of any construction-related grading, the construction foreman shall discuss the sensitive nature of the adjacent habitat with the crew and subcontractor.	Prior to initiation of any construction-related grading	City of San Diego
	2. The limits of grading shall be clearly delineated by a survey crew prior to brushing, clearing or grading. The project biologist shall supervise the placement of orange construction fencing or equivalent along the limits of disturbance within and surrounding sensitive habitats as shown on the approved Exhibit A. The limits of grading shall be defined with silt fencing or orange construction fencing and checked by the biological monitor before initiation of construction grading.	Prior to brushing, clearing, or grading.	City of San Diego
	3. No invasive non-native plant species shall be introduced into areas adjacent to the MHPA. Landscape plans shall not contain invasive, non-native species.	Prior to, during and following construction.	City of San Diego
	4. All lighting adjacent to the MHPA shall be shielded, unidirectional, low pressure sodium illumination (or similar) and directed away from preserve areas using appropriate placement and shields.	Prior to, during and following construction.	City of San Diego
	5. All construction activities (including staging areas and/or storage areas) shall be restricted to the development area as shown on the approved Exhibit A. No equipment maintenance shall be conducted within or near the adjacent open space and/or sensitive areas and shall be restricted to the development area as shown on the approved Exhibit A. The project biologist shall monitor construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas beyond the limits of disturbance as shown on the approved Exhibit A.	During construction process.	City of San Diego
	6. Natural drainage patterns shall be maintained as much as possible during construction. Erosion control techniques, including the use of sandbags, hay bales, and/or the installation of sediment traps, shall be used to control erosion and deter drainage during construction activities	During construction process.	City of San Diego

TABLE 10-1
HAZARD CENTER REDEVELOPMENT MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
	into the adjacent open space. Drainage from all development areas adjacent to the MHPA shall be directed away from the MHPA, or if not possible, must not drain directly into the MHPA, but instead into sedimentation basins, grassy swales, and/or mechanical trapping devices as specified by the City Engineer.		
	7. No trash, oil, parking or other construction related activities shall be allowed outside the established limits of grading. All construction related debris shall be removed off-site to an approved disposal facility.	During construction process.	City of San Diego
TRAFFIC CIRCULATION			
Year 2030 (cumulative) Impacts - Intersections. The project's contribution to the delay at the Friars Road/Frazee Road intersection would exceed the established threshold; therefore implementation of the proposed project would result in a significant cumulative impact at the intersection of Friars Road/Frazee Road.	4.4.3.3.b: The intersection of Frazee Road and Friars Road is part of the study area for the SR-163/Friars Road interchange project. This improvement project proposes to substantially improve not only the Interchange but also the intersection of Frazee Road/Friars Road. Since Hazard Center is expected to have a significant cumulative impact at this intersection, a fair-share funding of these improvements shall be required. The Hazard Center Project shall pay a ~~fair share~~ contribution of $149,492 to the interchange project (consistent with the calculation of Quarry Falls Phase I interchange contribution) to mitigate the project's ~~contribution to this~~ intersection impact. In addition to the fair share contribution, the Hazard Center project shall provide additional right-of-way on Friars Road at the intersection of Friars Road/Frazee Road in order to provide the dual-right hand turn lanes in the eastbound direction at the intersection of Friars Road/Frazee Road. This right-of-way shall be provided in the form of an irrevocable offer to dedicate (IOD). Further, although v/c calculations do not indicate a significant project impact at the intersections of Frazee Road/project driveway and Frazee Road/Hazard Center Drive, the traffic study notes an existing queuing problem along this portion of Frazee Road that degrades the operations of the two traffic signals. In order to improve this situation, ~~the Hazard Center Project shall provide several improvements to Hazard Center Drive along the project frontage. These improvements include capacity enhancing improvements, including signal modifications, transitions to two lanes, an additional sidewalk on the southbound side, and median work.~~ the Hazard Center Project shall ~~also~~ provide an additional	Prior to the issuance of building permits	City of San Diego

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TABLE 10-1
HAZARD CENTER REDEVELOPMENT MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
	southbound left-turn lane at the intersection of Frazee Road/Hazard Center Drive.		
NOISE			
Exterior Noise - Park Site. Exterior noise levels are projected to exceed the City's threshold of 65 CNEL at the proposed park site. Impacts would therefore be significant.	4.2.5.3.a: Exterior noise levels are projected to exceed 65 CNEL at the proposed park. In order to reduce these noise levels, barriers ranging from 8 to 14 feet in height would be required. These barriers would be too tall for practical use of the park. Therefore, should the proposed park be constructed, noise impacts associated with park use would remain significant and unmitigated.	Unmitigable	City of San Diego
Exterior Noise – Tower 2 Balconies. Exterior noise levels at many of the balconies are projected to exceed 70 CNEL. Noise levels are projected to exceed 70 CNEL at the balconies on each floor on the north side of Tower 2, and on the third through 22nd floors on the west side of Tower 2. Therefore noise impacts to residential units at these locations would be significant.	Exterior noise levels are projected to exceed 70 CNEL at the balconies on each floor on the north side of Tower 2, and on the third through 22nd floors on the west side of Tower 2. In order to reduce these noise levels, barriers would be required on the balconies. Barriers were modeled at several of the balconies to determine the required height and the feasibility of constructing the barriers. It was determined that 3.5-foot barriers would reduce noise levels to 70 CNEL or less. Project design shall therefore incorporate 3.5-foot noise barriers at the balconies located on the third through 22nd-floor on the west side of Tower 2 and the first through 22nd-floor on the north side of Tower 2. The heights of the barriers adjacent to the balconies are relative to the respective elevation of each floor. The effectiveness of a barrier is dependent upon the quality of construction, the barrier material mass, and acoustical properties. Barriers should be free of cracks and holes. The transmission loss through a barrier should be at least 10 decibels greater than the estimated barrier attenuation (FHWA 1979). If a barrier attenuates noise levels by 10 dB(A) at a receiver location, the barrier transmission loss must be at least 20 dB(A) to prevent audible noise from traveling through the barrier and adding to the acoustical environment. Examples of acceptable barrier materials include, but are not limited to, masonry block, wood frame with stucco, 0.5-inch-thick Plexiglas, or 0.25-inch-thick plate glass. If transparent barrier materials are used, no gaps should occur between the panels.	Prior to the issuance of building permits.	City of San Diego

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TABLE 10-1
HAZARD CENTER REDEVELOPMENT MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
Interior Noise. Exterior noise levels at the faces of the proposed buildings are projected to exceed 60 CNEL at all levels except the first through eighth floors on the east side of Tower 1, the first floor on the west side of Tower 1, the first through fifth floors on the east side of Tower 2, and the first through fourth floors on the south side of Tower 2. Interior noise impacts would be considered significant.	4.4.5.3.b: Prior to the issuance of building permits for the units on the fifth through 22nd floors on the north, south, and west sides of Tower 1, the units on tenth through 22nd floors on the east side of Tower 1, units on all floors on the north and west side of Tower 2, the units on the sixth through 22nd floors on the east side of Tower 2, the units on the fifth through 22nd floors on the south side of Tower 2, and the rowhomes, the applicant shall submit a detailed acoustical analysis to document, to the satisfaction of the City's Acoustical Plan Checker, that interior noise levels would be below the 45 dB(A) CNEL standard. The analysis shall consider all habitable rooms of the affected units.	Prior to the issuance of building permits.	City of San Diego
	Possible interior noise attenuation measures include using construction materials with greater noise reduction properties. The exterior to interior noise reduction provided by the building structure is partially a function of the sound transmission class (STC) values of the window, door, wall, and roof components used in the building. The greater the STC value, generally the greater the noise reduction. The necessary STC values required to reduce interior noise levels to 45 CNEL or less would be determined as a part of the required interior noise analysis. The applicant's final building plans shall identify all recommendations of the acoustical report, including STC ratings of windows and doors, ventilation requirements, insulation, plumbing isolation, etc. Final building plans shall be reviewed by the City's Acoustical Plan Checker to verify that the mitigation measures recommended in the acoustical report have been incorporated.		
	The design for the units on the fifth through 22nd floors on the north, south, and west sides of Tower 1, the units on tenth through 22nd floors on the east side of Tower 1, units on all floors on the north and west side of Tower 2, the units on the sixth through 22nd floors on the east side of Tower 2, the units on the fifth through 22nd floors on the south side of Tower 2, and the rowhomes shall include a ventilation or air conditioning system to provide a habitable interior environment when windows are closed.		

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TABLE 10-1
HAZARD CENTER REDEVELOPMENT MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
AIR QUALITY			
Sensitive Receptors. The Health Risk Assessment prepared for the proposed project determined that cancer risk from diesel emissions at the proposed park site would exceed the threshold established by SDAPCD Rule 1210. Impacts would be significant.	4.3.5.3b: Impacts would be significant. There are no feasible mitigation measures to reduce this impact to less than significant levels.	Unmitigable	City of San Diego
BIOLOGICAL RESOURCES			
Sensitive Species – Least Bell's Vireo. Direct project impacts would not be significant, as no sensitive plant species were detected on the project site. However, least Bell's vireo and raptors are sensitive wildlife that could potentially occur adjacent to the project site. Because construction activities could be disruptive to these birds, indirect construction project impacts would be significant.	4.6.3.3.a: In order to avoid or reduce potential indirect and construction impacts to the least Bell's vireo, the applicant shall implement the following mitigation measure: Prior to the issuance of any grading permit, the Assistant Deputy Director's (ADD) Environmental Designee (ED) shall verify that the following project requirements regarding the least Bell's vireo are shown on the construction plans: No clearing, grubbing, grading, or other construction activities shall occur between March 15 and September 15, the breeding season of the least Bell's vireo, until the following requirements have been met to the satisfaction of the ADD ED: A qualified biologist shall survey those wetland areas that would be subject to construction noise levels exceeding 60 decibels dB(A) hourly average for the presence of the least Bell's vireo. Surveys for this species shall be conducted pursuant to the protocol survey guidelines established by the U.S. Fish and Wildlife service within the breeding season prior to the commencement of construction. If the least Bell's vireo is present, then the following conditions must be met: Between March 15 and September 15, no clearing, grubbing, or grading of occupied least Bell's vireo habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; and	Prior to the issuance of any grading permit.	City of San Diego
	Between March 15 and September 15, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) hourly average at the edge of occupied least Bell's vireo or habitat. An analysis showing that noise	Between March 15 and September 15.	City of San Diego

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TABLE 10-1
HAZARD CENTER REDEVELOPMENT MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
	generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat must be completed by a qualified acoustician (possessing current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the ADD ED at least two weeks prior to the commencement of construction activities. Prior to the commencement of any of construction activities during the breeding season, areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; or		
	At least two weeks prior to the commencement of construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 dB(A) hourly average at the edge of habitat occupied by the least Bell's vireo. Concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring* shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB(A) hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (September 16).	At least two weeks prior to the commencement of construction activities.	City of San Diego
	*Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. If not, other measures shall be implemented in consultation with the biologist and the ADD ED, as necessary, to reduce noise levels to below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment. If least Bell's vireo are not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the ADD ED and	During/ throughout construction.	City of San Diego

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TABLE 10-1
HAZARD CENTER REDEVELOPMENT MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
	applicable resource agencies which demonstrates whether or not mitigation measures such as noise walls are necessary between March 15 and September 15 as follows: If this evidence indicates the potential is high for least Bell's vireo to be present based on historical records or site conditions, then conditions shall be adhered as specified above. If this evidence concludes that no impacts to this species are anticipated, no mitigation measures would be necessary.		
Sensitive Species - Raptors. Raptors are sensitive wildlife that could potentially occur adjacent to the project site. Because construction activities could be disruptive to these birds, indirect construction project impacts would be significant.	4.6.3.3.b: In order to avoid or reduce potential indirect and construction impacts to nesting raptors, the applicant shall implement the following mitigation measure: Prior to the issuance of any grading permit, the Assistant Deputy Director's (ADD) Environmental Designee (ED) shall verify that the following project requirements regarding the least Bell's vireo are shown on the construction plans:	Prior to the issuance of any grading permit.	City of San Diego
	No clearing, grubbing grading, or other construction activities shall occur between February 1 and September 15, the Raptor breeding season, until the following requirements have been met to the satisfaction of the Assistant Deputy Director's (ADD) Environmental Designee (ED): If project grading is proposed during the raptor breeding season (February 1-September 15), the project biologist shall conduct a pre-grading survey for active raptor nests in within 300 feet of the development area and submit a letter report to Mitigation, Monitoring, and Coordination (MMC) prior to the preconstruction meeting. If active raptor nests are detected, the report shall include mitigation in conformance with the City's Biology Guidelines (i.e. appropriate buffers, monitoring schedules, etc.) to the satisfaction of the Assistant Deputy Director (ADD) Environmental Designee. Mitigation requirements determined by the project biologist and the ADD Environmental Designee shall be incorporated into the project's Biological Construction Monitoring Exhibit (BCME) and monitoring results incorporated in to the final biological construction monitoring report. If no nesting raptors are detected during the pre-grading survey, no mitigation is required.	No clearing, grubbing grading, or other construction activities shall occur between February 1 and September 15.	City of San Diego

TABLE 10-1
HAZARD CENTER REDEVELOPMENT MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
MHPA Edge Effects. The project site is nearby an adjacent MHPA area associated with the San Diego River. While measures have been incorporated into the design of project to avoid long-term impacts, there is a potential for significant indirect impacts associated with erosion and noise during construction.	4.6.8.3. Implementation of the measures outlined for Land Use adjacency in Mitigation Measure 4.1.5.3 above would reduce potential MHPA adjacency impacts to a level that is less than significant.	Prior to the issuance of any grading permits and/or the first pre-construction meeting.	City of San Diego
CULTURAL/HISTORICAL RESOURCES			
Prehistoric/Historic Resources. There is the possibility that undisturbed floodplain deposits containing intact cultural deposits exist. Should disturbance of intact cultural deposits occur, significant impacts would result; thus mitigation would be required.	4.7.3.3: Because of the possibility of existence of subsurface cultural resources, all subsurface work that extends below five feet shall be monitored by a qualified archaeologist and a Native American observer. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental Designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the appropriate construction documents. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.	Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/ Permits and Building Plans/ Permits, but prior to the first pre-construction meeting	City of San Diego
	MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project. Prior to the start of work, the applicant must obtain approval from MMC for any personnel changes associated with the monitoring program.	Prior to the start of work.	City of San Diego
	The PI shall provide verification to MMC that a site specific records search (1/4 mile radius) has been completed. Verification includes, but is	Prior to the start of work.	City of San Diego

TABLE 10-1
HAZARD CENTER REDEVELOPMENT MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
	not limited to a copy of a confirmation letter from South Coast Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.		
	The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. The PI may submit a detailed letter to MMC requesting a reduction to the ¼ mile radius.	Prior to the start of work.	City of San Diego
	Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.	Prior to beginning any work that requires monitoring.	City of San Diego
	If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The AME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation). Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.	Prior to the start of any work that requires monitoring.	City of San Diego
	The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.	Prior to the start of work or during construction.	City of San Diego

TABLE 10-1
HAZARD CENTER REDEVELOPMENT MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
	The Archaeological Monitor shall be present full-time during grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. The Native American monitor shall determine the extent of their presence during construction related activities based on the AME and provide that information to the PI and MMC. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities. The monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVRs shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered may reduce or increase the potential for resources to be present.	During grading/ excavation/ trenching activities which could result in impact to archaeological resources.	City of San Diego
	In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.	In the event of a discovery during grading/ excavation/ trenching activities.	City of San Diego
	The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible. The PI and Native American monitor shall evaluate the significance of the resource. If Human Remains are involved, follow protocol outlined below. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from MMC.	In the event of a discovery during grading/ excavation/ trenching activities.	City of San Diego

TABLE 10-1
HAZARD CENTER REDEVELOPMENT MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
	Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.		
	If resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required. If human remains are discovered, work shall halt in that area and the following procedures as set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken: Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS). The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenience of the remains. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenience.	In the event of a discovery during grading/ excavation/ trenching activities.	City of San Diego
	If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin. If human remains **ARE** determined to be Native American, the Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, **ONLY** the Medical Examiner can make this call. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with the California Public Resource and Health & Safety Codes. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper	In the event of a discovery during grading/ excavation/ trenching activities.	City of San Diego

TABLE 10-1
HAZARD CENTER REDEVELOPMENT MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
	dignity, of the human remains and associated grave goods. Disposition of Native American Human Remains shall be determined between the MLD and the PI, if: the NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; or; the landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner.		
	In order to protect these sites, the Landowner shall do one or more of the following: (1) record the site with the NAHC; (2) record an open space or conservation easement on the site; (3) record a document with the County.	In the event of a discovery during grading/ excavation/ trenching activities.	City of San Diego
	Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to the protocols discussed above. If Human Remains are **NOT** Native American, the PI shall contact the Medical Examiner and notify them of the historic era context of the burial. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).	In the event of a discovery during grading/ excavation/ trenching activities.	City of San Diego
	If the remains are of historic origin, they shall be appropriately removed and conveyed to the Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner and the Museum of Man. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon meeting. In the event that no discoveries were encountered during night	In the event of a discovery during grading/ excavation/ trenching activities.	City of San Diego

TABLE 10-1
HAZARD CENTER REDEVELOPMENT MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
	and/or weekend work, the PI shall record the information on the CSVR and submit to MMC via fax by 8AM of the next business day. In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVR and submit to MMC via fax by 8AM of the next business day. All night and/or weekend discoveries shall be processed and documented using the existing procedures detailed in above for during construction and discovery of human remains. If the PI determines that a potentially significant discovery has been made, the procedures detailed above for normal work hours shall be followed. The PI shall immediately contact MMC, or by 8AM of the next business day to report and discuss the findings, unless other specific arrangements have been made.		
	If night and/or weekend work becomes necessary during the course of construction, the Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. The RE, or BI, as appropriate, shall notify MMC immediately. All other procedures described above shall apply, as appropriate. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (Appendix C/D) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report. The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.	During the course of construction.	City of San Diego

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TABLE 10-1
HAZARD CENTER REDEVELOPMENT MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
	MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. The PI shall submit revised Draft Monitoring Report to MMC for approval. MMC shall provide written verification to the PI of the approved report. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. The cost for curation is the responsibility of the property owner. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.	During the course of construction.	City of San Diego
	The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.	During the course of construction.	City of San Diego
GEOLOGY AND SOILS			
Geologic Hazards. The project site contains geologic conditions, including compressible soils and liquefaction, which would pose significant risks if not properly	4.8.3.3.a: As a condition of the grading permit, project engineering design shall include the over-excavation of on-site alluvium and compaction of suitable fill soil in the resulting volume. The work shall be performed in accordance with the CBC and recommendations of the project geotechnical report.	Prior to the issuance of grading permits	

TABLE 10-1
HAZARD CENTER REDEVELOPMENT MITIGATION MONITORING AND REPORTING PROGRAM
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Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
treated. Other potential impacts related to geology and soils would be avoided through adherence to standard CBC measures. The geotechnical investigation sets forth specific mitigation measures and design considerations that must be implemented in order to reduce liquefaction impacts to below a level of significance.			
	4.8.3.3.b: As a condition of the grading permit, additional geotechnical analyses of liquefaction, including soil borings and sample collection, shall be performed for the purpose of providing estimated settlements, foundation considerations, and ground improvement recommendations, as necessary.	Prior to the issuance of grading permits	
PUBLIC UTILITIES			
Solid Waste. The proposed project would generate large amounts of solid waste through demolition, construction, and operation. However, the proposed project would comply with state and City requirements to reduce solid waste generation by 50 percent and with LEED Silver certification criteria through implementation of a Waste Management Plan. Implementation of the project WMP would need to be ensured and verified in order that project impacts would be considered less than significant. Solid waste impacts are concluded to be potentially significant until WMP coordination and verification is implemented.	4.9.5.3: Prior to issuance of any construction permit, including but is not limited to, demolition, grading, building or any other construction permit, the Assistant Deputy Director (ADD) Environmental Designee shall verify that the all the requirements of the Refuse & Recyclable Materials Storage Regulations and all of the requirements of the waste management plan are shown and noted on the appropriate construction documents. All requirements, notes and graphics shall be in substantial conformance with the conditions and exhibits of the associated discretionary approval. The construction documents shall include a waste management plan that addresses the following information and elements for demolition, construction, and occupancy phases of the project as applicable: ▪ tons of waste anticipated to be generated, ▪ material type of waste to be generated, ▪ source separation techniques for waste generated, ▪ how materials will be reused on site, ▪ name and location of recycling, reuse, or landfill facilities where waste will be taken if not reused on site, ▪ a "buy recycled" program,	Prior to issuance of any construction permit, including but not limited to, demolition, grading, building or any other construction permit	City of San Diego

TABLE 10-1
HAZARD CENTER REDEVELOPMENT MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
	▪ how the project will aim to reduce the generation of construction/ demolition debris, ▪ a plan of how waste reduction and recycling goals will be communicated to subcontractors, ▪ a time line for each of the three main phases of the project as stated above, ▪ (j) a list of required progress and final inspections by City staff.		
	The plan shall strive for a goal of 50 percent waste reduction. The plan shall include specific performance measures to be assessed upon the completion of the project to measure success in achieving waste minimization goals. The Plan shall include notes requiring the Permittee to notify Mitigation, Monitoring, and Coordination (MMC) and Environmental Services Department (ESD) when: (a) a demolition permit is issued, (b) demolition begins on-site, (c) inspections are needed. The permittee shall arrange for progress inspections, and a final inspection, as specified in the plan and shall contact both MMC and ESD to perform these periodic site visits during demolition and construction to inspect the progress of the project's waste diversion efforts.	Prior to issuance of any construction permit, including but not limited to, demolition, grading, building or any other construction permit	City of San Diego
	Prior to issuance of any construction permit, including but is not limited to, demolition, grading, building or any other construction permit, the permittee shall be responsible to obtain written verification from MMC indicating that the permittee has arranged a preconstruction meeting to coordinate the implementation of the Mitigation, Monitoring, and Reporting Program (MMRP). The Precon Meeting that shall include: the Construction Manager, Demolition/Building/Grading Contractor; MMC, ESD and the Building Inspector (BI) and/or the Resident Engineer (RE) (whichever is applicable) to verify that implementation of the waste management plan shall be performed in compliance with the plan approved by MMC and ESD, to ensure that impacts to solid waste facilities are mitigated to below a level of significance. At the Precon Meeting, The Permittee shall submit Three (3) reduced	Prior to issuance of any construction permit, including but not limited to, demolition, grading, building or any other construction permit	City of San Diego

ATTACHMENT 9

TABLE 10-1
HAZARD CENTER REDEVELOPMENT MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
	copies (11"x 17") of the approved waste management plan to MMC (2) and ESD (1).		
	Prior to the start of Demolition/Construction, the Permittee/ Construction Manager shall submit a construction/demolition schedule to MMC and ESD.	Prior to the start of Demolition/ Construction	City of San Diego
	The Permittee/ Construction Manager shall call for inspections by the RE/BI and both MMC and ESD, who will periodically visit the demolition/construction site to verify implementation of the waste management plan. The Consultant Site Visit Record (CSVR) shall be used to document the Daily Waste Management Activity/progress.	During demolition/ construction	City of San Diego
	Within 30 days after the completion of the implementation of the MMRP, for any demolition or construction permit, a final results report shall be submitted to both MMC and ESD for review and approval to the satisfaction of the City. MMC will coordinate the approval with ESD and issue the approval notification.	Following the conclusion of demolition/ construction	City of San Diego
	The permittee shall provide documentation to the ADD Environmental Designee, that the waste management plan has been effectively implemented. The permittee shall submit written evidence to the ADD Environmental Designee that the final Demolition/Construction report has been approved by MMC and ESD. This report shall summarize the results of implementing the above Waste Management Plan elements, including: the actual waste generated and diverted from the project, the waste reduction percentage achieved, and how that goal was achieved, etc.	Prior to final clearance of any demolition permit, issuance of any grading or building permit, release of the grading bond and/or issuance of any Certificate of Occupancy	City of San Diego

ATTACHMENT 9

DRAFT PLANNING COMMISSION RESOLUTION **ATTACHMENT 10**

PLANNING COMMISSION RESOLUTION NO. ____-PC
RECOMMENDING TO THE CITY COUNCIL APPROVAL OF
SITE DEVELOPMENT PERMIT NO. 515727, PLANNED DEVELOPMENTPERMIT NO. 515728, VESTING TENTATIVE MAP NO. 515726, LAND USE AMENDMENTS NO. 518905, AND CERTIFICATION OF ENVIRONMENTAL IMPACT REPORT NO. 146803, & ADOPTION OF THE STATEMENT OF OVERRIDING CONSIDERATIONS AND MITIGATION, MONITORING AND REPORTING PROGRAM
HAZARD CENTER REDEVELOPMENT PROJECT - PROJECT NO. 146803 [MMRP]

WHEREAS, on March 25, 2010, the Planning Commission of the City of San Diego held a public hearing for the purpose of considering and recommending to the Council of the City of San Diego approval and adoption of Site Development Permit No. 515727, Planned Development Permit No. 515728, Vesting Tentative Map No. 515726, Land Use Amendments No. 518905, and Certification of Environmental Impact Report No. 146803, and Adoption of the Statement of Overriding Considerations, and Mitigation, Monitoring and Reporting Program; and

WHEREAS, 7510 Hazard Center, LLC, Owner/Permittee, requested Site Development Permit No. 515727, Planned Development Permit No. 515728, Vesting Tentative Map No. 515726, and Land Use Amendments No. 518905 for the purpose of subdividing and developing 14.5-acres for phased construction of a mixed use development with up to 473 residential units, including 10 percent affordable units, and 7 commercial units; and

WHEREAS, the Planning Commission of the City of San Diego has considered all maps, exhibits, and written documents contained in the file for this project on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW THEREFORE,

BE IT RESOLVED, by the Planning Commission of the City of San Diego that it hereby recommends to the Council of the City of San Diego approval and adoption of Site Development Permit No. 515727, Planned Development Permit No. 515728, Vesting Tentative Map No. 515726, Land Use Amendments No. 518905, and Certification of Environmental Impact Report No. 146803, and Adoption of the Statement of Overriding Considerations, and Mitigation, Monitoring and Reporting Program; and incorporate all other listed actions.

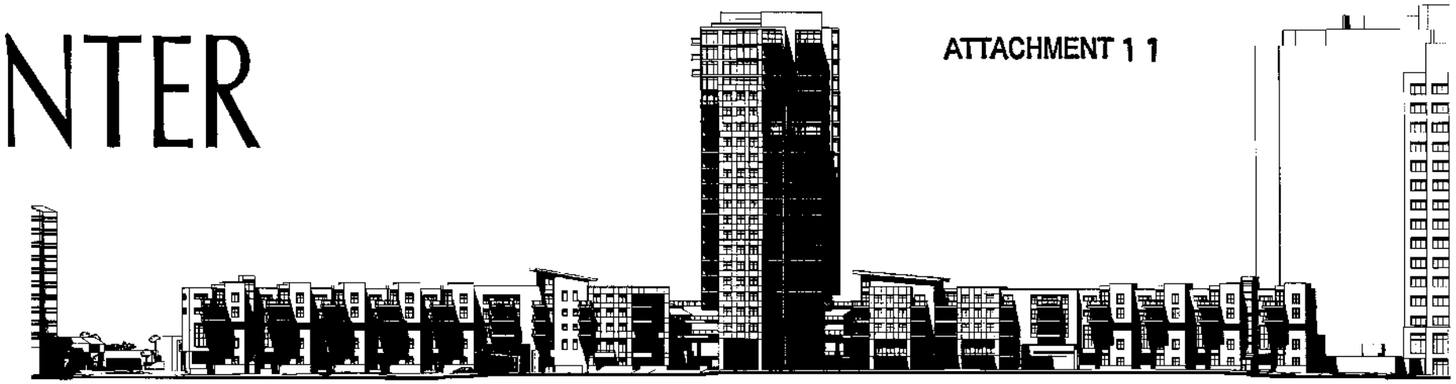
_____
Daniel Stricker
Development Project Manager
Development Services

Dated March 25, 2010
By a vote of:

HAZARD CENTER

7510-7676 HAZARD CENTER DRIVE
1370 FRAZEE ROAD
SAN DIEGO, CA 92108

ATTACHMENT 1 1



PROJECT NARRATIVE:

Property Description: The existing Hazard Center mixed-use office and commercial center is located in the Mission Valley Community of San Diego. It is bounded on the north by Friars Road, Frazee Road on the east, Hazard Center Drive to the south, and State Route 163 on the west. The site is accessed at two levels from Frazee Road and Hazard Center Drive. The adjacent hotel is not a part of this submittal, but parking for the hotel is provided on the subject property through an existing COREA agreement.

The Hazard Center property is regulated by the FSDRIP Specific Plan and was developed under a special permit. This redevelopment project requires amendments to the Community Plan, Specific Plan and special permit.

This redevelopment project proposes to add residential uses to the existing center as follows:

1. Midrise buildings along Hazard Center Drive to include rowhouses with flats above for a total of 73 units in 5 stories.

2. A 22-story high-rise building (Tower #1) including 198 flats on the upper 18 floors.

3. A 21-story high rise (Tower #2) at the corner of Friars and Frazee to include 202 flats.

The existing theater use will be eliminated, with the space to be redeveloped as 2 levels of parking. The existing circulation pavilion at Hazard Center Drive will be demolished for Tower #1. The existing restaurant at the northeast corner of the site will be demolished for Tower #2.

The project includes 473 total residential units in the following categories:

	Market Rate	Inclusionary	Total Units	Percent of Total
Studio units	20	2	22	5%
One bedroom units	181	21	202	43%
Two bedroom units	224	25	249	52%
TOTAL RESIDENTIAL UNITS	425	48	473	100%

Further information on the inclusionary units can be found on Sheet CS-2.

PROPOSED REGULATORY DEVIATIONS:

1. A DEVIATION FROM THE REQUIREMENTS OF LAND DEVELOPMENT CODE SECTION 1514.0304(e) IS PROPOSED TO ELIMINATE SETBACKS FROM ALL LOT LINES.

2. A DEVIATION FROM THE REQUIREMENTS OF LAND DEVELOPMENT CODE SECTION 1514.0403(a)(2), 142.0560(k), 142.0406, AND TABLE 142-04D IS PROPOSED TO PROVIDE SHADE STRUCTURES IN LIEU OF TREES IN PARKING AREAS.

DISCRETIONARY PERMITS/ APPROVALS/ VARIANCES:

AMENDMENT TO THE MISSION VALLEY COMMUNITY PLAN
FIRST SAN DIEGO RIVER IMPROVEMENT PROJECT (FSDRIP) SPECIFIC PLAN AMENDMENT
EASEMENT ABANDONMENT FOR THE ABANDONMENT OF UNUSED SEWER EASEMENTS
SITE DEVELOPMENT PERMIT TO AMEND SPECIAL PERMIT NO. 85-0362
SITE DEVELOPMENT PERMIT FOR DEVELOPMENT WITHIN MISSION VALLEY PLANNED DISTRICT
SITE DEVELOPMENT PERMIT FOR DEVELOPMENT ON PREMISES CONTAINING ENVIRONMENTALLY SENSITIVE LANDS
PLANNED DEVELOPMENT PERMIT FOR DEVIATIONS FROM SETBACKS AND LANDSCAPING REQUIREMENTS
VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES

LEGAL DESCRIPTION:

PARCEL 1 OF PARCEL MAP 15912, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, DECEMBER 19, 1989, AS FILE NO. 89-687585.
ASSESSOR'S PARCEL NUMBER: 438-021-20

LOTS 3 AND 4 OF HAZARD CENTER, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO.11949, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 10, 1987.
ASSESSOR'S PARCEL NUMBERS: 438-021-13
438-021-14

EXISTING STRUCTURES:

SEE EXISTING SITE PLAN/DEMOLITION PLAN
CONSTRUCTED IN 1989

EXISTING USES:

RETAIL, RESTAURANT, OFFICE, COMMERCIAL SERVICES, EXERCISE FACILITY, STRUCTURED PARKING
MOVIE THEATER TO BE REMOVED

PROPOSED USES:

MULTIFAMILY RESIDENTIAL, RETAIL, RESTAURANT, STRUCTURED PARKING
EXISTING RETAIL, RESTAURANT, OFFICE, COMMERCIAL SERVICES, EXERCISE FACILITY, STRUCTURED PARKING TO REMAIN

CONSTRUCTION TYPE:

EXISTING STRUCTURED PARKING:	TYPE 1-FR
EXISTING COMMERCIAL:	TYPE II-1 HOUR
EXISTING OFFICE BLDG:	TYPE II-FR
PROPOSED MIDRISE RESIDENTIAL:	TYPE III-A OR TYPE V-A OVER TYPE 1
PROPOSED HIGHRISE RESIDENTIAL:	TYPE I-A

OCCUPANCY GROUP:

COMMERCIAL	= M
OFFICE	= B
RESIDENTIAL	= R-2
STRUCTURED PARKING	= S-2

ZONING:

MVPD-MMSP: MISSION VALLEY PLANNED DISTRICT, MIXED USE
OP-1-1: OPEN SPACE - FLOODPLAIN (PORTION OF LOT 21)
FSDRIP SPECIFIC PLAN - DISTRICT G MVR-4
RESIDENTIAL TANDEM PARKING OVERLAY ZONE
TRANSIT AREA OVERLAY ZONE
FAA PART 77 NOTICING AREA FOR LINDBERG FIELD AND MONTGOMERY FIELD

PRIOR POLICY APPROVALS:

SPECIAL PERMIT #85-0362
SUBSTANTIAL CONFORMANCE REVIEW PTS #33274
COMMUNITY PLAN AMENDMENT INITIATION RESOLUTION #4280-PC

SITE AREA:

EXISTING SITE AREA:	14.52 ACRES	632,491 S.F.
PARK AREA TO BE DEDICATED TO CITY:	0.63 ACRE	27,580 S.F.
REMAINING SITE AREA:	13.89 ACRES	604,911 S.F.

BUILDING AREA:

	EXISTING GFA	GFA TO BE DEMOLISHED	PROPOSED GFA	TOTAL GFA
STRUCTURED PARKING	446,390 SF		209,173 SF	655,563 SF
COMMERCIAL OFFICE	283,972 SF		0 SF	283,972 SF
COMMERCIAL RETAIL/ RESTAURANT	118,855 SF	(10,717 SF)	14,922 SF	122,860 SF
COMMERCIAL THEATER	33,275 SF	(33,275 SF)		0 SF
RESIDENTIAL	0 SF		591,845 SF	591,845 SF
TOTAL BUILDING AREA	882,292 SF	(43,992 SF)	815,940 SF	1,654,240 SF

EXTERIOR USABLE OPEN AREA:

(PER MUNICIPAL CODE SECTION 1514.0304(f))

195 S.F. PER UNIT X 473 PROPOSED UNITS = 92,235 S.F. REQUIRED AREA
SEE FLOOR PLANS, SHEETS A10 - A21, FOR LOCATION AND SIZE OF PROPOSED USABLE OPEN AREA

PROVIDED:
COMMON TERRACE/ PLAZA: = 35,240 S.F.
PRIVATE BALCONY: = 58,276 S.F.
TOTAL = 93,516 S.F.

PUBLIC OPEN SPACE:

(TOWARD POPULATION-BASED PARK REQUIREMENT)

ON-SITE (TO BE DEDICATED TO CITY AS PUBLIC PARK):
SOUTHWEST UNDEVELOPED AREA = 0.63 ACRES
SEE SHEETS C3, L-1 AND A-2

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Senior Project Manager
bherdes@recon-us.com

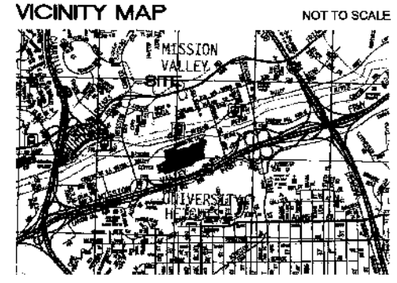
RESIDENTIAL DENSITY:

473 DWELLING UNITS / 13.89 ACRES = 34.05 DU / ACRE

DENSITY ALLOWED IN MVR-4 ZONE = 57.00 DU / ACRE
(DEVELOPMENT INTENSITY DISTRICT "G")

VICINITY MAP

NOT TO SCALE



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ATTACHMENT 1 1

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

COVER SHEET

Hazard Center Redevelopment - San Diego, CA

Revision 06:	March 1, 2010
Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
Sheet	CS-1 of 60
DEPN	146603

Project Name:
Hazard Center Redevelopment

Sheet Title:
Cover Sheet

RESIDENTIAL UNIT SUMMARY:

MIDRISE UNITS:

	QUANTITY	S.F.
ROWHOUSES	18	1,050
1 BEDROOM FLAT	14	700
1 BEDROOM FLAT (AFFORDABLE)	12	700
2 BEDROOM FLAT	16	975
2 BEDROOM FLAT (AFFORDABLE)	2	975
2 BEDROOM FLAT (AFFORDABLE)	3	965
2 BEDROOM FLAT (AFFORDABLE)	8	935
MIDRISE TOTAL	73 UNITS	

TOWER #1:

	QUANTITY	S.F.
STUDIO	4	520
STUDIO	16	560
STUDIO (AFFORDABLE)	2	600
1 BEDROOM FLAT	21	650
1 BEDROOM FLAT	76	700
1 BEDROOM FLAT (AFFORDABLE)	1	700
2 BEDROOM FLAT	78	965
TOWER #1 TOTAL	198 UNITS	

TOWER #2:

	QUANTITY	S.F.
1 BEDROOM FLAT	70	770
1 BEDROOM FLAT (AFFORDABLE)	8	720
2 BEDROOM FLAT	49	1,115
2 BEDROOM FLAT (AFFORDABLE)	6	1,115
2 BEDROOM FLAT	29	1,120
2 BEDROOM FLAT (AFFORDABLE)	6	1,120
2 BEDROOM FLAT	34	1,170
TOWER #2 TOTAL	202 UNITS	

PARKING CALCULATIONS:

RESIDENTIAL:

REQUIRED AUTOMOBILE PARKING:

UNIT TYPE	QTY.	RATIO	REQUIRED SPACES
STUDIO	22	1.25	27.5
1 BEDROOM	202	1.25	252.5
2 BEDROOM	249	1.75	435.75
TOTAL	473		716

663 SPACES ARE RESERVED AND SECURED FOR RESIDENTIAL USE PER THE SHARED PARKING CALCULATIONS, BELOW. THE REMAINDER ARE INCLUDED IN SHARED PARKING AREAS.

RESIDENTIAL ACCESSIBLE PARKING REQUIREMENT:
= 2% OF PARKING
= 0.02 X 663 = 14 ACCESSIBLE SPACES

PROVIDED: 649 STANDARD PARKING SPACES
12 ACCESSIBLE PARKING SPACES
2 VAN ACCESSIBLE SPACES
TOTAL: 663 PARKING SPACES

MOTORCYCLE PARKING:
0.1 SPACE PER DWELLING UNIT X 473 UNITS = 48 SPACES REQUIRED
49 MOTORCYCLE SPACES PROVIDED

BICYCLE PARKING:

UNIT TYPE	QTY.	RATIO	REQ'D. SPACES
STUDIO	22	0.4	9
1 BEDROOM	202	0.4	81
2 BEDROOM	249	0.5	125
TOTAL			215

RACKS AND/OR STORAGE ROOMS FOR 215 BICYCLE SPACES WILL BE PROVIDED

SHARED/ HOTEL:

SHARED ACCESSIBLE PARKING REQUIREMENT:
20 PLUS 1 FOR EACH 100 SPACES OR FRACTION OVER 1,001, PER CBC TABLE 11B-6
1,847 – 1,001 = 846
20 + 9 = 29 ACCESSIBLE SPACES REQUIRED

PROVIDED: 1,818 STANDARD PARKING SPACES
25 ACCESSIBLE PARKING SPACES
4 VAN ACCESSIBLE SPACES
TOTAL: 1,847 PARKING SPACES

MOTORCYCLE PARKING:
0.02 X 2,008 SPACES = 41 SPACES REQUIRED
41 MOTORCYCLE SPACES PROVIDED

BICYCLE PARKING:
0.1 PER 1,000 S.F. X 406,832 S.F. = 41 SPACES REQUIRED
RACKS FOR 41 BICYCLE SPACES WILL BE PROVIDED

PARKING SUMMARY:

EXISTING PARKING	= 2,054 STALLS
PARKING TO BE DEMOLISHED	= 89 STALLS
EXISTING PARKING TO REMAIN	= 1,965 STALLS
PROPOSED NEW RESIDENTIAL PARKING	= 487 STALLS
PROPOSED NEW SHARED PARKING	= 58 STALLS
TOTAL PARKING ON SITE	= 2,510 STALLS

PARKING SUMMARY PER LEVEL:

LEVEL:	SHARED	RESIDENTIAL	HOTEL
SUBTERRANEAN 1	520	195	0
LEVEL 1	481	110	290
LEVEL 2	576	0	0
TOTAL	1,557	305	290
TOWER #2:			
SUBTERRANEAN 2	0	31	0
SUBTERRANEAN 1	0	56	0
LEVEL 1	0	54	0
LEVEL 2	0	49	0
LEVEL 3	0	56	0
LEVEL 4	0	56	0
LEVEL 5	0	56	0
TOWER #2 TOTAL	0	358	0
TOTAL:	1,557	663	290

TOTAL PARKING: 2,510 SPACES

LOADING AREA CALCULATIONS:

PER MUNICIPAL CODE SECTION 1514.0403(d) AND TABLE 1514–04B

RESIDENTIAL: 591,845 SF = 3 SPACES + 1 SPACE = 4 SPACES
RETAIL/ RESTAURANT: 127,860 SF / 25,000 SF = 5 SPACES
OFFICE (EXISTING): 283,972 SF / 10,000 SF x 0.1 = 3 SPACES
CUMULATIVE REQUIRED TOTAL: 12 SPACES

MUNICIPAL CODE SECTION 1514.0403(d)(3) ALLOWS A REDUCTION IN THE NUMBER OF LOADING SPACES WHEN THEY CAN BE SHARED AMONG USES. THE EXISTING OFFICE BUILDING IS SERVED BY A LOADING DOCK OF SUFFICIENT WIDTH FOR TWO LOADING SPACES THAT HAS PROVED ADEQUATE FOR THE CURRENT AND FUTURE NEEDS OF THE OFFICE TENANTS. TEN EXISTING SPACES AND ONE PROPOSED LOADING SPACE WILL BE PROVIDED FOR THE MIXED–USE FACILITY.

Parking Requirements without Shared Parking

Use	transit area parking rate [1]	Amount	spaces required
Office	2.8	283,972	795
Hotel	1	300	300
Hotel Conference	10	8,192	82
Restaurants	12.8	35,607	456
Retail	4.3	87,253	375
2-bedroom	1.75	249	436
1-bedroom	1.25	224	280
	Total		2,724

Notes: [1] = Parking rates taken from San Diego Municipal Code Chapter 14, Article 2, Division 5 (142.05).

Shared Parking Hourly Accumulation by Percentage of Peak Hour

	Residential		Office		Retail		Eating & Drinking		Hotel		Conference	
Hour of Day	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Sunday
6:00 AM	100%	100%	5%	0%	0%	0%	15%	20%	100%	90%	0%	0%
7:00 AM	80%	100%	15%	30%	10%	5%	55%	35%	95%	80%	0%	0%
8:00 AM	60%	95%	55%	50%	30%	30%	80%	55%	85%	75%	50%	50%
9:00 AM	50%	85%	90%	80%	50%	50%	65%	70%	85%	70%	100%	100%
10:00 AM	40%	80%	100%	90%	70%	75%	25%	30%	80%	60%	100%	100%
11:00 AM	40%	75%	100%	100%	80%	90%	65%	40%	75%	55%	100%	100%
12:00 PM	40%	70%	90%	100%	100%	95%	100%	60%	70%	50%	100%	100%
1:00 PM	35%	65%	85%	85%	95%	100%	80%	65%	70%	50%	100%	100%
2:00 PM	40%	65%	90%	75%	85%	100%	55%	60%	70%	50%	100%	100%
3:00 PM	45%	65%	90%	70%	80%	90%	35%	60%	60%	50%	100%	100%
4:00 PM	45%	65%	85%	65%	75%	85%	30%	50%	65%	50%	100%	100%
5:00 PM	50%	65%	55%	40%	80%	75%	45%	65%	60%	60%	100%	100%
6:00 PM	65%	70%	25%	35%	80%	65%	65%	85%	65%	65%	100%	100%
7:00 PM	70%	75%	15%	25%	75%	60%	55%	100%	75%	70%	100%	100%
8:00 PM	75%	80%	5%	20%	60%	45%	55%	100%	85%	70%	100%	100%
9:00 PM	85%	80%	5%	0%	45%	45%	45%	85%	90%	75%	100%	100%
10:00 PM	90%	85%	5%	0%	30%	35%	35%	75%	90%	85%	50%	50%
11:00 PM	95%	90%	0%	0%	15%	15%	15%	30%	100%	95%	0%	0%
12:00 AM	100%	95%	0%	0%	0%	0%	5%	25%	100%	100%	0%	0%

Source: San Diego Municipal Code Table 142-05I

Hourly Accumulation

	Residential [1]		Office		Retail		Eating & Drinking		Hotel [2]		Conference [2]		Total Parking	
Hour of Day	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Sunday	Weekday	Saturday
6:00 AM	716	716	40	0	0	0	68	91	300	270	82	82	1,206	1,159
7:00 AM	573	716	119	239	38	19	251	160	285	240	82	82	1,347	1,455
8:00 AM	537	680	437	398	113	113	365	251	255	225	82	82	1,788	1,748
9:00 AM	537	608	716	636	188	188	296	319	255	210	82	82	2,073	2,043
10:00 AM	537	573	795	716	263	281	114	137	240	210	82	82	2,031	1,998
11:00 AM	537	537	795	795	300	338	296	182	225	210	82	82	2,236	2,144
12:00 PM	537	537	716	795	375	356	456	273	210	210	82	82	2,276	2,234
1:00 PM	537	537	676	676	356	375	365	296	210	210	82	82	2,226	2,176
2:00 PM	537	537	716	596	319	375	251	273	210	210	82	82	2,114	2,074
3:00 PM	537	537	716	557	300	338	160	273	210	210	82	82	2,004	1,997
4:00 PM	537	537	676	517	281	319	137	228	210	210	82	82	1,923	1,893
5:00 PM	537	537	437	318	300	281	205	296	210	210	82	82	1,772	1,725
6:00 PM	537	537	199	278	300	244	296	387	210	210	82	82	1,674	1,739
7:00 PM	537	537	119	199	281	225	251	456	225	210	82	82	1,495	1,709
8:00 PM	537	573	40	159	225	206	251	456	255	210	82	82	1,390	1,686
9:00 PM	608	573	40	0	169	169	205	387	270	225	82	82	1,374	1,436
10:00 PM	644	608	40	0	113	131	160	342	270	255	82	82	1,308	1,419
11:00 PM	680	644	0	0	56	56	68	137	300	285	82	82	1,187	1,704
12:00 AM	716	680	0	0	0	0	25	114	300	300	82	82	1,121	1,176

Notes: [1] ~75% of Residential spaces (537 spaces) restricted for Residential use only
[2] – up to 292 spaces can be reserved for the hotel/conference uses at the option of the owner.

S.D. MUNICIPAL CODE ALLOWS UP TO 25% OF RESIDENTIAL SPACES TO BE SHARED, HOWEVER THIS PROJECT PROPOSES MORE RESERVED RESIDENTIAL SPACES FOR GREATER SECURITY AND CONVENIENCE OF RESIDENTS.

ATTACHMENT 1 1

FEHLMAN L-BARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

UNIT SUMMARY & PARKING CALCULATIONS

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Unit/Parking Calcs.

Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
Sheet	CS-2 of 60
DEPH	146803

THE FOLLOWING SUBTAINABLE DESIGN MEASURES ARE PROPOSED FOR THE HAZARD CENTER REDEVELOPMENT PROJECT:

SUSTAINABLE SITES:

1. This entire development is on previously developed and disturbed land.
2. Community Connectivity: This is an urban infill project that locates dwelling units with pedestrian connectivity to at least ten basic services within 1/2-mile radius:

Bank	Pharmacy
Cleaners	Restaurant
Beauty Salon	Supermarket
Medical/ Dental Office	Fitness Center
Park	Postal Center

3. The project is less than 1/4 mile from existing light rail station.
4. Covered bicycle storage will be provided for residents
5. Bicycle racks will be provided for office and commercial employees and guests in both covered garage and open air locations.
6. The proposed high-rise buildings reduce the development footprint.
7. Approximately 10,000 square feet of vegetated roofs will be provided on existing commercial roof areas to reduce stormwater runoff and heat island effect.
8. Parking will be provide below grade and in garage structures to reduce the heat island effect. There will be no new surface parking in this project.
9. Light pollution and energy usage will be reduced through efficient and controlled exterior lighting. Existing site lighting will be replaced or upgraded in the commercial revitalization.
10. Preferred parking for carpools or fuel-efficient vehicles.

WATER EFFICIENCY AND QUALITY:

1. The project will reduce water consumption through drought tolerant landscaping and an efficient irrigation system. The new landscaping will replace existing turf that requires a large amount of water and fertilizers that pollute the river.
2. The project will reduce wastewater and potable water consumption below residential averages through installation of efficient plumbing fixtures in dwelling units
3. High-efficiency cooling towers will be installed to reduce water used in air conditioning.
4. The project will improve river water quality through the installation of fossil filters at existing surface drainage outlets and implementation of current best management practices. There will be no increase in impervious surfaces resulting from the redevelopment and additions.

ENERGY AND ATMOSPHERE:

1. Commissioning, measurement and verification of building energy systems will be performed.
2. HVAC equipment will not use CFC-based refrigerants, thus reducing ozone depletion.
3. The project will exceed CA Title 24 energy performance requirements.
4. The property owner will purchase available green power from a local utility.
5. Tenant design and construction guidelines will be developed to ensure tenant improvements follow the sustainable design precedant set by this project.
6. Residential units will be submetered for power and water (third party submetering).

MATERIALS AND RESOURCES:

1. The project minimizes demolition of existing structures through careful location of new buildings and by using air space above existing buildings.
2. During construction, a Waste Management Plan will be implemented to divert 50% of construction waste from landfills through salvage and recycling.
3. Recycling areas will be provided in the residential, commercial and office areas of the project to encourage residents, businesses and visitors to recycle.
4. Building materials with recycled content will be included.
5. The project will include building materials that are derived from rapidly renewable resources or that are certified by the Forest Stewardship Council.
6. The project will use building materials that have been extracted, harvested, or manufactured within 500 miles of the project site.

INDOOR ENVIRONMENTAL QUALITY:

1. The project will implement a Construction Indoor Air Quality Management Plan during construction and before occupancy.
2. Low-emitting adhesives, sealants, paints, carpet and composite wood/ fiber products will be specified to reduce indoor air contaminants.
3. Operable windows will be provided in residential units to maximize natural ventilation.
4. Glazed openings will be provided for natural daylighting, but will be positioned or shaded to reduce glare.

ATTACHMENT 1 1

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

SUSTAINABLE DESIGN SUMMARY

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Sustainable Design

Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
Sheet	CS-3 of 60
DEPJ#	145803

HAZARD CENTER REDEVELOPMENT
VESTING TENTATIVE MAP NO. 515726, SDP NO. 515727, PDP NO. 515728 AND GRADING & UTILITY PLAN

ATTACHMENT 12

LEGAL DESCRIPTION AND ASSESSOR'S PARCEL NO'S.

PARCEL 1 OF PARCEL MAP NO. 15912, IN THE CITY OF SAN DIEGO, STATE OF CALIFORNIA, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY DECEMBER 19, 1989. APN: 438-021-20

LOT 3 OF HAZARD CENTER MAP NO. 11949 IN THE CITY OF SAN DIEGO, STATE OF CALIFORNIA, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY DECEMBER 10, 1987. APN: 438-021-13

LOT 4 OF HAZARD CENTER MAP NO. 11949 IN THE CITY OF SAN DIEGO, STATE OF CALIFORNIA, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY DECEMBER 10, 1987. APN: 438-021-14

GRADING

1. TOTAL AMOUNT OF SITE TO BE GRADED: 3.3 AC.
2. PERCENT OF TOTAL SITE GRADED: 23%
3. AMOUNT OF SITE WITH 25 PERCENT SLOPES OR GREATER: 0 AC.
4. PERCENT OF THE EXIST. SLOPES STEEPER THAN 25% PROPOSED TO BE GRADED: 0
5. PERCENT OF TOTAL SITE WITH 25 PERCENT SLOPES OR GREATER: 0
6. AMOUNT OF CUT: 29,610 CUBIC YARDS.
7. AMOUNT OF FILL: 585 CUBIC YARDS.
8. MAXIMUM HEIGHT OF FILL SLOPE(S): 10 FEET 2:1 SLOPE RATIO.
9. MAXIMUM HEIGHT OF CUT SLOPE(S): 10 FEET 2:1 SLOPE RATIO.
10. AMOUNT OF EXPORT SOIL: 29,025 CUBIC YARDS.
11. RETAINING/CRIB WALLS: HOW MANY: 0
    MAXIMUM LENGTH: NONE
    MAXIMUM HEIGHT: NONE

GENERAL NOTES

1. TOTAL NUMBER OF LOTS IS = 21
   RESIDENTIAL LOTS: 4
   COMMERCIAL/RETAIL LOTS: 6
   HOA LOTS: 3
   PARKING STRUCTURE/PRIVATE DRIVES: 8
2. TOTAL AREA WITHIN PROJECT IS 14.52 ACRES GROSS.
3. EXISTING ZONING IS MVPD-M/SP MISSION VALLEY PLANNED DISTRICT AND OF I-1.
4. GAS AND ELECTRIC: SAN DIEGO GAS & ELECTRIC
5. TELEPHONE: AT&T
6. CABLE TELEVISION: COX CABLE TELEVISION.
7. SEWER AND WATER: CITY OF SAN DIEGO
8. DRAINAGE SYSTEM: AS REQUIRED BY CITY ENGINEER
9. FIRE: CITY OF SAN DIEGO
10. SCHOOL DISTRICT: SAN DIEGO UNIFIED
11. ALL NEW UTILITIES WILL BE LOCATED UNDERGROUND
12. CONTOUR INTERVAL: 2'
    DATUM: 71.037 NGVD 27
    SOURCE: PDC AERIAL SURVEY
    DATE: MARCH 14, 2001
13. ALL PROPOSED SLOPES ARE 2:1 UNLESS NOTED OTHERWISE.
14. GRADING SHOWN HEREON IS PRELIMINARY AND IS SUBJECT TO MODIFICATION IN FINAL DESIGN.
15. LOT DIMENSIONS AND SETBACK DIMENSIONS SHOWN HEREON ARE PRELIMINARY AND ARE SUBJECT TO MODIFICATION IN FINAL DESIGN.
16. THIS TENTATIVE MAP INCLUDES MULTIPLE UNITS WHICH MAY BE FILED AS INDIVIDUAL FINAL MAPS AS PERMITTED BY THE CALIFORNIA STATE SUBDIVISION MAP ACT. THE DEVELOPER RESERVES THE RIGHT TO FILE THE FINAL MAPS OUT OF NUMERICAL SEQUENCE. THE CITY ENGINEER SHALL REVIEW SUCH MAP UNITS AND IMPOSE REASONABLE CONDITIONS RELATING TO THE FILING OF SAID MAP UNITS.
17. ALL EXISTING AND PROPOSED UTILITIES SHOWN ON-SITE ARE PRIVATE UNLESS OTHERWISE NOTED.
18. PRIOR TO ISSUANCE OF ANY BUILDING PERMIT, THE SUBDIVIDER SHALL ENTER INTO A MAINTENANCE AGREEMENT FOR THE ONGOING PERMANENT BMP MAINTENANCE.
19. PRIOR TO ISSUANCE OF ANY BUILDING PERMIT, THE SUBDIVIDER SHALL INCORPORATE ANY CONSTRUCTION BEST MANAGEMENT PRACTICES NECESSARY TO COMPLY WITH CHAPTER 14, ARTICLE 2, DIVISION 1 (GRADING REGULATIONS) OF THE SAN DIEGO MUNICIPAL CODE, INTO THE CONSTRUCTION PLANS OR SPECIFICATIONS.

CONDOMINIUM NOTE

LOTS 3, 4, 5, 8, 11, 14 & 15 OF THIS TENTATIVE MAP ARE A CONDOMINIUM PROJECT AS DEFINED IN SECTION 1350 ET. SEQ. OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND FILED PURSUANT TO THE SUBDIVISION MAP ACT.

THE NUMBER OF RESIDENTIAL UNITS WITHIN EACH LOT IS:

LOT 5 – 202 UNITS
LOT 8 – 35 UNITS
LOT 11 – 38 UNITS
LOT 14 – 198 UNITS
TOTAL NUMBER OF RESIDENTIAL UNITS IS: 473 UNITS

THE NUMBER OF COMMERCIAL/RETAIL UNITS WITHIN EACH LOT IS:

LOT 3 – 2 UNITS
LOT 4 – 2 UNITS
LOT 15 – 3 UNITS
TOTAL NUMBER OF COMMERCIAL / RETAIL UNITS IS: 7 UNITS

BENCHMARK

THE BENCHMARK FOR THIS SURVEY IS THE CITY OF SAN DIEGO BENCHMARK INDEX 2213 17203. A BRASS PLUG AT THE SOUTHEAST CORNER OF FRIARS ROAD BRIDGE AT HIGHWAY 163. ELEVATION = 71.037 NGVD 29

STREET LIGHT NOTE

ALL EXISTING STREET LIGHTS ALONG PROJECT FRONTAGE ARE TO BE UPGRADED TO MEET CURRENT CITY REQUIREMENTS FOR WATTAGE & LUMINARIES (HIGH PRESSURE SODIUM) AND SPACING AS REQUIRED.

ENCROACHMENT MAINTENANCE AND REMOVAL AGREEMENT NOTE:

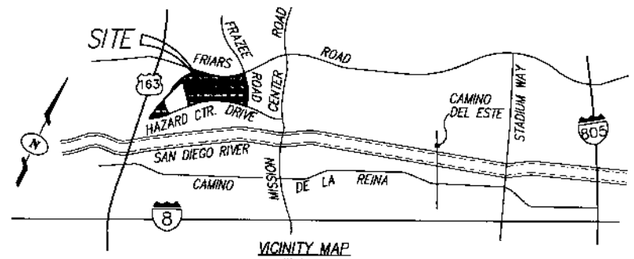
AN ENCROACHMENT MAINTENANCE AND REMOVAL AGREEMENT IS REQUIRED FOR ALL PROPOSED PRIVATE STRUCTURES AND PRIVATE SURFACE IMPROVEMENTS ENCROACHING IN A CITY OF SAN DIEGO EASEMENT.

PARKING STRUCTURE NOTE

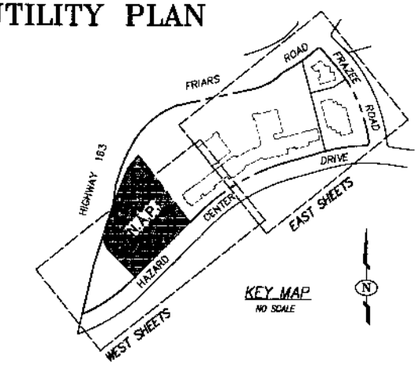
SEE ARCHITECT'S PLAN FOR PROPOSED PARKING DESIGNATIONS AND LAYOUT WITHIN ALL PARKING STRUCTURES.

FLOOD ZONE NOTE

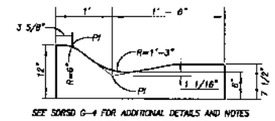
100 YEAR FLOOD ZONE LIMITS AND BASE FLOOD ELEVATIONS SHOWN ARE PER FEMA FIRM PANEL 1813 OF 2375.



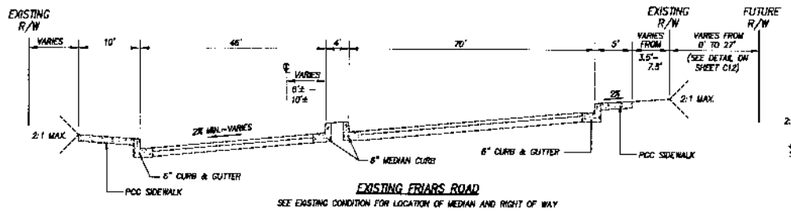
VICINITY MAP
NO SCALE



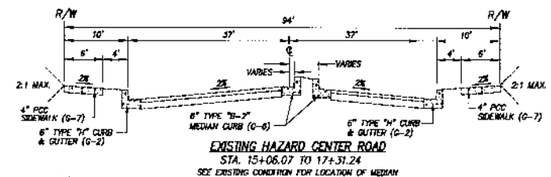
KEY MAP
NO SCALE



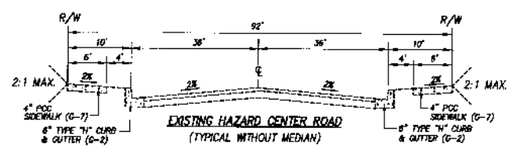
SEE SDRSD G-4 FOR ADDITIONAL DETAILS AND NOTES
MODIFIED ROLLED CURB
NO SCALE



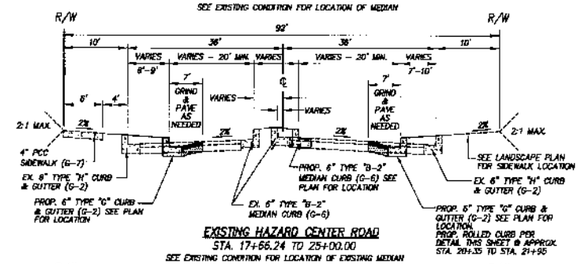
EXISTING FRIARS ROAD
SEE EXISTING CONDITION FOR LOCATION OF MEDIAN AND RIGHT OF WAY



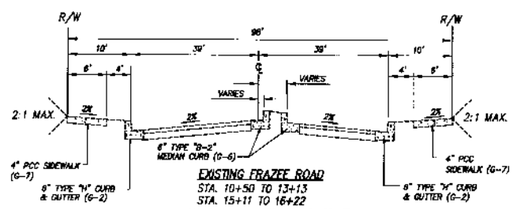
EXISTING HAZARD CENTER ROAD
STA. 15+06.07 TO 17+31.24
SEE EXISTING CONDITION FOR LOCATION OF MEDIAN



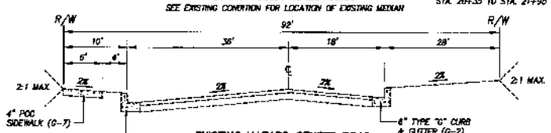
EXISTING HAZARD CENTER ROAD
(TYPICAL WITHOUT MEDIAN)



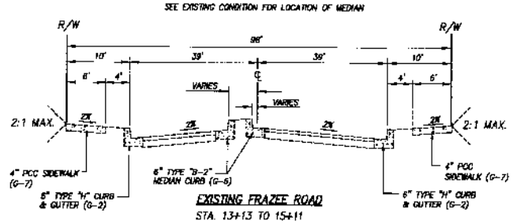
EXISTING HAZARD CENTER ROAD
STA. 17+66.24 TO 25+00.00
SEE EXISTING CONDITION FOR LOCATION OF EXISTING MEDIAN



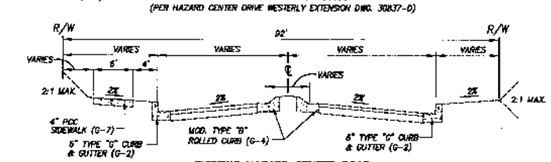
EXISTING FRAZEE ROAD
STA. 10+50 TO 13+13
STA. 15+11 TO 16+22
SEE EXISTING CONDITION FOR LOCATION OF MEDIAN



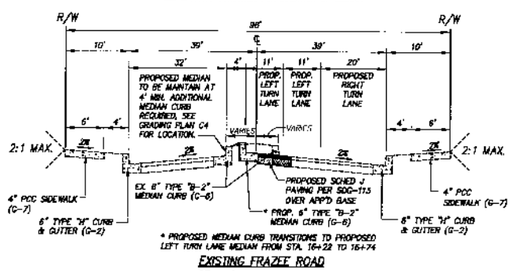
EXISTING HAZARD CENTER ROAD
STA. 25+00.00 TO 27+07.93
(PER HAZARD CENTER DRIVE WESTERLY EXTENSION DWG. 30837-D)



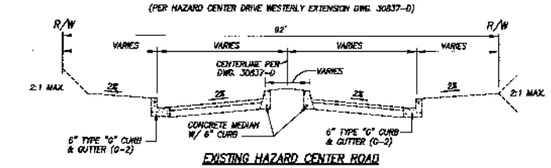
EXISTING FRAZEE ROAD
STA. 13+13 TO 15+11
SEE EXISTING CONDITION FOR LOCATION OF MEDIAN



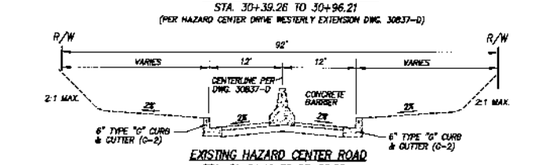
EXISTING HAZARD CENTER ROAD
STA. 27+07.93 TO 30+18.80
(PER HAZARD CENTER DRIVE WESTERLY EXTENSION DWG. 30837-D)



EXISTING FRAZEE ROAD
STA. 16+22 TO 17+17.31
SEE EXISTING CONDITION FOR LOCATION OF MEDIAN



EXISTING HAZARD CENTER ROAD
STA. 30+39.26 TO 30+96.21
(PER HAZARD CENTER DRIVE WESTERLY EXTENSION DWG. 30837-D)



EXISTING HAZARD CENTER ROAD
STA. 31+24.40 TO 33+50.00
(PER HAZARD CENTER DRIVE WESTERLY EXTENSION DWG. 30837-D)

TYPICAL STREET CROSS SECTIONS
NO SCALE

LEGEND

ITEM	SYMBOL
PROPERTY LINE/PROJECT BOUNDARY	
EXISTING EASEMENT	
EXISTING SPOT ELEVATION	(30.5)
EXISTING GROUND ELEVATION	EG
EXISTING SANITARY SEWER & MANHOLE	S SMH
EXISTING WATER MAIN	W
EXISTING FIRE HYDRANT ASSEMBLY	FH
EXISTING GATE VALVE	W
EXISTING GAS MAIN	G
EXISTING STORM DRAIN	
EXISTING STORM DRAIN CLEANOUT	CO
EXISTING UNDERGROUND TELEPHONE	T
EXISTING ELECTRICAL LINE	E
EXISTING TREES	
EXISTING LIGHT STANDARD	
EXIST. CURB & GUTTER	
EXISTING WATER METER	WM
EXISTING TRAFFIC SIGNAL	TS
EXISTING EASEMENT (SEE NOTES SHEET C14)	22
INDICATED LIMIT OF WORK	
INDICATES BUILDING/FOUNDATION LIMITS	
PROPOSED WATER LATERAL	W
PROPOSED SEWER LATERAL	SL
PROPOSED SPOT ELEVATION	35.5
INDICATES FINISHED SURFACE	FS
INDICATES FINISHED FLOOR	FF=
INDICATES FINISHED GRADE	FG
INDICATES FLOW LINE	FL
INDICATES LOW POINT	LP
INDICATES HIGH POINT	HP
INDICATES TOP OF CURB	TC

CIVIL SHEET SUMMARY

SHEET C1	TITLE SHEET FOR VESTING TENTATIVE MAP, PDP & SDP SITE PLAN, GRADING & UTILITY PLAN
SHEETS C2 – C6	VTM GRADING AND UTILITY PLAN
SHEETS C7 – C11	PDP & SDP SITE PLAN
SHEETS C12	CROSS SECTIONS AND DETAILS
SHEETS C13	VTM VERTICAL LOT LINE EXTENTS
SHEETS C14 – C16	EXISTING CONDITIONS
SHEETS C17	EASEMENT VACATIONS AND DEDICATIONS

APPLICANT / DEVELOPER

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733 8TH AVENUE
SAN DIEGO, CA 92101
TEL: (619) 321-1111
FAX: (619) 321-1234

JIM REYNOLDS DATE

PREPARED IN THE OFFICE OF:
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Planning and Engineering
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San Diego, Ca. 92123
858-751-0633 Fax 858-751-0634

JIM KILGORE R.C.E 46692 DATE
REG. EXPIRES 6-30-2011

Prepared By:
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Project Address:
7510 – 7676 HAZARD CENTER DRIVE
1370 FRAZEE ROAD
SAN DIEGO, CA 92108

Project Name:
HAZARD CENTER
REDEVELOPMENT

Sheet Title:
VESTING TENTATIVE MAP
NO. 515726 ; SDP NO.
NO. 515727 ; PDP NO.
515728; GRADING & UTILITY
PLAN TITLE SHEET

Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
Revision 10:	
Revision 9:	
Revision 8:	
Revision 7:	
Revision 6:	March 1, 2010
Revision 5:	January 13, 2010
Revision 4:	November 2, 2009
Revision 3:	May 18, 2009
Revision 2:	November 17, 2008
Revision 1:	May 1, 2008
Original Date:	January 2, 2008
Sheet	C1 of 60
DEP#	146803

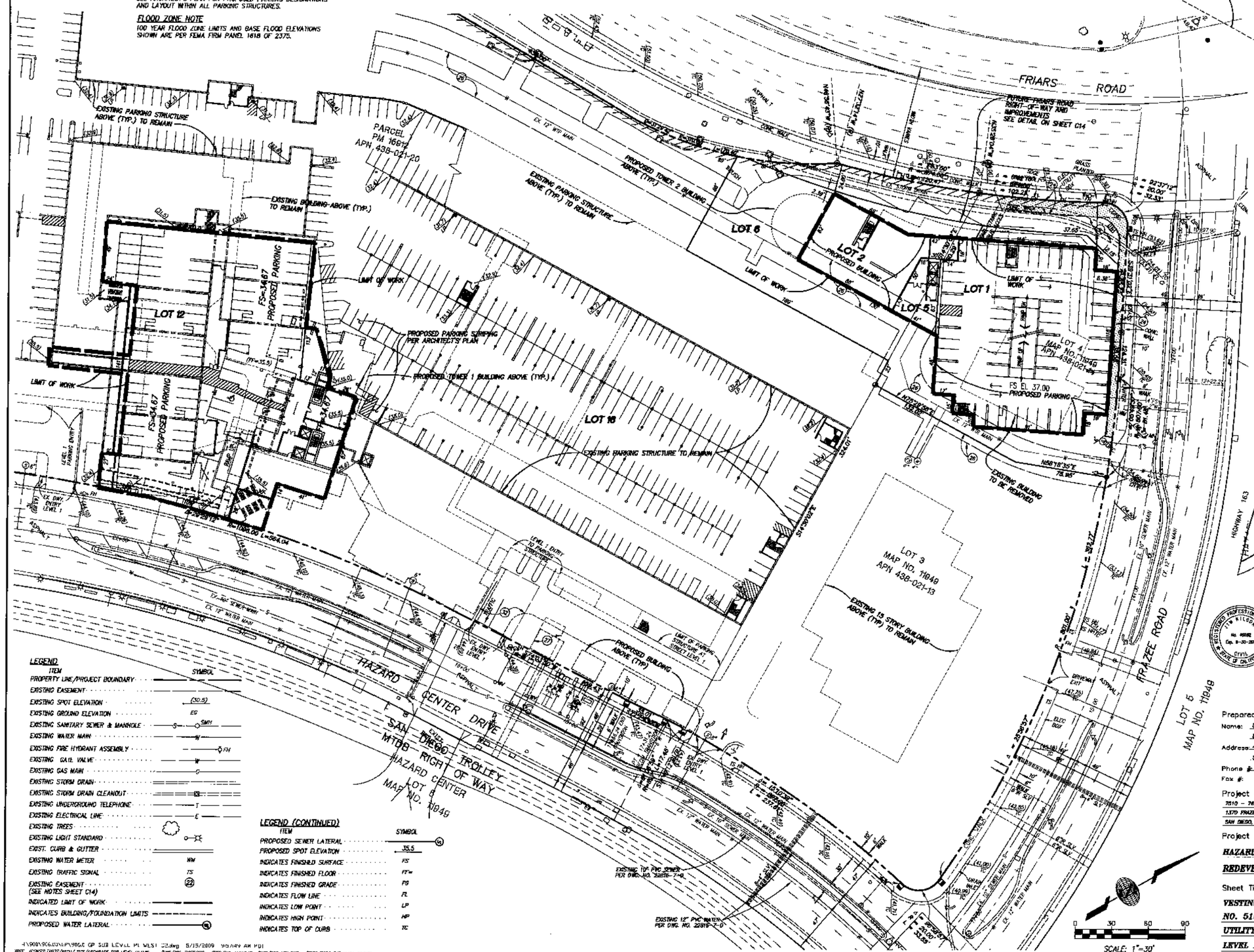
ATTACHMENT 12

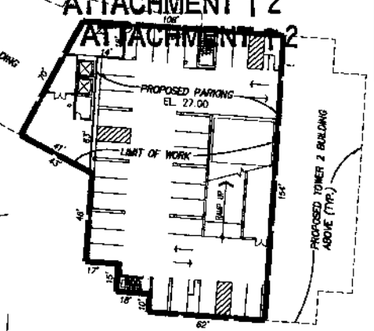
HAZARD CENTER REDEVELOPMENT
VESTING TENTATIVE MAP NO. 515726, SDP NO. 515727, PDP NO. 515728 AND GRADING & UTILITY PLAN

ATTACHMENT 1 2

PARKING STRUCTURE NOTE
SEE ARCHITECT'S PLAN FOR PROPOSED PARKING DESIGNATIONS AND LAYOUT WITHIN ALL PARKING STRUCTURES.

FLOOD ZONE NOTE
100 YEAR FLOOD ZONE LIMITS AND BASE FLOOD ELEVATIONS SHOWN ARE PER FEMA FIRM PANEL 1618 OF 2375.





TOWER 2
SUBTERRANEAN LEVEL P2 – EAST
SCALE: 1"=30'

NOTE
FOR VERTICAL LOT LINE LIMITS SEE SHEET C15.

STREET LIGHT NOTE
ALL EXISTING STREET LIGHTS ALONG PROJECT FRONTAGE ARE TO BE UPGRADED TO MEET CURRENT CITY REQUIREMENTS FOR WATTAGE & LUMINARES (HIGH PRESSURE SODIUM) AND SPACING AS REQUIRED.

ENCROACHMENT MAINTENACE AND REMOVAL AGREEMENT NOTE:
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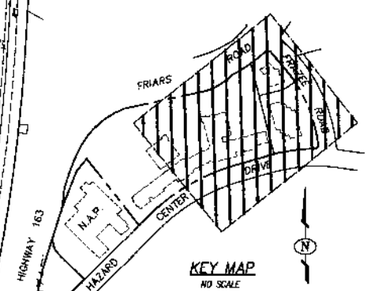

KEY MAP
NO SCALE

LEGEND

ITEM	SYMBOL
PROPERTY LINE/PROJECT BOUNDARY	
EXISTING EASEMENT	
EXISTING SPOT ELEVATION	(30.5)
EXISTING GROUND ELEVATION	EG
EXISTING SANITARY SEWER & MANHOLE	S SMH
EXISTING WATER MAIN	W
EXISTING FIRE HYDRANT ASSEMBLY	FH
EXISTING GATE VALVE	W
EXISTING GAS MAIN	G
EXISTING STORM DRAIN	
EXISTING STORM DRAIN CLEANOUT	CO
EXISTING UNDERGROUND TELEPHONE	T
EXISTING ELECTRICAL LINE	E
EXISTING TREES	
EXISTING LIGHT STANDARD	
EXIST. CURB & GUTTER	
EXISTING WATER METER	WM
EXISTING TRAFFIC SIGNAL	TS
EXISTING EASEMENT (SEE NOTES SHEET C14)	22
INDICATED LIMIT OF WORK	
INDICATES BUILDING/FOUNDATION LIMITS	
PROPOSED WATER LATERAL	W

LEGEND (CONTINUED)

ITEM	SYMBOL
PROPOSED SEWER LATERAL	S
PROPOSED SPOT ELEVATION	35.5
INDICATES FINISHED SURFACE	FS
INDICATES FINISHED FLOOR	FF=
INDICATES FINISHED GRADE	FG
INDICATES FLOW LINE	FL
INDICATES LOW POINT	LP
INDICATES HIGH POINT	HP
INDICATES TOP OF CURB	TC

PREPARED IN THE OFFICE OF:
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Planning and Engineering
4933 Paramount Dr., 2nd Flr.
San Diego, Ca. 92123
858-751-0633 Fax 858-751-0634

REGISTERED PROFESSIONAL ENGINEER JIM KILGORE No. 45592 Exp. 6-30-2011 STATE OF CALIFORNIA

JIM KILGORE R.C.E 45592 DATE
REG. EXPIRES 6-30-2011

Prepared By:
Name: LATITUDE 33 PLANNING AND ENGINEERING
Address: 4933 PARAMOUNT DR., 2nd FLOOR SAN DIEGO, CA 92123
Phone #: 858-751-0633
Fax #: 858-751-0634

Project Address:
7510 – 7676 HAZARD CENTER DRIVE
1370 FRAZEE ROAD
SAN DIEGO, CA 92108

Project Name:
HAZARD CENTER REDEVELOPMENT

Sheet Title:
VESTING TENTATIVE MAP NO. 515726 ; GRADING & UTILITY PLAN SUBTERRANEAN LEVEL P1 EAST and P2 EAST

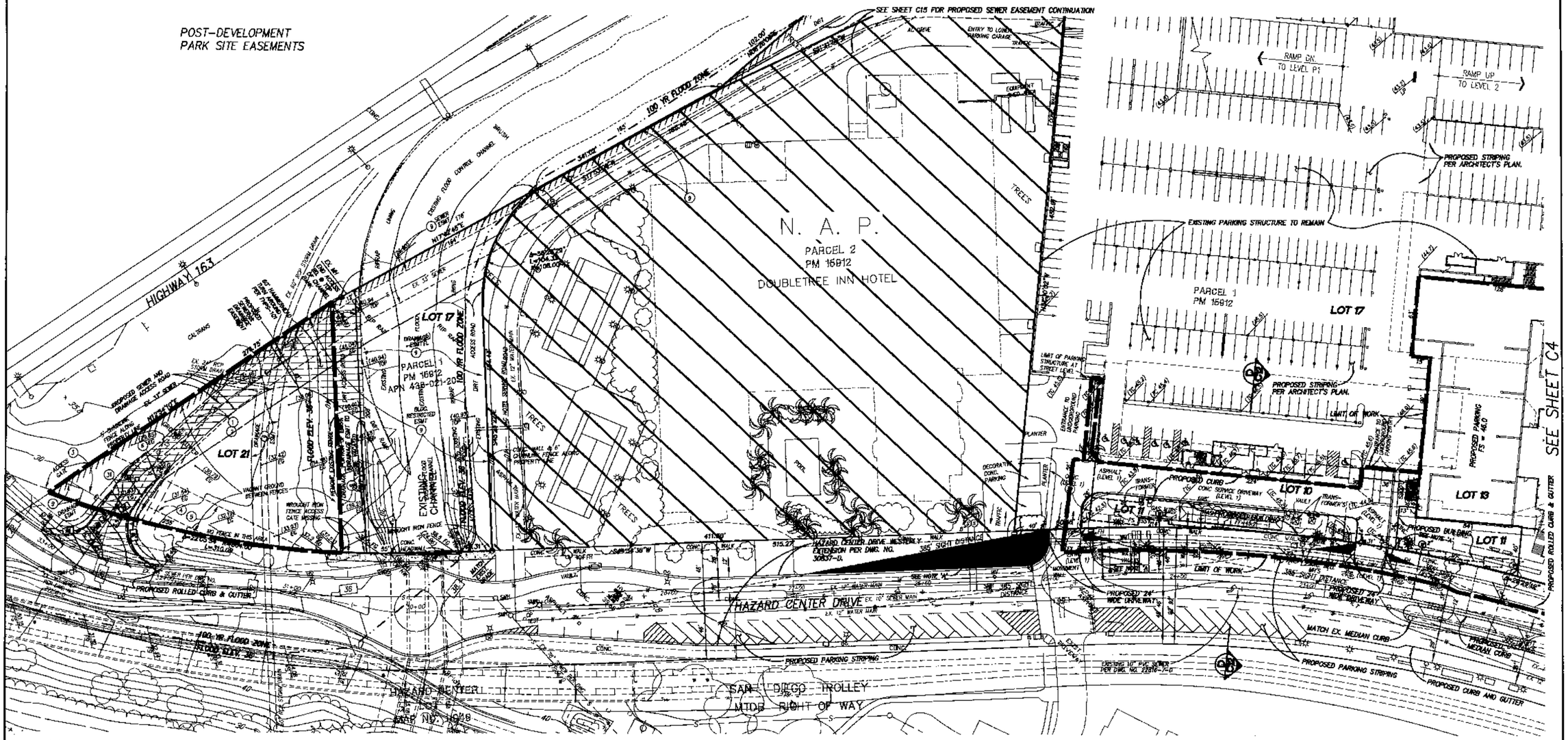
Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
Revision 10:	
Revision 9:	
Revision 8:	
Revision 7:	
Revision 6:	March 1, 2010
Revision 5:	January 13, 2010
Revision 4:	November 2, 2009
Revision 3:	May 18, 2009
Revision 2:	November 17, 2008
Revision 1:	May 1, 2008
Original Date:	January 2, 2008
Sheet	C2 of 60
DEP#	146803

ATTACHMENT 1 2

HAZARD CENTER REDEVELOPMENT

VESTING TENTATIVE MAP NO. 515726, SDP NO. 515727, PDP NO. 515728 AND GRADING & UTILITY PLAN

ATTACHMENT 1 2



LEGEND

ITEM	SYMBOL
PROPERTY LINE/PROJECT BOUNDARY	
EXISTING EASEMENT	
EXISTING SPOT ELEVATION	(30.5)
EXISTING GROUND ELEVATION	EG
EXISTING SANITARY SEWER & MANHOLE	S SMH
EXISTING WATER MAIN	W
EXISTING FIRE HYDRANT ASSEMBLY	FH
EXISTING GATE VALVE	W
EXISTING GAS MAIN	G
EXISTING STORM DRAIN	
EXISTING STORM DRAIN CLEANOUT	CO
EXISTING UNDERGROUND TELEPHONE	T
EXISTING ELECTRICAL LINE	E
EXISTING TREES	
EXISTING LIGHT STANDARD	
EXIST. CURB & GUTTER	
EXISTING WATER METER	WM
EXISTING TRAFFIC SIGNAL	TS
EXISTING EASEMENT (SEE NOTES SHEET C14)	22

LEGEND (CONTINUED)

ITEM	SYMBOL
INDICATES LIMIT OF WORK	
INDICATES BUILDING/FOUNDATION LIMITS	
PROPOSED WATER LATERAL	W
PROPOSED SEWER LATERAL	SL
PROPOSED SPOT ELEVATION	35.5
INDICATES FINISHED SURFACE	FS
INDICATES FINISHED FLOOR	FF
INDICATES FINISHED GRADE	FG
INDICATES FLOW LINE	FL
INDICATES LOW POINT	LP
INDICATES HIGH POINT	HP
INDICATES TOP OF CURB	TC

STREET LIGHT NOTE

ALL EXISTING STREET LIGHTS ALONG PROJECT FRONTAGE ARE TO BE UPGRADED TO MEET CURRENT CITY REQUIREMENTS FOR WATTAGE & LUMINARES (HIGH PRESSURE SODIUM) AND SPACING AS REQUIRED.

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SEE ARCHITECT'S PLAN FOR PROPOSED PARKING DESIGNATIONS AND LAYOUT WITHIN ALL PARKING STRUCTURES.

FLOOD ZONE NOTE

100 YEAR FLOOD ZONE LIMITS AND BASE FLOOD ELEVATIONS SHOWN ARE PER FEMA FIRM PANEL 1618 OF 2375.

NOTE

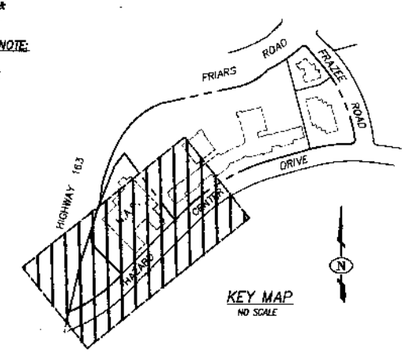
FOR VERTICAL LOT LINE LIMITS SEE SHEET C13.

NOTE 'A'

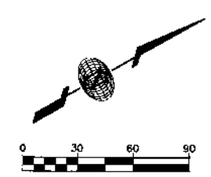
VISIBILITY AREA "NO OBSTACLES HIGHER THAN 36" ARE PROPOSED.

EASEMENT NOTE

EASEMENTS ③, ④, ⑤ AND A PORTION OF ⑨ TO BE VACATED. SEE SHEET C14 FOR EASEMENT DESCRIPTIONS.



KEY MAP
NO SCALE



SCALE: 1"=30'

PREPARED IN THE OFFICE OF:
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Planning and Engineering
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858-751-0633 Fax 858-751-0634

JIM KILGORE R.C.E 46692 DATE
REG. EXPIRES 6-30-2011

REGISTERED PROFESSIONAL ENGINEER JIM KILGORE No. 46692 Exp. 6-30-2011 CIVIL STATE OF CALIFORNIA

Prepared By:
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Fax #: 858-751-0634

Project Address:
7610 - 7878 HAZARD CENTER DRIVE
1370 FRAZEE ROAD
SAN DIEGO, CA 92108

Project Name:
HAZARD CENTER REDEVELOPMENT

Sheet Title:
VESTING TENTATIVE MAP NO. 515726 ; GRADING & UTILITY PLAN LEVEL 1 – WEST

Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
Revision 10:	
Revision 9:	
Revision 8:	
Revision 7:	
Revision 6:	March 1, 2010
Revision 5:	January 13, 2010
Revision 4:	November 2, 2009
Revision 3:	May 18, 2009
Revision 2:	November 17, 2008
Revision 1:	May 1, 2008
Original Date:	January 2, 2008

Sheet C3 of 60

DEP# 146803

ATTACHMENT 1 2

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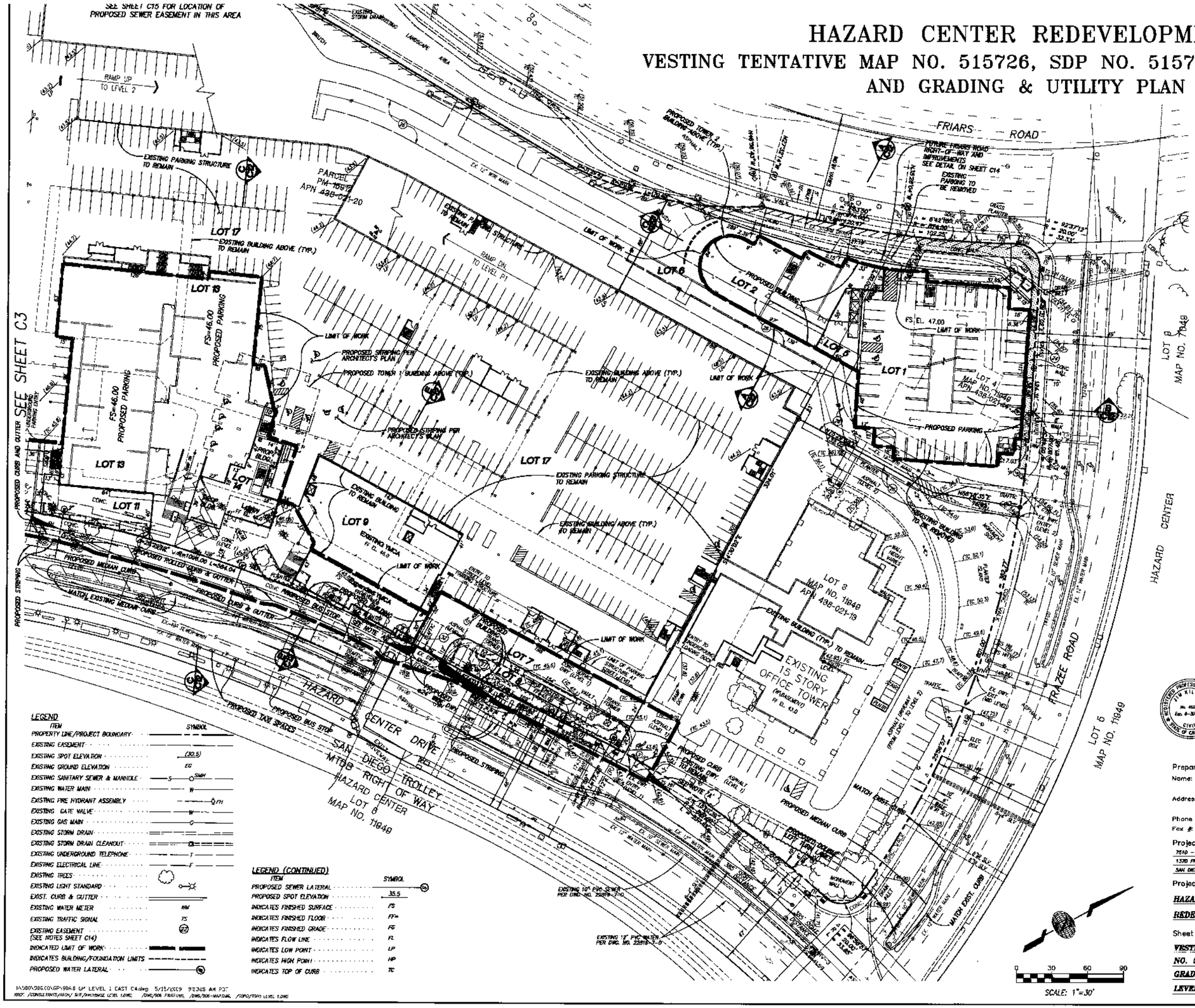
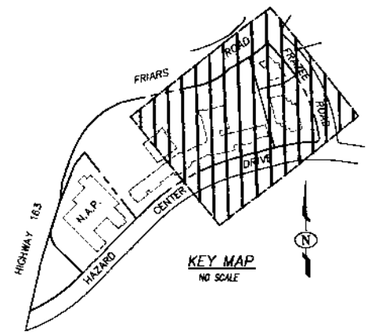
HAZARD CENTER REDEVELOPMENT

ATTACHMENT 12

VESTING TENTATIVE MAP NO. 515726, SDP NO. 515727, PDP NO. 515728 AND GRADING & UTILITY PLAN





STREET LIGHT NOTE

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SEE ARCHITECT'S PLAN FOR PROPOSED PARKING DESIGNATIONS AND LAYOUT WITHIN ALL PARKING STRUCTURES.

FLOOD ZONE NOTE

100 YEAR FLOOD ZONE LIMITS AND BASE FLOOD ELEVATIONS SHOWN ARE PER FEMA FIRM PANEL 1618 OF 2375.

NOTE

FOR VERTICAL LOT LINE LIMITS SEE SHEET C13.

NOTE 'A'

VISIBILITY AREA "NO OBSTACLES HIGHER THAN 36" ARE PROPOSED.

LEGEND

ITEM	SYMBOL
PROPERTY LINE/PROJECT BOUNDARY	
EXISTING EASEMENT	
EXISTING SPOT ELEVATION	(30.5)
EXISTING GROUND ELEVATION	EG
EXISTING SANITARY SEWER & MANHOLE	S SMH
EXISTING WATER MAIN	W
EXISTING FIRE HYDRANT ASSEMBLY	FH
EXISTING GATE VALVE	W
EXISTING GAS MAIN	G
EXISTING STORM DRAIN	
EXISTING STORM DRAIN CLEANOUT	CO
EXISTING UNDERGROUND TELEPHONE	T
EXISTING ELECTRICAL LINE	E
EXISTING TREES	
EXISTING LIGHT STANDARD	
EXIST. CURB & GUTTER	
EXISTING WATER METER	WM
EXISTING TRAFFIC SIGNAL	TS
EXISTING EASEMENT (SEE NOTES SHEET C14)	22
INDICATED LIMIT OF WORK	
INDICATES BUILDING/FOUNDATION LIMITS	
PROPOSED WATER LATERAL	W

LEGEND (CONTINUED)

ITEM	SYMBOL
PROPOSED SEWER LATERAL	S
PROPOSED SPOT ELEVATION	35.5
INDICATES FINISHED SURFACE	FS
INDICATES FINISHED FLOOR	FF=
INDICATES FINISHED GRADE	FG
INDICATES FLOW LINE	FL
INDICATES LOW POINT	LP
INDICATES HIGH POINT	HP
INDICATES TOP OF CURB	TC

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Planning and Engineering
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San Diego, Ca. 92123
858-751-0633 Fax 858-701-0634

JIM KILGORE R.C.E 46692 DATE
REG. EXPIRES 6-30-2011

Prepared By:
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Phone #: 858-751-0633
Fax #: 858-751-0634

Project Address:
7510 - 7576 HAZARD CENTER DRIVE
1370 FRAZEE ROAD
SAN DIEGO, CA 92108

Project Name:
HAZARD CENTER REDEVELOPMENT

Sheet Title:
VESTING TENTATIVE MAP NO. 515726 ; GRADING & UTILITY PLAN LEVEL 1 - EAST

Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
Revision 10:	
Revision 9:	
Revision 8:	
Revision 7:	
Revision 6:	March 1, 2010
Revision 5:	January 13, 2010
Revision 4:	November 2, 2009
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Revision 2:	November 17, 2008
Revision 1:	May 1, 2008
Original Date:	January 2, 2008

Sheet C4 of 60

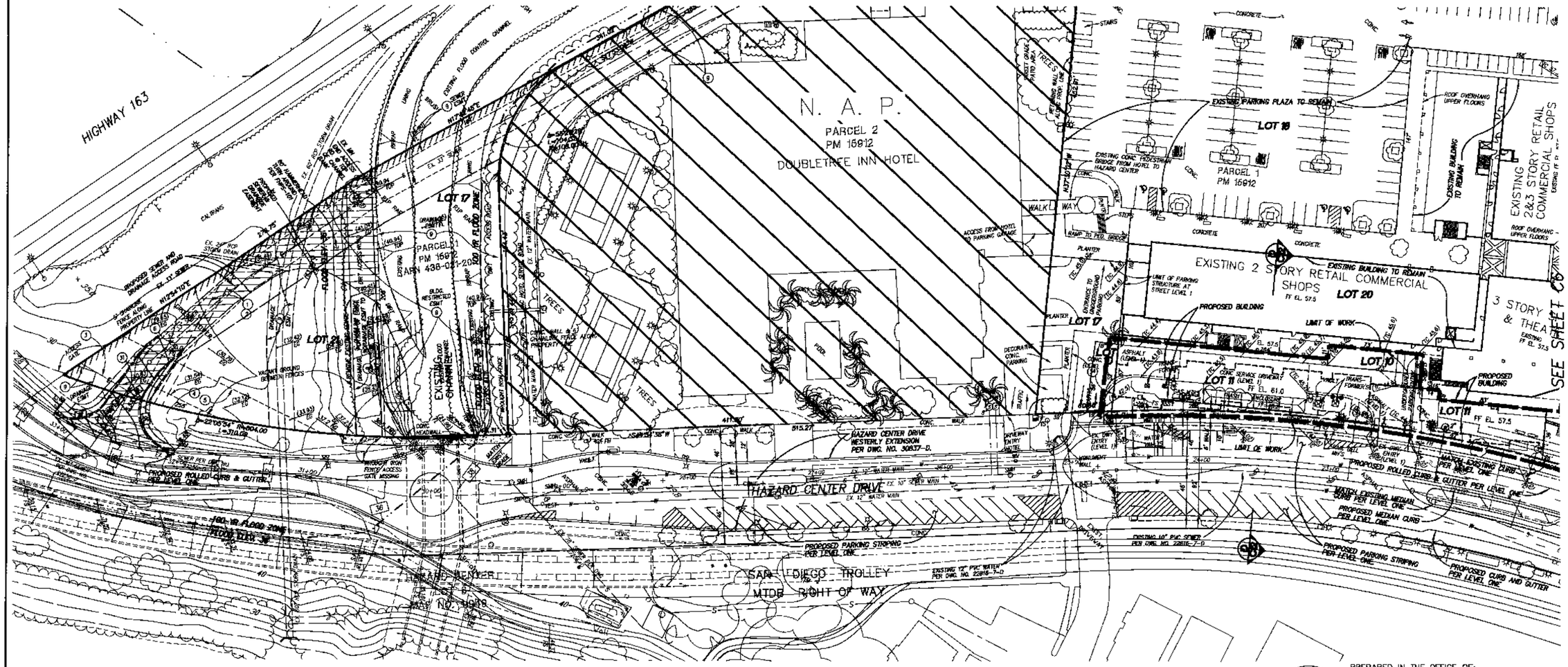
DEP# 146803

ATTACHMENT 12

HAZARD CENTER REDEVELOPMENT

VESTING TENTATIVE MAP NO. 515726, SDP NO. 515727, PDP NO. 515728 AND GRADING & UTILITY PLAN

ATTACHMENT 12



LEGEND

ITEM	SYMBOL
PROPERTY LINE/PROJECT BOUNDARY	
EXISTING EASEMENT	
EXISTING SPOT ELEVATION	(30.5)
EXISTING GROUND ELEVATION	EG
EXISTING SANITARY SEWER & MANHOLE	S SMH
EXISTING WATER MAIN	W
EXISTING FIRE HYDRANT ASSEMBLY	FH
EXISTING GATE VALVE	W
EXISTING GAS MAIN	G
EXISTING STORM DRAIN	
EXISTING STORM DRAIN CLEANOUT	CO
EXISTING UNDERGROUND TELEPHONE	T
EXISTING ELECTRICAL LINE	E
EXISTING TREES	
EXISTING LIGHT STANDARD	TC
EXIST. CURB & GUTTER	
EXISTING WATER METER	WM
EXISTING TRAFFIC SIGNAL	TS
EXISTING EASEMENT (SEE NOTES SHEET C14)	22

LEGEND (CONTINUED)

ITEM	SYMBOL
INDICATED LIMIT OF WORK	
INDICATES BUILDING/FOUNDATION LIMITS	
PROPOSED WATER LATERAL	W
PROPOSED SEWER LATERAL	SL
PROPOSED SPOT ELEVATION	35.5
INDICATES FINISHED SURFACE	FS
INDICATES FINISHED FLOOR	FF=
INDICATES FINISHED GRADE	FG
INDICATES FLOW LINE	FL
INDICATES LOW POINT	LP
INDICATES HIGH POINT	HP
INDICATES TOP OF CURB	TC

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NOTE 'A'

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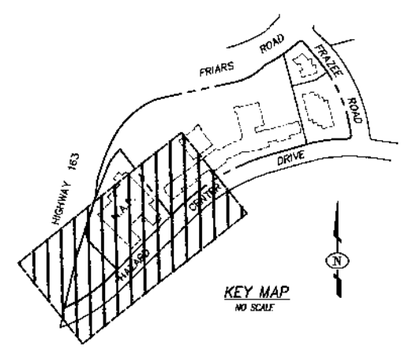
EASEMENT NOTE

EASEMENTS ③, ④, ⑤ AND A PORTION OF ② TO BE VACATED. SEE SHEET C14 FOR EASEMENT DESCRIPTIONS.

0 30 60 90

SCALE: 1"=30'



KEY MAP
NO SCALE

REGISTERED PROFESSIONAL ENGINEER JIM KILGORE No. 46692 Exp. 6-30-2011 CIVIL STATE OF CALIFORNIA

PREPARED IN THE OFFICE OF:

Latitude 33
Planning and Engineering
4933 Paramount Dr. Bldg 2Fr.
San Diego, Ca. 92123
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JIM KILGORE R.C.E 46692 DATE
REG. EXPIRES 6-30-2011

Prepared By:
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SAN DIEGO, CA. 92123
Phone #: 858-751-0633
Fax #: 858-751-0634

Project Address:
7510 – 7676 HAZARD CENTER DRIVE
1370 FRAZEE ROAD
SAN DIEGO, CA 92108

Project Name:
HAZARD CENTER REDEVELOPMENT

Sheet Title:
VESTING TENTATIVE MAP NO. 515726 ; GRADING & UTILITY PLAN LEVEL 2 – WEST

Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
Revision 10:	
Revision 9:	
Revision 8:	
Revision 7:	
Revision 6:	March 1, 2010
Revision 5:	January 13, 2010
Revision 4:	November 2, 2009
Revision 3:	May 18, 2009
Revision 2:	November 17, 2008
Revision 1:	May 1, 2008
Original Date:	January 2, 2008

Sheet C5 of 60

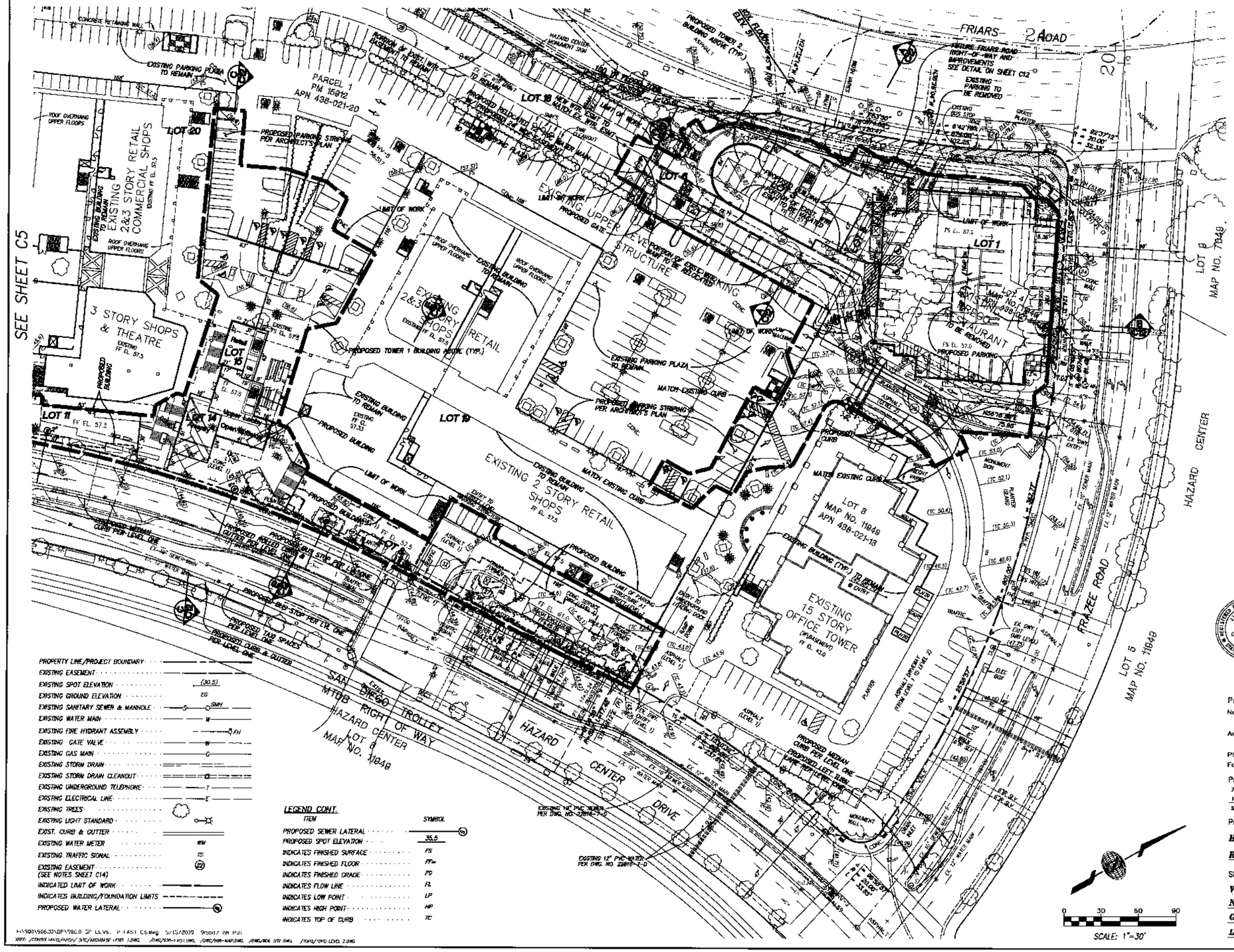
DEP# 146803

ATTACHMENT 12

HAZARD CENTER REDEVELOPMENT

VESTING TENTATIVE MAP NO. 515726 , SDP NO. 515727, PDP NO. 515728 AND GRADING & UTILITY PLAN

ATTACHMENT 12



PROPERTY LINE/PROJECT BOUNDARY
EXISTING EASEMENT
EXISTING SPOT ELEVATION (30.5)
EXISTING GROUND ELEVATION EG
EXISTING SANITARY SEWER & MANHOLE S SMH
EXISTING WATER MAIN W
EXISTING FIRE HYDRANT ASSEMBLY FH
EXISTING GATE VALVE W
EXISTING GAS MAIN G
EXISTING STORM DRAIN
EXISTING STORM DRAIN CLEANOUT CO
EXISTING UNDERGROUND TELEPHONE T
EXISTING ELECTRICAL LINE E
EXISTING TREES
EXISTING LIGHT STANDARD
EXIST. CURB & GUTTER
EXISTING WATER METER WM
EXISTING TRAFFIC SIGNAL TS
EXISTING EASEMENT (SEE NOTES SHEET C14) (22)
INDICATED LIMIT OF WORK
INDICATES BUILDING/FOUNDATION LIMITS
PROPOSED WATER LATERAL W

LEGEND CONT.

ITEM	SYMBOL
PROPOSED SEWER LATERAL	S
PROPOSED SPOT ELEVATION	35.5
INDICATES FINISHED SURFACE	FS
INDICATES FINISHED FLOOR	FF
INDICATES FINISHED GRADE	FG
INDICATES FLOW LINE	FL
INDICATES LOW POINT	LP
INDICATES HIGH POINT	HP
INDICATES TOP OF CURB	TC

SCALE: 1"=30'

STREET LIGHT NOTE

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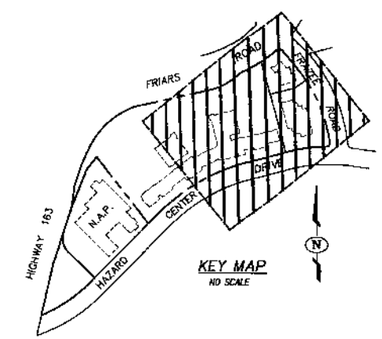
EASEMENT NOTE

A PORTION OF EASEMENT (26) TO BE VACATED. SEE SHEET C14 FOR EASEMENT DESCRIPTIONS.



KEY MAP
NO SCALE

PREPARED IN THE OFFICE OF:
Latitude 33
Planning and Engineering
4933 Paramount Dr. 2nd Flr.
San Diego, Ca. 92123
858-751-0633 Fax 858-751-0634

JIM KILCORE R.C.E 46692 DATE
REG. EXPIRES 6-30-2011

Prepared By:
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Phone #: 858-751-0633
Fax #: 858-751-0634

Project Address:
7510 - 7570 HAZARD CENTER DRIVE
1370 FRAZEE ROAD
SAN DIEGO, CA 92108

Project Name:
HAZARD CENTER REDEVELOPMENT

Sheet Title:
VESTING TENTATIVE MAP NO. 515726 ; GRADING & UTILITY PLAN LEVEL 2 - EAST

Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
Revision 10:	
Revision 9:	
Revision 8:	
Revision 7:	
Revision 6:	March 1, 2010
Revision 5:	January 13, 2010
Revision 4:	November 2, 2009
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Revision 2:	November 17, 2008
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Sheet C6 of 60

DEP# 146803

ATTACHMENT 12

HAZARD CENTER REDEVELOPMENT
VESTING TENTATIVE MAP NO. 515726, SDP NO. 515727, PDP NO. 515728
AND GRADING & UTILITY PLAN

ATTACHMENT 12

PARKING STRUCTURE NOTE
SEE ARCHITECT'S PLAN FOR PROPOSED PARKING DESIGNATIONS AND LAYOUT WITHIN ALL PARKING STRUCTURES.

SCALE: 1"=30'

TOWER 2
SUBTERRANEAN LEVEL P2 – EAST
SCALE: 1"=30'

LEGEND

ITEM	SYMBOL
PROPERTY LINE/PROJECT BOUNDARY	
EXISTING EASEMENT	
EXISTING SPOT ELEVATION	(30.5)
EXISTING GROUND ELEVATION	EG
EXISTING SANITARY SEWER & MANHOLE	S SMH
EXISTING WATER MAIN	W
EXISTING FIRE HYDRANT ASSEMBLY	FH
EXISTING GATE VALVE	W
EXISTING GAS MAIN	G
EXISTING STORM DRAIN	
EXISTING STORM DRAIN CLEANOUT	CO
EXISTING UNDERGROUND TELEPHONE	T
EXISTING ELECTRICAL LINE	E
EXISTING TREES	
EXISTING LIGHT STANDARD	
EXIST. CURB & GUTTER	
EXISTING WATER METER	WM
EXISTING TRAFFIC SIGNAL	TS
EXISTING EASEMENT (SEE NOTES SHEET C14)	22
INDICATES LIMIT OF WORK	
INDICATES BUILDING/FOUNDATION LIMITS	

KEY MAP
NO SCALE

PREPARED IN THE OFFICE OF:
Latitude 33
Planning and Engineering
4933 Paramount Dr. 2nd Flr.
San Diego, Ca. 92123
858-751-0633 Fax 858-751-0634

JIM KILGORE REGISTERED PROFESSIONAL ENGINEER No. 46692 Exp. 6-30-2011 CIVIL STATE OF CALIFORNIA

JIM KILGORE R.C.E 46692 DATE
REG. EXPIRES 6-30-2011

Prepared By:
Name: LATITUDE 33 PLANNING AND ENGINEERING
Address: 4933 PARAMOUNT DR., 2nd FLOOR
SAN DIEGO, CA 92123
Phone #: 858-751-0633
Fax #: 858-751-0634

Project Address:
7510 – 7676 HAZARD CENTER DRIVE
1370 FRAZEE ROAD
SAN DIEGO, CA 92108

Project Name:
HAZARD CENTER REDEVELOPMENT

Sheet Title:
SDP NO. 515727,
PDP NO. 515728
SITE PLAN SUBTERRANEAN LEVEL P1 – EAST

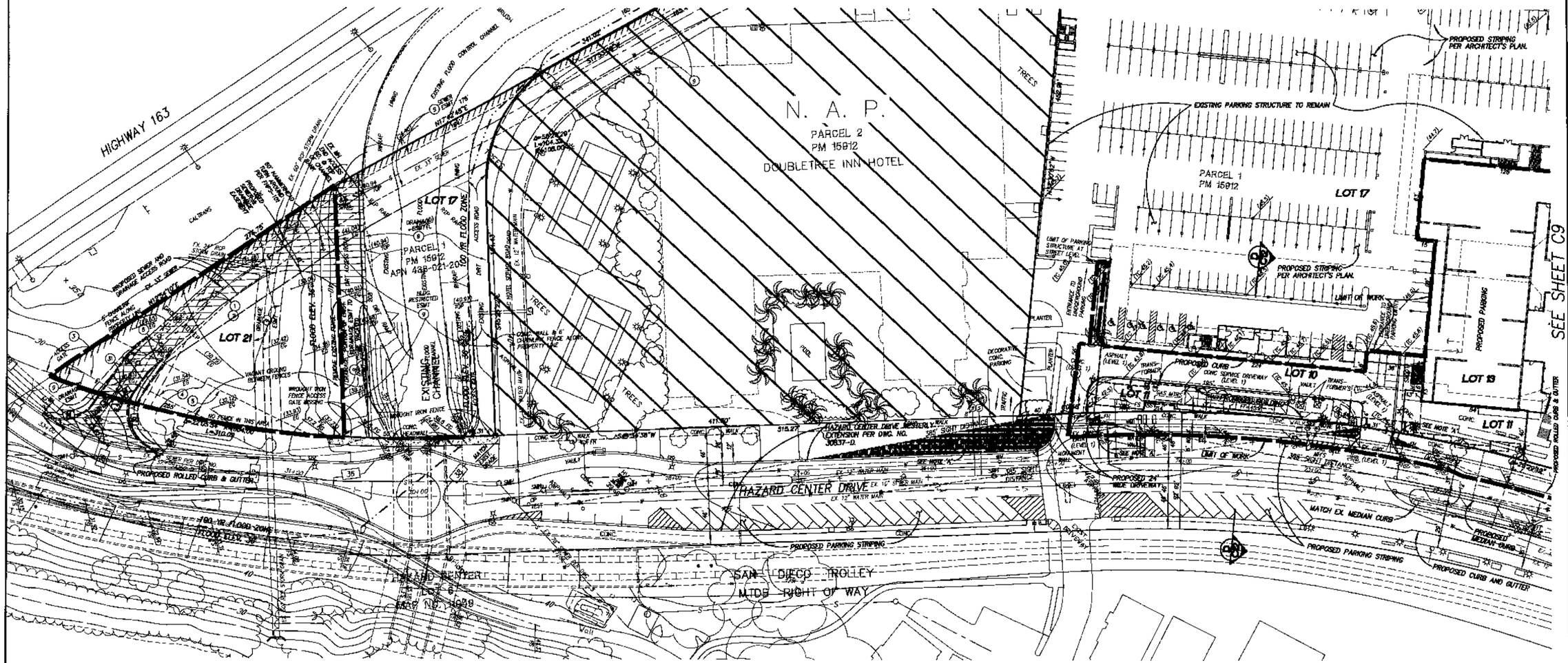
Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
Revision 10:	
Revision 9:	
Revision 8:	
Revision 7:	
Revision 6:	March 1, 2010
Revision 5:	January 13, 2010
Revision 4:	November 2, 2009
Revision 3:	May 18, 2009
Revision 2:	November 17, 2008
Revision 1:	May 1, 2008
Original Date:	January 2, 2008
Sheet	C7 of 60
DEP #	146803

ATTACHMENT 12

HAZARD CENTER REDEVELOPMENT

VESTING TENTATIVE MAP NO. 515726, SDP NO. 515727, PPD 515728 AND GRADING & UTILITY PLAN

ATTACHMENT 12



LEGEND

ITEM	SYMBOL
PROPERTY LINE/PROJECT BOUNDARY	
EXISTING EASEMENT	
EXISTING SPOT ELEVATION	(30.5)
EXISTING GROUND ELEVATION	EG
EXISTING SANITARY SEWER & MANHOLE	S SMH
EXISTING WATER MAIN	W
EXISTING FIRE HYDRANT ASSEMBLY	FH
EXISTING GATE VALVE	W
EXISTING GAS MAIN	G
EXISTING STORM DRAIN	
EXISTING STORM DRAIN CLEANOUT	
EXISTING UNDERGROUND TELEPHONE	T
EXISTING ELECTRICAL LINE	E
EXISTING TREES	
EXISTING LIGHT STANDARD	
EXIST. CURB & GUTTER	
EXISTING WATER METER	WM
EXISTING TRAFFIC SIGNAL	TS
EXISTING EASEMENT (SEE NOTES SHEET C14)	22
INDICATES LIMIT OF WORK	
INDICATES BUILDING/FOUNDATION LIMITS	

FLOOD ZONE NOTE

100 YEAR FLOOD ZONE LIMITS AND BASE FLOOD ELEVATIONS SHOWN ARE PER FEMA FIRM PANEL 1618 OF 2375.

PARKING STRUCTURE NOTE

SEE ARCHITECT'S PLAN FOR PROPOSED PARKING DESIGNATION AND LAYOUT WITHIN ALL PARKING STRUCTURES.

NOTE 'A'

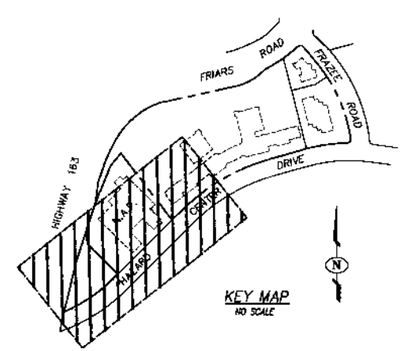
VISIBILITY AREA "NO OBSTACLES HIGHER THAN 36" ARE PROPOSED.

EASEMENT NOTE

EASEMENTS 3, 4, 5 AND A PORTION OF 9 TO BE VACATED. SEE SHEET C14 FOR EASEMENT DESCRIPTIONS.

0 30 60 90

SCALE: 1"=30'



KEY MAP
NO SCALE

PREPARED IN THE OFFICE OF:
Latitude 33
Planning and Engineering
4933 Paramount Dr. 2nd Flr.
San Diego, Ca. 92123
858-751-0633 Fax 858-751-0634

JIM KILGORE R.C.E 46692 DATE
REG. EXPIRES 6-30-2011

Prepared By:
Name: LATITUDE 33 PLANNING AND ENGINEERING
Address: 4933 PARAMOUNT DR., 2nd FLOOR
SAN DIEGO, CA. 92123
Phone #: 858-751-0633
Fax #: 858-751-0634

Project Address:
7510 - 7878 HAZARD CENTER DRIVE
7370 FRAZEE ROAD
SAN DIEGO, CA 92108

Project Name:
HAZARD CENTER REDEVELOPMENT

Sheet Title:
SDP NO. 515727,
PDP NO. 515728
SITE PLAN
LEVEL 1 - WEST

Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
Revision 10:	
Revision 9:	
Revision 8:	
Revision 7:	
Revision 6:	March 1, 2010
Revision 5:	January 13, 2010
Revision 4:	November 2, 2009
Revision 3:	May 18, 2009
Revision 2:	November 17, 2008
Revision 1:	May 1, 2008
Original Date:	January 2, 2008
Sheet	C8 of 60
DEP#	146803

ATTACHMENT 12

HAZARD CENTER REDEVELOPMENT

VESTING TENTATIVE MAP NO.515726 , SDP NO. 515727, PDP NO. 515728 AND GRADING & UTILITY PLAN

ATTACHMENT 12

LEGEND

ITEM	SYMBOL
PROPERTY LINE/PROJECT BOUNDARY	
EXISTING EASEMENT	
EXISTING SPOT ELEVATION	(30.5)
EXISTING GROUND ELEVATION	EG
EXISTING SANITARY SEWER & MANHOLE	S SMH
EXISTING WATER MAIN	W
EXISTING FIRE HYDRANT ASSEMBLY	FH
EXISTING GATE VALVE	W
EXISTING GAS MAIN	G
EXISTING STORM DRAIN	
EXISTING STORM DRAIN CLEANOUT	
EXISTING UNDERGROUND TELEPHONE	T
EXISTING ELECTRICAL LINE	E
EXISTING TREES	
EXISTING LIGHT STANDARD	
EXIST. CURB & GUTTER	
EXISTING WATER METER	WM
EXISTING TRAFFIC SIGNAL	TS
EXISTING EASEMENT (SEE NOTES SHEET C14)	22
INDICATED LIMIT OF WORK	
INDICATES BUILDING/FOUNDATION LIMITS	

PARKING STRUCTURE NOTE

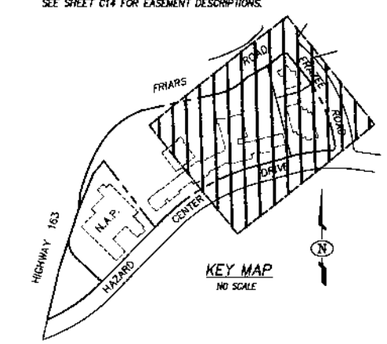
SEE ARCHITECT'S PLAN FOR PROPOSED PARKING DESIGNATIONS AND LAYOUT WITHIN ALL PARKING STRUCTURES.

NOTE 'A'

VISIBILITY AREA "NO OBSTACLES HIGHER THAN 36" ARE PROPOSED.

EASEMENT NOTE

A PORTION OF EASEMENT 26 TO BE VACATED. SEE SHEET C14 FOR EASEMENT DESCRIPTIONS.



KEY MAP
NO SCALE

PREPARED IN THE OFFICE OF:
Latitude 33
Planning and Engineering
4933 Paramount Dr. 2nd Flr.
San Diego, Ca. 92123
858-751-0633 Fax 858-751-0634

JIM KILGORE R.C.E 46692 DATE
REG. EXPIRES 6-30-2011

Prepared By:
Name: LATITUDE 33 PLANNING AND ENGINEERING
Address: 4933 PARAMOUNT DR., 2nd FLOOR SAN DIEGO, CA 92123
Phone #: 858-751-0633
Fax #: 858-751-0634

Project Address:
7570 - 7576 HAZARD CENTER DRIVE
1370 FRAZEE ROAD
SAN DIEGO, CA 92105

Project Name:
HAZARD CENTER REDEVELOPMENT

Sheet Title:
SDP NO. 515727
PDP NO. 515728
SITE PLAN
LEVEL 1 - EAST

Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
Revision 10:	
Revision 9:	
Revision 8:	
Revision 7:	
Revision 6:	March 1, 2010
Revision 5:	January 13, 2010
Revision 4:	November 2, 2009
Revision 3:	May 18, 2009
Revision 2:	November 17, 2008
Revision 1:	May 1, 2008
Original Date:	January 2, 2008

Sheet C9 of 60

DEP# 146803

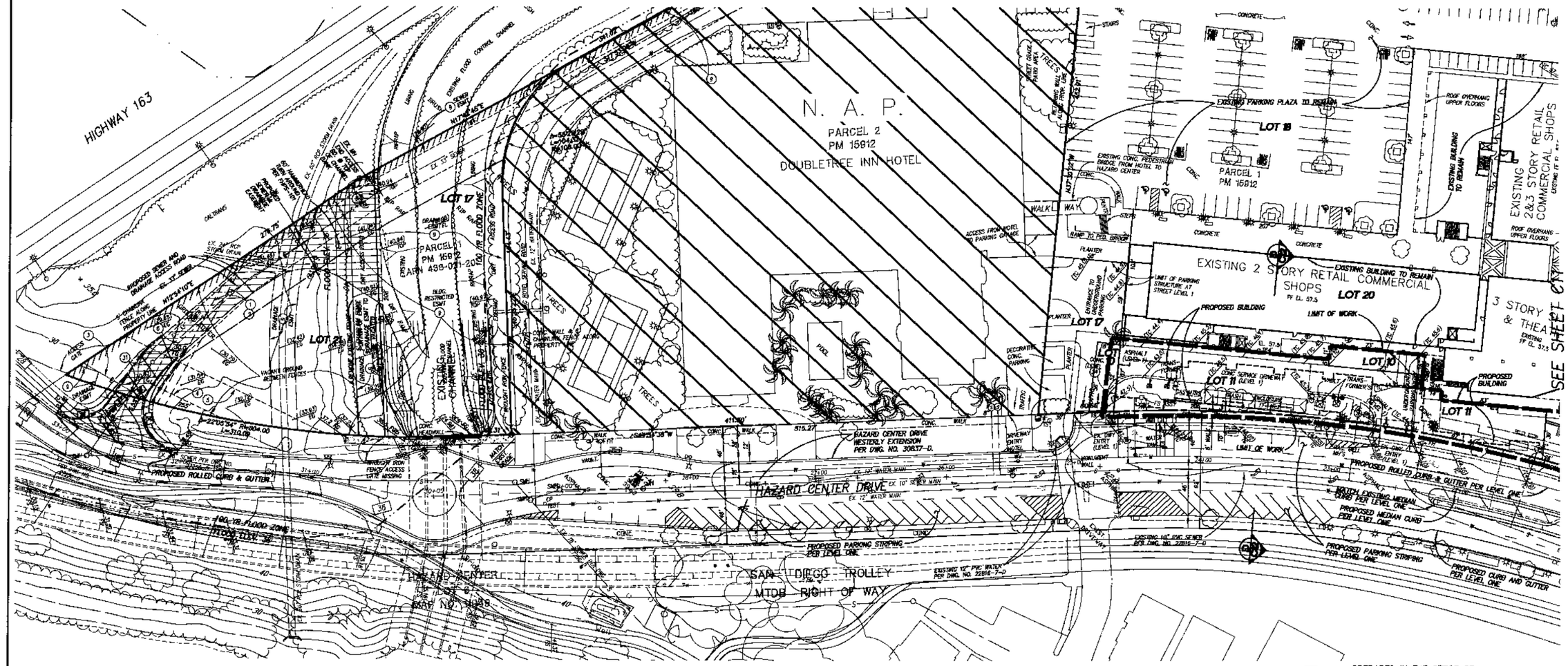
H:\900\906.00\Site Plan\906.0 SITE LEVEL 1 EAST C9.dwg 5/15/2009 9:59:31 AM PDT

ATTACHMENT 12

HAZARD CENTER REDEVELOPMENT

VESTING TENTATIVE MAP NO. 515726, SDP NO. 515727, PDP NO. 515728 AND GRADING & UTILITY PLAN

ATTACHMENT 12



LEGEND

ITEM	SYMBOL
PROPERTY LINE/PROJECT BOUNDARY	
EXISTING EASEMENT	
EXISTING SPOT ELEVATION	(30.5)
EXISTING GROUND ELEVATION	EG
EXISTING SANITARY SEWER & MANHOLE	S SMH
EXISTING WATER MAIN	W
EXISTING FIRE HYDRANT ASSEMBLY	FH
EXISTING GATE VALVE	W
EXISTING GAS MAIN	G
EXISTING STORM DRAIN	
EXISTING STORM DRAIN CLEANOUT	
EXISTING UNDERGROUND TELEPHONE	T
EXISTING ELECTRICAL LINE	E
EXISTING TREES	
EXISTING LIGHT STANDARD	
EXIST. CURB & GUTTER	
EXISTING WATER METER	WM
EXISTING TRAFFIC SIGNAL	TS
EXISTING EASEMENT (SEE NOTES SHEET C14)	22
INDICATED LIMIT OF WORK	
INDICATES BUILDING/FOUNDATION LIMITS	

PARKING STRUCTURE NOTE

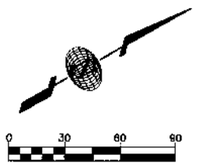
SEE ARCHITECT'S PLAN FOR PROPOSED PARKING DESIGNATION AND LAYOUT WITHIN ALL PARKING STRUCTURES.

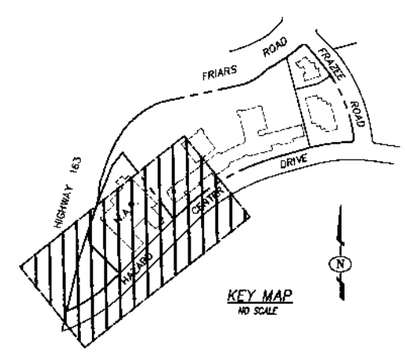
NOTE 'A'

VISIBILITY AREA "NO OBSTACLES HIGHER THAN 36" ARE PROPOSED. SEE SHEETS C3 AND C4 FOR LOCATION OF PROPOSED DRIVEWAYS AND VISIBILITY AREAS AT STREET LEVEL 1.

EASEMENT NOTE

EASEMENTS 3, 4, 5 AND A PORTION OF 9 TO BE VACATED. SEE SHEET C14 FOR EASEMENT DESCRIPTIONS.





KEY MAP
NO SCALE

PREPARED IN THE OFFICE OF:
Latitude 33
Planning and Engineering
4933 Paramount Dr. 2nd Flr.
San Diego, Ca. 92123
858-751-0633 Fax 858-751-0634

JIM KILGORE R.C.E 46692 DATE
REG. EXPIRES 6-30-2011

Prepared By:
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Phone #: 858-751-0633
Fax #: 858-751-0634

Project Address:
7510 – 7676 HAZARD CENTER DRIVE
1370 FRAZEE ROAD
SAN DIEGO, CA 92108

Project Name:
HAZARD CENTER REDEVELOPMENT

Sheet Title:
SDP NO. 515727
PDP NO. 515728
SITE PLAN
LEVEL 2 – WEST

Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
Revision 10:	
Revision 9:	
Revision 8:	
Revision 7:	
Revision 6:	March 1, 2010
Revision 5:	January 13, 2010
Revision 4:	November 2, 2009
Revision 3:	May 18, 2009
Revision 2:	November 17, 2008
Revision 1:	May 1, 2008
Original Date:	January 7, 2008

Sheet C10 of 60

DEP# 146803

H:\903\506.00\Site Plan\906.0 SITE LEVEL 2 WEST C10.dwg 5/15/2009 10:01:37 AM PDT
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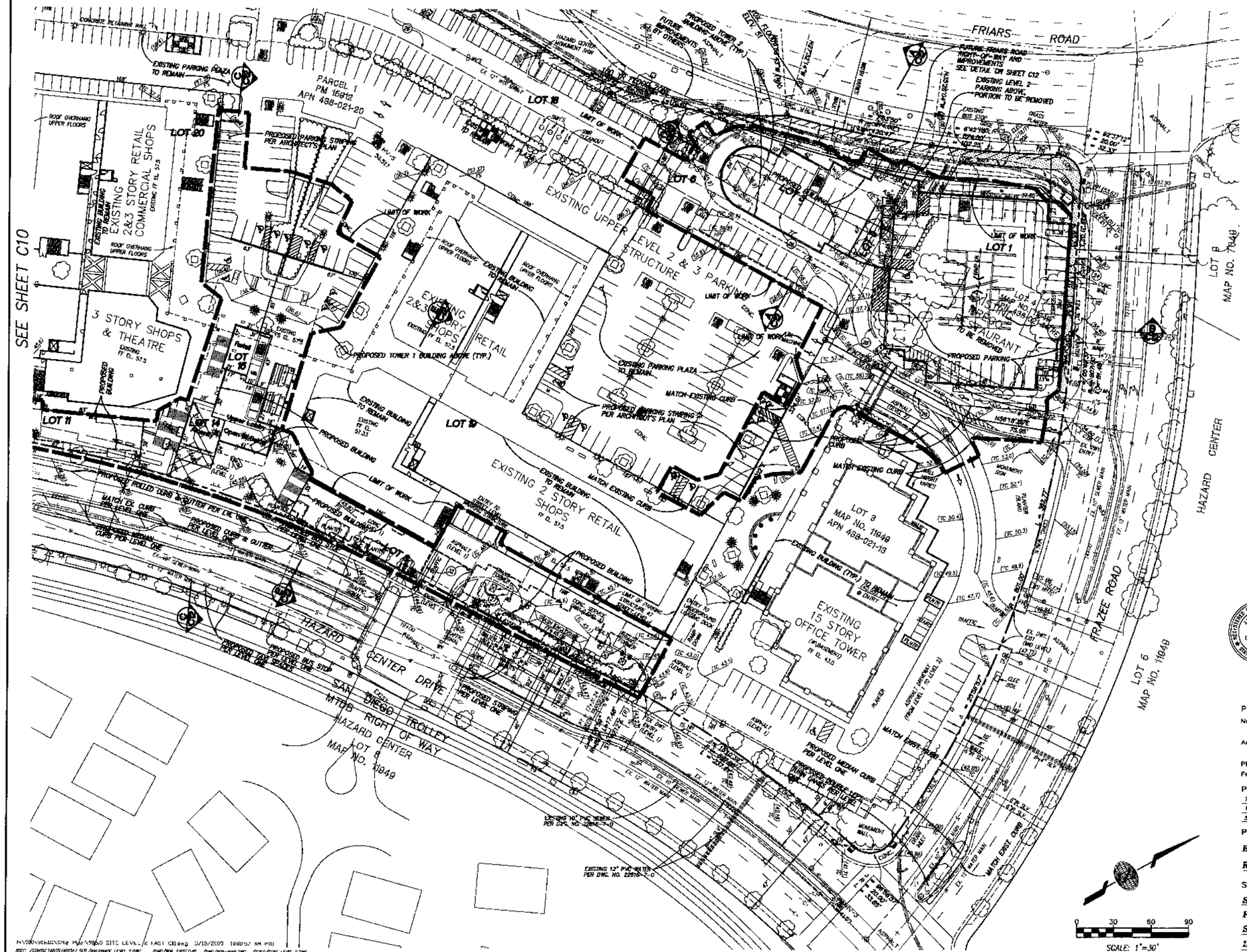
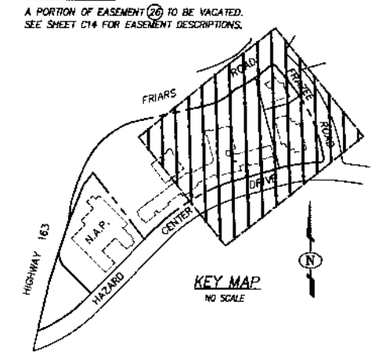
ATTACHMENT 1

HAZARD CENTER REDEVELOPMENT

VESTING TENTATIVE MAP NO. 515726 , SDP NO. 515727, PDP NO. 515728 AND GRADING & UTILITY PLAN

ATTACHMENT 1 2





KEY MAP
NO SCALE

LEGEND

ITEM	SYMBOL
PROPERTY LINE/PROJECT BOUNDARY	
EXISTING EASEMENT	
EXISTING SPOT ELEVATION	(30.5)
EXISTING GROUND ELEVATION	55
EXISTING SANITARY SEWER & MANHOLE	S SMH
EXISTING WATER MAIN	W
EXISTING FIRE HYDRANT ASSEMBLY	FH
EXISTING GATE VALVE	W
EXISTING GAS MAIN	G
EXISTING STORM DRAIN	
EXISTING STORM DRAIN CLEANOUT	
EXISTING UNDERGROUND TELEPHONE	T
EXISTING ELECTRICAL LINE	E
EXISTING TREES	
EXISTING LIGHT STANDARD	
EXIST. CURB & GUTTER	
EXISTING WATER METER	WM
EXISTING TRAFFIC SIGNAL	TS
EXISTING EASEMENT (SEE NOTES SHEET C13)	22
INDICATED LIMIT OF WORK	
INDICATES BUILDING/FOUNDATION LIMITS	

PARKING STRUCTURE NOTE

SEE ARCHITECT'S PLAN FOR PROPOSED PARKING DESIGNATIONS AND LAYOUT WITHIN ALL PARKING STRUCTURES.

NOTE 'A'

VISIBILITY AREA "NO OBSTACLES HIGHER THAN 36" ARE PROPOSED. SEE SHEETS C3 AND C4 FOR LOCATION OF PROPOSED DRIVEWAYS AND VISIBILITY AREAS AT STREET LEVEL 1.

EASEMENT NOTE

A PORTION OF EASEMENT (26) TO BE VACATED. SEE SHEET C14 FOR EASEMENT DESCRIPTIONS.

REGISTERED PROFESSIONAL ENGINEER — JIM KILGORE No. 46692 Exp. 6-30-2011 CIVIL STATE OF CALIFORNIA

PREPARED IN THE OFFICE OF:
Latitude 33
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San Diego, CA. 92123
858-751-0633 Fax 858-751-0634

JIM KILGORE R.C.E 46692 DATE
REG. EXPIRES 6-30-2011

Prepared By:
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Address: 4933 PARAMOUNT DR., 2nd FLOOR SAN DIEGO, CA 92123
Phone #: 858-751-0633
Fax #: 858-751-0634

Project Address:
7510 – 7676 HAZARD CENTER DRIVE
1370 FRAZEE ROAD
SAN DIEGO, CA 92108

Project Name:
HAZARD CENTER REDEVELOPMENT

Sheet Title:
SDP NO. 515727
PDP NO. 515728
SITE PLAN
LEVEL 2 – EAST

Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
Revision 10:	
Revision 9:	
Revision 8:	
Revision 7:	
Revision 6:	March 1, 2010
Revision 5:	January 13, 2010
Revision 4:	November 2, 2009
Revision 3:	May 18, 2009
Revision 2:	November 17, 2008
Revision 1:	May 1, 2008
Original Date:	January 2, 2008

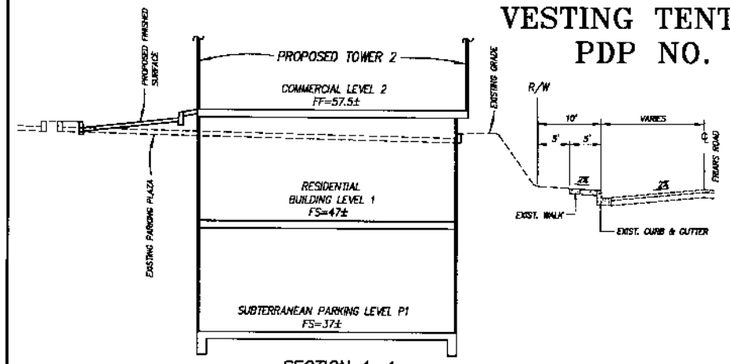
Sheet C11 of 60

DEP# 146803

ATTACHMENT 1 2

HAZARD CENTER REDEVELOPMENT
VESTING TENTATIVE MAP NO. 515726, SDP NO. 515728, PDP NO. 515728 AND GRADING & UTILITY PLAN

ATTACHMENT 12



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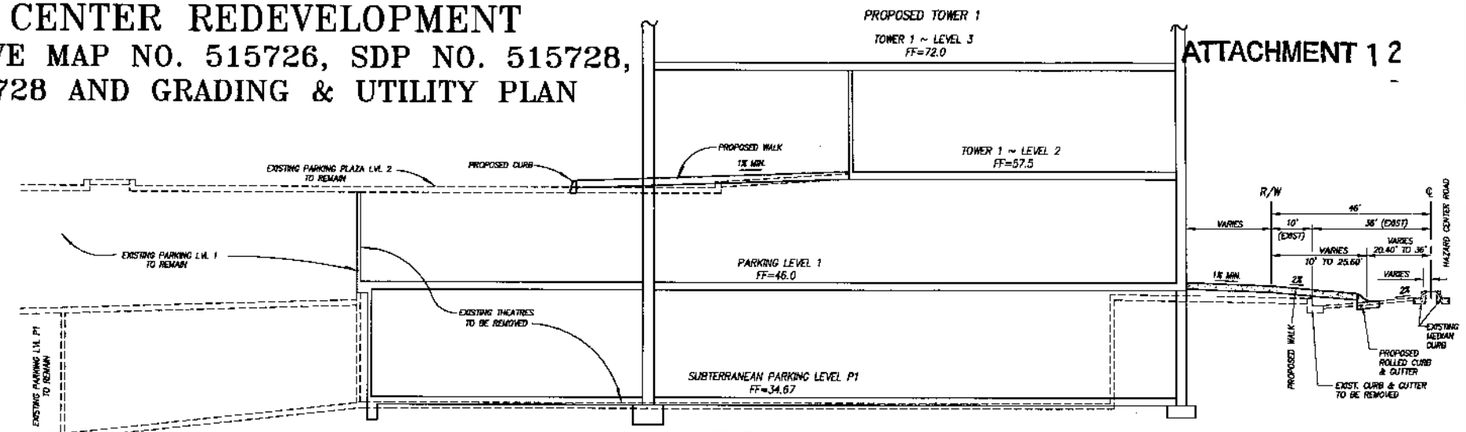

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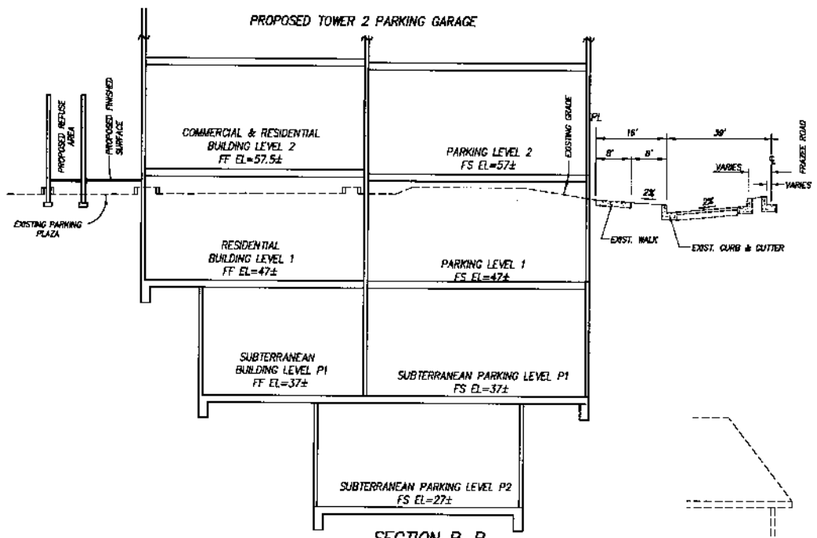

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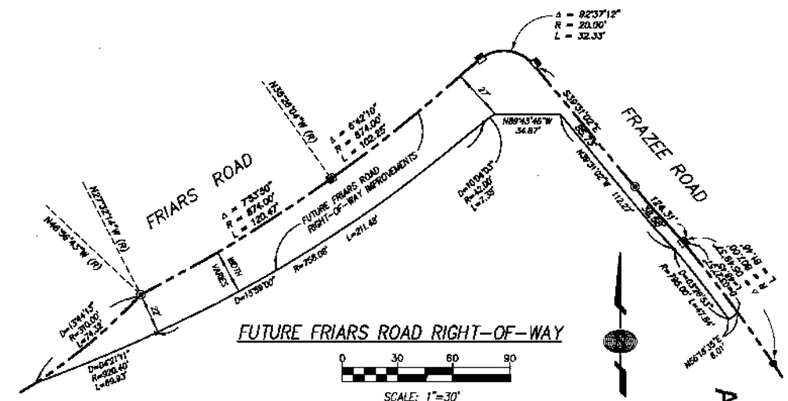
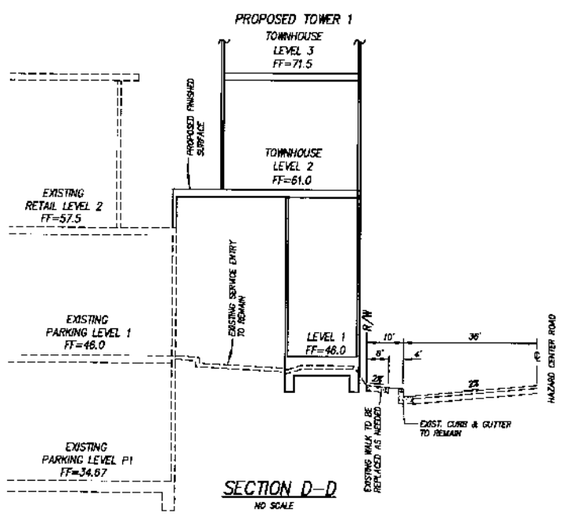


FUTURE FRIARS ROAD RIGHT–OF–WAY



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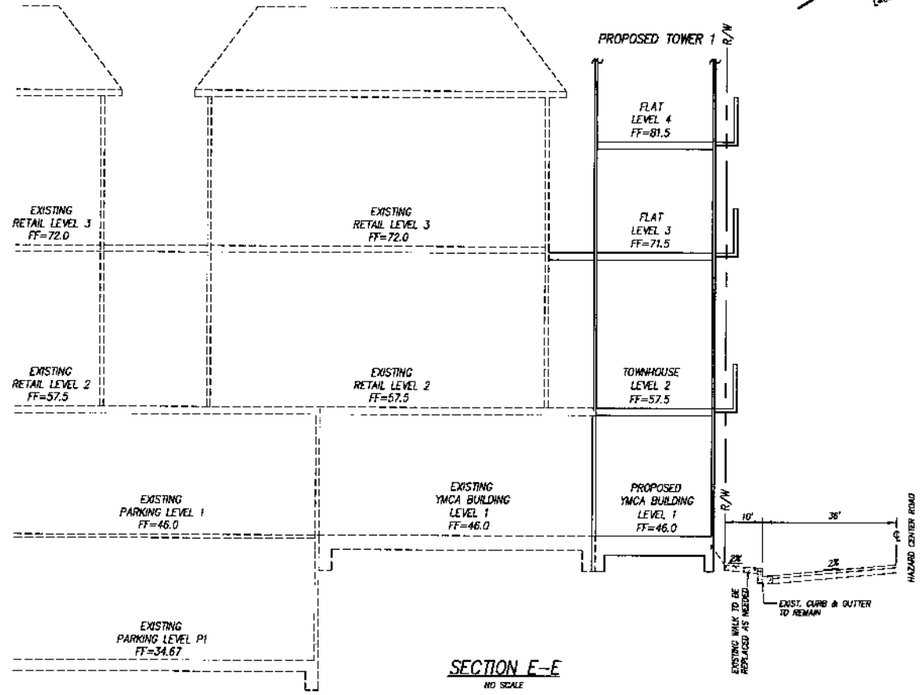


SECTION E–E
NO SCALE

ATTACHMENT 12

PREPARED IN THE OFFICE OF:
Latitude 33
Planning and Engineering
4933 Paramount Dr., Bld. 2Fr.
San Diego, Ca. 92123
858-751-0633 Fax 858-751-0634

JIM KILGORE R.C.E 46692 DATE
REG. EXPIRES 6–30–2011

Prepared By:
Name: LATITUDE 33 PLANNING AND ENGINEERING
Address: 4933 PARAMOUNT DR., 2nd FLOOR
SAN DIEGO, CA 92123
Phone #: 858–751–0633
Fax #: 858–751–0634

Project Address:
7810 – 7878 HAZARD CENTER DRIVE
1370 FRAZEE ROAD
SAN DIEGO, CA 92108

Project Name:
HAZARD CENTER REDEVELOPMENT

Sheet Title:
VESTING TENTATIVE MAP NO. 515726 ; SDP NO. 515727; PDP NO. 515728; GRADING & UTILITY SECTIONS AND DETAILS

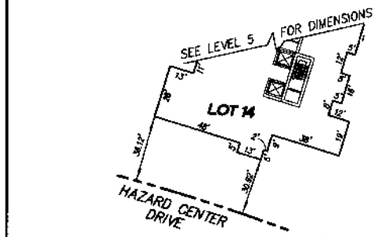
Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
Revision 10:	
Revision 9:	
Revision 8:	
Revision 7:	
Revision 6:	March 1, 2010
Revision 5:	January 13, 2010
Revision 4:	November 2, 2009
Revision 3:	May 18, 2009
Revision 2:	November 17, 2008
Revision 1:	May 1, 2008
Original Date:	January 2, 2008
Sheet	C12 of 60
DEP#	146803

H:\900\90600\GP\90600 SP SITE SECTIONS C12.dwg 12/6/2007 1:58:40 PM PST

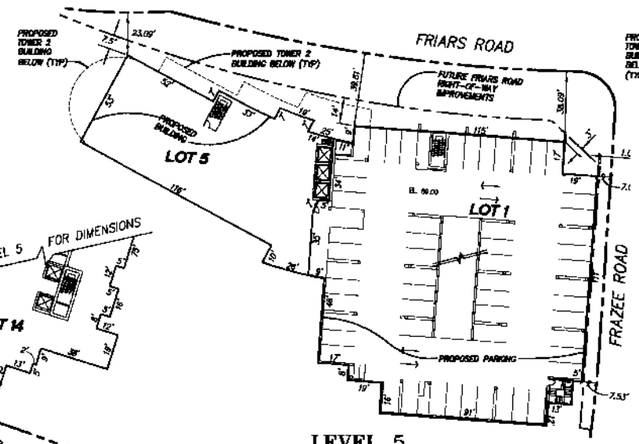
HAZARD CENTER REDEVELOPMENT

VESTING TENTATIVE MAP NO. 515726, SDP NO. 515727, PDP NO. 515728 AND GRADING & UTILITY PLAN

ATTACHMENT 12



LEVELS 20–22



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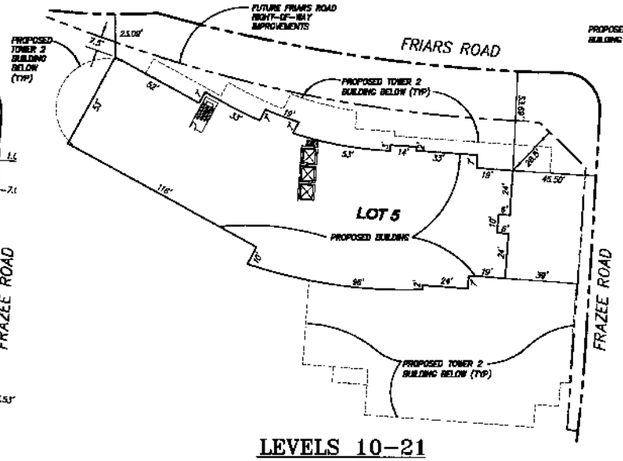

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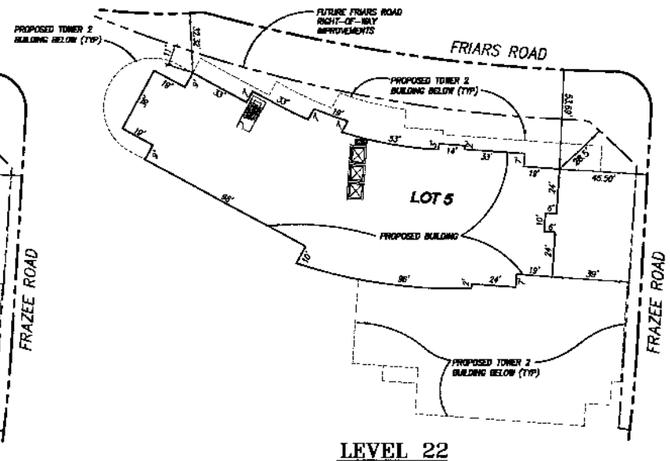
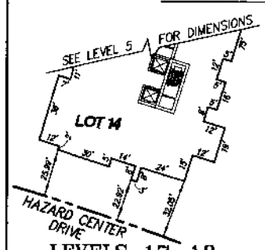


LEVEL 22



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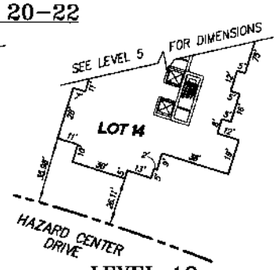

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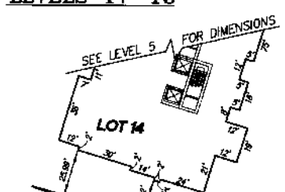

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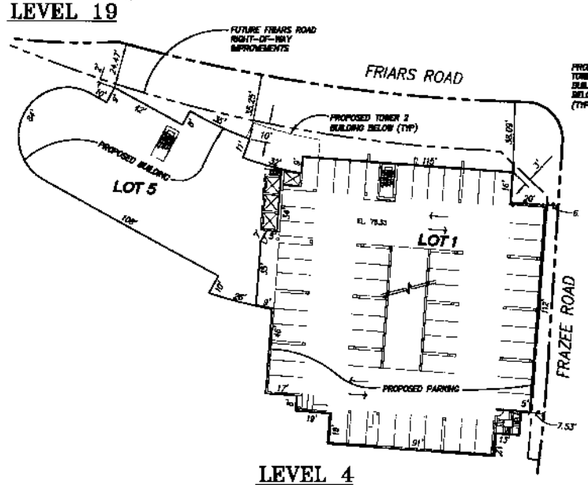

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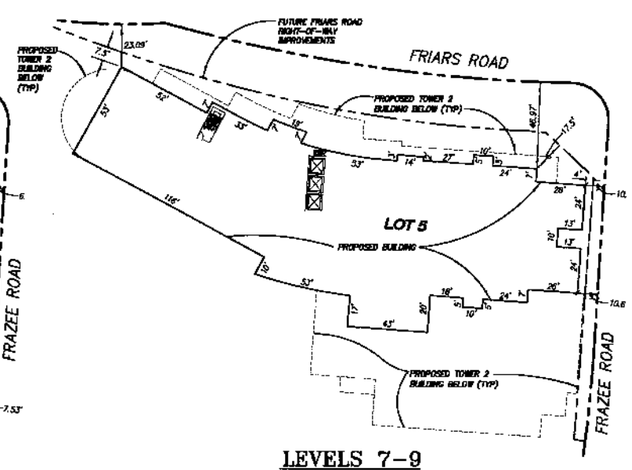
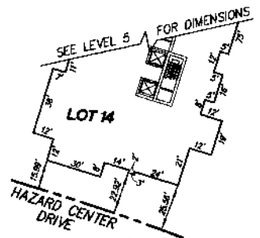


LEVELS 7–9



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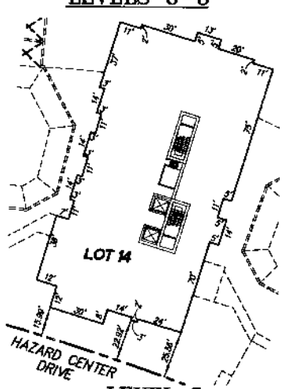
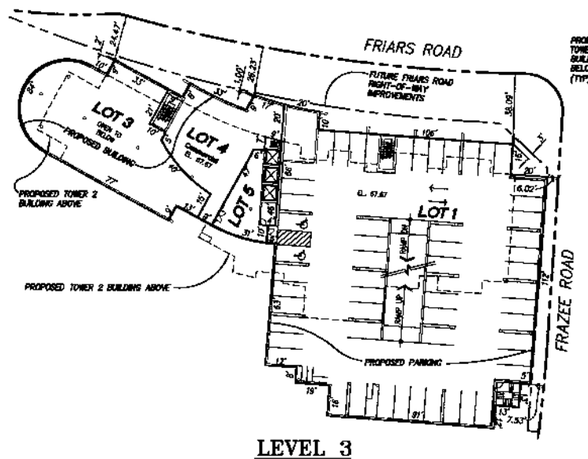


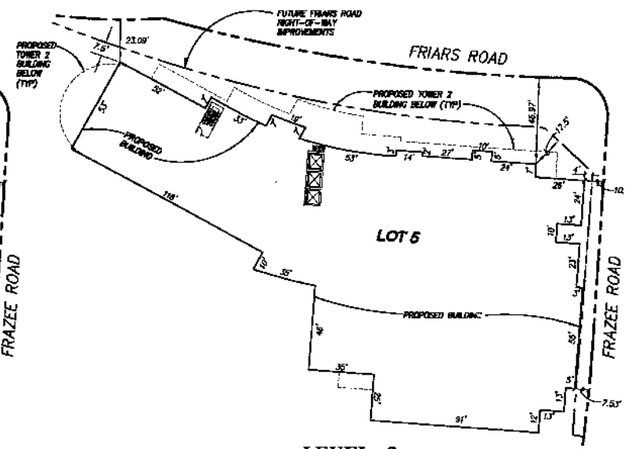
LEVEL 5

TOWER ONE

FOR TOWER 1 LEVEL 3 AND 4 LOT LINES SEE LEVEL 2 ON SHEET C6.



LEVEL 3



LEVEL 6

TOWER TWO

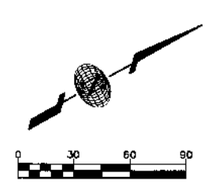
VERTICAL LOT LINE LIMITS				
PHASE/ UNIT	LOT NO.	LOWER ELEVATION LIMIT (FEET)	UPPER ELEVATION LIMIT (FEET)	LOT TYPE
4	1	22.00	37.00	PARKING/PRIVATE DRIVE (TOWER 2 – LVL P2)
4	1	37.00	47.00	PARKING/PRIVATE DRIVE (TOWER 2 – LVL P1)
4	1	47.00	57.00	PARKING/PRIVATE DRIVE (TOWER 2 – LVL 1)
4	1	57.00	67.67	PARKING/PRIVATE DRIVE (TOWER 2 – LVL 2)
4	1	67.67	78.33	PARKING/PRIVATE DRIVE (TOWER 2 – LVL 3)
4	1	78.33	88.00	PARKING/PRIVATE DRIVE (TOWER 2 – LVL 4)
4	1	88.00	103.33	PARKING/PRIVATE DRIVE (TOWER 2 – LVL 5)
4	2	37.00	47.00	COMMON USE (PRIVATE) (TOWER 2 – LVL P1)
4	2	47.00	57.50	COMMON USE (PRIVATE) (TOWER 2 – LVL 1)
4	3	57.50	67.67	COMMERCIAL/RETAIL (TOWER 2 – LVL 2)
4	4	67.67	82.00	COMMERCIAL/RETAIL (TOWER 2 – LVL 3)
4	5	27.00	37.00	RESIDENTIAL (TOWER 2 – LVL P2)
4	5	37.00	47.00	RESIDENTIAL (TOWER 2 – LVL P1)
4	5	47.00	57.50	RESIDENTIAL (TOWER 2 – LVL 1)
4	5	57.50	67.67	RESIDENTIAL (TOWER 2 – LVL 2)
4	5	67.67	82.00	RESIDENTIAL (TOWER 2 – LVL 3)
4	5	82.00	103.33	RESIDENTIAL (TOWER 2 – LVL 4 & 5)
4	5	103.33	304.00	RESIDENTIAL (TOWER 2 – LVL 6 THRU 22)
4	6	N/A	N/A	COMMON USE (PRIVATE)
4	7	46.00	61.00	PARKING/PRIVATE DRIVE

VERTICAL LOT LINE LIMITS				
PHASE/ UNIT	LOT NO.	LOWER ELEVATION LIMIT (FEET)	UPPER ELEVATION LIMIT (FEET)	LOT TYPE
3	8	46.00	61.00	RESIDENTIAL
3	8	61.00	101.50	RESIDENTIAL
3	9	46.00	57.5	COMMERCIAL/RETAIL (YMCA)
2	10	46.00	61.00	PARKING/PRIVATE DRIVE
2	10	40.00	60.00	PARKING/PRIVATE DRIVE
2	11	46.00	61.00	RESIDENTIAL
2	11	61.50	101.50	RESIDENTIAL
1	12	34.67	46.00	PARKING/PRIVATE DRIVE
1	13	46.00	57.50	PARKING/PRIVATE DRIVE
1	14	46.00	57.50	RESIDENTIAL (TOWER 1 – LVL 1)
1	14	57.50	91.50	RESIDENTIAL (TOWER 1 – LVL 2 THRU 4)
1	14	91.50	296.00	RESIDENTIAL (TOWER 1 – LVL 5 THRU 22)
1	15	57.50	91.50	COMM./RETAIL (TOWER 1 – LVL 2 THRU 4)
5	16	35.50	46.00	PARKING/PRIVATE DRIVE
5	17	46.00	57.5	PARKING/PRIVATE DRIVE
5	18	57.50	72.00	PARKING/PRIVATE DRIVE
6	19	57.50	85.30	COMMERCIAL/RETAIL (EXISTING)
6	20	57.50	85.30	COMMERCIAL/RETAIL (EXISTING)
7	21	N/A	N/A	FUTURE PARK AREA

LEGEND

PROPERTY LINE/PROJECT BOUNDARY

PROPOSED LOT LINE



REGISTERED PROFESSIONAL ENGINEER JIM KILGORE No. 45692 Exp. 6-30-2011 CIVIL STATE OF CALIFORNIA

PREPARED IN THE OFFICE OF:

Latitude 33
Planning and Engineering
4933 Paramount Dr. 2nd Flr.
San Diego, Ca. 92123
858-751-0633 Fax 858-751-0634

JIM KILGORE R.C.E 45692 DATE
REG. EXPIRES 6-30-2011

Prepared By:
Name: LATITUDE 33 PLANNING AND ENGINEERING
Address: 4933 PARAMOUNT DR., 2nd FLOOR SAN DIEGO, CA 92123
Phone #: 858-751-0633
Fax #: 858-751-0634

Project Address:
7510 – 7676 HAZARD CENTER DRIVE
1370 FRAZEE ROAD
SAN DIEGO, CA 92108

Project Name:
HAZARD CENTER REDEVELOPMENT

Sheet Title:
VESTING TENTATIVE MAP NO. 515726; VERTICAL LOT LINE EXTENTS LEVELS 3 THROUGH 22

Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
Revision 10:	
Revision 9:	
Revision 8:	
Revision 7:	
Revision 6:	March 1, 2010
Revision 5:	January 13, 2010
Revision 4:	November 2, 2009
Revision 3:	May 18, 2009
Revision 2:	November 17, 2008
Revision 1:	May 1, 2008
Original Date:	January 2, 2008
Sheet	C13 of 60
DEP#	146803

ATTACHMENT 12

EASEMENTS

(1) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT;
GRANTED TO: UNITED STATES OF AMERICA
PURPOSE: WATER PIPELINE
RECORDED: JANUARY 20, 1944, INSTRUMENT NO. 4177, BOOK 1616, PAGE 250, OF O.R.

(2) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT;
GRANTED TO: UNITED STATES OF AMERICA
PURPOSE: WATER PIPELINE
RECORDED: FEBRUARY 17, 1944, BOOK 1630, PAGE 281, OF O.R.

(3) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT;
GRANTED TO: UNITED STATES HOLDING COMPANY, A CALIFORNIA CORPORATION
PURPOSE: SEWER
RECORDED: MARCH 15, 1956, BOOK 6995, PAGE 177, OF O.R.

(4) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT;
GRANTED TO: CITY OF SAN DIEGO
PURPOSE: SEWER/SEWERS
RECORDED: OCTOBER 22, 1962, INSTRUMENT NO. 181158, OF O.R.
TO BE VACATED

(5) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT;
GRANTED TO: CITY OF SAN DIEGO
PURPOSE: SEWER/SEWERS
RECORDED: OCTOBER 22, 1962, INSTRUMENT NO. 181160, OF O.R.
TO BE VACATED

(6) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT;
GRANTED TO: CITY OF SAN DIEGO
PURPOSE: SEWER/SEWERS
RECORDED: JULY 7, 1970, INSTRUMENT NO. 118740, OF O.R.

(8) FACTS THAT THE OWNERSHIP OF SAID LAND DOES NOT INCLUDE RIGHTS OF ACCESS TO OR FROM THE STATE ROUTE 163 AND FRIARS ROAD ABUTTING SAID LAND KNOWN AS PARCEL MAP #11946, SUCH RIGHTS HAVING BEEN RELINQUISHED BY THE MAP OF SAID TRACT.

(9) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS DELINEATED OR AS OFFERED FOR DEDICATION, ON THE PARCEL MAP 11949.
MAP: 11949
EASEMENT PURPOSE: SEWER, DRAINAGE AND BUILDING RESTRICTED EASEMENT
PORTION TO BE VACATED

(14) MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED "CONSTRUCTION, OPERATION AND RECIPROCAL EASEMENT AGREEMENT" DATED SEPTEMBER 14, 1987, EXECUTED BY AND BETWEEN R.E. HAZARD CONTRACTING CO., A CALIFORNIA CORPORATION, CROW-HAZARD ASSOCIATES, A CALIFORNIA GENERAL PARTNERSHIP AND RED LION, A CALIFORNIA LIMITED PARTNERSHIP RECORDED MAY 19, 1988, INSTRUMENT NO. 88-234744, OF OFFICIAL RECORDS, AND AMENDED BY AN INSTRUMENT RECORDED JULY 11, 1995 AS INSTRUMENT NO. 1995-0294897 OF O.R.

(22) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT;
GRANTED TO: SAN DIEGO GAS & ELECTRIC COMPANY, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDED: JANUARY 12, 1989, INSTRUMENT NO. 89-016830, OF O.R.

(23) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT;
GRANTED TO: CITY OF SAN DIEGO
PURPOSE: DRAINAGE FACILITY
RECORDED: JANUARY 19, 1989, INSTRUMENT NO. 89-030811, OF O.R.

(24) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT;
GRANTED TO: THE CITY OF SAN DIEGO, A MUNICIPAL CORPORATION
PURPOSE: PUBLIC STREET
RECORDED: FEBRUARY 14, 1989, INSTRUMENT NO. 89-076855, OF O.R.

(26) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT;
GRANTED TO: CITY OF SAN DIEGO
PURPOSE: WATER FACILITIES
RECORDED: MARCH 16, 1989, INSTRUMENT NO. 89-134547, OF O.R.
PORTION TO BE VACATED

(27) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT;
GRANTED TO: PACIFIC BELL, A CALIFORNIA CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDED: JANUARY 9, 1990, INSTRUMENT NO. 90-015226, OF O.R.

EASEMENTS (CONTINUED)

(31) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT;
GRANTED TO: THE CITY OF SAN DIEGO, A MUNICIPAL CORPORATION
PURPOSE: SEWER FACILITIES
RECORDED: DECEMBER 10, 1993, INSTRUMENT NO. 1993-0830985, OF O.R.
TO BE VACATED

(32) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT;
GRANTED TO: THE CITY OF SAN DIEGO, A MUNICIPAL CORPORATION
PURPOSE: ELECTRICAL EQUIPMENT FOR TRAFFIC SIGNAL FACILITIES
RECORDED: APRIL 2, 1996, INSTRUMENT NO. 1996-0184941, OF O.R.

(34) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT;
GRANTED TO: THE CITY OF SAN DIEGO, A MUNICIPAL CORPORATION
PURPOSE: ELECTRICAL EQUIPMENT FOR TRAFFIC SIGNAL FACILITIES
RECORDED: JULY 21, 2000, INSTRUMENT NO. 2000-0385840, OF O.R.

ENCUMBRANCES

THE FOLLOWING DOCUMENTS REVEAL A LOCATION THAT ARE GENERAL IN NATURE AND THEY DO NOT CONTAIN PRECISE LEGAL DESCRIPTIONS. THE FOLLOWING ENCUMBRANCES ARE PLOTTED IN AN APPROXIMATE LOCATION ONLY.

(10) A COVENANT AND AGREEMENT ENTITLED "ENCROACHMENT REMOVAL AGREEMENT"
EXECUTED BY: CROWN-HAZARD ASSOCIATES
IN FAVOR OF: THE CITY OF SAN DIEGO
RECORDED: DECEMBER 23, 1987, INSTRUMENT NO. 87-704178, OF O.R.

(11) A COVENANT AND AGREEMENT ENTITLED "ENCROACHMENT REMOVAL AGREEMENT"
EXECUTED BY: R.E. HAZARD CONTRACTING CO.
IN FAVOR OF: THE CITY OF SAN DIEGO
RECORDED: DECEMBER 23, 1987, INSTRUMENT NO. 87-704179, OF O.R.

(12) A COVENANT AND AGREEMENT ENTITLED "ENCROACHMENT REMOVAL AGREEMENT" ***
EXECUTED BY: TRAMMEL CROW CO.
IN FAVOR OF: THE CITY OF SAN DIEGO
RECORDED: DECEMBER 23, 1987, INSTRUMENT NO. 87-704180, OF OFFICIAL RECORDS

(15) A COVENANT AND AGREEMENT ENTITLED "ENCROACHMENT REMOVAL AGREEMENT"
EXECUTED BY: CROW-HAZARD ASSOCIATES
IN FAVOR OF: THE CITY OF SAN DIEGO
RECORDED: AUGUST 25, 1988, INSTRUMENT NO. 88-424842, OF O.R.

(16) A COVENANT AND AGREEMENT ENTITLED "ENCROACHMENT REMOVAL AGREEMENT"
EXECUTED BY: CROW-HAZARD ASSOCIATES
IN FAVOR OF: THE CITY OF SAN DIEGO
RECORDED: NOVEMBER 3, 1988, INSTRUMENT NO. 88-564535, OF O.R.

(17) A COVENANT AND AGREEMENT ENTITLED "ENCROACHMENT REMOVAL AGREEMENT"
EXECUTED BY: CROW-HAZARD ASSOCIATES
IN FAVOR OF: THE CITY OF SAN DIEGO
RECORDED: NOVEMBER 3, 1988, INSTRUMENT NO. 88-564536, OF O.R.

ENCUMBRANCES (CONTINUED)

(18) A COVENANT AND AGREEMENT ENTITLED "ENCROACHMENT REMOVAL AGREEMENT" ***
EXECUTED BY: CROW-HAZARD ASSOCIATES
IN FAVOR OF: THE CITY OF SAN DIEGO
RECORDED: NOVEMBER 3, 1988, INSTRUMENT NO. 88-564537, OF OFFICIAL RECORDS

(19) A COVENANT AND AGREEMENT ENTITLED "ENCROACHMENT REMOVAL AGREEMENT" ***
EXECUTED BY: CROW-HAZARD ASSOCIATES
IN FAVOR OF: THE CITY OF SAN DIEGO
RECORDED: NOVEMBER 17, 1988, INSTRUMENT NO. 88-591893, OF OFFICIAL RECORDS

(20) A COVENANT AND AGREEMENT ENTITLED "ENCROACHMENT REMOVAL AGREEMENT" ***
EXECUTED BY: CROW-HAZARD ASSOCIATES
IN FAVOR OF: THE CITY OF SAN DIEGO
RECORDED: NOVEMBER 17, 1988, INSTRUMENT NO. 88-591894, OF OFFICIAL RECORDS

(21) A COVENANT AND AGREEMENT ENTITLED "ENCROACHMENT REMOVAL AGREEMENT" ***
EXECUTED BY: CROW-HAZARD ASSOCIATES
IN FAVOR OF: THE CITY OF SAN DIEGO
RECORDED: DECEMBER 28, 1988, INSTRUMENT NO. 88-669486, OF OFFICIAL RECORDS

(28) A COVENANT AND AGREEMENT ENTITLED "ENCROACHMENT REMOVAL AGREEMENT" ***
EXECUTED BY: CROW-HAZARD ASSOCIATES
IN FAVOR OF: THE CITY OF SAN DIEGO
RECORDED: JANUARY 18, 1990, INSTRUMENT NO. 90-029605, OF O.R.

(29) A COVENANT AND AGREEMENT ENTITLED "ENCROACHMENT REMOVAL AGREEMENT"
EXECUTED BY: CROW-HAZARD ASSOCIATES
IN FAVOR OF: THE CITY OF SAN DIEGO
RECORDED: MAY 3, 1990, INSTRUMENT NO. 90-241023, OF O.R.

*** THIS COVENANT AND AGREEMENT SHALL RUN WITH THE LAND AND SHALL BE BINDING UPON ANY FUTURE OWNERS, ENCUMBRANCES, THEIR SUCCESSORS OR ASSIGNS, AND SHALL CONTINUE IN EFFECT UNTIL THE ADVISORY AGENCY APPROVES TERMINATION.

LEGAL DESCRIPTION

PARCEL 1 OF PARCEL MAP NO. 15912, IN THE CITY OF SAN DIEGO, STATE OF CALIFORNIA, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY DECEMBER 19, 1989. APN: 438-021-20

LOT 3 OF HAZARD CENTER MAP NO. 11949 IN THE CITY OF SAN DIEGO, STATE OF CALIFORNIA, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY DECEMBER 10, 1987. APN: 438-021-13

LOT 4 OF HAZARD CENTER MAP NO. 11949 IN THE CITY OF SAN DIEGO, STATE OF CALIFORNIA, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY DECEMBER 10, 1987. APN: 438-021-14

ZONING INFORMATION

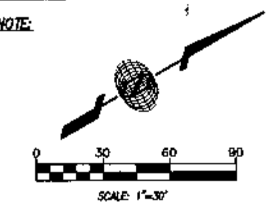
EXISTING ZONING: MV-M/SP

STREET LIGHT NOTE

ALL EXISTING STREETS ALONG PROJECT FRONTAGE ARE TO BE UPGRADED TO MEET CURRENT CITY REQUIREMENTS FOR WATTAGE & LUMINARES (HIGH PRESSURE SODIUM) AND SPACING AS REQUIRED.

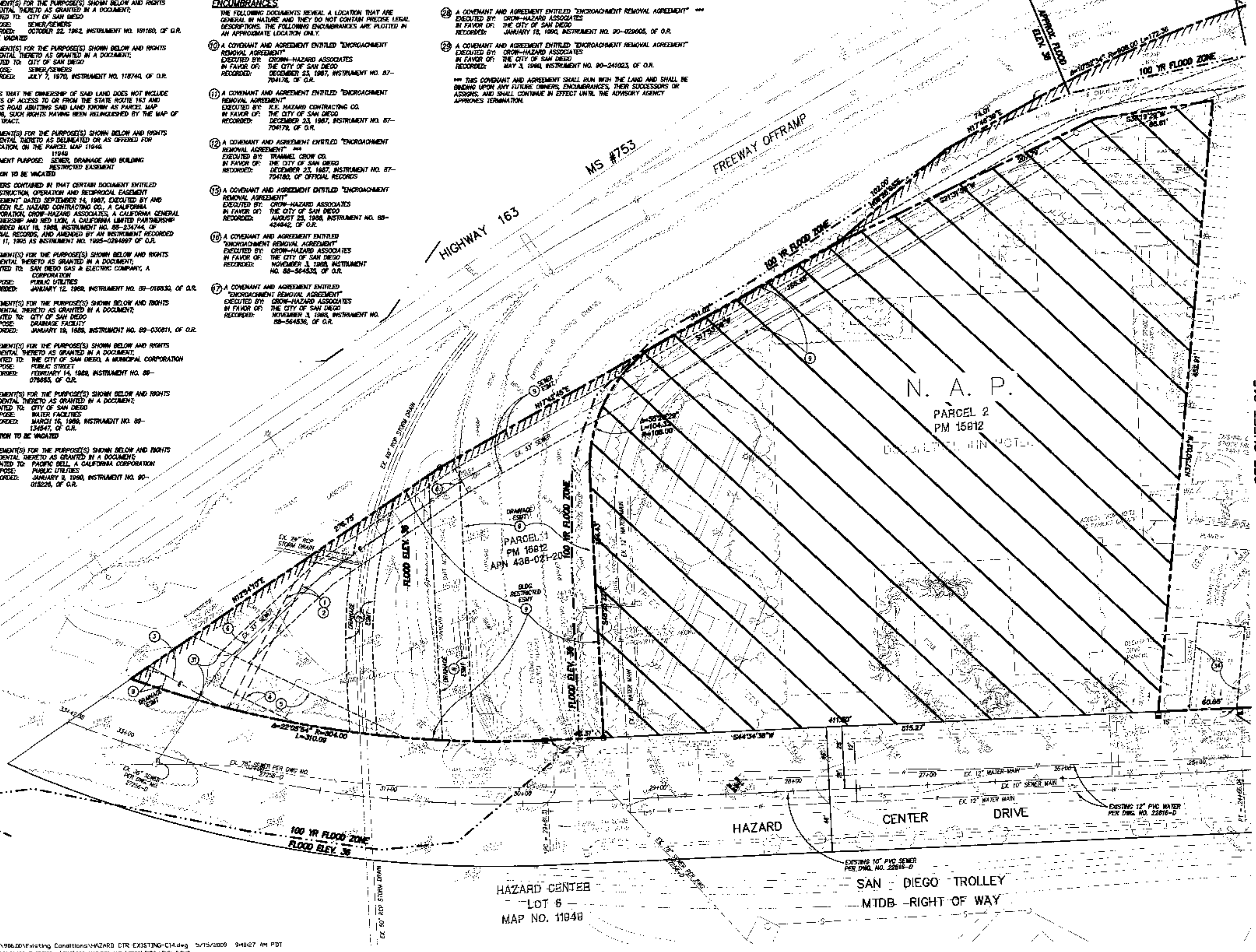
ENCROACHMENT MAINTENACE AND REMOVAL AGREEMENT NOTE:

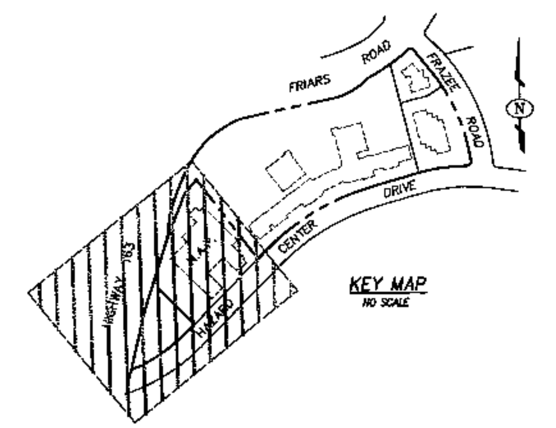
AN ENCROACHMENT MAINTENANCE AND REMOVAL AGREEMENT IS REQUIRED FOR ALL PROPOSED PRIVATE STRUCTURES AND PRIVATE SURFACE IMPROVEMENTS ENCROACHING IN A CITY OF SAN DIEGO EASEMENT.



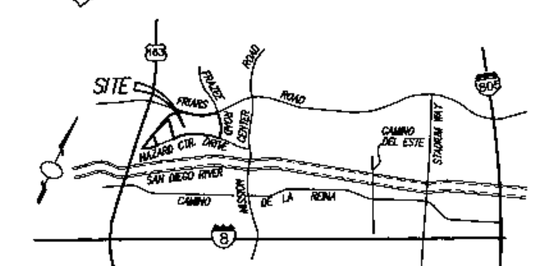
LEGEND

ITEM	SYMBOL
PROPERTY LINE/PROJECT BOUNDARY	
EXISTING EASEMENT	
EXISTING SPOT ELEVATIONS	
EXISTING SANITARY SEWER & MANHOLE	
EXISTING WATER MAIN	
EXISTING FIRE HYDRANT ASSEMBLY	
EXISTING GATE VALVE	
EXISTING GAS MAIN	
EXISTING STORM DRAIN	
EXISTING STORM DRAIN CLEANOUT	
EXISTING UNDERGROUND TELEPHONE	
EXISTING ELECTRICAL LINE	
EXISTING TREES	
EXISTING LIGHT STANDARD	
EXIST. CURB & GUTTER	
EXISTING WATER METER	
EXISTING TRAFFIC SIGNAL	
EXISTING EASEMENT/ENCUMBRANCE (SEE NOTES THIS SHEET)	(22)





KEY MAP
NO SCALE



VICINITY MAP
NO SCALE

PREPARED IN THE OFFICE OF:
Latitude 33
Planning and Engineering
4933 Paramount Dr. 2nd Flr.
San Diego, Ca. 92123
858-751-0633 Fax 858-751-0634

REGISTERED PROFESSIONAL ENGINEER JIM KILGORE No. 46692 Exp. 6-30-2011 CIVIL STATE OF CALIFORNIA

JIM KILGORE R.C.E 46692 DATE
REG. EXPIRES 6-30-2011

Prepared By:
Name: LATITUDE 33 PLANNING AND ENGINEERING
Address: 4933 PARAMOUNT DR., 2nd FLOOR
SAN DIEGO, CA 92123
Phone #: 858-751-0633
Fax #: 858-751-0634

Project Address:
7510 - 7878 HAZARD CENTER DRIVE
1370 FRAZEE ROAD
SAN DIEGO, CA 92108

Project Name:
HAZARD CENTER REDEVELOPMENT

Sheet Title:
EXISTING CONDITIONS

Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
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Revision 9:	
Revision 8:	
Revision 7:	
Revision 6:	March 1, 2010
Revision 5:	January 13, 2010
Revision 4:	November 2, 2009
Revision 3:	May 18, 2009
Revision 2:	November 17, 2008
Revision 1:	May 1, 2008
Original Date:	January 2, 2008

Sheet C14 of 60

DEP# 146803

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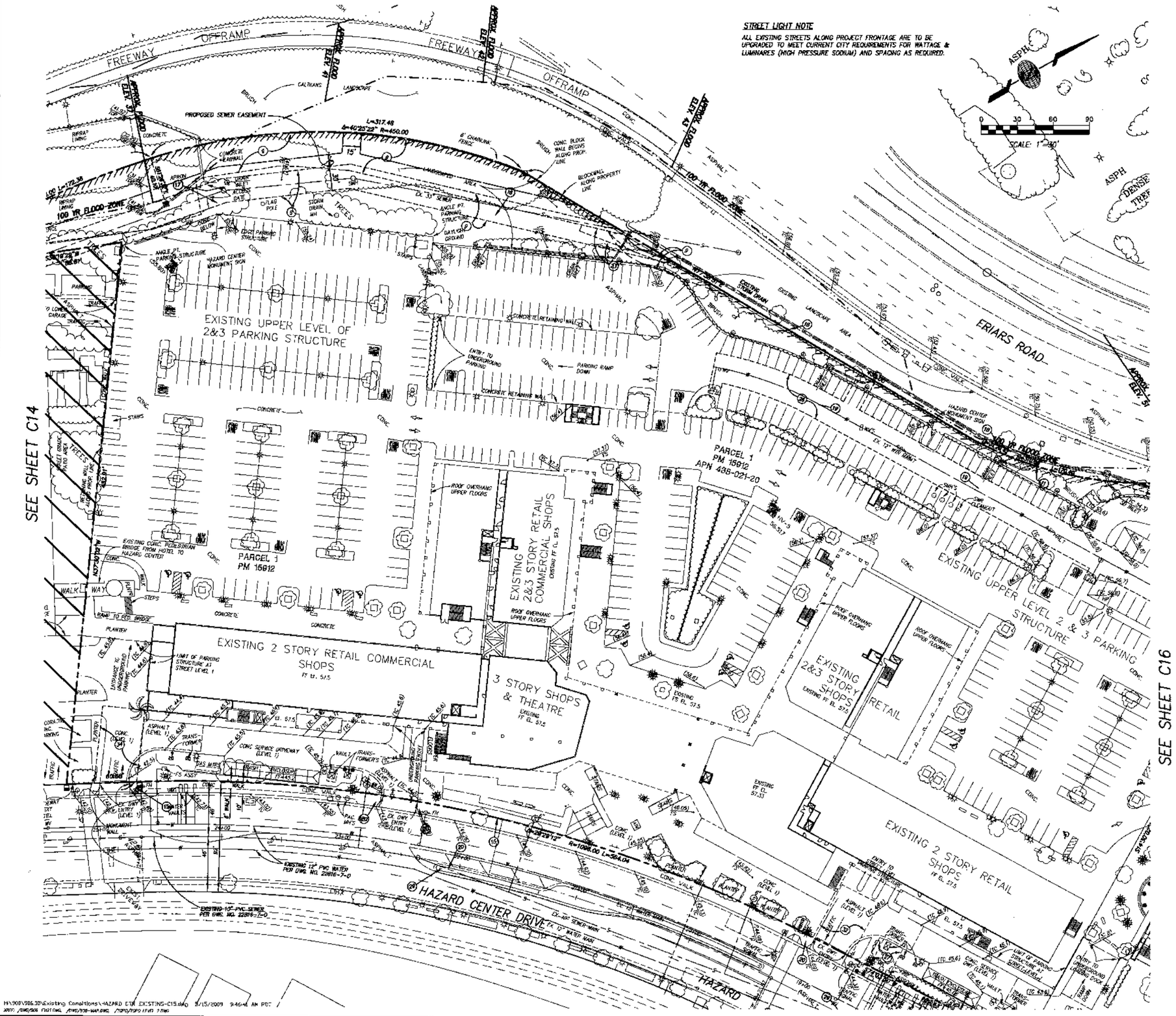
XREF: \DWG\906-EXIST.DWG ; \DWG\906-MAP.DWG AND \TOPO\TOPO LEVEL 2.DWG

ATTACHMENT 12

ATTACHMENT 1 2

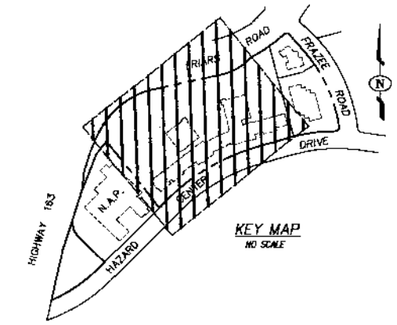
STREET LIGHT NOTE

ALL EXISTING STREETS ALONG PROJECT FRONTAGE ARE TO BE UPGRADED TO MEET CURRENT CITY REQUIREMENTS FOR WATTAGE & LUMINARES (HIGH PRESSURE SODIUM) AND SPACING AS REQUIRED.



LEGEND

ITEM	SYMBOL
PROPERTY LINE/PROJECT BOUNDARY	
EXISTING EASEMENT	
EXISTING SPOT ELEVATIONS	200.2
EXISTING SANITARY SEWER & MANHOLE	S SMH
EXISTING WATER MAIN	W
EXISTING FIRE HYDRANT ASSEMBLY	FH
EXISTING GATE VALVE	W
EXISTING GAS MAIN	G
EXISTING STORM DRAIN	
EXISTING STORM DRAIN CLEANOUT	
EXISTING UNDERGROUND TELEPHONE	T
EXISTING ELECTRICAL LINE	E
EXISTING TREES	
EXISTING LIGHT STANDARD	
EXIST. CURB & GUTTER	
EXISTING WATER METER	WM
EXISTING TRAFFIC SIGNAL	TS
EXISTING EASEMENT/ENCUMBRANCE (SEE NOTES SHEET C14)	22



KEY MAP
NO SCALE

PREPARED IN THE OFFICE OF:
Latitude 33
Planning and Engineering
4933 Paramount Dr. Ste. Dr.
San Diego, Ca. 92123
858-751-0633 Fax 858-751-0634

REGISTERED PROFESSIONAL ENGINEER JIM KILGORE No. 48692 Exp. 6-30-2011 CIVIL STATE OF CALIFORNIA

JIM KILGORE R.C.E 48692 DATE
REG. EXPIRES 6-30-2011

Prepared By:
Name: LATITUDE 33 PLANNING AND ENGINEERING
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SAN DIEGO, CA 92123
Phone #: 858-751-0633
Fax #: 858-751-0634

Project Address:
7510 - 7678 HAZARD CENTER DRIVE
1370 FRAZEE ROAD
SAN DIEGO, CA 92108

Project Name:
HAZARD CENTER REDEVELOPMENT

Sheet Title:
EXISTING CONDITIONS

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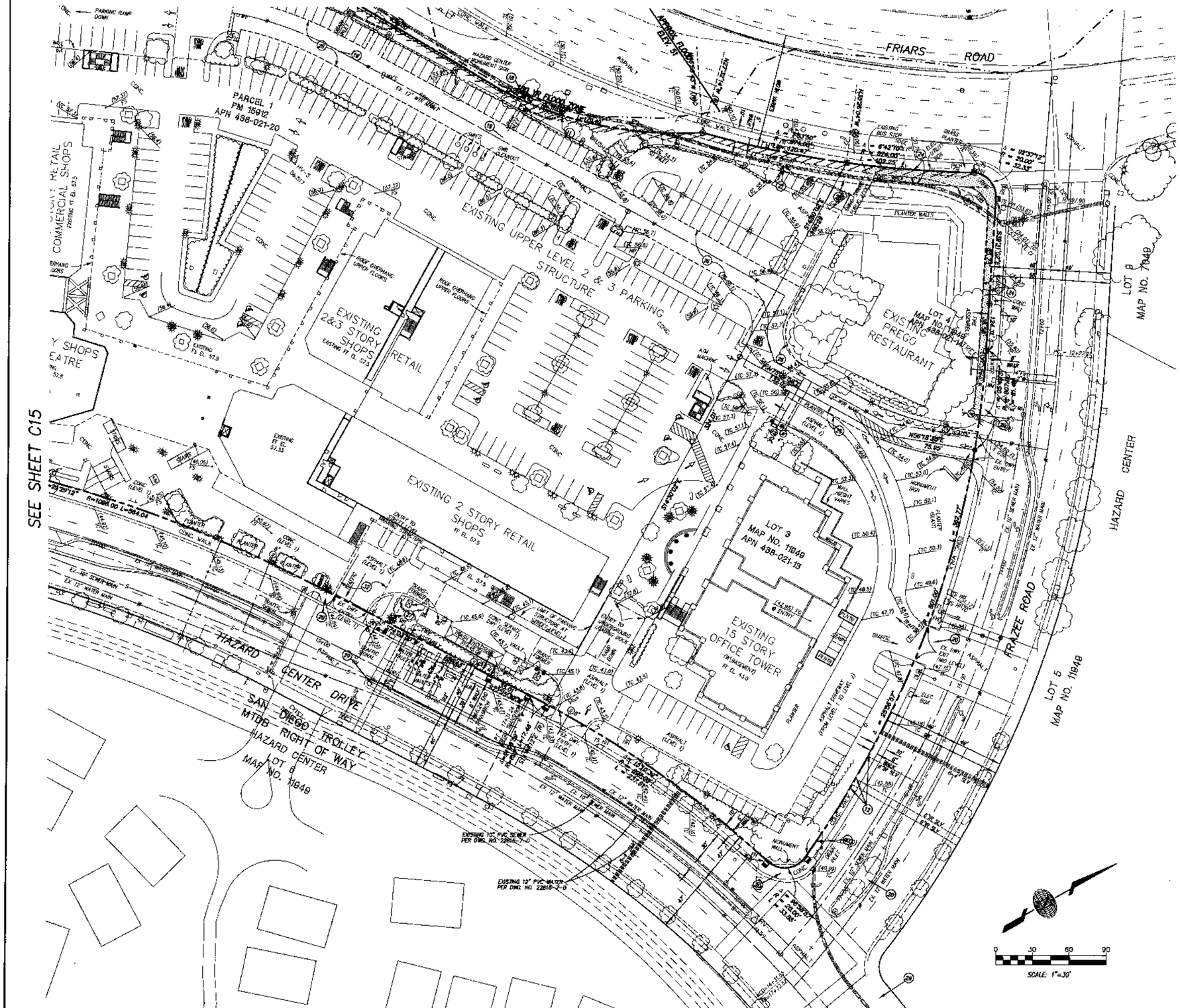
Revision 3:	May 18, 2009
Revision 2:	November 17, 2008
Revision 1:	May 1, 2008
Original Date:	January 2, 2008
Sheet	C15 of 60

DEP# 146803

ATTACHMENT 1 2

ATTACHMENT 1 2

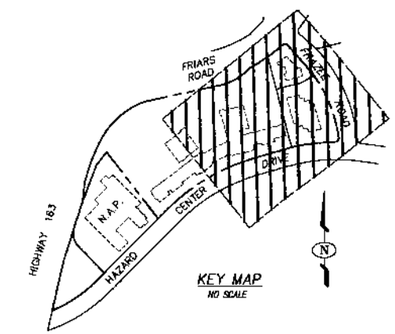


LEGEND

ITEM	SYMBOL
PROPERTY LINE/PROJECT BOUNDARY	
EXISTING EASEMENT	
EXISTING SPOT ELEVATIONS	200.2
EXISTING SANITARY SEWER & MANHOLE	S SMH
EXISTING WATER MAIN	W
EXISTING FIRE HYDRANT ASSEMBLY	FH
EXISTING GATE VALVE	W
EXISTING GAS MAIN	G
EXISTING STORM DRAIN	
EXISTING STORM DRAIN CLEANOUT	
EXISTING UNDERGROUND TELEPHONE	T
EXISTING ELECTRICAL LINE	E
EXISTING TREES	
EXISTING LIGHT STANDARD	
EXIST. CURB & GUTTER	
EXISTING WATER METER	WM
EXISTING TRAFFIC SIGNAL	TS
EXISTING EASEMENT/ENCUMBRANCE (SEE NOTES SHEET C14)	22

STREET LIGHT NOTE

ALL EXISTING STREETS ALONG PROJECT FRONTAGE ARE TO BE UPGRADED TO MEET CURRENT CITY REQUIREMENTS FOR WATTAGE & LUMINARES (HIGH PRESSURE SODIUM) AND SPACING AS REQUIRED.



KEY MAP
NO SCALE

REGISTERED PROFESSIONAL ENGINEER JIM KILGORE No. 45692 Exp. 6-30-2011 CIVIL STATE OF CALIFORNIA

PREPARED IN THE OFFICE OF:
Latitude 33
Planning and Engineering
4833 Paramount Dr. 2nd Flr.
San Diego, Ca. 92123
858-781-0633 Fax 858-781-0834

JIM KILGORE R.C.E 45692 DATE
REG. EXPIRES 6-30-2011

Prepared By:
Name: LATITUDE 33 PLANNING AND ENGINEERING
Address: 4833 PARAMOUNT DR., 2nd FLOOR SAN DIEGO, CA 92123
Phone #: 858-781-0633
Fax #: 858-781-0834

Project Address:
7510 – 7878 HAZARD CENTER DRIVE
1370 FRAZEE ROAD
SAN DIEGO, CA 92108

Project Name:
HAZARD CENTER REDEVELOPMENT

Sheet Title:
EXISTING CONDITIONS

Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
Revision 10:	
Revision 9:	
Revision 8:	
Revision 7:	
Revision 6:	March 1, 2010
Revision 5:	January 13, 2010
Revision 4:	November 2, 2009
Revision 3:	May 18, 2009
Revision 2:	November 17, 2008
Revision 1:	May 1, 2008
Original Date:	January 2, 2008

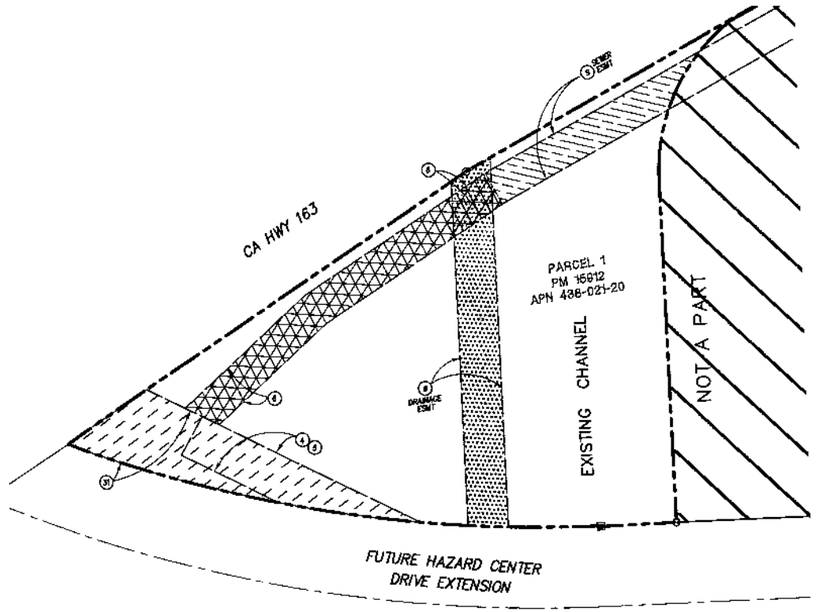
Sheet C16 of 60

DEP# 146803

ATTACHMENT 1 2

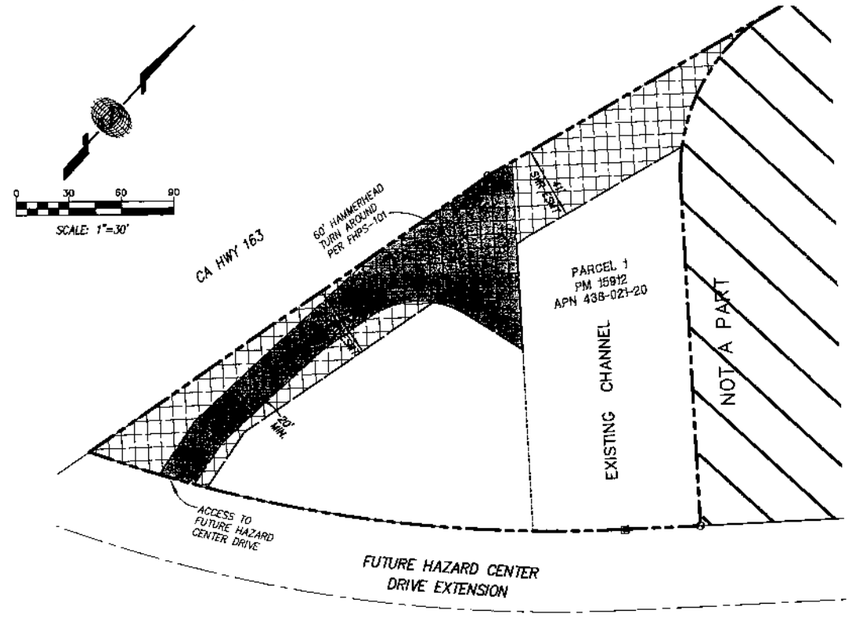
HAZARD CENTER REDEVELOPMENT

VESTING TENTATIVE MAP NO. 515726, SDP NO. 515727, PDP NO. 515728 AND GRADING & UTILITY PLAN



SEWER & DRAINAGE EASEMENT VACATIONS

- ④ ⑤ ㉛ SEWER EASEMENT AREA = 5,000 ± SQ. FT.
- ⑥ SEWER EASEMENT AREA = 4,200 ± SQ. FT.
- ⑨ SEWER EASEMENT AREA = 2,400 ± SQ. FT.
- ⑧ DRAINAGE EASEMENT AREA = 4,600 ± SQ. FT.



SEWER & DRAINAGE EASEMENT DEDICATION

- SEWER & DRAINAGE EASEMENT AREA = 17,500 ± SQ. FT.
- SEWER & DRAINAGE ACCESS ROAD

PROPOSED PARK SITE

LEGEND

PROPERTY LINE/PROJECT BOUNDARY
EXISTING EASEMENT LINE
PROPOSED EASEMENT LINE

EASEMENT DATA:

④ SEWER EASEMENT GRANTED TO THE CITY OF SAN DIEGO, REC. 10-22-1962 AS INSTRUMENT NO. 181158, OF O.R.

⑤ SEWER EASEMENT GRANTED TO THE CITY OF SAN DIEGO, REC. 10-22-1962 AS INSTRUMENT NO. 181160, OF O.R.

⑥ SEWER EASEMENT GRANTED TO THE CITY OF SAN DIEGO, REC. 7-7-1970 AS INSTRUMENT NO. 118740, OF O.R.

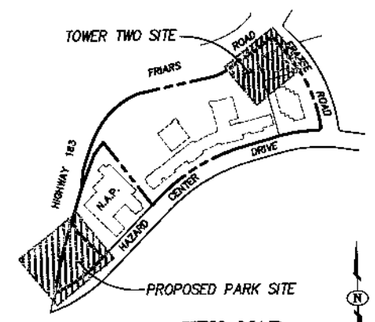
⑨ SEWER EASEMENT AS DELINEATED OR AS OFFERED FOR DEDICATION, ON PARCEL MAP 11949.

⑨ DRAINAGE EASEMENT AS DELINEATED OR AS OFFERED FOR DEDICATION, ON PARCEL MAP 11949.

㉖ WATER EASEMENT GRANTED TO THE CITY OF SAN DIEGO, REC. 3-16-1989 AS INSTRUMENT NO. 1989-134547, OF O.R.

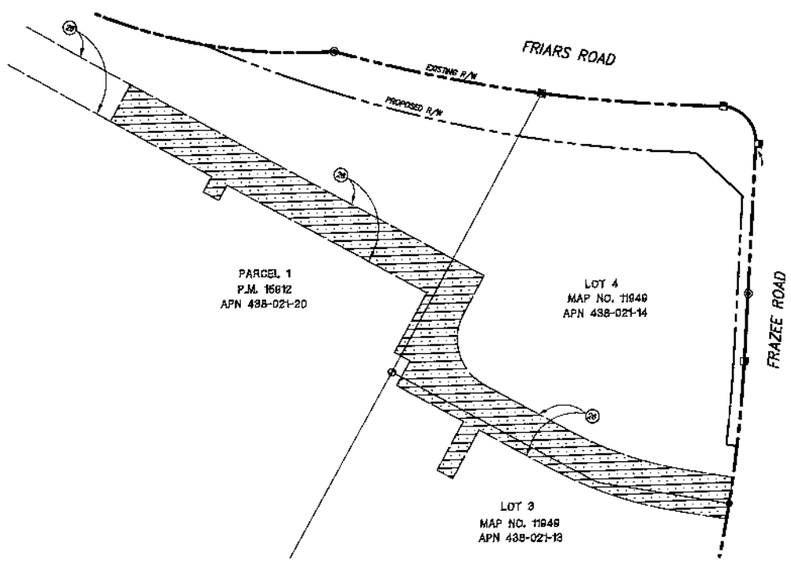
㉛ SEWER EASEMENT GRANTED TO THE CITY OF SAN DIEGO, REC. 12-10-1993 AS INSTRUMENT NO. 1993-0830965, OF O.R.

SEE EXISTING CONDITIONS SHEET C14 FOR ADDITIONAL EASEMENT INFORMATION.



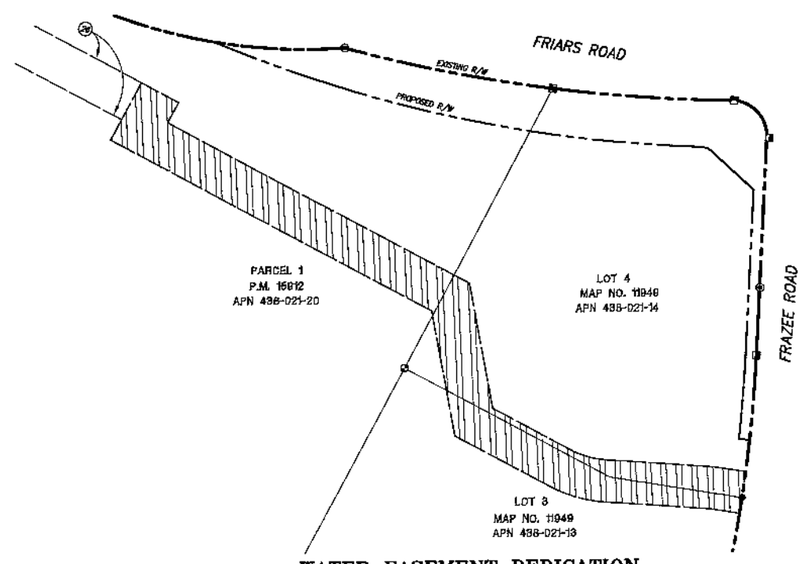
KEY MAP

NO SCALE



WATER EASEMENT VACATION

㉖ PORTION AREA = 11,600 ± SQ. FT.



WATER EASEMENT DEDICATION

AREA = 11,000 ± SQ. FT.

TOWER TWO SITE

H:\300-986.00\GP\950J0 EASEMENT VACATIONS AND DEDICATIONS C17.dwg 3/1/2010 10:17:42 PM PST

PREPARED IN THE OFFICE OF:

Latitude 33
Planning and Engineering
4833 Paramount Dr. Ste. 101
San Diego, Ca. 92123
858-751-0633 Fax 858-751-0634

REGISTERED PROFESSIONAL ENGINEER JIM KILCORE No. 46692 Exp. 6-30-2011 CIVIL STATE OF CALIFORNIA

JIM KILCORE R.C.E 46692 DATE
REG. EXPIRES 6-30-2011

Prepared By:
Name: LATITUDE 33 PLANNING AND ENGINEERING
Address: 4833 PARAMOUNT DR., 2nd FLOOR SAN DIEGO, CA 92123
Phone #: 858-751-0633
Fax #: 858-751-0634

Project Address:
7810 – 7826 HAZARD CENTER DRIVE
1370 FRAZEE ROAD
SAN DIEGO, CA 92108

Project Name:
HAZARD CENTER REDEVELOPMENT

Sheet Title:
VESTING TENTATIVE MAP NO. 515726; EASEMENT VACATIONS AND DEDICATIONS

Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
Revision 10:	
Revision 9:	
Revision 8:	
Revision 7:	
Revision 6:	March 1, 2010
Revision 5:	January 13, 2010
Revision 4:	November 2, 2009
Revision 3:	May 18, 2009
Revision 2:	November 17, 2008
Revision 1:	May 1, 2008
Original Date:	January 2, 2008

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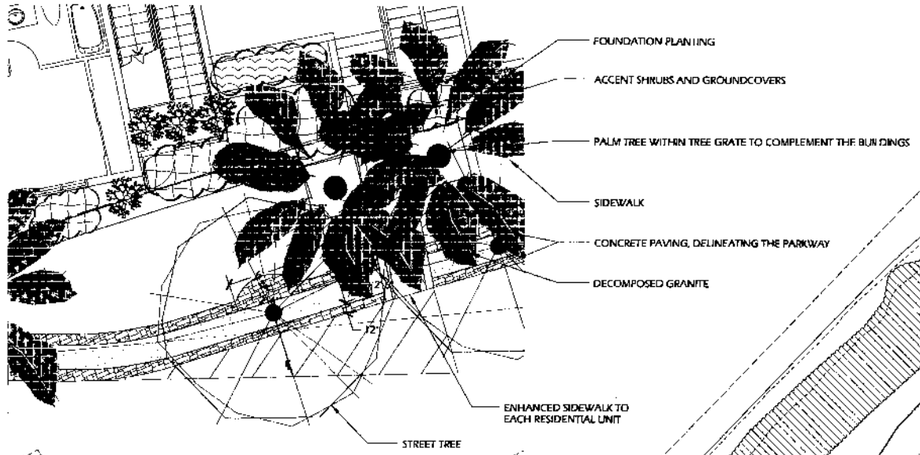
DEP# 146803



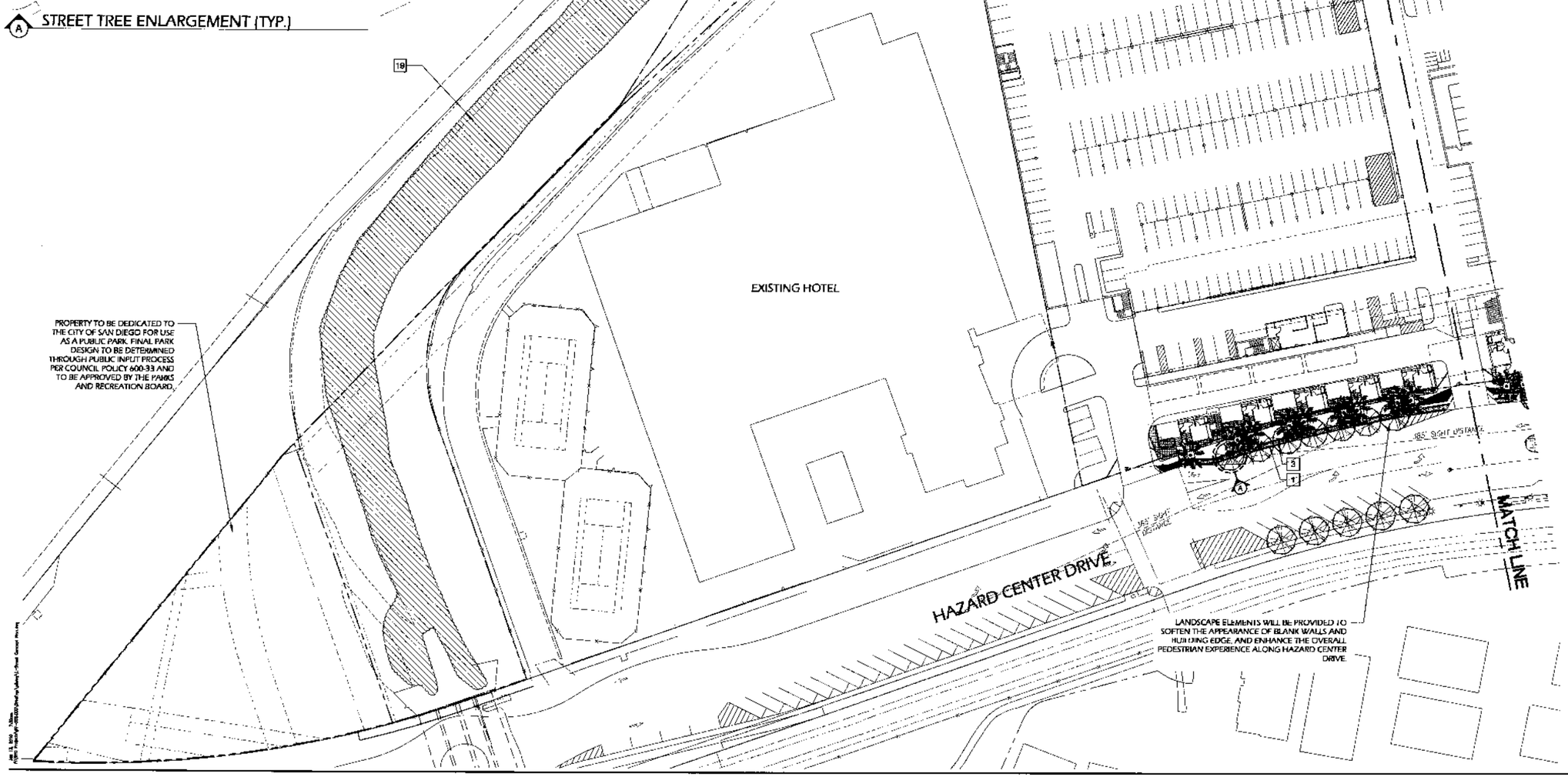
A STREET TREE ENLARGEMENT (TYP.)

REFERENCE NOTES SCHEDULE

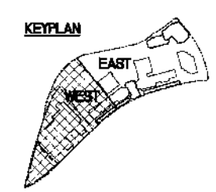
SYMBOL	REFERENCE NOTES
1	ENHANCED CONCRETE PAVERS
3	DECOMPOSED GRANITE
4	ENHANCED PAVING
5	PALM GROVE TO DEFINE AND CREATE ENTRY STATEMENT TO TOWER 1
9	EXISTING LANDSCAPE TO REMAIN, SEE EXISTING CONDITION PLAN ON SHEET L-11
10	EXISTING SIDEWALK TO REMAIN
11	EXISTING STREET TREE TO REMAIN, SEE EXISTING CONDITION PLAN ON SHEET L-11
12	PROPOSED SIDEWALK
14	RAISED PLANTER WITH PROPOSED PLANT MATERIAL
19	EXISTING FLOOD CONTROL CHANNEL WITH APPROPRIATE VEGETATION, SEE EXISTING CONDITION PLAN ON SHEET L-11
22	HALF SIZE BASKET BALL COURT
23	BIKE RACKS
24	TURF BLOCK OR OTHER DECOMPOSED GRANITE REINFORCEMENT AT SEWER EASEMENT ACESS ROAD

ATTACHMENT 1 3

REFER TO SHEET L-9 FOR PLANTING LEGEND AND NOTES



KEYPLAN



FSHLMAN L BARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Landscape Development Plan - Level 1 West

Hazard Center Redevelopment - San Diego, CA.

Project Name: Hazard Center Redevelopment

Sheet Title: Planting Plan Level 1 - West

Revision 05:	January 13, 2010
Revision 04:	November 2, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008

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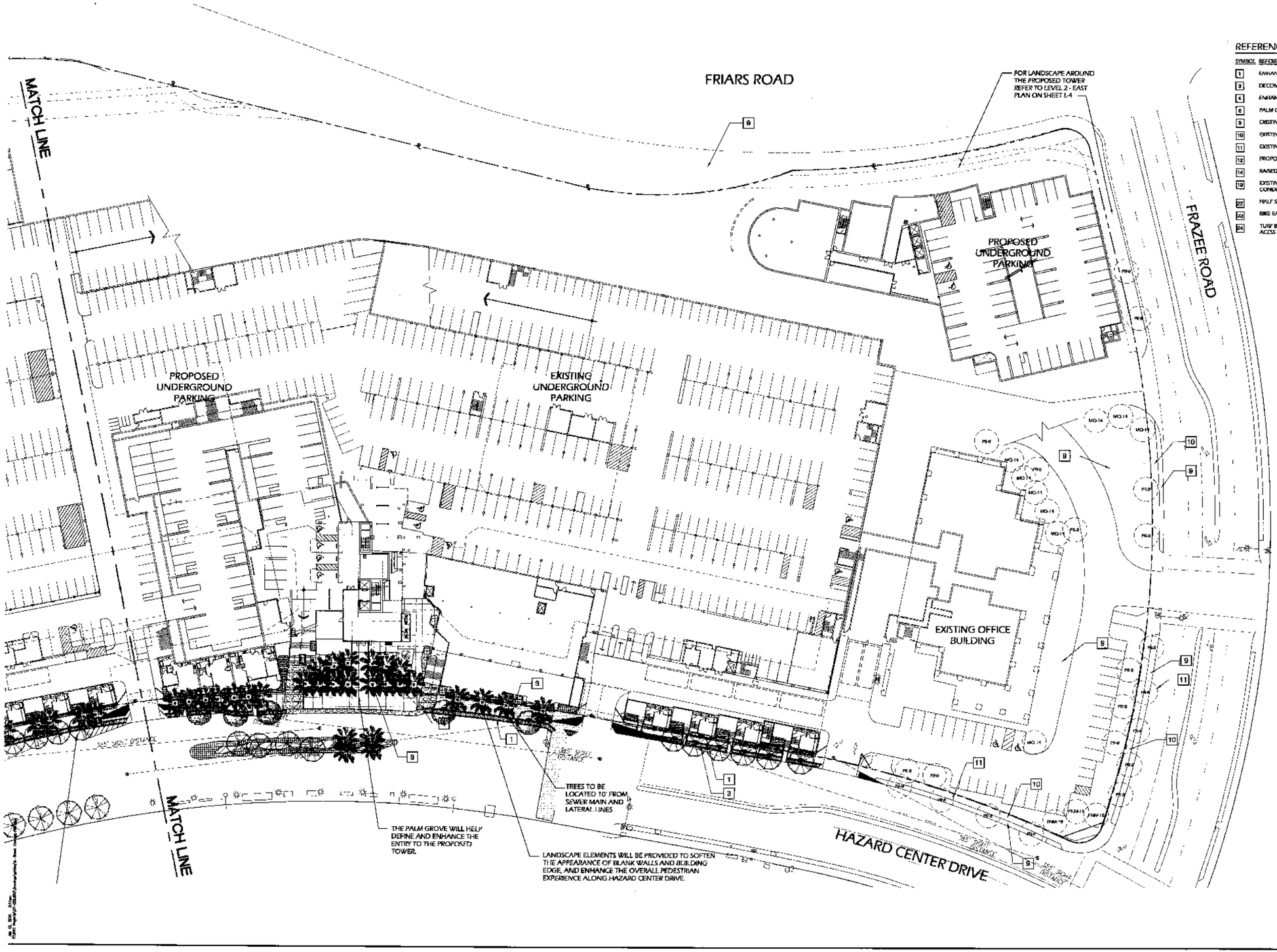
DEP# 146803

ATTACHMENT 1 3

ATTACHMENT 1 3

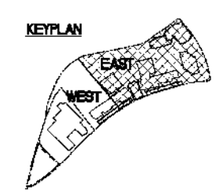


REFERENCE NOTES SCHEDULE

SYMBOL	REFERENCE NOTES
1	ENHANCED CONCRETE PAVERS
3	DECOMPOSED GRANITE
4	ENHANCED PAVING
6	PALM GROVE TO DEFINE AND CREATE ENTRY STATEMENT TO TOWER I
9	EXISTING LANDSCAPE TO REMAIN, SEE EXISTING CONDITION PLAN ON SHEET L-11
10	EXISTING SIDEWALK TO REMAIN
11	EXISTING STREET TREE TO REMAIN, SEE EXISTING CONDITION PLAN ON SHEET L-11
12	PROPOSED SIDEWALK
14	RAISED PLANTER WITH PROPOSED PLANT MATERIAL
19	EXISTING FLOOD CONTROL CHANNEL WITH APPROPRIATE VEGETATION, SEE EXISTING CONDITION PLAN ON SHEET L-11
22	HALF SIZE BASKET BALL COURT
23	BIKE RACKS
24	TURF BLOCK OR OTHER DECOMPOSED GRANITE REINFORCEMENT AT SEWER EASEMENT ACESS ROAD

REFER TO SHEET L-9 FOR PLANTING LEGEND AND NOTES

KEYPLAN



FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Landscape Development Plan - Level 1 East

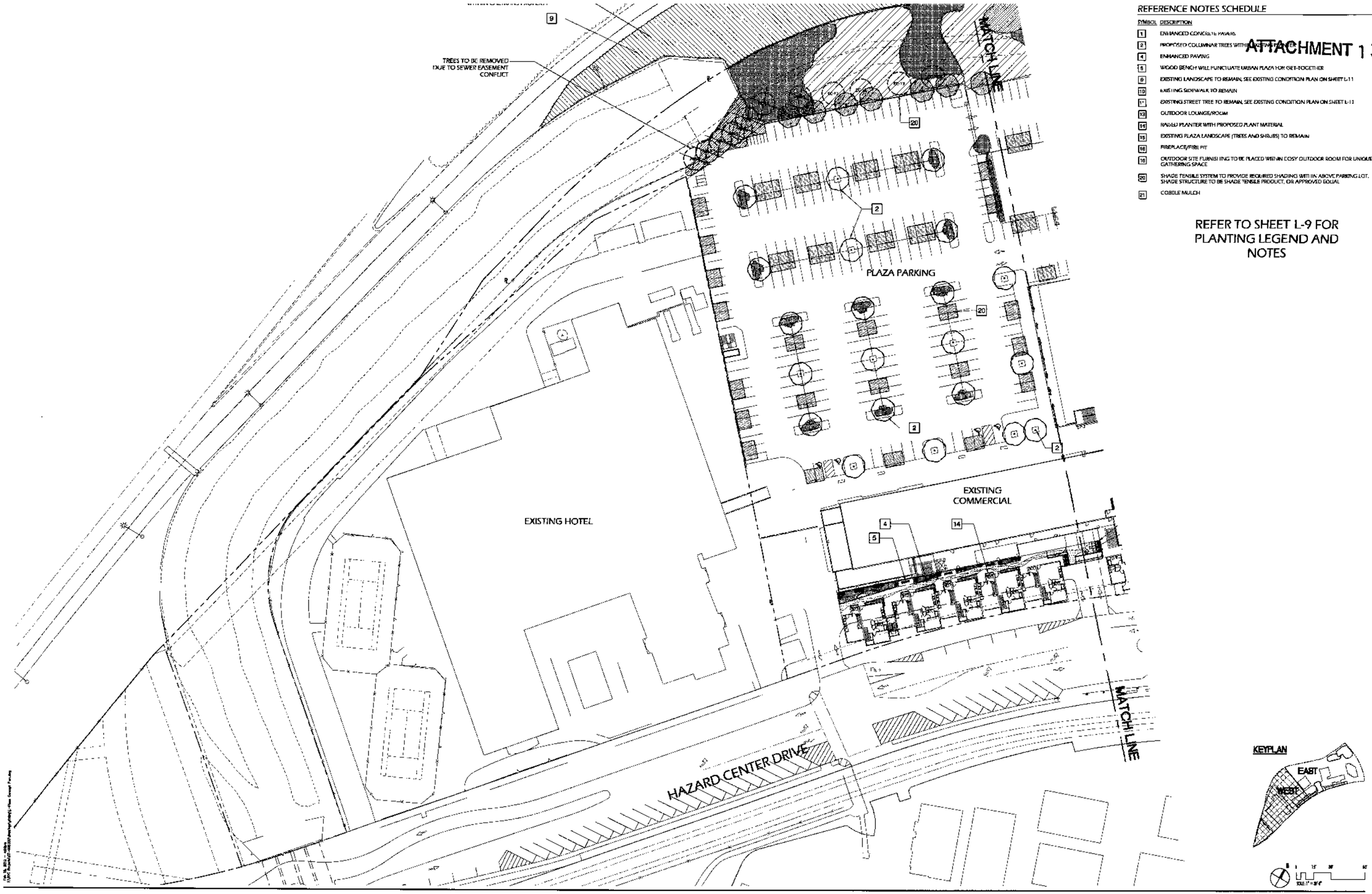
Hazard Center Redevelopment - San Diego, CA.

Project Name:
Hazard Center Redevelopment

Sheet Title
Landscape Plan Level 1 - East

Revision 05:	January 13, 2010
Revision 04:	November 2, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
Sheet	L-2 of 60
DPM#	146803

ATTACHMENT 1 3



REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
1	ENHANCED CONCRETE PAVING
2	PROPOSED COLUMNAR TREES WITHIN PARKING LOT
4	ENHANCED PAVING
5	WOOD BENCH WILL PUNCTUATE URBAN PLAZA FOR GET-TOGETHER
9	EXISTING LANDSCAPE TO REMAIN, SEE EXISTING CONDITION PLAN ON SHEET L-11
10	EXISTING SIDEWALK TO REMAIN
11	EXISTING STREET TREE TO REMAIN, SEE EXISTING CONDITION PLAN ON SHEET L-11
12	OUTDOOR LOUNGE/ROOM
14	RAISED PLANTER WITH PROPOSED PLANT MATERIAL
15	EXISTING PLAZA LANDSCAPE (TREES AND SHRUBS) TO REMAIN
16	FIREPLACE/FIRE PIT
18	OUTDOOR SITE FURNISHING TO BE PLACED WITHIN COSY OUTDOOR ROOM FOR UNIQUE GATHERING SPACE
20	SHADE TENSILE SYSTEM TO PROVIDE REQUIRED SHADING WITHIN ABOVE PARKING LOT. SHADE STRUCTURE TO BE SHADE TENSILE PRODUCT, OR APPROVED EQUAL
21	COBBLE MULCH

REFER TO SHEET L-9 FOR PLANTING LEGEND AND NOTES

ATTACHMENT 13

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Landscape Development Plan - Level 2 West

Hazard Center Redevelopment - San Diego, CA.

Project Name:
Hazard Center Redevelopment

Sheet Title:
Planting Plan Level 2 - West

Revision 05:	January 13, 2010
Revision 04:	November 2, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008

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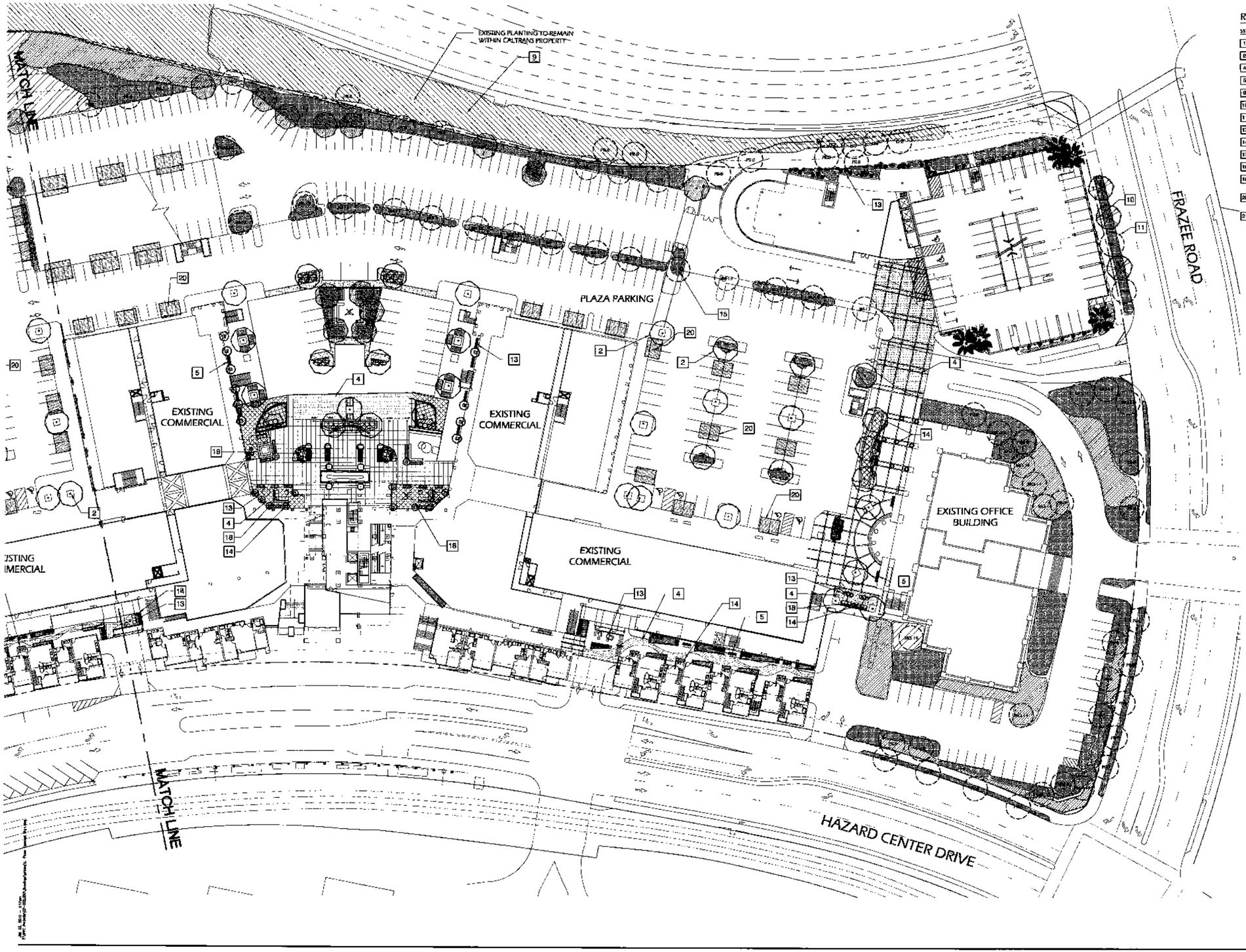
DWG# 146803

ATTACHMENT 13



REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
1	ENHANCED CONCRETE PAVERS
2	PROPOSED COLUMNAR TREES WITHIN EXISTING PLANTER
4	ENHANCED PAVING
5	WOOD BENCH WALL PUNCTUATE URBAN PLAZA FOR GET-TOGETHER
9	EXISTING LANDSCAPE TO REMAIN. SEE EXISTING CONDITION PLAN ON SHEET L-11
10	EXISTING SIDEWALK TO REMAIN
11	EXISTING STREET TREE TO REMAIN. SEE EXISTING CONDITION PLAN ON SHEET L-11
13	OUTDOOR LOUNGE/ROOM
14	RAISED PLANTER WITH PROPOSED PLANT MATERIAL
15	EXISTING PLAZA LANDSCAPE (TREES AND SHRUBS) TO REMAIN
16	FIREPLACE/FIRE PIT
18	OUTDOOR SITE FURNISHING TO BE PLACED WITHIN COSY OUTDOOR ROOM FOR UNIQUE GATHERING SPACE
20	SHADE TENSILE SYSTEM TO PROVIDE REQUIRED SHADING WITHIN ABOVE PARKING LOT. SHADE STRUCTURE TO BE: SHADE TENSILE PRODUCT, OR APPROVED EQUAL
21	COBBLE MULCH

ATTACHMENT 1 3

REFER TO SHEET L-9 FOR PLANTING LEGEND AND NOTES

ATTACHMENT 1 3

KEYPLAN

SCALE: 1" = 30'-0"

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33

Wimmer Yamada and Caughey

HAZARD CENTER

Landscape Development Plan - Level 2 East

Hazard Center Redevelopment - San Diego, CA.

Project Name: Hazard Center Redevelopment

Sheet Title: Planting Plan Level 2 - East

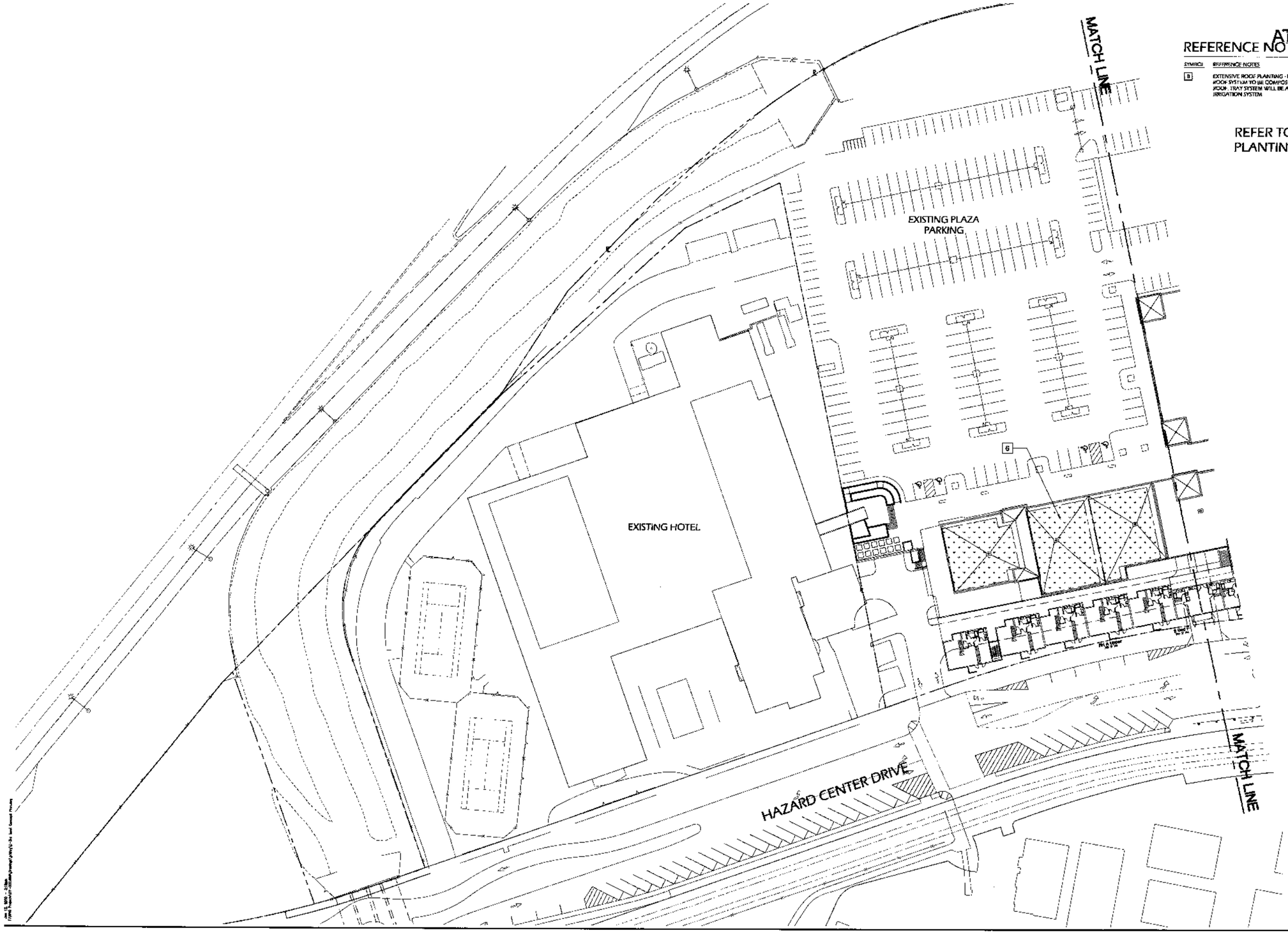
Revision 05:	January 13, 2010
Revision 04:	November 2, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
Sheet	L-4 of 60
DEPP #	146803

ATTACHMENT 13

REFERENCE NOTES SCHEDULE

SYMBOL	REFERENCE NOTES
9	EXTENSIVE ROOF PLANTING - PLANTING TO BE A MIX OF SEDUMS. GREEN ROOF SYSTEM TO BE COMPOSED OF TRAY SYSTEM TO BE LAID ON EXISTING ROOF. TRAY SYSTEM WILL BE ACCOMPANYING BY A LANDSCAPE DRIPLINE IRRIGATION SYSTEM

REFER TO SHEET L-9 FOR PLANTING LEGEND AND NOTES



FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Landscape Development Plan - Level 3 West

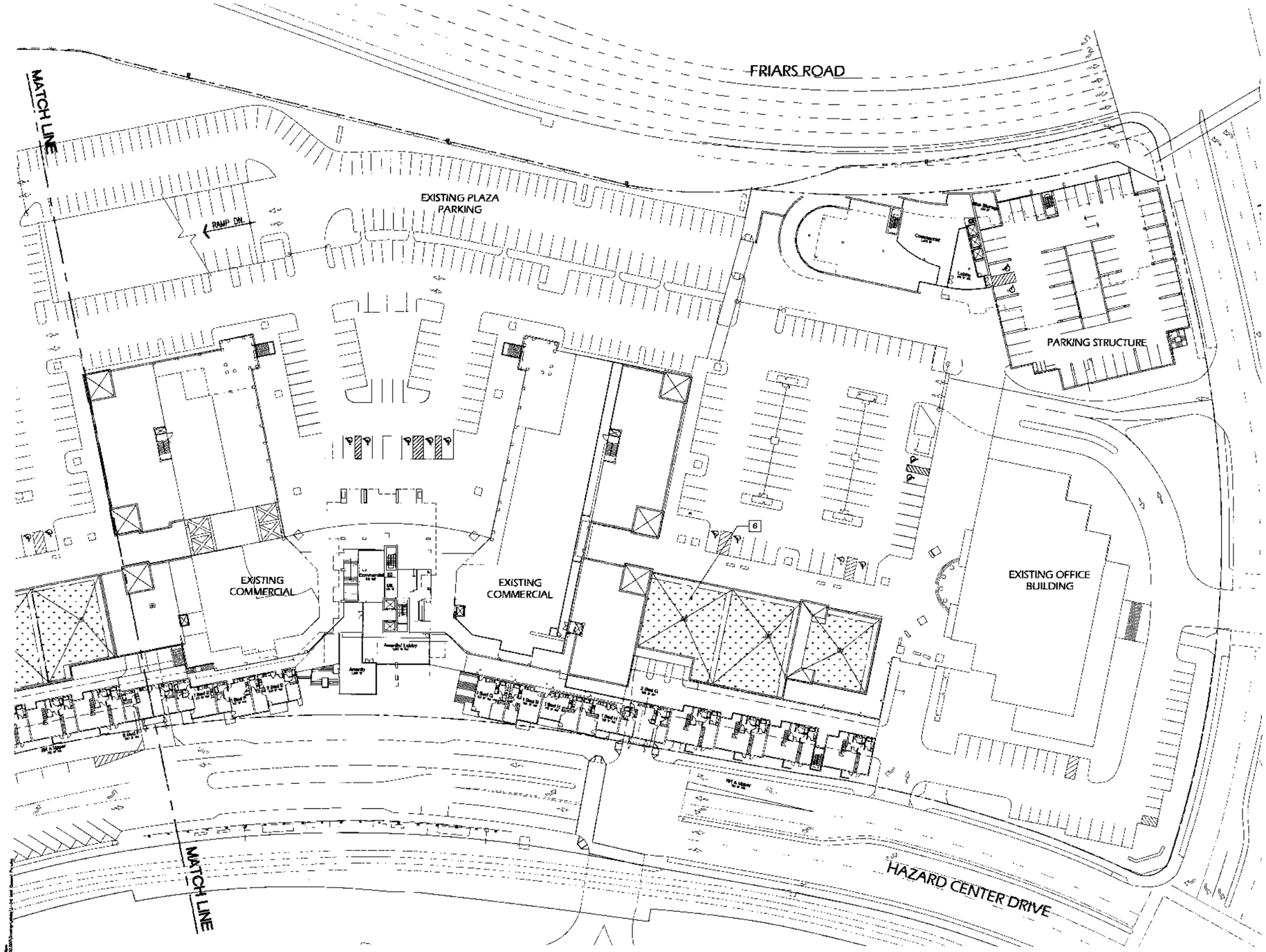
Hazard Center Redevelopment - San Diego, CA.

Project Name: Hazard Center Redevelopment

Sheet Title: **Planting Plan Level 3 - West**

Revision 05:	January 13, 2010
Revision 04:	November 2, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
Sheet	L-5 of 60
DEPH	146803

ATTACHMENT 13



ATTACHMENT 13

REFERENCE NOTES SCHEDULE

SYMBOL	REFERENCE NOTES
8	EXTENSIVE ROOF PLANTING - PLANTING TO BE A MIX OF SEDUMS. GREEN ROOF SYSTEM TO BE COMPOSED OF TRAY SYSTEM TO BE LAID ON EXISTING ROOF. TRAY SYSTEM WILL BE ACCOMPANYING BY A LANDSCAPE DRIPLINE IRRIGATION SYSTEM

REFER TO SHEET L-9 FOR PLANTING LEGEND AND NOTES

ATTACHMENT 13

KEYPLAN

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Landscape Development Plan - Level 3 East

Hazard Center Redevelopment - San Diego, CA.

Project Name: Hazard Center Redevelopment

Sheet Title: Planting Plan Level 3 - East

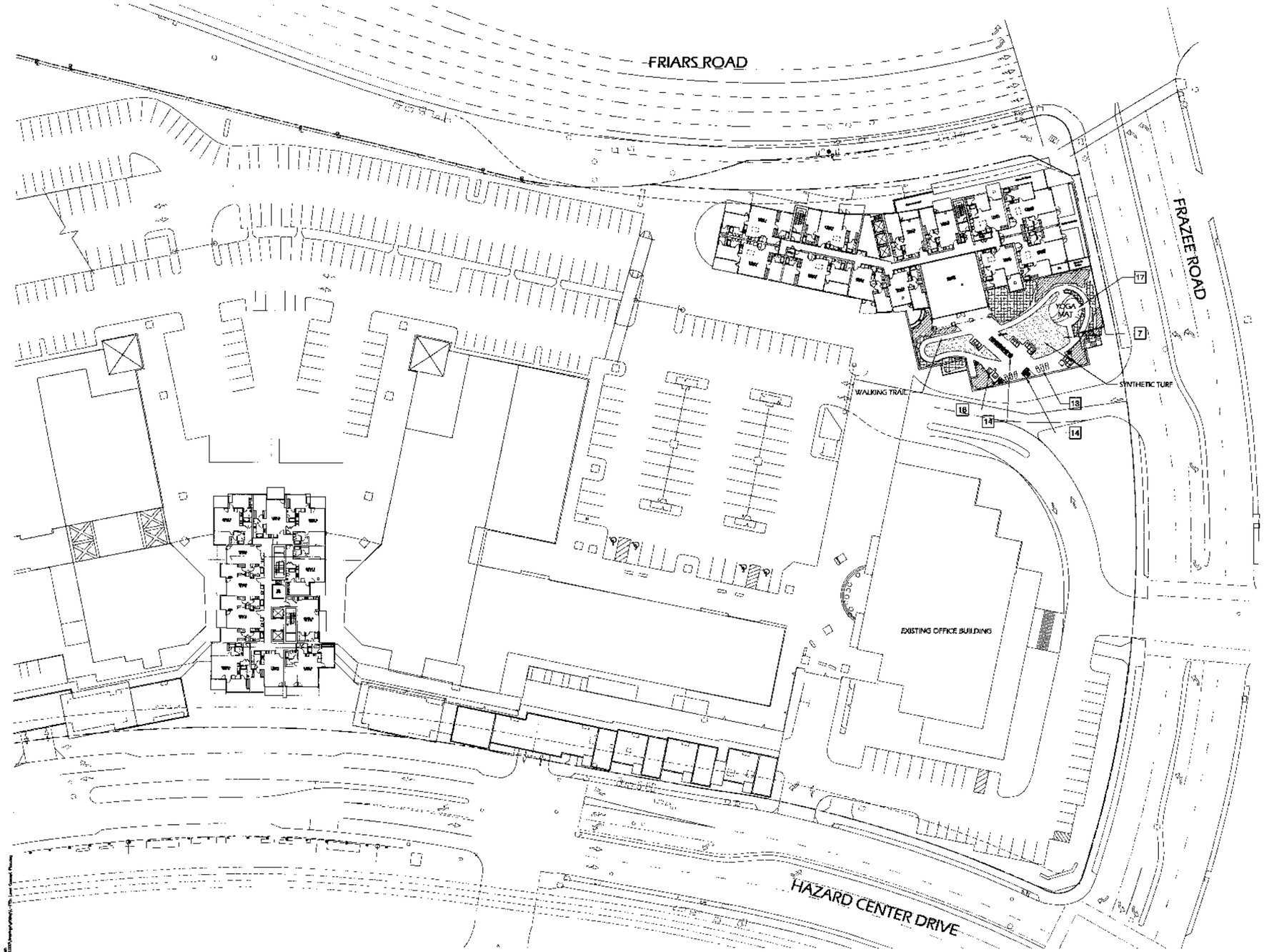
Revision 05:	January 13, 2010
Revision 04:	November 2, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
Sheet	L-6 of 60
DEPN	146803

ATTACHMENT 1 3

REFERENCE NOTES SCHEDULE

SYMBOL	REFERENCE NOTES
7	ARTIFICIAL TURF WILL CREATE GREEN OPEN SPACE ALTERNATIVE
13	OUTDOOR LOUNGE/ROOM
14	RAISED PLANTER WITH PROPOSED PLANT MATERIAL
17	YOGA MAT FOR RELAXATION AND MEDITATION
18	OUTDOOR SITE FURNISHING TO BE PLACED WITHIN COSY OUTDOOR ROOM FOR UNIQUE GATHERING SPACE

REFER TO SHEET L-9 FOR PLANTING LEGEND AND NOTES



KEYPLAN

SCALE: 1" = 30'-0"

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33

Wimmer Yamada and Caughey

HAZARD CENTER

Landscape Development Plan - Level 6 East

Hazard Center Redevelopment - San Diego, CA.

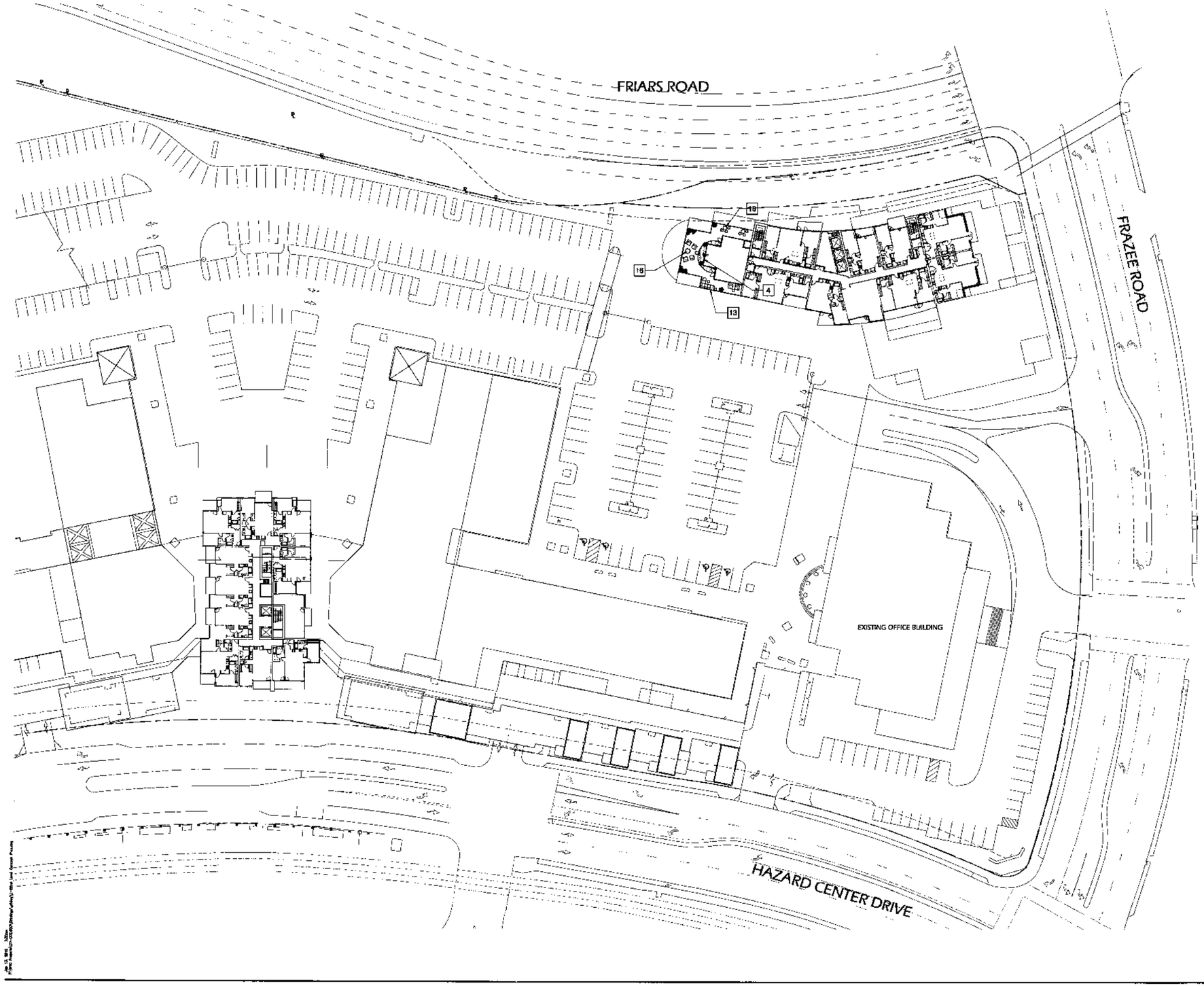
Project Name: Hazard Center Redevelopment

Sheet Title: **Planting Plan Level 6 - East**

Revision 05:	January 13, 2010
Revision 04:	November 2, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
Sheet	L-7 of 60
DLPN	146803

ATTACHMENT 1 3

ATTACHMENT 13

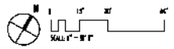


REFERENCE NOTES SCHEDULE

SYMBOL	REFERENCE NOTES
4	ENHANCED PAVING
13	OUTDOOR LOUNGE/ROOM
16	FIREPLACE/FIRE PIT
18	OUTDOOR SITE FURNISHING TO BE PLACED WITHIN COSY OUTDOOR ROOM FOR UNIQUE GATHERING SPACE

REFER TO SHEET L-9 FOR PLANTING LEGEND AND NOTES

KEYPLAN



FERGMAN L-BARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Landscape Development Plan - Level 22 East

Hazard Center Redevelopment - San Diego, CA.

Project Name:
Hazard Center Redevelopment

Sheet Title:
Planting Plan
Level 22 - East

Revision 05:	January 13, 2010
Revision 04:	November 2, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
Sheet	L-8 of 60
DEPN	146803

ATTACHMENT 13

CONCEPT PLANT SCHEDULE

Plant	Quantity
STREET TREES 24" BOX - STANDARD - TALL CANOPY TREES KOELREUTERIA BIPINNATA / CHINESE FLAME TREE PLATANUS RACEMOSA / CALIFORNIA SYCAMORE	24
ACCENT TREES 24" BOX - FLOWERING TREE JACARANDA MIMOSIFOLIA / JACARANDA LAGERSTROEMIA INDICA "NATCHEZ" / NATCHEZ" CRAPE MYRTLE PRUNUS "KRAUTER VESUVIUS" / FLOWERING PLUM	7
PALM TREES 30 BHT SYAGRUS ROMANZOFFIANUM / QUEEN PALM WASHINGTONIA ROBUSTA / MEXICAN FAN PALM	44
SHADE TREES 24" BOX - BROAD CANOPY TREE KOELREUTERIA BIPINNATA / CHINESE FLAME TREE LIQUIDAMBAR STYRACIFLUA "PALO ALTO" TM / PALO ALTO SWEET GUM PLATANUS RACEMOSA / CALIFORNIA SYCAMORE	36
SMALL PATIO TREE BAMBUSA OLDHAMII / GIANT TIMBER BAMBOO CALLISTEMON VIMINALIS "RED CASCADE" / WEEPING BOTTLEBRUSH	43
ARCHITECTURAL DEFINITION 5 GAL AGAVE FRANZOSINII / FRANZOSIN AGAVE CUPRESSUS SEMPERVIRENS "TINY TOWER" TM / TINY TOWER ITALIAN CYPRESS NOLINA RECURVATA / PONY TAIL PALM PHORMIUM "MAORI MAIDEN" / MAORI MAIDEN FLAX PHORMIUM COOKIANUM / VARIEGATED MOUNTAIN FLAX PHORMIUM TENAX "ATROPURPUREUM" / PURPLE NEW ZEALAND FLAX PODOCARPUS GRACILIOR / FERN PINE YUCCA RECURVIFOLIA / MULTI-TRUNK SOFT LEAF YUCCA	155
VINES DISTICTIS BUCCINATORIA / BLOOD RED TRUMPET VINE FICUS PUMILA / CREEPING FIG LONICERA JAPONICA "HALLIANA" / HALLS HONEYSUCKLE FLOWERING VINE	41
SHRUBS FOR PLANTERS BAMBUSA MULTIPLEX "GOLDEN GODDESS" / GOLDEN GODDESS BAMBOO BAMBUSA OLDHAMII / GIANT TIMBER BAMBOO	44
ORNAMENTAL GRASSES 1 GAL @ 12" O.C. FESTUCA GLAUCA "ELIJAH BLUE" / ELIJAH BLUE FESCUE MUHLENBERGIA CAPILLARIS "REGAL MIST" TM / MUHLY NASSELLA TENUISSIMA / TEXAS NEEDLE GRASS SCIRPUS CERNUUS / LOW BULRUSH	4021SF
SMALL SHRUBS / GROUNDCOVERS 1 GAL @ 36" O.C. ALOE STRIATA / CORAL ALOE ANIGOZANTHOS HYBRID "BIG RED" / BIG RED KANGAROO PAW GAZANIA "BURGUNDY" / GAZANIA MYOPORUM PARVIFOLIUM "PINK" POLYGALA DALMAISIANA / SWEET PEA SHRUB ROSMARINUS OFFICINALIS "PROSTRATA" / PROSTRATE ROSEMARY	5771SF
CASCADING SHRUBS HELICHRYSUM PETIOLARE "LIMELIGHT" / LIMELIGHT LICORICE PLANT SCAEVOLA MAUVE CLUSTERS "MAUVE CLUSTERS" / HANGING BASKET FAN FLOWERS SUTERA CORDATA "LAVENDER SHOWERS" / LAVENDER BACOPA SUTERA CORDATA "WHITE" / WHITE BACOPA	509 SF
SHADE SHRUBS 1 GAL @ 24" O.C. CYPERUS PAPYRUS / PAPYRUS DRYOPTERIS ERYTHROSORA / AUTUMN FERN ENSETE VENTRICOSUM "MAURELII" / RED BANANA SANSEVIERIA TRIFASCIATA "LAURENTII" / SANSEVIERIA	2,527 SF
LARGE / MEDIUM SHRUBS 5 GAL @ 48" O.C. HETEROMELES ARBUTIFOLIA / TOYON MALOSMA LAURINA / LAUREL SUMAC SALVIA GREGGII "CORAL" / AUTUMN SAGE SALVIA LEUCANTHA "SANTA BARBARA" / MEXICAN BUSH SAGE	2200 SF
GROUNDCOVER PLANTED IN TURF BLOCK 1 GAL @ 12" O.C. MYOPORUM PARVIFOLIUM / TRAILING MYOPORUM	3,447 SF
TURF FESTUCA ARUNDINACEA "BONSAI" / BONSAI DWARF TALL FESCUE	10,000 SF
EXTENSIVE ROOF PLANTING SEDUM SPATHULIFOLIUM "CAPE BLANCO" / CAPE BLANCO SEDUM SEDUM SPATHULIFOLIUM "PURPUREUM" / PURPLE SPATHE LEAVED STONECROP	19,040 SF

EXISTING TREE LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	CALIPER	REMARKS
AM9	ACACIA MELANOXYLON	BLACK ACACIA	9"	STANDARD
EC13	EUCALYPTUS CITRIODORA	LEMON-SCENTED GUM	13"	STANDARD
FM18	FICUS MICROCARPA NITIDA	INDIAN LAUREL FIG	18"	STANDARD
JM13	JACARANDA MIMOSIFOLIA	JACARANDA	13"	STANDARD
LI2	LAGERSTROEMIA INDICA	CRAPE MYRTLE	2"	MULTI-TRUNK
MQ14	MELALEUCA QUINQUENERVIA	CAJEPUT TREE	14"	MULTI-TRUNK
PR8	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	8"	STANDARD
SM11	SALIX MATSUDANA	HANKOW WILLOW	11"	MULTI-TRUNK

LANDSCAPE DEVELOPMENT NOTES

1. ALL LANDSCAPE AND IRRIGATION SHALL CONFORM TO THE CITY OF SAN DIEGO LAND DEVELOPMENT CODE; LANDSCAPE REGULATIONS; THE LAND DEVELOPMENT MANUAL; LANDSCAPE STANDARD; THE MISSION VALLEY PLANNED DISTRICT ORDINANCE, FIRST SAN DIEGO RIVER IMPROVEMENT PROJECT SPECIFIC PLAN AND ALL OTHER CITY AND REGIONAL STANDARDS.
2. THE LANDSCAPE DESIGN WILL PROVIDE A LOW/MODERATE WATER USE PALETTE, PRESERVE EXISTING TREES WHERE FEASIBLE, SCREEN PARKING AND UTILITY AREAS AS MUCH AS POSSIBLE FROM SURROUNDING LAND USE, AND PROVIDE OUTDOOR AMENITY AREAS AS IS POSSIBLE.
3. ALL TREES WILL BE A MINIMUM OF 24" BOX SIZE OR LARGER AT INSTALLATION.
4. ALL TREES AND SHRUBS SHALL BE ALLOWED TO TAKE ON THEIR NATURAL SIZE, SHAPE AND CHARACTER. IT IS THE INTENT OF THIS DESIGN TO MINIMIZE THE NEED FOR PRUNING AND EXTENSIVE MAINTENANCE.
5. ALL GRADED, DISTURBED OR ERODED AREAS THAT WILL NOT BE PERMANENTLY PAVED OR COVERED BY STRUCTURES SHALL BE PERMANENTLY REVEGETATED AND IRRIGATED AS SHOWN IN TABLE 142-04F AND IN ACCORDANCE WITH THE LAND DEVELOPMENT MANUAL LANDSCAPE STANDARDS.
6. A RAISED CONCRETE CURB OR WHEEL STOP SHALL BE PROVIDED IN ALL LANDSCAPE AREAS ADJACENT TO VEHICULAR USE AREAS TO PROVIDE PROTECTION OF PLANT MATERIAL FROM VEHICULAR DAMAGE.
7. ALL REQUIRED VEGETATION AND EROSION CONTROL SHALL BE COMPLETED WITHIN 90 CALENDAR DAYS OF THE COMPLETION OF GRADING DISTURBANCE.
8. MULCH: ALL REQUIRED PLANTING AREAS SHALL BE COVERED WITH MULCH TO A MINIMUM DEPTH OF 2 INCHES, EXCLUDING SLOPES REQUIRING REVEGETATION AND AREAS PLANTED WITH GROUNDCOVER. ALL EXPOSED SOIL AREAS WITHOUT VEGETATION SHALL ALSO BE MULCHED TO THIS MINIMUM DEPTH.
9. TREE ROOT BARRIERS AND/OR STRUCTURAL SOIL SHALL BE INSTALLED WHERE TREES ARE PLACED WITHIN 5 FEET OF PUBLIC IMPROVEMENTS INCLUDING WALKS, CURBS OR STREET PAVEMENTS OR WHERE NEW PUBLIC IMPROVEMENTS ARE PLACED ADJACENT TO EXISTING TREES. THE ROOT BARRIER WILL NOT WRAP AROUND THE ROOT BALL.

BASIS OF DESIGN

THE PROJECT'S CENTRAL LOCATION TO FASHION VALLEY MAKES IT A KEY COMMERCIAL DESTINATION FOR MANY SAN DIEGANS AND TOURISTS ALIKE. IT REPRESENTS BOTH THE BEAUTY AND ECONOMIC PROSPERITY OF THE REGION, AND WILL CONTINUE TO DO SO IN THE FUTURE. WITH THE ADDITION OF RESIDENTIAL UNITS AND TWO RESIDENTIAL TOWERS, THIS SITE WILL BEGIN TO THRIVE AS NOT ONLY A COMMERCIAL DEVELOPMENT, BUT ALSO AS A RESIDENTIAL ONE. HAZARD CENTER WILL BEGIN TO RESEMBLE A SMALL COMMUNITY AND PROVIDE FOR ALL WHO LIVE IN OR VISIT THE AREA.

THIS MIXED USE, COMMERCIAL AND RESIDENTIAL DEVELOPMENT, WILL BE LANDSCAPED ACCORDINGLY TO GIVE EACH BUILDING ITS UNIQUE IDENTITY WHILE MAINTAINING A COHESIVE THEME THROUGHOUT THE DESIGN, WITH AN EMPHASIS ON SUSTAINABILITY AND AESTHETICS. THROUGH THE USE OF LANDSCAPE PATTERNS, SIMILAR LANDSCAPE MATERIALS, AND PLANTING SPECIES CONSISTANT WITH THE EXISTING SURROUNDING AREAS, THE HAZARD CENTER REDEVELOPMENT WILL TRANSITION SEEMLESSLY INTO ITS ENVIRONMENT.

THE STREET FRONTAGE OF THE PROPERTY ALONG HAZARD CENTER DRIVE IS DESIGNED WITH HEAVY LANDSCAPE PLANTING THAT GIVES THE AREA A MORE COHESIVE THEME, COMBINING PALMS AND ACCENT TREES WITH SHADE PLANTS AND ORNAMENTAL GRASSES. WITH SUSTAINABILITY AT THE FOREFRONT OF THE DESIGN PROCESS, A VARIETY OF DROUGHT TOLERANT PLANTS WILL ALSO BE USED THAT GIVE ARCHITECTURAL DEFINITION TO THE NEW BUILDINGS. LOW-WATER USE SHADE PLANTS WILL ALSO BE USED TO GIVE THE LANDSCAPE A LUSH FEELING WITHOUT USING A PALETTE THAT REQUIRES AN ABUNDANCE OF IRRIGATION.

THE STREETSCAPE IS DESIGNED TO BE A VERY WALKABLE SPACE COMBINING PAVERS AND DECOMPOSED GRANITE WITH THE SHADE THAT IS PROVIDED BY THE STREET TREES. THE DECOMPOSED GRANITE WILL ALSO ALLOW FOR A MORE PERMEABLE SPACE FOR THE TREES TO FLOURISH. THE UNIQUE DESIGN OF THE HARDSCAPE ENHANCES NOT ONLY THE WALKING SPACE, BUT PROMOTES THE OVERALL HEALTH OF THE TREES.

THE "GRAND ENTRY" THAT LEADS UP TO THE RESIDENTIAL TOWER WILL BE LINED WITH PALM TREES THAT ARE TO SCALE WITH THE HEIGHT OF THE BUILDING AND PROMOTE A SENSE OF GRANDEUR WHEN APPROACHING THE TOWER. THE FRONT OF THE YMCA WILL BE PLANTED WITH ACCENT TREES TO SET IT APART FROM THE OTHER RESIDENTIAL BUILDINGS, WHILE MAINTAINING THE COHESIVENESS OF THE OVERALL DESIGN. LANDSCAPE ELEMENTS WILL BE PROVIDED THROUGHOUT THE SITE TO SOFTEN THE APPEARANCE OF BLANK WALLS AND BUILDING EDGES AND ENHANCE THE OVERALL PEDESTRIAN SCALE OF THE PROJECT.

ON THE SECOND LEVEL, ENHANCED PAVING WILL BE INSTALLED TO FLOW THROUGH THE COMMON RESIDENTIAL CIRCULATION AND LEAD UP TO THE VARIOUS ENTRANCES. OUTDOOR SEATING WILL BE PROVIDED TO FACILITATE SOCIAL INTERACTION AND ALLOW RESIDENTS WITH A LOUNGE TO ENGAGE AND PROMOTE THE OVERALL SENSE OF COMMUNITY WITHIN THE DEVELOPMENT.

THE SECOND RESIDENTIAL TOWER TO THE NORTH OF THE DEVELOPMENT WILL BE ENHANCED WITH TWO ROOFTOP LOUNGES AND GARDENS THAT WILL CONTINUE THIS OUTDOOR LIVING THEME AND WILL BE USED FOR A VARIETY OF SETTINGS. THE ONE OF 6th LEVEL, ADJACENT TO FITNESS CENTER WILL BE MORE ACTIVE WHEREAS ON THE 22nd FLOOR THE TERRACE WILL BE MORE PASSIVE PROVIDING OVERLOOK TO THE VALLEY AND TOWARD THE BAY.

IN LINE WITH THE OVERALL SUSTAINABILITY OF THE LANDSCAPE DESIGN, THERE WILL BE VARIOUS GREEN ROOFS INSTALLED ON THE TOPS OF THE COMMERCIAL BUILDINGS WHICH REDUCE ENERGY OUTPUT, WATER RUNOFF, AND THE HEAT ISLAND EFFECT. THE GREEN ROOFS WILL ALSO ENHANCE THE VIEWS FOR THE INHABITANTS OF THE TWO RESIDENTIAL TOWERS WHO WILL BE LOOKING DOWN ON THE ROOFTOPS FROM THEIR APARTMENTS. ONCE ESTABLISHED THESE GREEN ROOFS WILL CONTINUE TO FLOURISH WITH LITTLE TO NO WATER OR MAINTENANCE.

IRRIGATION DEVELOPMENT NOTES

ATTACHMENT 13

1. IRRIGATION SHALL BE PROVIDED TO ALL PLANTING AREAS SHOWN ON THE PLANS.
2. IRRIGATION SHALL BE METERED THROUGH OWNER'S METER.
3. IRRIGATION SYSTEMS ARE TO BE INSTALLED IN ACCORDANCE WITH THE CRITERIA AND STANDARDS OF THE CITY OF SAN DIEGO LANDSCAPE ORDINANCE SECTION 142.0403 AND THE CITY OF SAN DIEGO LAND DEVELOPMENT MANUAL LANDSCAPE STANDARDS.
4. AN AUTOMATIC, ELECTRICALLY CONTROLLED IRRIGATION SYSTEM (COMPOSED OF A COMBINATION OF SPRAY AND DRIP IRRIGATION) SHALL BE PROVIDED AS REQUIRED FOR PROPER IRRIGATION, DEVELOPMENT AND MAINTENANCE OF THE VEGETATION IN HEALTHY, DISEASE RESISTANT CONDITION. THE DESIGN OF THE SYSTEM SHALL PROVIDE ADEQUATE SUPPORT FOR THE VEGETATION SELECTED. ALL PROPOSED IRRIGATION SYSTEMS WILL BE AN APPROVED RAIN SENSOR SHUT-OFF DEVICE.

LANDSCAPE MAINTENANCE NOTES

1. THE OWNER WILL PROVIDE MAINTENANCE FOR THIS PROPERTY UNDER A PRIVATE CONTRACT WITH A QUALIFIED LANDSCAPE MAINTENANCE FIRM. ALL PLANTING AND IRRIGATION WILL BE ON A REGULAR AND CONTINUOUS MAINTENANCE SCHEDULE.
2. ALL REQUIRED LANDSCAPED AREAS SHALL BE MAINTAINED IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LAND DEVELOPMENT MANUAL LANDSCAPE STANDARDS AND BE KEPT FREE OF DEBRIS AND LITTER. ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY GROWING CONDITION AND DISEASED OR DEAD PLANT MATERIAL SHALL BE REPLACED.

TREE PROTECTION/TRANSPLANTATION

THE FOLLOWING PROTECTION FOR EXISTING TREES WILL BE PROVIDED:

1. A BRIGHT YELLOW OR ORANGE TEMPORARY FENCE WILL BE PLACED AROUND EXISTING TREES AT THE DRIP LINE.
2. STOCKPILING, TOPSOIL DISTURBANCE, CONSTRUCTION MATERIAL STORAGE, VEHICLE USE, FOOT TRAFFIC, AND STORAGE OF ANY KIND IS PROHIBITED WITHIN THE DRIP LINE.
3. ROOT SYSTEMS OF EXISTING TREES ON SITE WILL BE PROTECTED FROM FLOODING, EROSION, CHEMICAL SPILLS, AND EXCESSIVE WETTING AND DRYING.
4. THE EXISTING GRADE WILL BE MAINTAINED WITHIN THE DRIP LINE OF EXISTING TREES.
5. MAINTAIN AND DOCUMENT A TREE WATERING SCHEDULE DURING CONSTRUCTION.
6. ALL DAMAGED TREES WILL BE REPLACED WITH ONE OF EQUAL OR GREATER SIZE.
7. ALL TREES AND PALMS TO BE TRANSPLANTED SHALL BE EVALUATED BY A QUALIFIED ARBORIST AND TAGGED FOR PRESERVATION AND THEN APPROPRIATELY MAINTAINED DURING STOCKPILING AND REPLANTING.

MINIMUM TREE/IMPROVEMENT SEPARATION DISTANCE:

TRAFFIC SIGNALS/STOP SIGN - 20 FEET
UNDERGROUND UTILITY LINES - 5 FEET ABOVE
GROUND UTILITY STRUCTURES - 10 FEET
DRIVEWAYS - 10 FEET
SEWER MAIN AND LATERAL - 10 FEET

ATTACHMENT 13

FEHLMAN LABARRE ARCHITECTURE PLANNING | OliverMcMillan
Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Planting Legend & Notes

Hazard Center Redevelopment - San Diego, CA.

Project Name: Hazard Center Redevelopment

Sheet Title: Planting Legend & Notes

Revision 05:	January 13, 2010
Revision 04:	November 2, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
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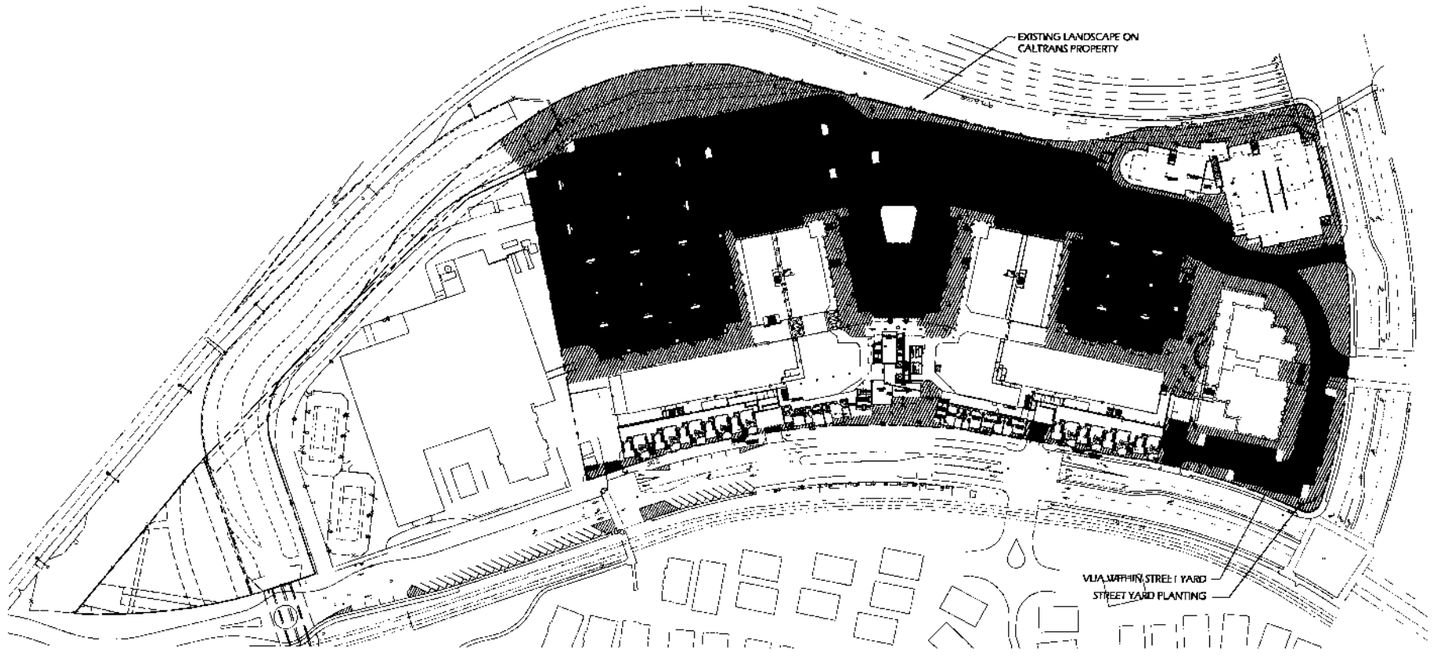

LANDSCAPE CALCULATION DIAGRAM

STREET YARD	121342				
Planting Area Required	60671	Planting Areas Provided	57361	Excess Area Provided	-3310
Planting Points Required	6067	Plant Points Provided	11257	Excess Points Provided	5190
		Points provided with trees only			
REMAINING YARD					
Number of buildings	6	Trees required	18	Trees Provided	0[II]
VEHICULAR USE AREA	254016	VUA within Street Yard	250789	VUA within Remaining Yard	0
Required Planting Area within Street Yard	12539	Planting area Provided	5887 [I]	Excess Area Provided	-6657
Required Plant Points within Street Yard	12539	Plant Points Provided	4860 [III]	Excess Points Provided	-7679

(1) - THE VEHICULAR USE AREA IS EXTREMELY LARGE DUE TO THE COMMERCIAL PORTION OF THE SITE. MOST OF THE VUA WITHIN THE STREETYARD IS OVERDECK AND A SHADE TENSILE SYSTEM WILL BE PROPOSED TO ACCOMPLISH THE 50% PARKING STALL SHADING. A DEVIATION WILL BE SUBMITTED TO PROPOSE A SHADE TENSILE SYSTEM TO PROVIDE THE REQUIRED SHADE.
(2) - THERE IS NO REMAINING YARD ON THIS PROJECT.

POINTS ACHIEVED BY TREES, EXISTING AND PROPOSED

EXISTING/PROPOSED	BOTANICAL NAME	CALIPER	QUANTITY	POINTS
EXISTING	PLATANUS RACEMOSA	8"	11	2750
PROPOSED	STREET TREES	24" BOX	14	280
PROPOSED	ACCENT TREES	24" BOX	7	140
			TOTAL POINTS	3170

EXISTING/PROPOSED	BOTANICAL NAME	CALIPER	QUANTITY	POINTS
EXISTING	ACACIA MELANOXYLON	9"	7	875
EXISTING	EUCALYPTUS CITRIODORA	13"	5	875
EXISTING	FICUS MICROCARPA NITIDA	18"	3	750
EXISTING	LAGERSTROEMIA INDICA	2"	4	200
EXISTING	MELALEUCA QUINQUENERVIA	14"	10	2000
EXISTING	PLATANUS RACEMOSA	8"	25	6250
EXISTING	SALIX MATSUDANA	11"	1	250
PROPOSED	PALM TREES	20 BOX	38	57
			TOTAL POINTS	11257

EXISTING/PROPOSED	BOTANICAL NAME	CALIPER	QUANTITY	POINTS
EXISTING	FICUS MICROCARPA NITIDA	18"	2	500
EXISTING	JACARANDA MIMOSIFOLIA	13"	15	2625
EXISTING	METROSIDEROS EXCELSA	9"	3	225
EXISTING	PLATANUS RACEMOSA	8"	1	250
PROPOSED	SHADE TREES	24" BOX	63	1260
			TOTAL POINTS	4860

FEHLMAN LABARRE ARCHITECTURE PLANNING
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Wimmer Yamada and Caughey

HAZARD CENTER

Landscape Calculations

Hazard Center Redevelopment - San Diego, CA.

Project Name: Hazard Center Redevelopment

Sheet Title: Landscape Calculations

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Revision 04: November 2, 2009
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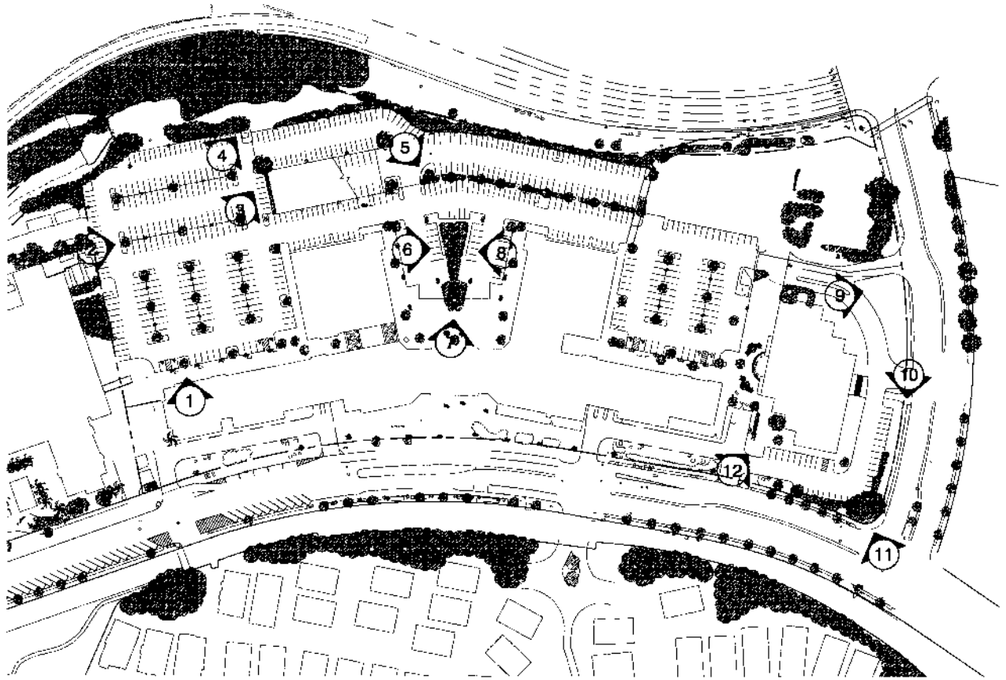
ATTACHMENT 13



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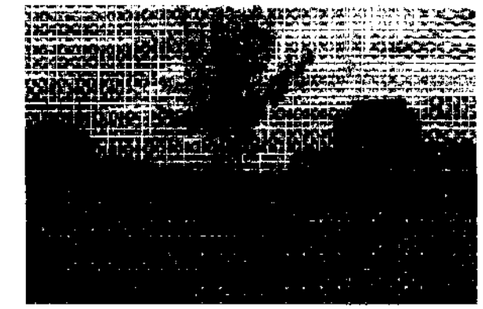
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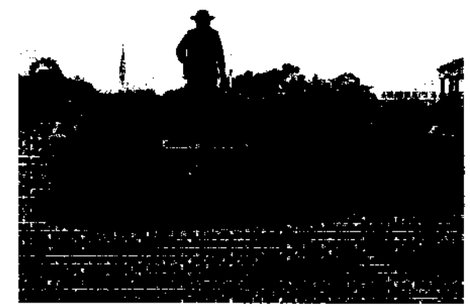
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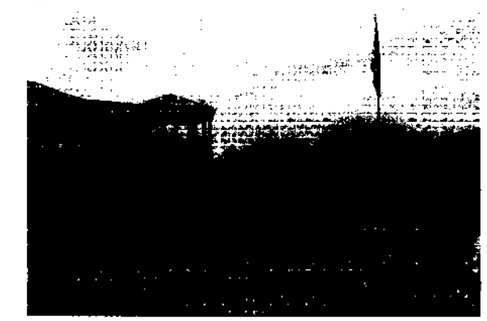
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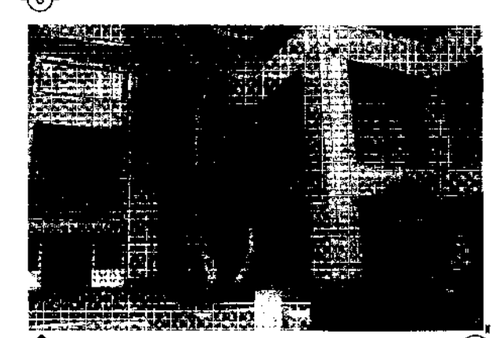
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FEHLMAN LABARRE ARCHITECTURE PLANNING

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HAZARD CENTER

Existing Conditions Plan

Hazard Center Redevelopment - San Diego, CA.

Project Name:
Hazard Center Redevelopment

Sheet Title:
Existing Conditions

Revision 05:	January 13, 2010
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ATTACHMENT 13

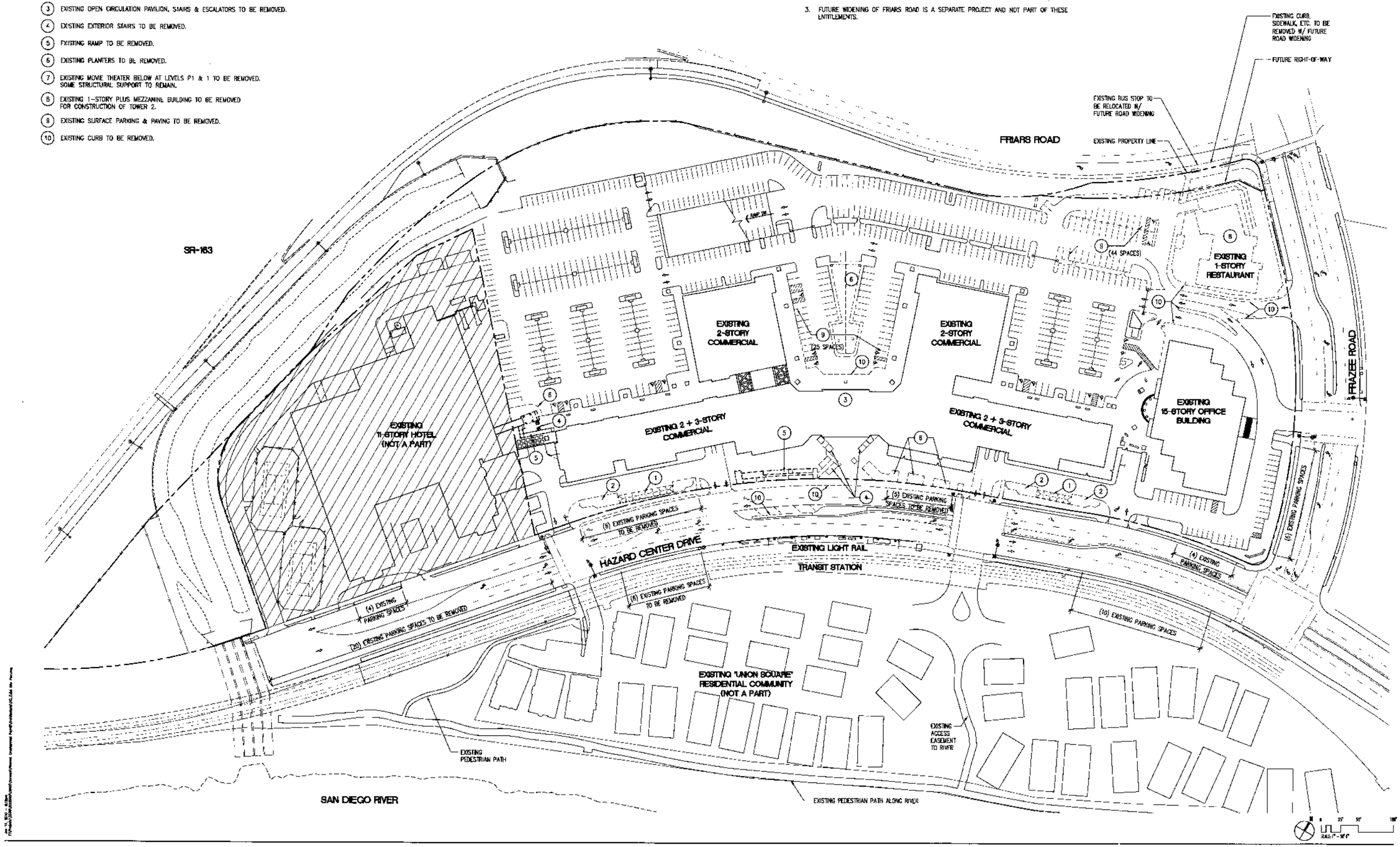
ATTACHMENT 14

DEMOLITION KEYNOTES:

1. EXISTING REFUSE ENCLOSURE TO BE REMOVED.
2. EXISTING ELECTRICAL TRANSFORMERS & UTILITY METERS TO BE RELOCATED.
3. EXISTING OPEN CIRCULATION PAVILION, STAIRS & ESCALATORS TO BE REMOVED.
4. EXISTING EXTERIOR STAIRS TO BE REMOVED.
5. EXISTING RAMP TO BE REMOVED.
6. EXISTING PLANTERS TO BE REMOVED.
7. EXISTING MOVIE THEATER BELOW AT LEVELS P1 & 1 TO BE REMOVED. SOME STRUCTURAL SUPPORT TO REMAIN.
8. EXISTING 1-STORY PLUS MEZZANINE BUILDING TO BE REMOVED FOR CONSTRUCTION OF TOWER 2.
9. EXISTING SURFACE PARKING & PAVING TO BE REMOVED.
10. EXISTING CURB TO BE REMOVED.

GENERAL NOTES:

1. SEE LANDSCAPE PLANS FOR EXISTING PLANT INVENTORY & SCOPE OF LANDSCAPE MATERIAL TO BE REMOVED.
2. EXISTING ON-STREET PARKING IS NOT STRIPED OR DEMARCATED.
3. FUTURE WIDENING OF FRIARS ROAD IS A SEPARATE PROJECT AND NOT PART OF THESE ENTITLEMENTS.



FEHLMAN LABARRE ARCHITECTURE PLANNING

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HAZARD CENTER

Existing Site Plan / Demo Plan

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Existing Site / Demo

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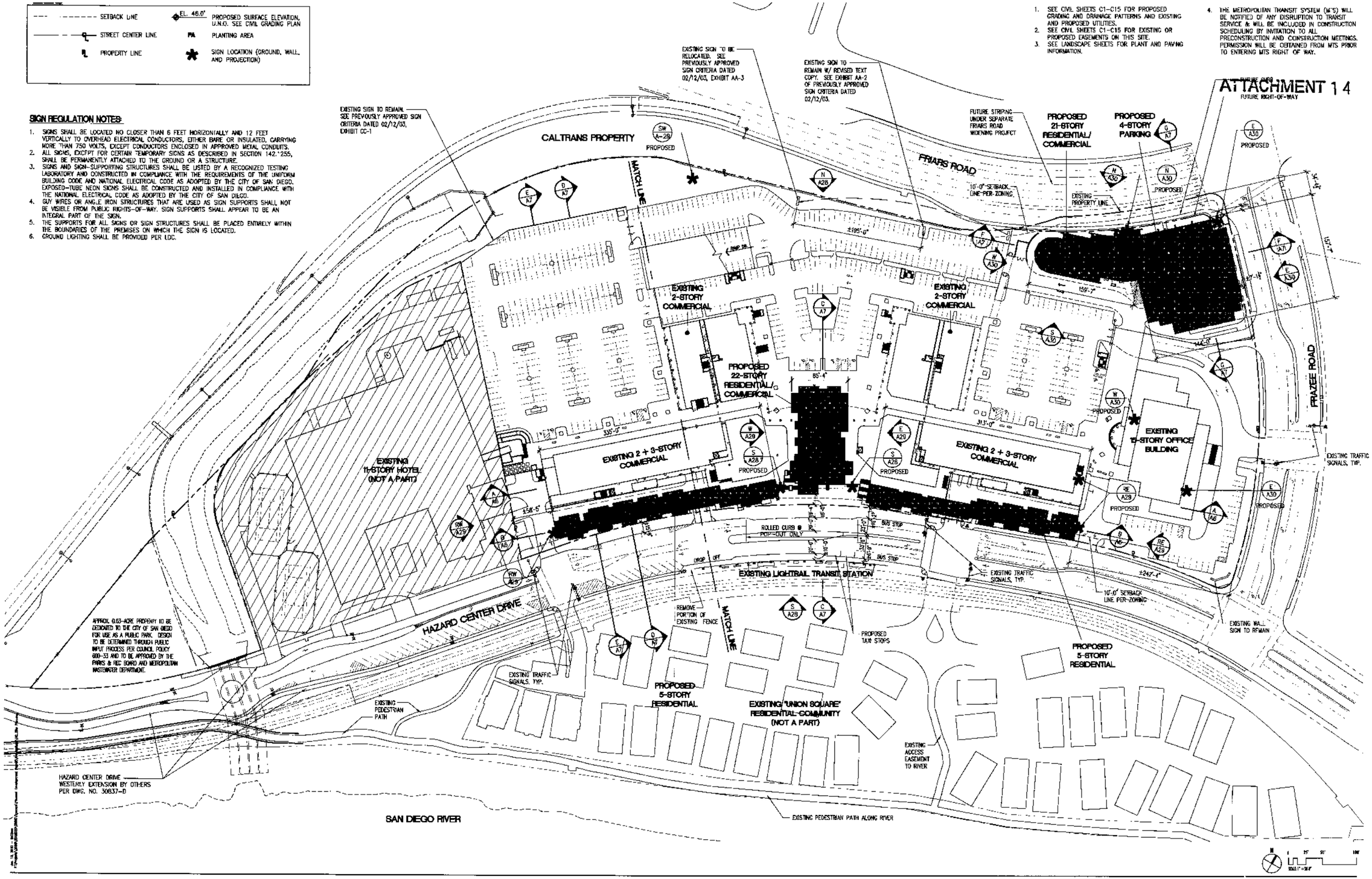
ATTACHMENT 14

SETBACK LINE
STREET CENTER LINE
PROPERTY LINE
EL. 46.0' PROPOSED SURFACE ELEVATION, U.N.O. SEE CIVIL GRADING PLAN
PA PLANTING AREA
SIGN LOCATION (GROUND, WALL, AND PROJECTION)

1. SEE CIVIL SHEETS C1-C15 FOR PROPOSED GRADING AND DRAINAGE PATTERNS AND EXISTING AND PROPOSED UTILITIES.
2. SEE CIVIL SHEETS C1-C15 FOR EXISTING OR PROPOSED EASEMENTS ON THIS SITE.
3. SEE LANDSCAPE SHEETS FOR PLANT AND PAVING INFORMATION.
4. THE METROPOLITAN TRANSIT SYSTEM (MTS) WILL BE NOTIFIED OF ANY DISRUPTION TO TRANSIT SERVICE & WILL BE INCLUDED IN CONSTRUCTION SCHEDULING BY INVITATION TO ALL PRECONSTRUCTION AND CONSTRUCTION MEETINGS. PERMISSION WILL BE OBTAINED FROM MTS PRIOR TO ENTERING MTS RIGHT OF WAY.

SIGN REGULATION NOTES:

1. SIGNS SHALL BE LOCATED NO CLOSER THAN 6 FEET HORIZONTALLY AND 12 FEET VERTICALLY TO OVERHEAD ELECTRICAL CONDUCTORS, EITHER BARE OR INSULATED, CARRYING MORE THAN 750 VOLTS, EXCEPT CONDUCTORS ENCLOSED IN APPROVED METAL CONDUITS.
2. ALL SIGNS, EXCEPT FOR CERTAIN TEMPORARY SIGNS AS DESCRIBED IN SECTION 142.1255, SHALL BE PERMANENTLY ATTACHED TO THE GROUND OR A STRUCTURE.
3. SIGNS AND SIGN-SUPPORTING STRUCTURES SHALL BE USTED BY A RECOGNIZED TESTING LABORATORY AND CONSTRUCTED IN COMPLIANCE WITH THE REQUIREMENTS OF THE UNIFORM BUILDING CODE AND NATIONAL ELECTRICAL CODE AS ADOPTED BY THE CITY OF SAN DIEGO. EXPOSED-TUBE NEON SIGNS SHALL BE CONSTRUCTED AND INSTALLED IN COMPLIANCE WITH THE NATIONAL ELECTRICAL CODE AS ADOPTED BY THE CITY OF SAN DIEGO.
4. GUY WIRES OR ANGLE IRON STRUCTURES THAT ARE USED AS SIGN SUPPORTS SHALL NOT BE VISIBLE FROM PUBLIC RIGHTS-OF-WAY. SIGN SUPPORTS SHALL APPEAR TO BE AN INTEGRAL PART OF THE SIGN.
5. THE SUPPORTS FOR ALL SIGNS OR SIGN STRUCTURES SHALL BE PLACED ENTIRELY WITHIN THE BOUNDARIES OF THE PREMISES ON WHICH THE SIGN IS LOCATED.
6. GROUND LIGHTING SHALL BE PROVIDED PER LDC.



FEHLMAN L-BARRE ARCHITECTURE PLANNING

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Wimmer Yamada and Caughey

HAZARD CENTER

Site Plan

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Site Plan

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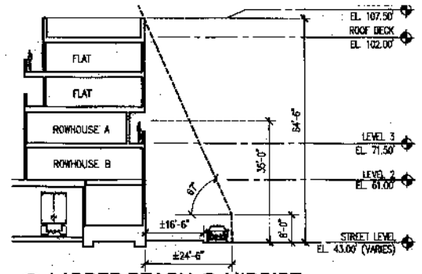


1 LADDER REACH @ MIDRISE
1/16" = 1'-0"

2 LADDER REACH @ TOWER #1
1/16" = 1'-0"

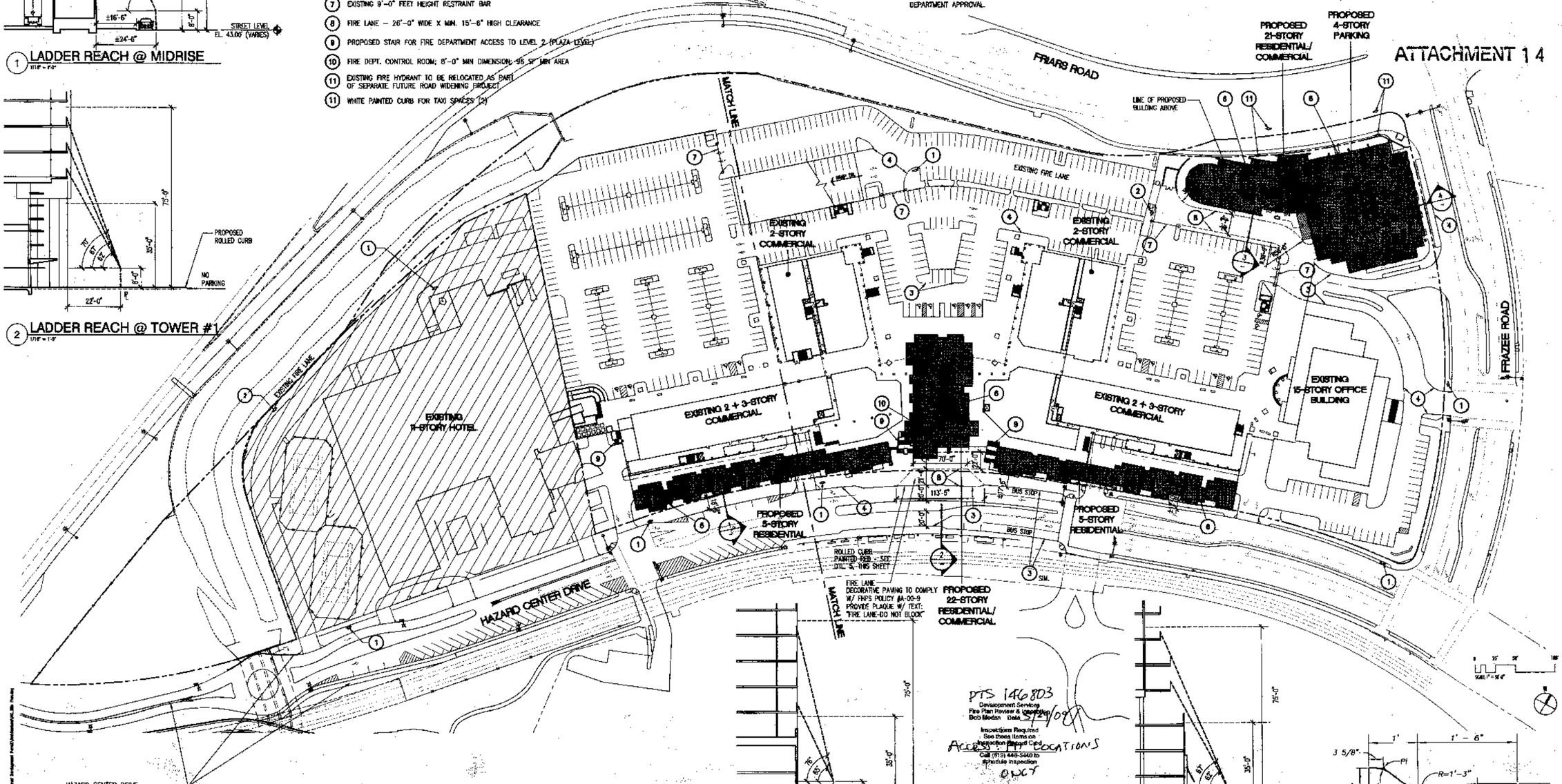
KEYNOTES

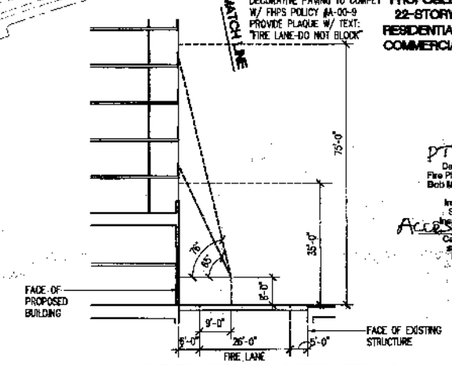
1. EXISTING FIRE HYDRANT TO REMAIN
2. PROPOSED PRIVATE FIRE HYDRANT
3. RED PAINTED CURB BOTH SIDES OF FIRE LANE W/ "NO PARKING – FIRE LANE" PAINTED IN WHITE 4" HIGH LETTERS AT 30'–0" O.C.
4. EXISTING RED PAINTED CURB TO REMAIN
5. POLE–MOUNTED SIGN READING "NO PARKING FIRE LANE"" SIZE, LETTERING COLOR AND MATERIAL PER CITY OF SAN DIEGO STANDARDS
6. STAIR EXTENDING TO ROOF. SEE ROOF PLAN, SHEETS A23 AND A24
7. EXISTING 9'–0" FEET HEIGHT RESTRAINT BAR
8. FIRE LANE – 26'–0" WIDE X MIN. 15'–6" HIGH CLEARANCE
9. PROPOSED STAIR FOR FIRE DEPARTMENT ACCESS TO LEVEL 2 (PLAZA LEVEL)
10. FIRE DEPT. CONTROL ROOM; 8'–0" MIN DIMENSION; 96 SF MIN AREA
11. EXISTING FIRE HYDRANT TO BE RELOCATED AS PART OF SEPARATE FUTURE ROAD WIDENING PROJECT
11. WHITE PAINTED CURB FOR TAXI SPACES (2)

GENERAL FIRE NOTES

1. ALL NEW CONSTRUCTION WILL BE FIRE SPRINKLERED.
2. ALL RESIDENTIAL UNITS WILL BE EQUIPPED WITH A FIRE ALARM SYSTEM SATISFACTORY TO THE FIRE MARSHAL.
3. FIRE DEPT. FINAL INSPECTION REQUIRED. SCHEDULE ALL INSPECTION 24 HOURS IN ADVANCE WITH THE LOCAL FIRE JURISDICTION.
4. FIRE SPRINKLER SYSTEM(S) AND ALL CONTROL VALVES, INCLUDING EXTERIOR, SHALL BE SUPERVISED TO A U.L. LISTED CENTRAL ALARM STATION OR PER UFC, SEC. 1001/1004.
5. EXISTING FIRE HYDRANTS, POST INDICATOR VALVES AND RISERS TO FIRE DEPARTMENT CONNECTIONS SHALL BE PAINTED CITY STANDARD COLORS.
6. PLANS OF COMBINED FIRE HYDRANT AND SPRINKLER SYSTEM SHALL BE SUBMITTED AND APPROVED BY THE FIRE DEPARTMENT PRIOR TO INSTALLATION.
7. FIRE TESTS (PER NFPA CRITERIA) MUST BE PERFORMED AND SYSTEM DESIGN TO MEET NFPA PER PRESCRIBED CRITERIA. PUMP PROVIDED IF REQUIRED.
8. WATER SYSTEM PLANS SHOWING BOTH EXISTING AND PROPOSED MAINS AND HYDRANTS SHALL BE SUBMITTED TO THE FIRE DEPARTMENT FOR APPROVAL PRIOR TO BUILDING DEPARTMENT APPROVAL.
9. BUILDING ADDRESS NUMBERS SHALL BE EASILY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY.
10. ACCESS ROADS IN CONFORMANCE WITH BUREAU OF FIRE AND LIFE SAFETY (BFLS) POLICY #A–96–1, WITH OTHER THAN STANDARD MATERIAL SURFACES, SHALL BE APPROVED BY THE FIRE DEPARTMENT'S SUBDIVISION PLAN REVIEW OFFICER ND / OR THE NEW CONSTRUCTION PLAN CHECK SUPERVISIOR IN WRITING ON AN INDIVIDUAL CASE–BY–CASE BASIS ONLY. THE FIRE DEPARTMENT APPROVAL LETTER SHALL BE INCLUDED WITH ALL PLAN SETS AND IN THE RECORD FILE PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
11. THE REQUIRED WIDTH OF THE FIRE DEPARTMENT VEHICLE ACCESS ROAD SHALL NOT BE OBSTRUCTED IN ANY MANNER, INCLUDING PARKED VEHICLES, LANDSCAPING, TREES, SHRUBBERY, OR DECORATIVE OBJECTS.
12. PROVIDE FIRE ACCESS ROADWAY SIGNS OR RED CURBS IN ACCORDANCE WITH FHPS POLICY A–00–1.
13. POST INDICATOR VALVES, FIRE DEPARTMENT CONNECTIONS, AND ALARM BELLS ARE TO BE LOCATED ON THE ADDRESS/ACCESS SIDE OF THE STRUCTURE, PER UFC 1001.4.

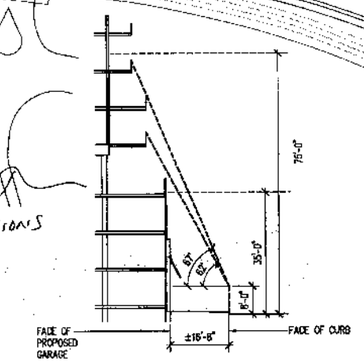
ATTACHMENT 1 4



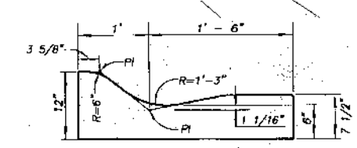


3 LADDER REACH @ TOWER #2
1/16" = 1'-0"
AT FIRE LANE

PTS 146803
Development Services
Fire Plan Review & Inspection
Bob Medan Date 5/21/09
Inspections Required
See these items on
Inspection Record Card
Call (619) 446-5440 to
schedule inspection
ACCESS LOCATIONS
OWCF



4 LADDER REACH @ TOWER #2
1/16" = 1'-0"
AT FRAZEE ROAD



SEE SDRSD G–4 FOR ADDITIONAL DETAILS AND NOTES

5 MODIFIED ROLLED CURB
NOT TO SCALE

ATTACHMENT 1 4

KEHLHAN DOBRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

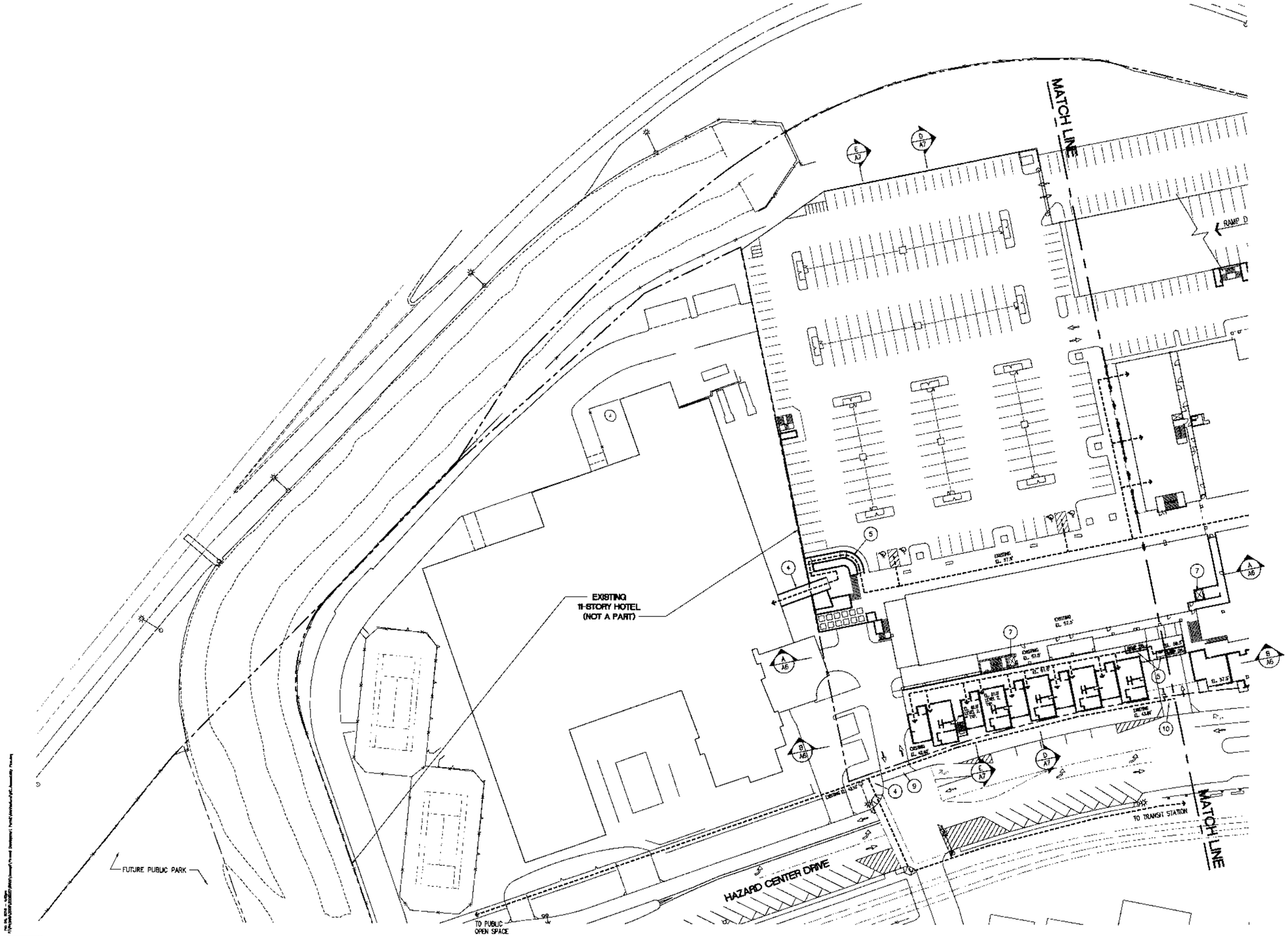
Fire, Health + Life Safety Site Plan

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Fire, Health, Life Safety

Revision 05:	
Revision 04:	
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
Sheet	A-3 of 59
DEPN	146803



1. ACCESSIBLE PARKING SIGN
2. VAN ACCESSIBLE PARKING SIGN
3. WHEEL STOP
4. EXISTING ACCESSIBLE RAMP
5. PROPOSED ACCESSIBLE RAMP 1:12 MAX. SLOPE
6. EXISTING ELEVATOR FOR PUBLIC USE
7. EXISTING SERVICE ELEVATOR
8. PROPOSED PASSENGER ELEVATOR
9. EXISTING DRIVEWAY APRON
10. REVISED DRIVEWAY APRON
11. PROPOSED ROLLED OR ZERO-HEIGHT CURB

ATTACHMENT 14

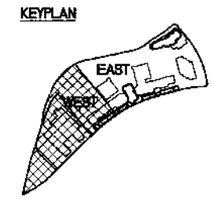
GENERAL NOTES - ACCESSIBILITY:

1. PRIMARY ENTRANCES TO PROPOSED BUILDINGS WILL BE FULLY HANDICAPPED ACCESSIBLE. ACCESSIBLE ENTRANCES WILL BE PROVIDED WITH SIGNS WITH THE INTERNATIONAL SYMBOL OF ACCESSIBILITY.
2. THRESHOLDS SHALL NOT EXCEED 1/2" IN HEIGHT AT 1:2 MAXIMUM SLOPE.
3. ALL WALKS AND SIDEWALKS ACCESSIBLE TO THE HANDICAPPED SHALL HAVE A CONTINUOUS COMMON SURFACE, NOT INTERRUPTED BY STEPS OR ABRUPT CHANGES IN LEVEL EXCEEDING 1/2", AND SHALL BE A MINIMUM OF 36" IN WIDTH.
4. ALL EXTERIOR TRAFFIC (PEDESTRIAN AND/OR VEHICULAR) SURFACES SHALL HAVE A SLIP-RESISTANT FINISH. FOR THE SAFETY OF THE PHYSICALLY DISABLED, THE COEFFICIENT OF SLIP RESISTANCE SHALL BE 0.60 MINIMUM, 0.80 ON RAMPS. THE SLIP RESISTANT FINISH SHALL REMAIN AS REQUIRED IRRESPECTIVE OF ANY FINISH COATING.
5. SURFACE CROSS SLOPES AND SLOPES IN ANY DIRECTION IN PARKING SPACES FOR PHYSICALLY DISABLED SHALL NOT EXCEED 1/4" PER FOOT.
6. ALL RAMPS AND STAIRWAYS TO CONFORM TO CBC CHAPTER 11.
7. THESE PLANS HAVE BEEN DESIGNED TO AND ARE IN SUBSTANTIAL CONFORMANCE WITH ALL MANDATED CODES AND ORDINANCES FOR DISABLED ACCESS. (SEE STATE OF CALIFORNIA TITLE 24 AND "AMERICAN NATIONAL STANDARD FOR ACCESSIBLE AND USABLE BUILDINGS AND FACILITIES.")
8. SEE GRADING PLAN FOR ADDITIONAL INFORMATION.
9. SEE FLOOR PLANS FOR ACCESSIBLE PATH OF TRAVEL TO INDIVIDUAL DWELLING UNITS AND TO ACCESSIBLE PARKING FOR RESIDENTS.
10. ALL PARKING IS EXISTING TO REMAIN, UNLESS NOTED OTHERWISE.
11. ACCESS TO EXISTING FACILITIES IS TO REMAIN UNALTERED AND IS NOT SHOWN, UNLESS NOTED OTHERWISE.

LEGEND

- ---- ACCESSIBLE PATH OF TRAVEL
- ---→ ARROW INDICATING ACCESSIBLE BUILDING ENTRANCE, SEE GRADING PLAN
- ACCESSIBLE PARKING STALL
- VAN ACCESSIBLE PARKING STALL
- PROPOSED SURFACE ELEVATION, U.N.O. SEE GRADING PLAN

KEYPLAN



ATTACHMENT 14

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Accessibility Plan - West

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Accessibility Plan West

Revision 06:	March 1, 2010
Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
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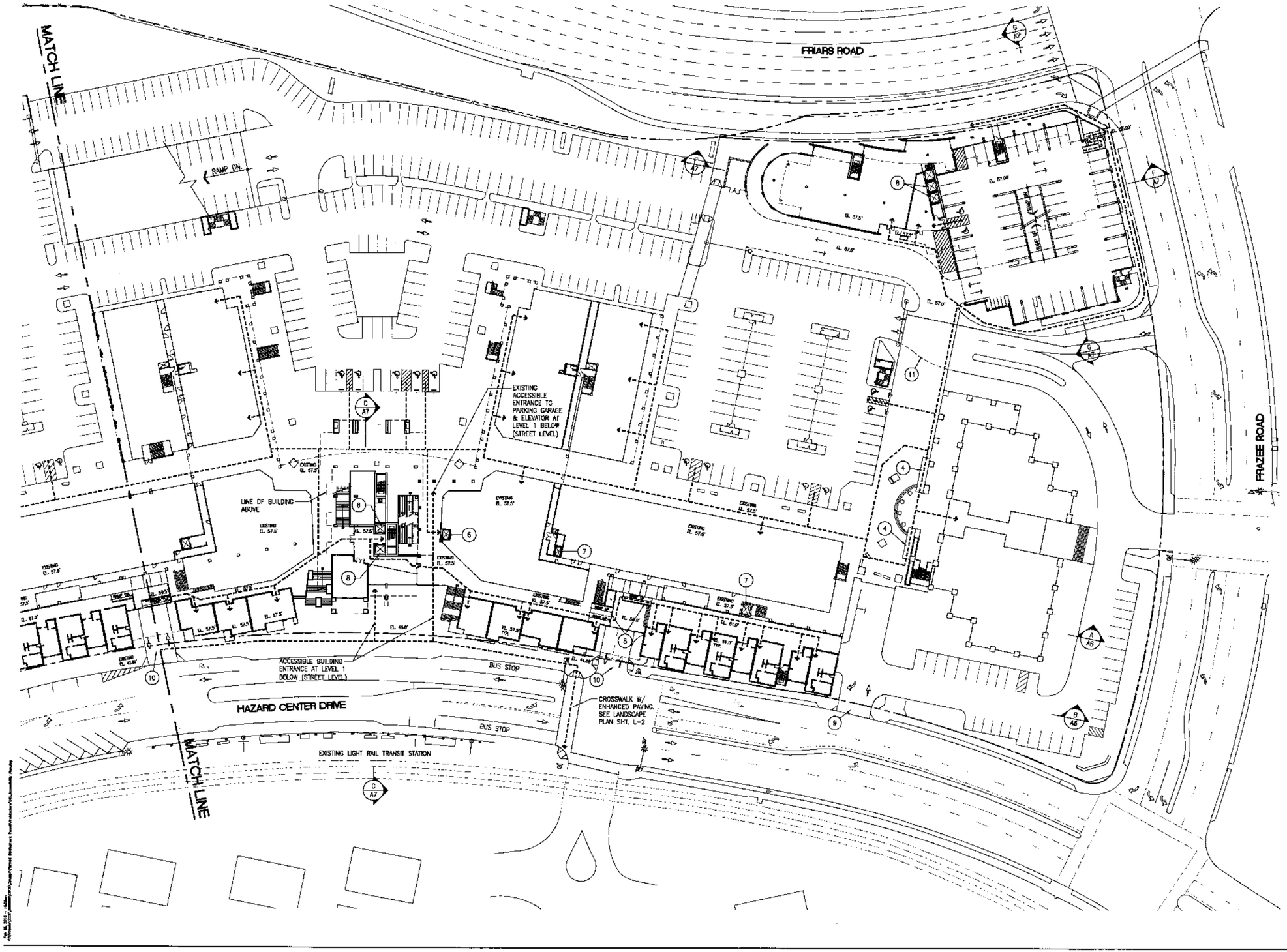

1. ACCESSIBLE PARKING SIGN
2. VAN ACCESSIBLE PARKING SIGN
3. WHEEL STOP
4. EXISTING ACCESSIBLE RAMP
5. PROPOSED ACCESSIBLE RAMP 1:12 MAX. SLOPE
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7. EXISTING SERVICE ELEVATOR
8. PROPOSED PASSENGER ELEVATOR
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10. REVISED DRIVEWAY APRON
11. PROPOSED ROLLED OR ZERO -HEIGHT CURB

ATTACHMENT 14

GENERAL NOTES - ACCESSIBILITY:

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4. ALL EXTERIOR TRAFFIC (PEDESTRIAN AND/OR VEHICULAR) SURFACES SHALL HAVE A SLIP-RESISTANT FINISH FOR THE SAFETY OF THE PHYSICALLY DISABLED, THE COEFFICIENT OF SLIP RESISTANCE SHALL BE 0.60 MINIMUM, 0.80 ON RAMPS, THE SLIP RESISTANT FINISH SHALL REMAIN AS REQUIRED IRRESPECTIVE OF ANY FINISH COATING.
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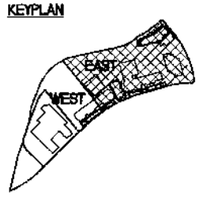
LEGEND

- ---- ACCESSIBLE PATH OF TRAVEL
- ---→ ARROW INDICATING ACCESSIBLE BUILDING ENTRANCE, SEE GRADING PLAN
- ACCESSIBLE PARKING STALL
- VAN ACCESSIBLE PARKING STALL
- PROPOSED SURFACE ELEVATION, U.N.O. SEE GRADING PLAN

KEYPLAN



ATTACHMENT 14

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Accessibility Plan - East

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Accessibility Plan East

Revision 06:	March 1, 2010
Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
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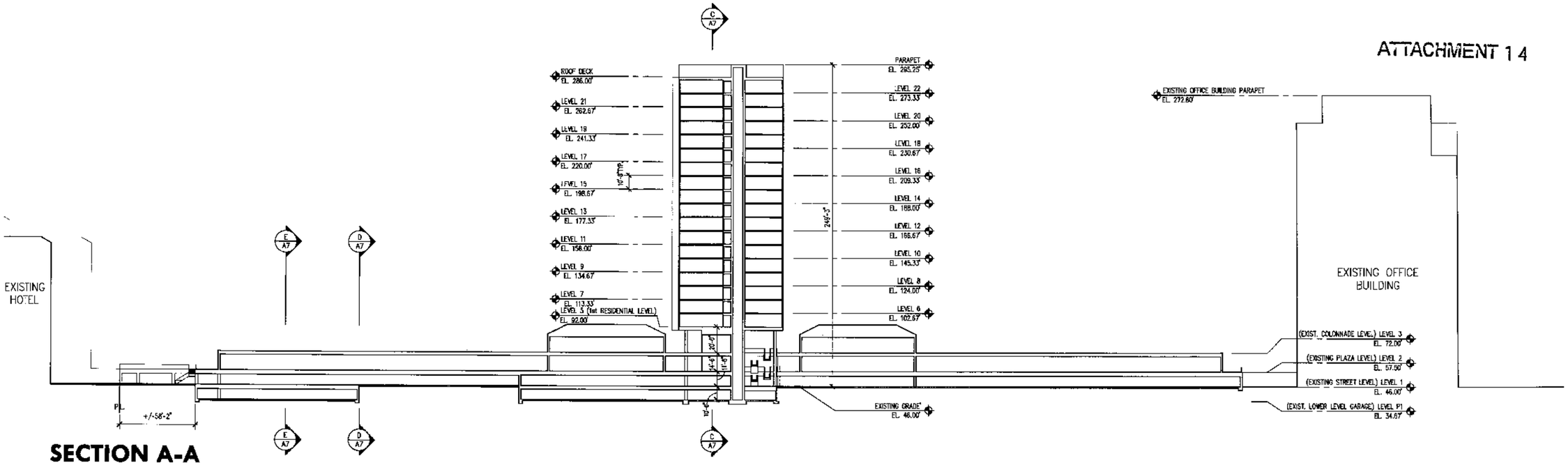

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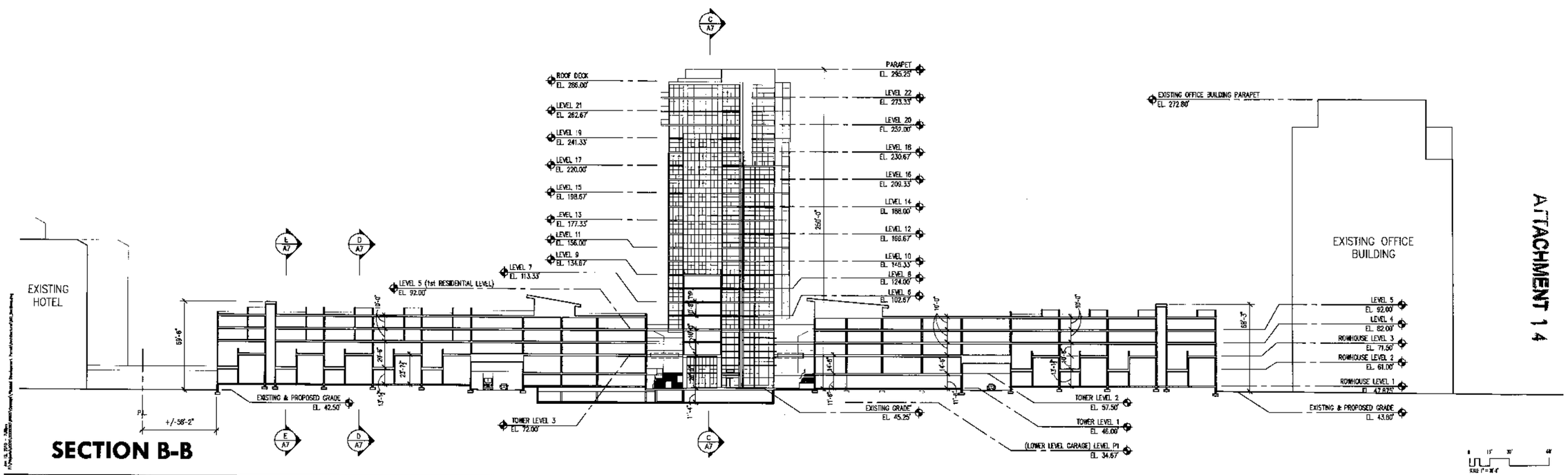

SECTION B-B

ATTACHMENT 14

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Site Sections

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: **Site Sections**

Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
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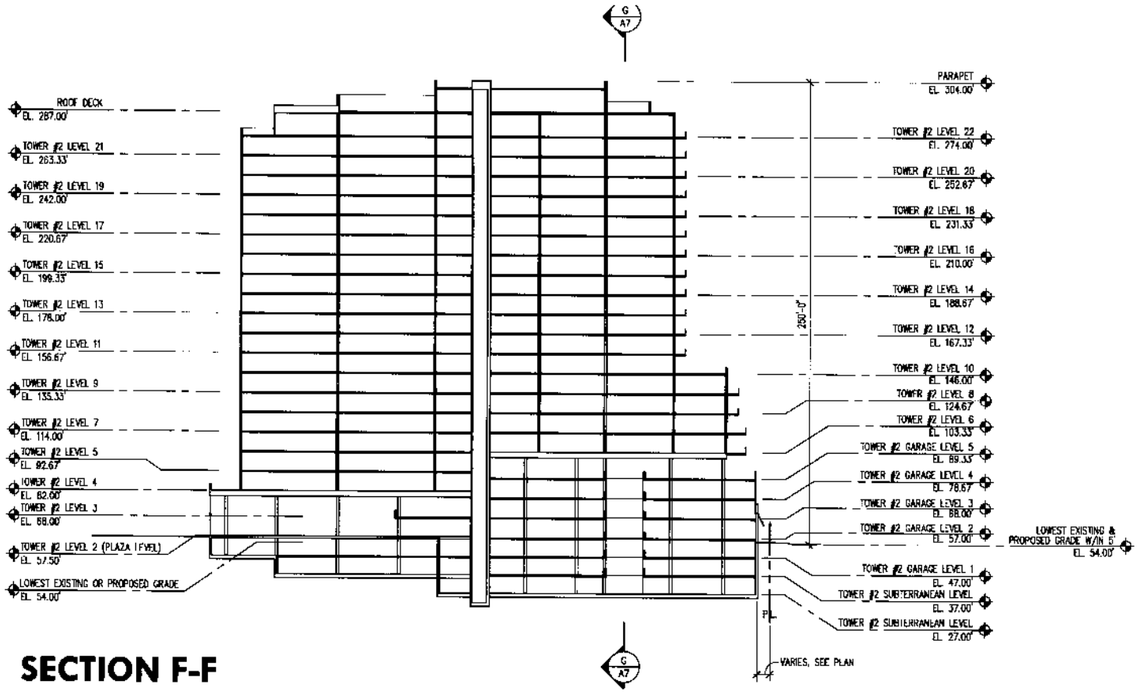
ATTACHMENT 14



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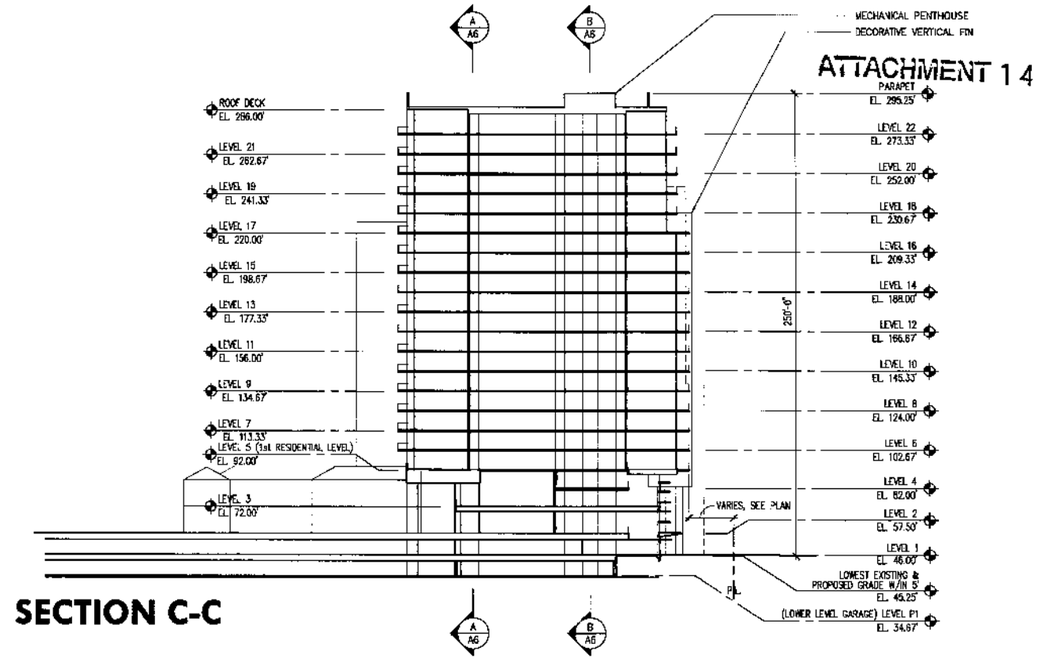

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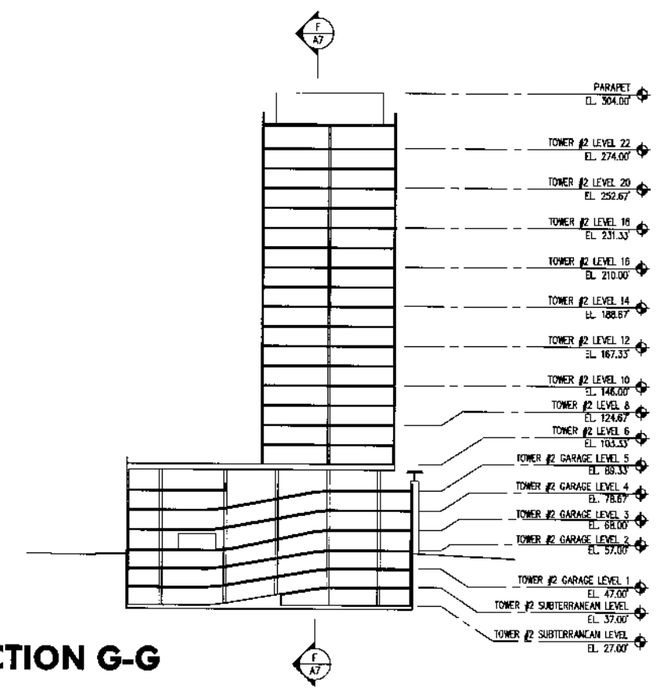
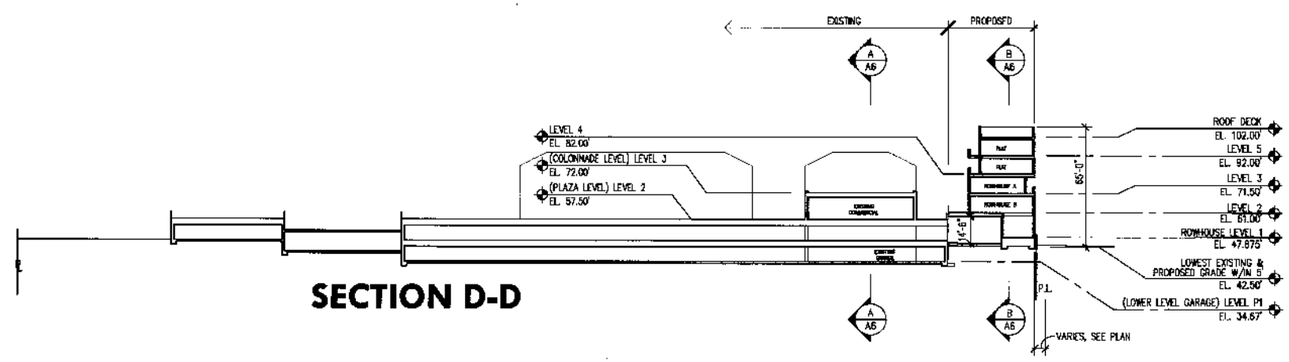


SECTION G-G



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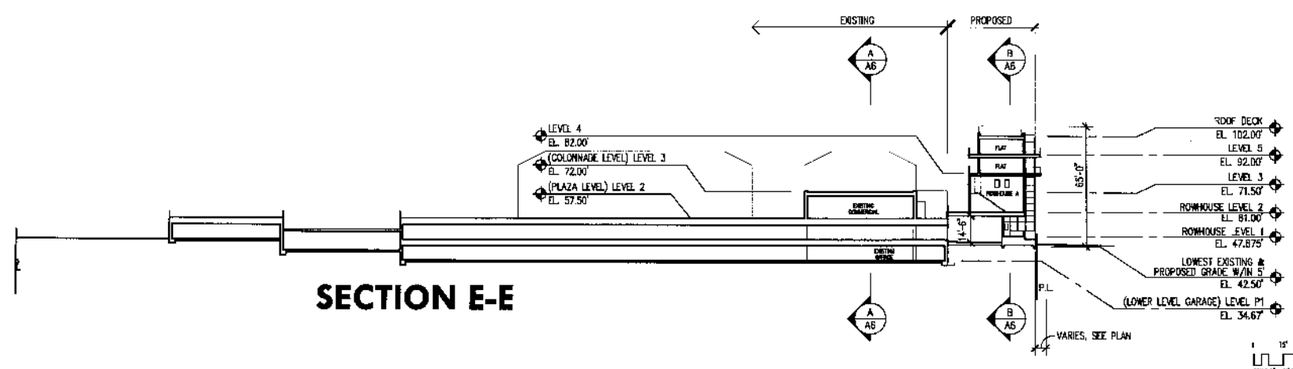


SECTION E-E

ATTACHMENT 14

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

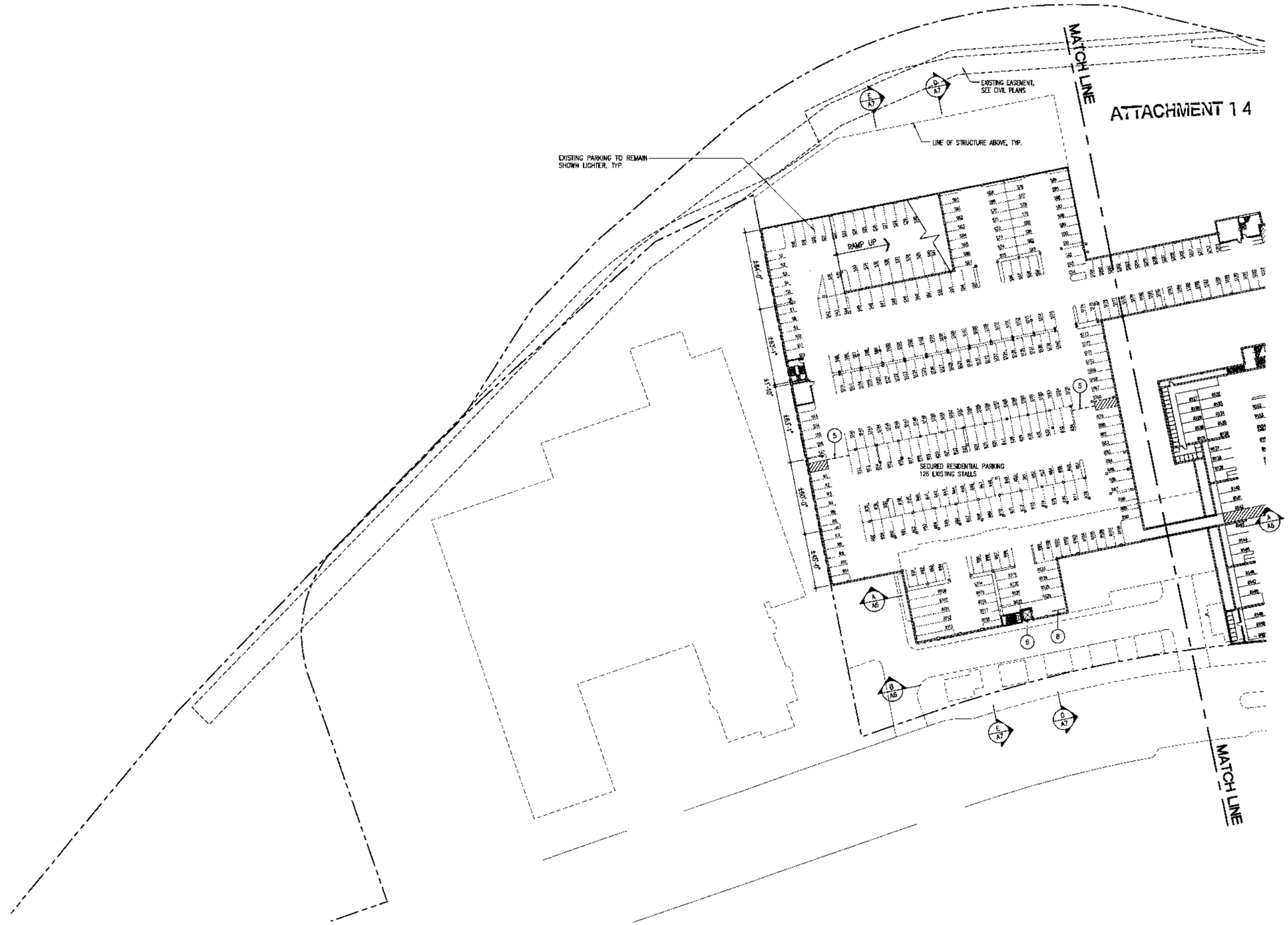
Site Sections

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Site Sections

Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
Sheet	A-7 of 60
DGN#	146803



1. STORAGE UNITS: 100 CU. FT. MINIMUM (1) PER DWELLING UNIT PROVIDED
2. ACCESSIBLE PARKING SIGN
3. VAN ACCESSIBLE PARKING SIGN
4. WHEEL STOPS
5. SECURITY GATE
6. EXISTING ELEVATOR TO REMAIN
7. PROPOSED ELEVATOR
8. PROPOSED BIKE RACK BIKE QUANTITY IN PARENTHESES
9. PROPOSED MOTORCYCLE STALL 3'-0" WIDE x 8'-0" LONG QUANTITY IN PARENTHESES
10. RELOCATED ESCALATORS
11. PROPOSED STAIRS
12. NEW 5'-0" WIDE ACCESSIBLE RAMP TO REPLACE EXISTING
13. VISIBILITY AREA PER LAND DEVELOPMENT CODE SECTION 113.0273; NO OBSTACLES HIGHER THAN 36"
14. ENHANCED PAVING
15. PROPOSED ROLLED OR ZERO-HEIGHT CURB
16. PROPOSED NEW PARKING AND CURB

GENERAL NOTES - FLOOR PLANS:

1. ALL PARKING IS EXISTING TO REMAIN, UNLESS NOTED OTHERWISE.
2. BUILDING AREAS INDICATED ARE GROSS AREA PER FLOOR.

LEGEND:

- PROPOSED INCLUSIONARY UNIT LOCATIONS (FINAL LOCATIONS TO BE IDENTIFIED AS PART OF THE AFFORDABLE HOUSING AGREEMENT WITH THE SAN DIEGO HOUSING COMMISSION)
- PA PLANTING AREA
- EXTERIOR USABLE OPEN AREA (INCLUDES COMMON TERRACES & PRIVATE BALCONIES)
- R___ RESIDENTIAL PARKING STALL
- S___ SHARED PARKING STALL
- H___ DESIGNATED HOTEL PARKING STALL

PARKING SUMMARY:

SUBTERRANEAN 1:	CARS	MOTORCYCLES
SHARED	520	10
RESIDENTIAL	195	12
HOTEL	0	0
TOTAL	715	22

SUBTERRANEAN 1 (TOWER #2):		
SHARED	0	0
RESIDENTIAL	56	3
TOTAL	56	3

SUBTERRANEAN 2 (TOWER #2):		
SHARED	0	0
RESIDENTIAL	29	3
TOTAL	29	3

KEYPLAN

ATTACHMENT 1 4

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Subterranean Plan - West

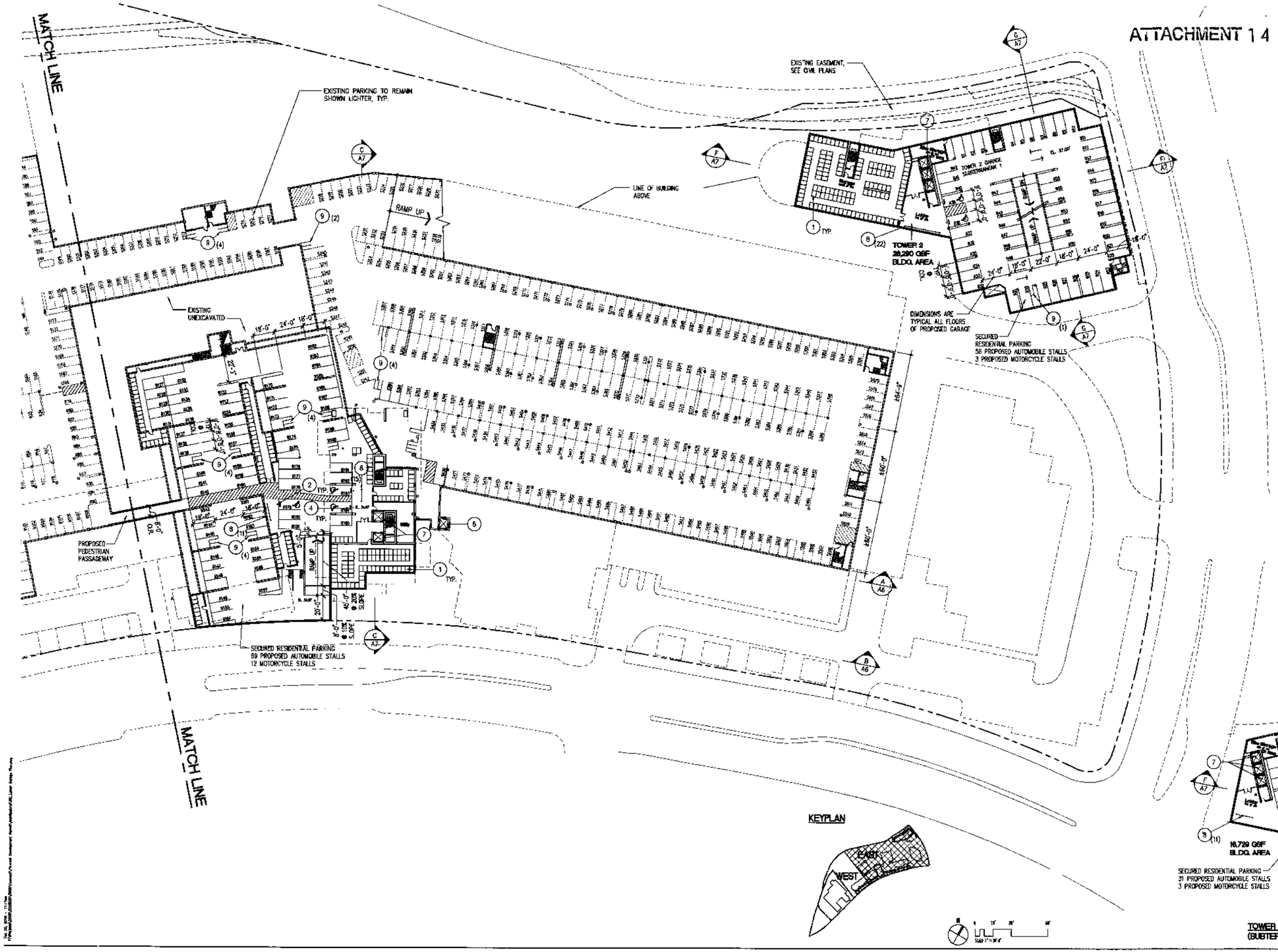
Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Subterranean - West

Revision 06:	March 1, 2010
Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
Sheet	A-B of 60
DDPS	146803

ATTACHMENT 14



1. STORAGE UNITS: 100 CU. FT. MINIMUM (1) PER DWELLING UNIT PROVIDED
2. ACCESSIBLE PARKING SIGN
3. VAN ACCESSIBLE PARKING SIGN
4. WHEEL STOPS
5. SECURITY GATE
6. EXISTING ELEVATOR TO REMAIN
7. PROPOSED ELEVATOR
8. PROPOSED BIKE RACK BIKE QUANTITY IN PARENTHESES
9. PROPOSED MOTORCYCLE STALL 3'-0" WIDE x 8'-0" LONG QUANTITY IN PARENTHESES
10. RELOCATED ESCALATORS
11. PROPOSED STAIRS
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13. VISIBILITY AREA PER LAND DEVELOPMENT CODE SECTION 113.0273; NO OBSTACLES HIGHER THAN 36"
14. ENHANCED PAVING
15. PROPOSED ROLLED OR ZERO-HEIGHT CURB
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GENERAL NOTES - FLOOR PLANS:

1. ALL PARKING IS EXISTING TO REMAIN, UNLESS NOTED OTHERWISE.
2. BUILDING AREAS INDICATED ARE GROSS AREA PER FLOOR.

LEGEND:

- ● PROPOSED INCLUSIONARY UNIT LOCATIONS (FINAL LOCATIONS TO BE IDENTIFIED AS PART OF THE AFFORDABLE HOUSING AGREEMENT WITH THE SAN DIEGO HOUSING COMMISSION)
- PA PLANTING AREA
- EXTERIOR USABLE OPEN AREA (INCLUDES COMMON TERRACES & PRIVATE BALCONIES)
- R__ RESIDENTIAL PARKING STALL
- S__ SHARED PARKING STALL
- H__ DESIGNATED HOTEL PARKING STALL

PARKING SUMMARY:

SUBTERRANEAN 1:	CARS	MOTORCYCLES
SHARED	520	10
RESIDENTIAL	195	12
HOTEL	0	0
TOTAL	715	22

SUBTERRANEAN 1 (TOWER #2):		
SHARED	0	0
RESIDENTIAL	56	1
TOTAL	56	1

SUBTERRANEAN 2 (TOWER #2):		
SHARED	0	0
RESIDENTIAL	32	3
TOTAL	32	3

ATTACHMENT 14

FEHLMAN L-BARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Subterranean Plan - East

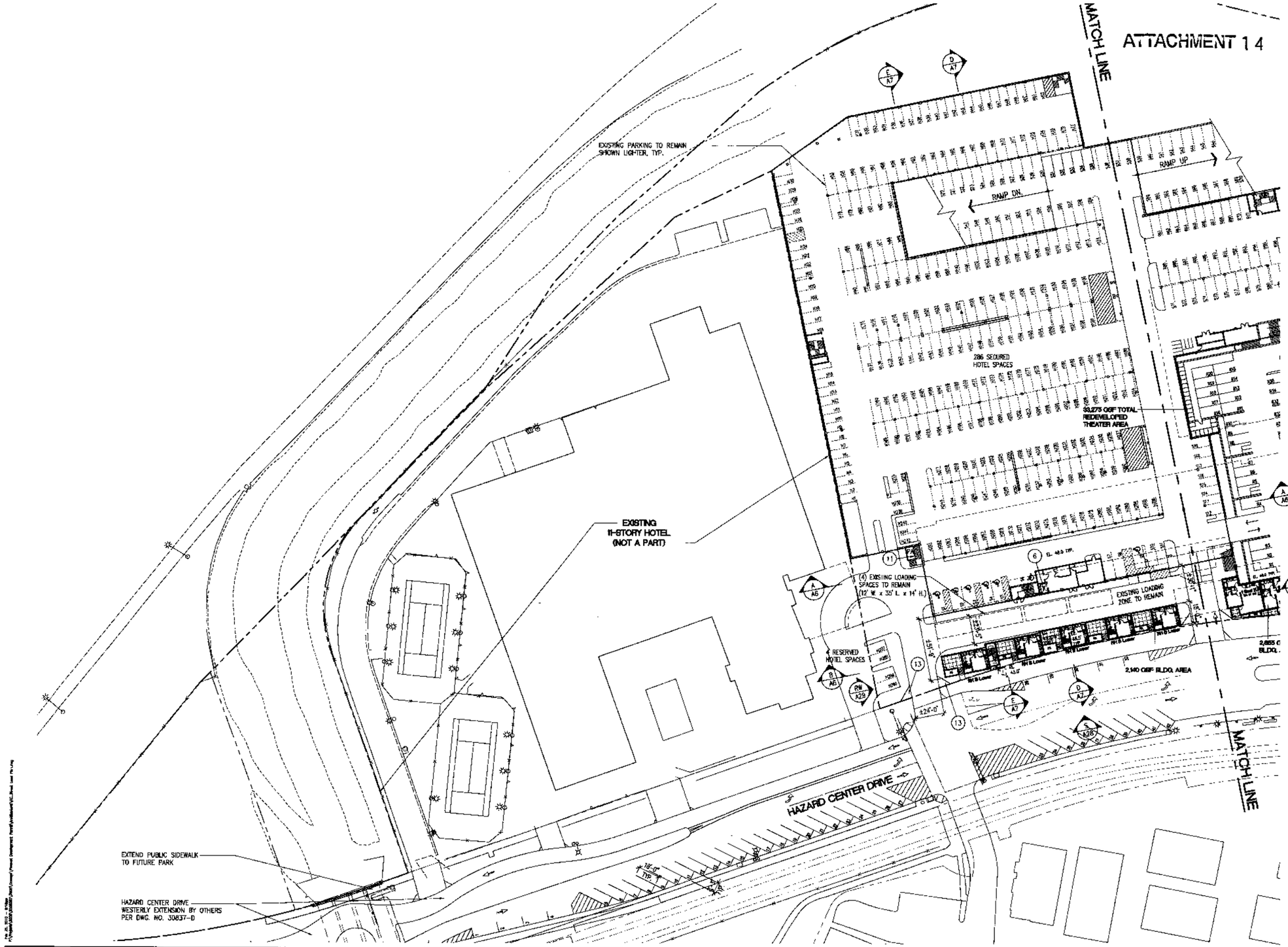
Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Subterranean - East

Revision 06:	March 1, 2010
Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
Sheet	A-9 of 60
DEPM	146803

ATTACHMENT 14



1. STORAGE UNITS: 100 CU. FT. MINIMUM (1) PER DWELLING UNIT PROVIDED
2. ACCESSIBLE PARKING SIGN
3. VAN ACCESSIBLE PARKING SIGN
4. WHEEL STOPS
5. SECURITY GATE
6. EXISTING ELEVATOR TO REMAIN
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- R__ RESIDENTIAL PARKING STALL
- S__ SHARED PARKING STALL
- H__ DESIGNATED HOTEL PARKING STALL

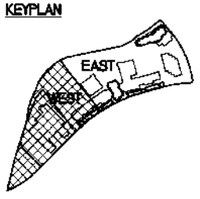
PARKING SUMMARY:

LEVEL 1:	CARS	MOTORCYCLES
SHARED	461	19
RESIDENTIAL	110	16
HOTEL	290	0
TOTAL	861	35

LEVEL 1 (TOWER #2):		
SHARED	0	0
RESIDENTIAL	54	3
TOTAL	54	3

ON STREET PARKING:	
EXISTING	63 SPACES
PROPOSED	62 SPACES
NET LOSS	1 SPACE

KEYPLAN



FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Level 1 Plan - West

Hazard Center Redevelopment - San Diego, CA

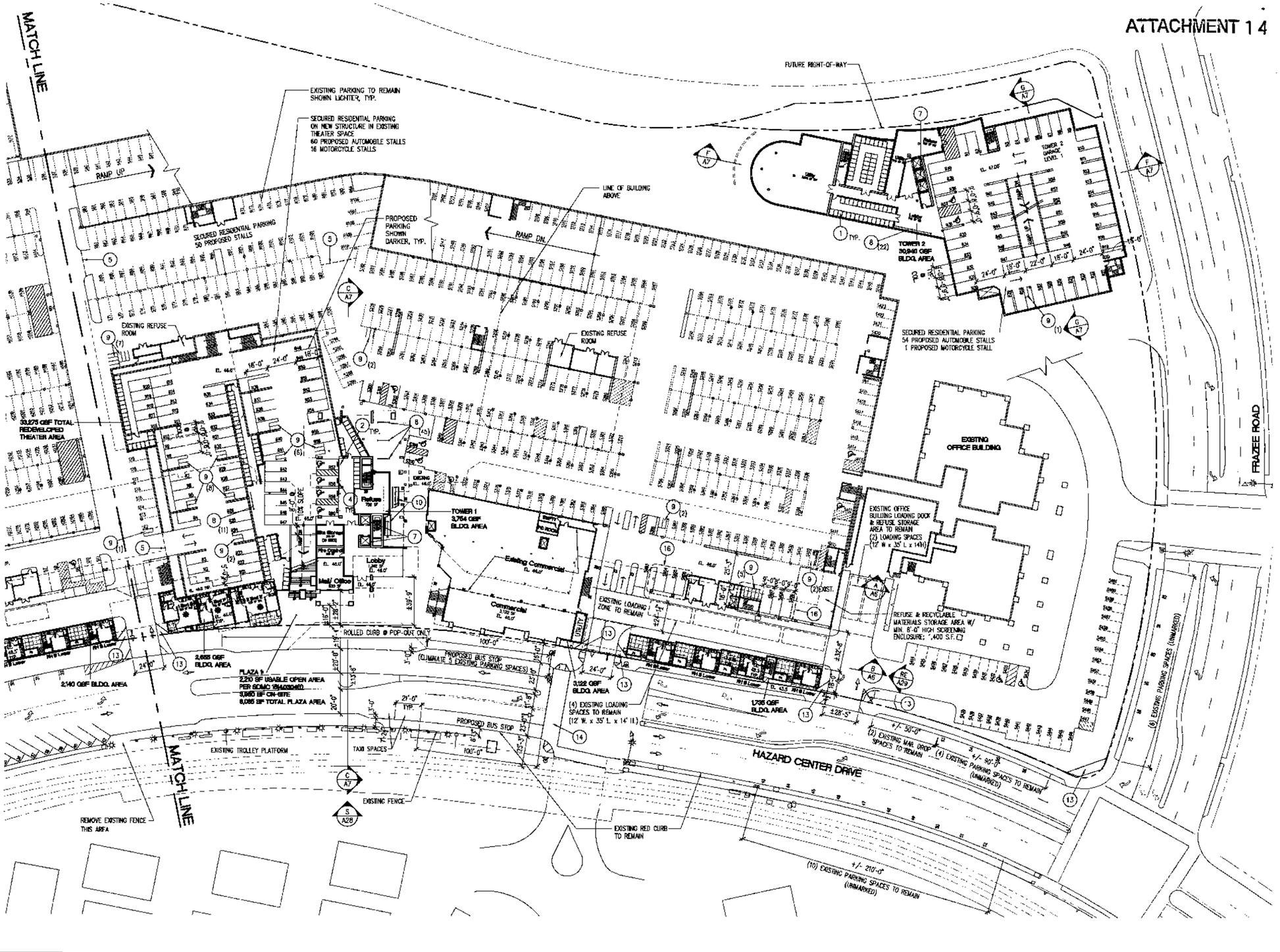
Project Name: Hazard Center Redevelopment

Sheet Title: Level 1 Plan - West

Revision 06:	March 1, 2010
Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
Sheet	A-10 of 60
DEPN	146803

ATTACHMENT 14

ATTACHMENT 14



1. STORAGE UNITS: 100 CU. FT. MINIMUM (1) PER DWELLING UNIT PROVIDED
2. ACCESSIBLE PARKING SIGN
3. VAN ACCESSIBLE PARKING SIGN
4. WHEEL STOPS
5. SECURITY GATE
6. EXISTING ELEVATOR TO REMAIN
7. PROPOSED ELEVATOR
8. PROPOSED BIKE RACK BIKE QUANTITY IN PARENTHESES
9. PROPOSED MOTORCYCLE STALL 3'-0" WIDE x 8'-0" LONG QUANTITY IN PARENTHESES
10. RELOCATED ESCALATORS
11. PROPOSED STAIRS
12. NEW 5'-0" WIDE ACCESSIBLE RAMP TO REPLACE EXISTING
13. VISIBILITY AREA PER LAND DEVELOPMENT CODE SECTION 113.0273; NO OBSTACLES HIGHER THAN 36"
14. ENHANCED PAVING
15. PROPOSED ROLLED OR ZERO-HEIGHT CURB
16. PROPOSED NEW PARKING AND CURB

GENERAL NOTES - FLOOR PLANS:

1. ALL PARKING IS EXISTING TO REMAIN, UNLESS NOTED OTHERWISE.
2. BUILDING AREAS INDICATED ARE GROSS AREA PER FLOOR.

LEGEND:

- ● PROPOSED INCLUSIONARY UNIT LOCATIONS (FINAL LOCATIONS TO BE IDENTIFIED AS PART OF THE AFFORDABLE HOUSING AGREEMENT WITH THE SAN DIEGO HOUSING COMMISSION)
- PA PLANTING AREA
- EXTERIOR USABLE OPEN AREA (INCLUDES COMMON TERRACES & PRIVATE BALCONIES)
- R___ RESIDENTIAL PARKING STALL
- S___ SHARED PARKING STALL
- H___ DESIGNATED HOTEL PARKING STALL

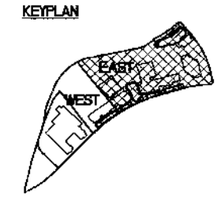
PARKING SUMMARY:

LEVEL 1:	CARS	MOTORCYCLES
SHARED	461	19
RESIDENTIAL	110	16
HOTEL	290	0
TOTAL	861	35

LEVEL 1 (TOWER #2):		
SHARED	0	0
RESIDENTIAL	54	1
TOTAL	54	1

ON STREET PARKING:	
EXISTING	63 SPACES
PROPOSED	62 SPACES
NET LOSS	1 SPACE

KEYPLAN



ATTACHMENT 14

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Level 1 Plan - East

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Level 1 Plan - East

Revision 06:	March 1, 2010
Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
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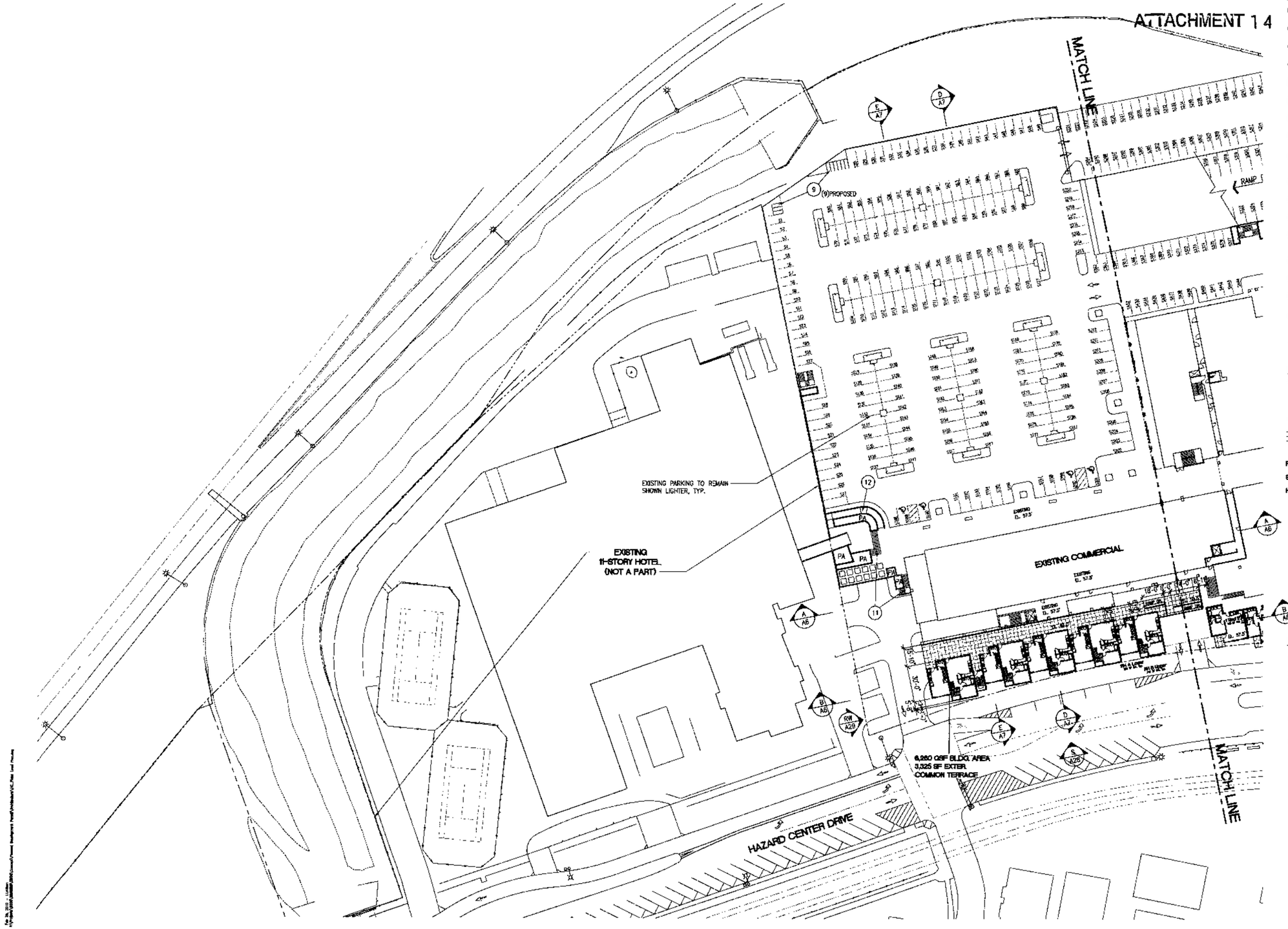
DEPN	146803

ATTACHMENT 14



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3. VAN ACCESSIBLE PARKING SIGN
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GENER

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LEGEND:

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- PA PLANTING AREA
- ### EXTERIOR USABLE OPEN AREA (INCLUDES COMMON TERRACES & PRIVATE BALCONIES)
- R__ RESIDENTIAL PARKING STALL
- S__ SHARED PARKING STALL
- H__ DESIGNATED HOTEL PARKING STALL

PARKING SUMMARY:

LEVEL 2:	CARS	MOTORCYCLES
SHARED	576	12
RESIDENTIAL	0	0
HOTEL	0	0
TOTAL	576	12

LEVEL 2 (TOWER #2):		
SHARED	0	0
RESIDENTIAL	49	3
TOTAL	49	3

KEYPLAN

ATTACHMENT 14

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Level 2 Plan - West

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Level 2 Plan - West

Revision 06:	March 1, 2010
Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
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Revision 02:	November 17, 2008
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Sheet	A-12 of 60
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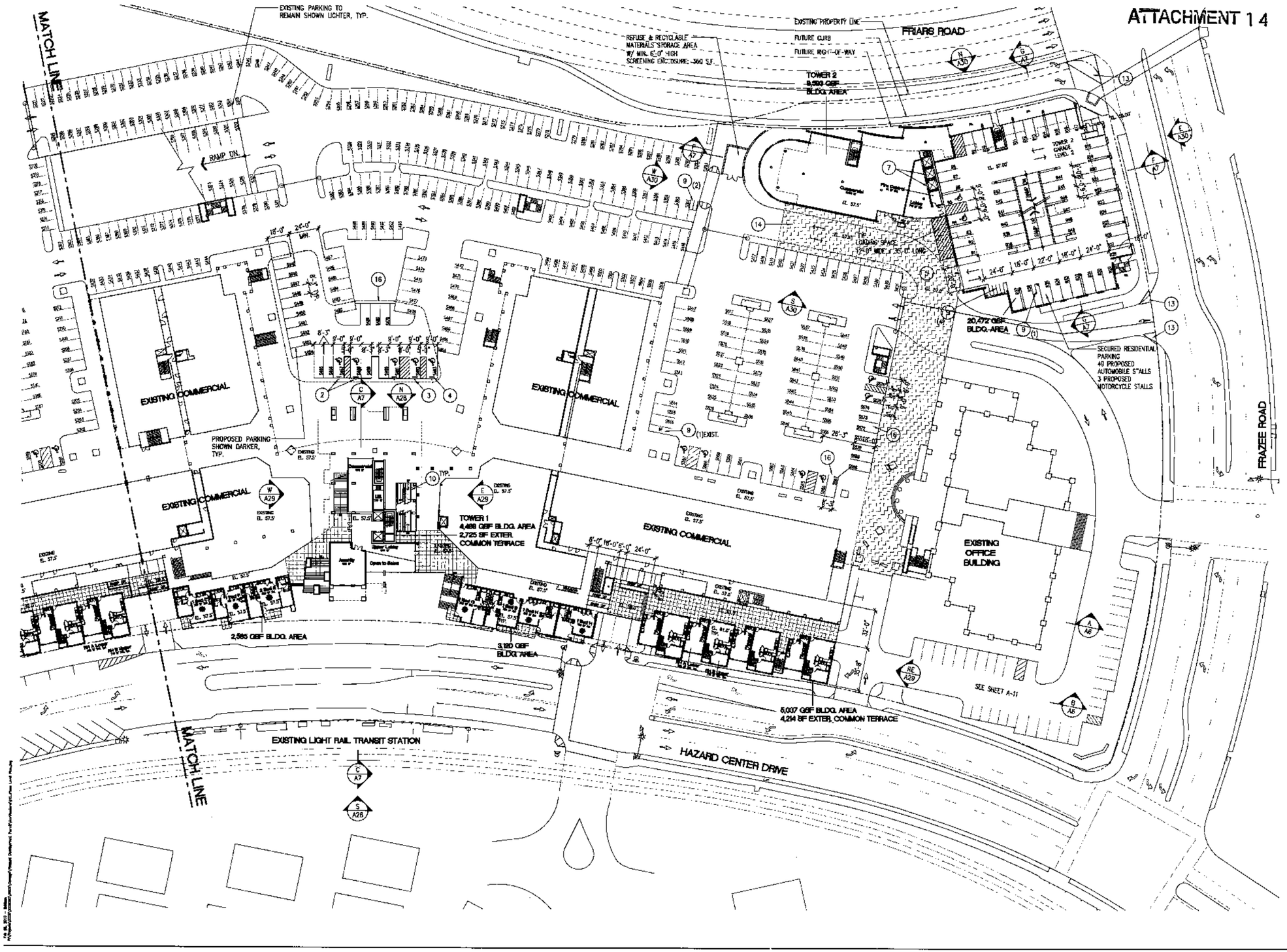
ATTACHMENT 14



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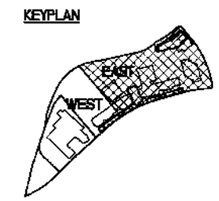
LEVEL 2:	CARS	MOTORCYCLES
SHARED	576	12
RESIDENTIAL	0	0
HOTEL	0	0
TOTAL	576	12

LEVEL 2 (TOWER #2):		
SHARED	0	0
RESIDENTIAL	49	5
TOTAL	49	5

KEYPLAN



ATTACHMENT 14

FEHLMAN L'BARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Level 2 Plan - East

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Level 2 Plan - East

Revision 06:	March 1, 2010
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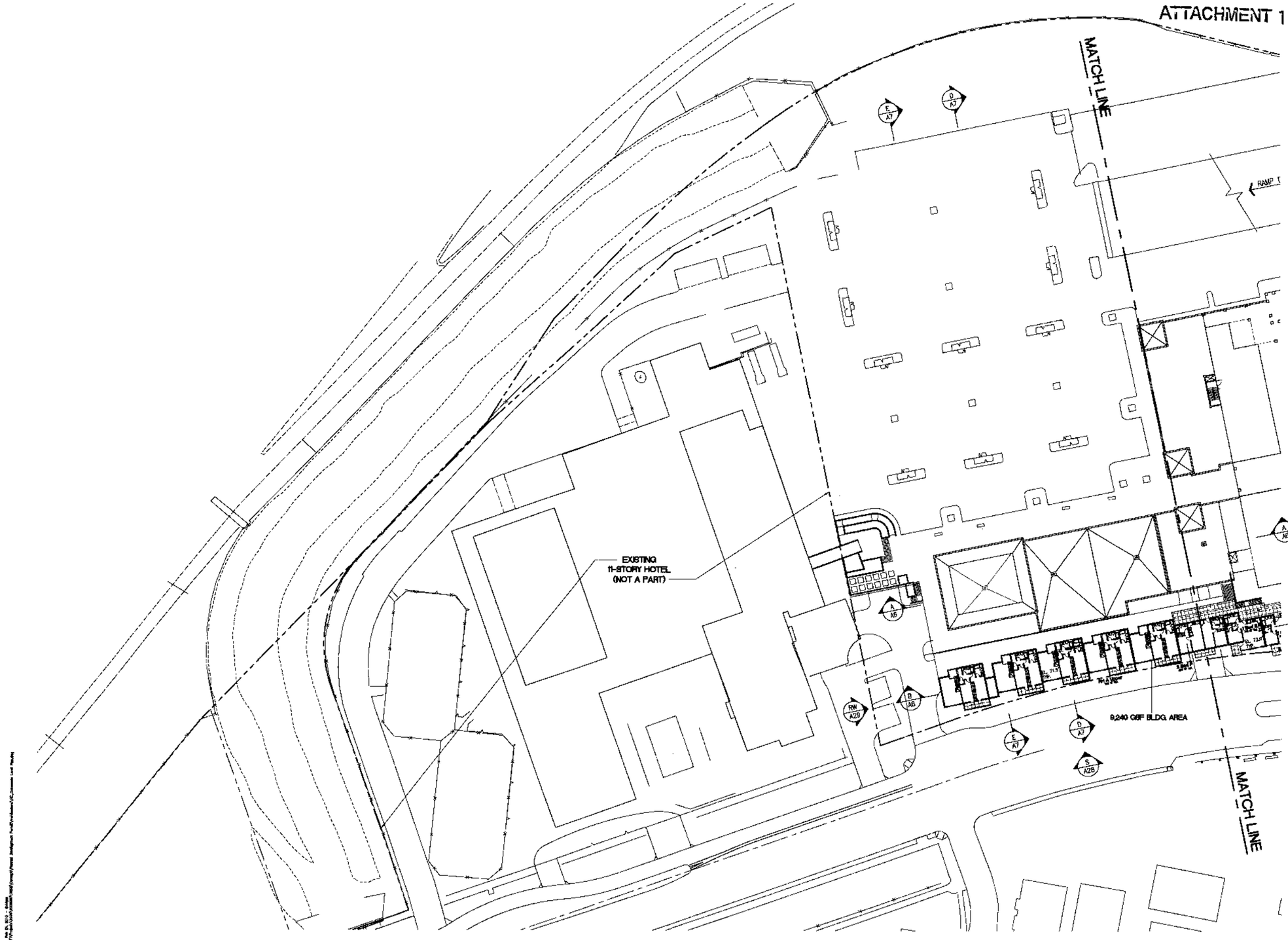
ATTACHMENT 14



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● PROPOSED INCLUSIONARY UNIT LOCATIONS (FINAL LOCATIONS TO BE IDENTIFIED AS PART OF THE AFFORDABLE HOUSING AGREEMENT WITH THE SAN DIEGO HOUSING COMMISSION)

PA PLANTING AREA

EXTERIOR USABLE OPEN AREA (INCLUDES COMMON TERRACES & PRIVATE BALCONIES)

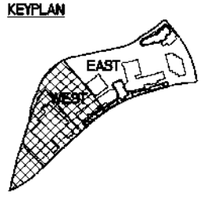
R___ RESIDENTIAL PARKING STALL

S___ SHARED PARKING STALL

H___ DESIGNATED HOTEL PARKING STALL

ATTACHMENT 14

KEYPLAN



FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Level 3 Plan - West

Hazard Center Redevelopment - San Diego, CA

Project Name:
Hazard Center Redevelopment

Sheet Title:
Level 3 Plan - West

Revision 06:	March 1, 2010
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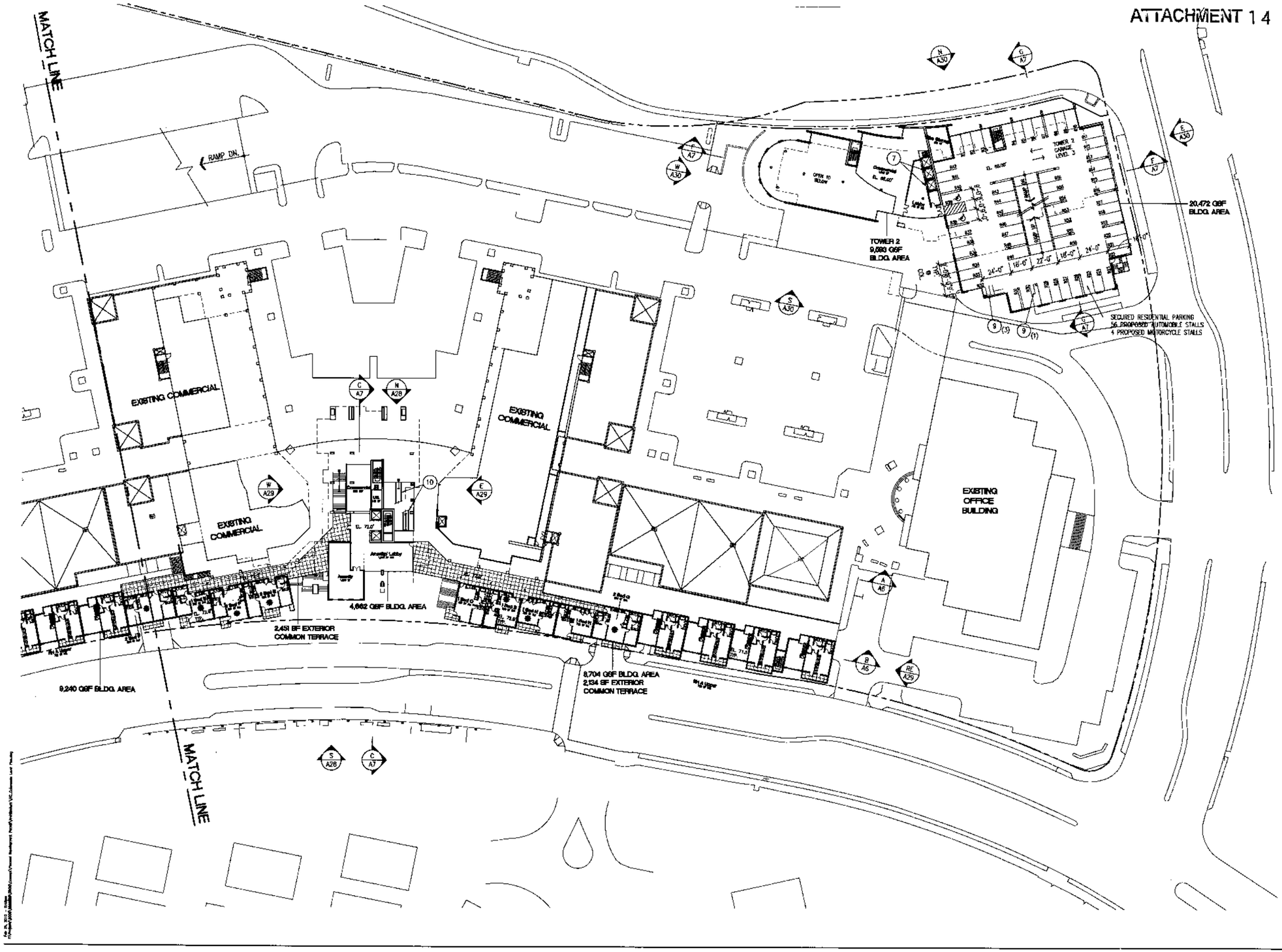

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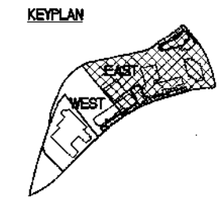
- H___ DESIGNATED HOTEL PARKING STALL

PARKING SUMMARY:

LEVEL 3 (TOWER #2):	CARS	MOTORCYCLES
COMMERCIAL	0	0
RESIDENTIAL	56	4
TOTAL	56	4

ATTACHMENT 14

KEYPLAN



FEHLMAN L-BARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Level 3 Plan - East

Hazard Center Redevelopment - San Diego, CA

Project Name:
Hazard Center Redevelopment

Sheet Title:
Level 3 Plan - East

Revision 06:	March 1, 2010
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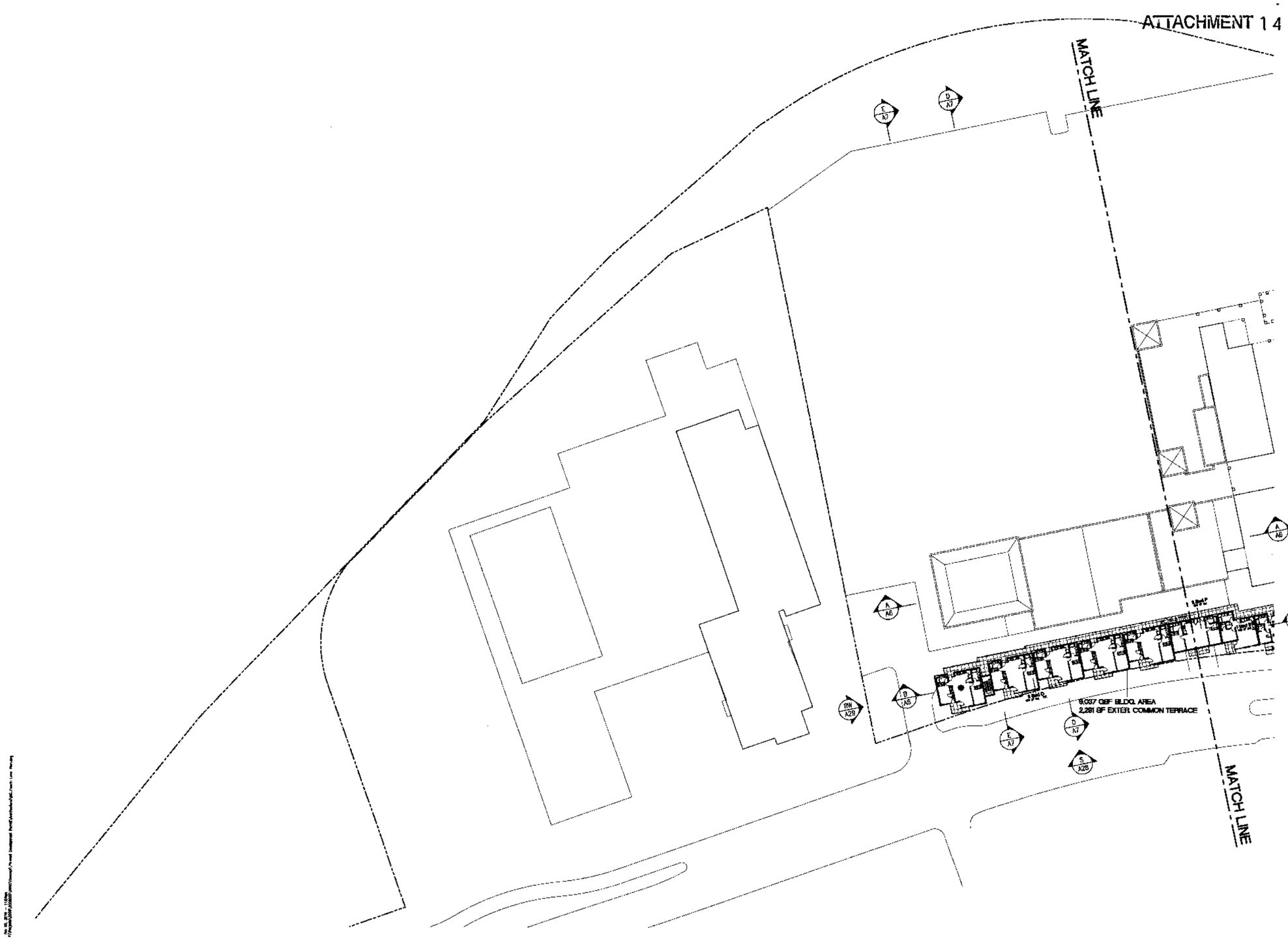

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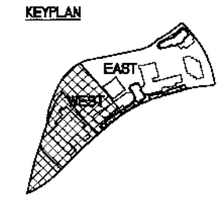

ATTACHMENT 14

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Level 4 Plan - West

Hazard Center Redevelopment - San Diego, CA

Project Name:
Hazard Center Redevelopment

Sheet Title:
Level 4 Plan - West

Revision 06:	March 1, 2010
Revision 05:	January 13, 2010
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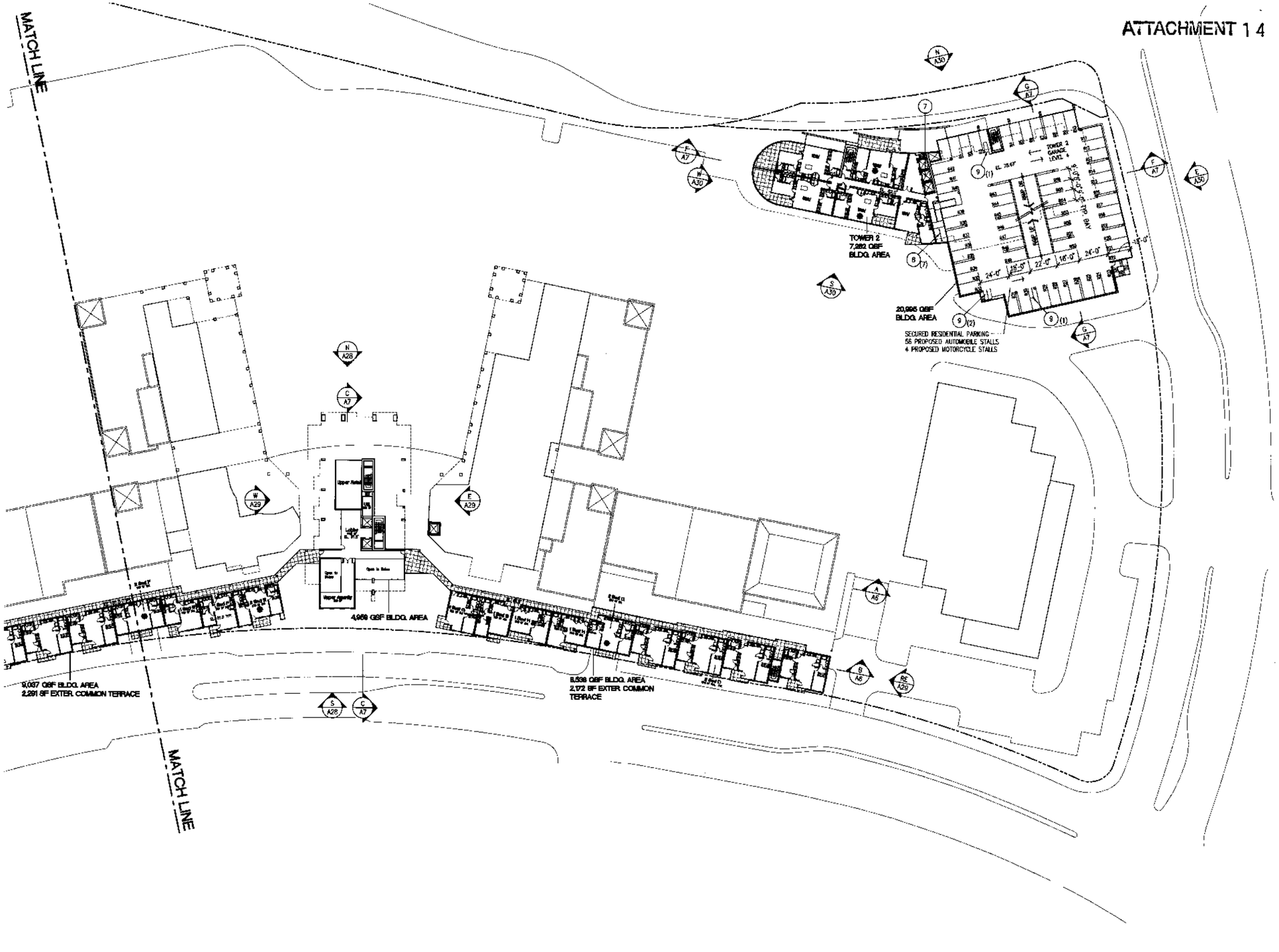
Sheet	A-16 of 60
DEPW	146803

ATTACHMENT 14



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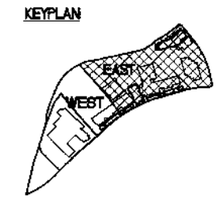
PARKING SUMMARY:

LEVEL 4 (TOWER #2):	CARS	MOTORCYCLES
COMMERCIAL	0	0
RESIDENTIAL	56	4
TOTAL	56	4

ATTACHMENT 14

KEYPLAN



FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Level 4 Plan - East

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Level 4 Plan - East

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DEP #	146803

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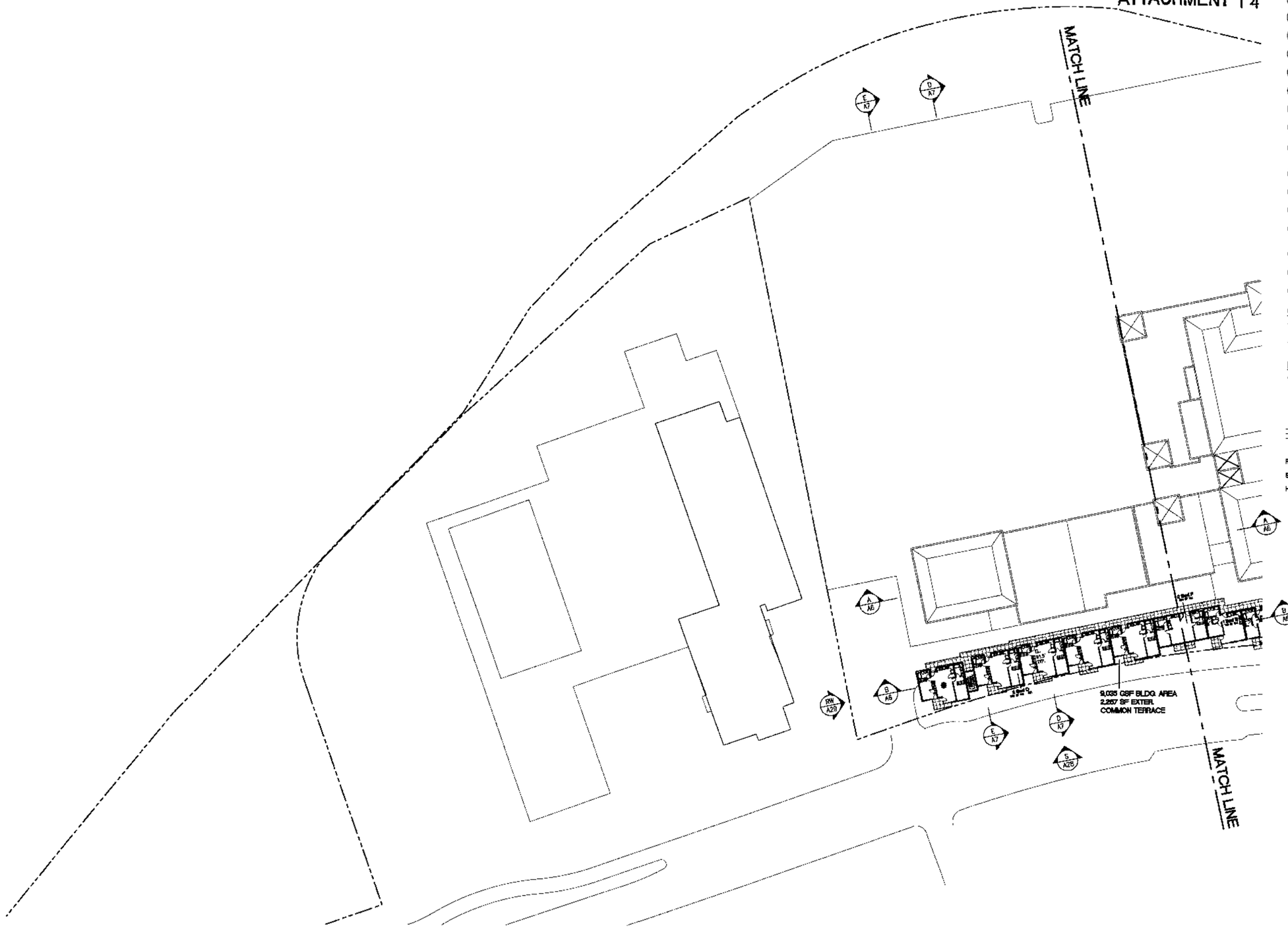

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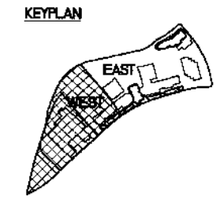

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Level 5 Plan - West

Hazard Center Redevelopment - San Diego, CA

Project Name:
Hazard Center Redevelopment

Sheet Title:
Level 5 Plan - West

Revision 06:	March 1, 2010
Revision 05:	January 13, 2010
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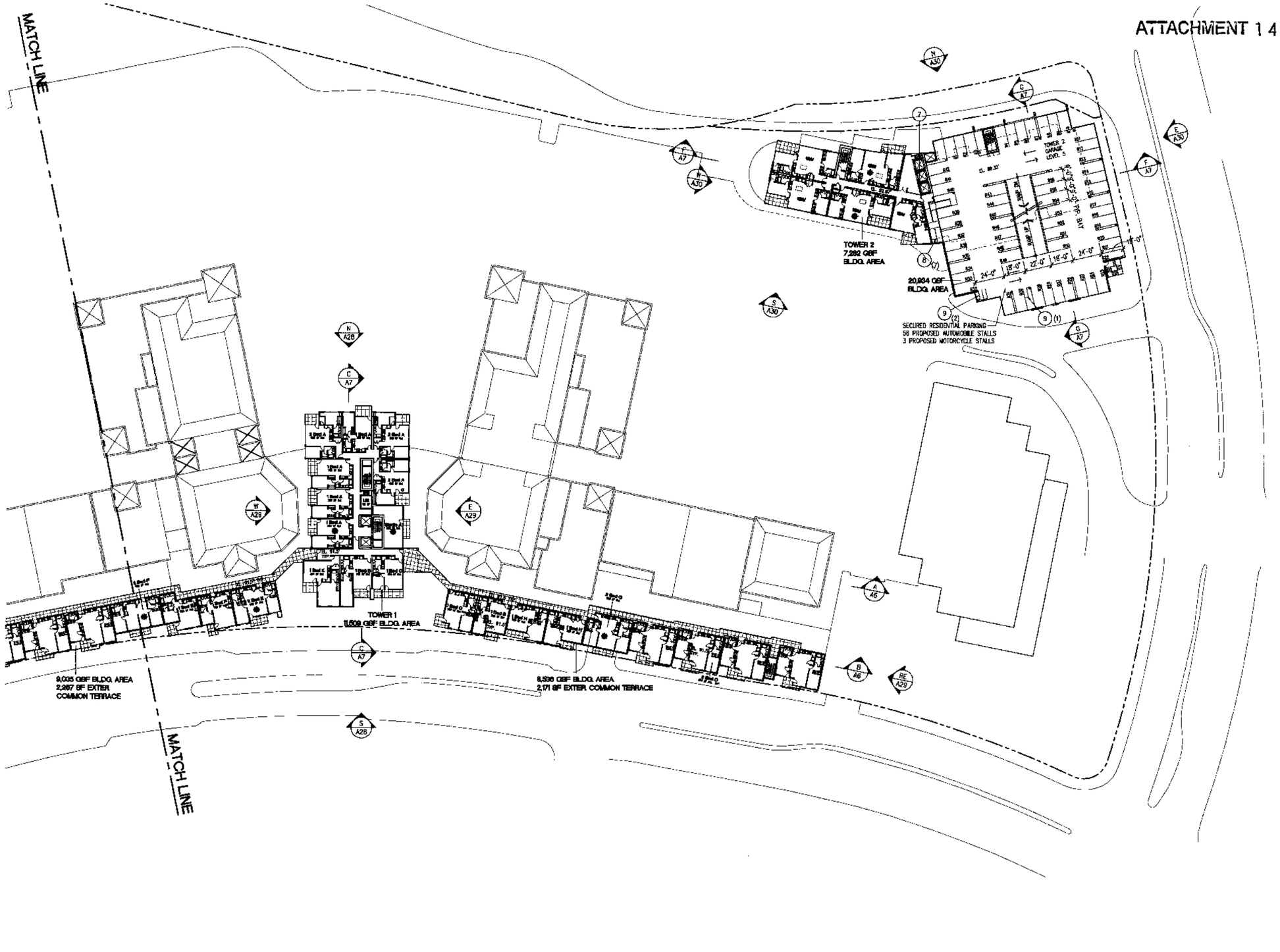

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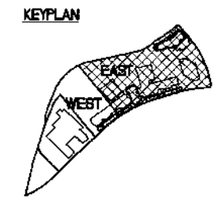
PARKING SUMMARY:

LEVEL 5 (TOWER #2):	CARS	MOTORCYCLES
COMMERCIAL	0	0
RESIDENTIAL	56	3
TOTAL	56	3

ATTACHMENT 14

KEYPLAN



FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Level 5 Plan - East

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Level 5 Plan - East

Revision 06:	March 1, 2010
Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
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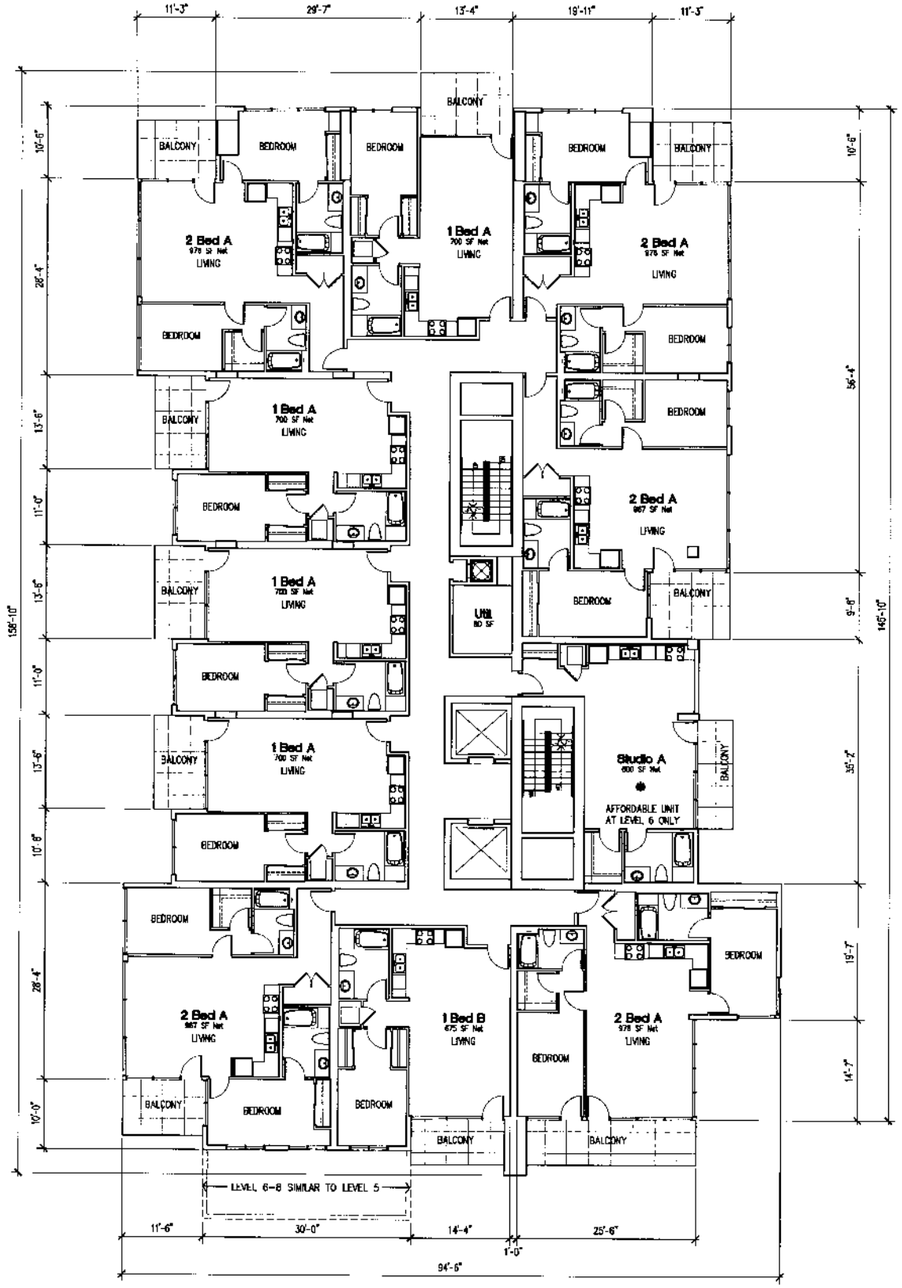
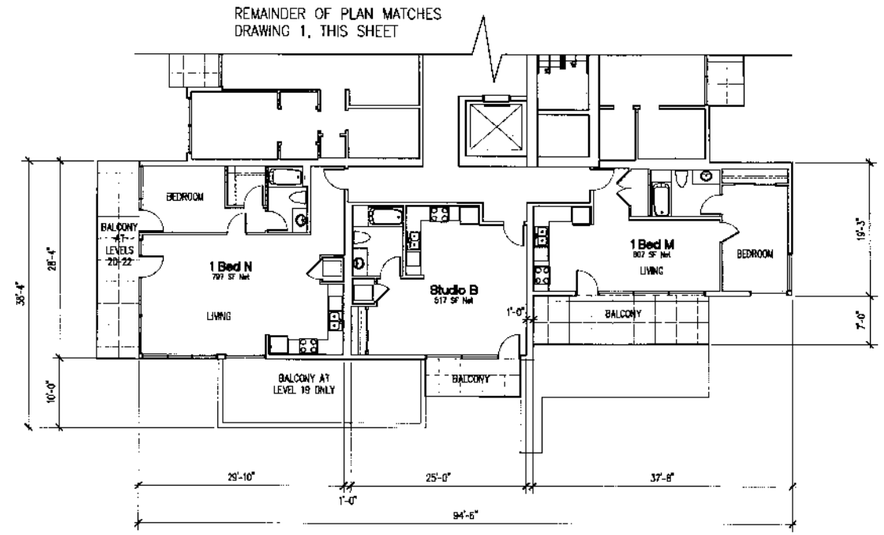
ATTACHMENT 14



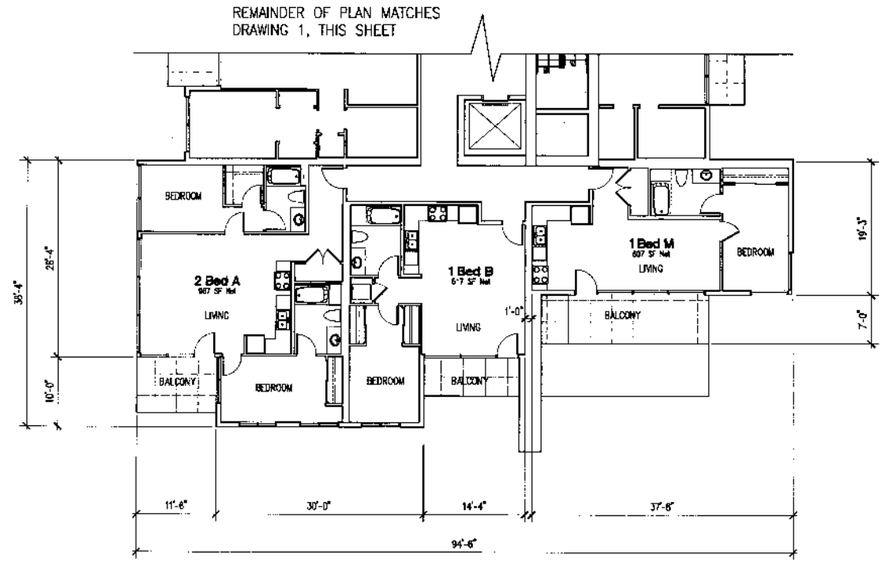
1 TOWER 1 - FLOOR PLAN LEVELS 6-16

LEVELS 6-8: 11,855 GSF
LEVELS 9-16: 11,555 GSF BLDG. AREA



3 TOWER 1 - FLOOR PLAN LEVELS 19-22

10,773 GSF BLDG. AREA



2 TOWER 1 - FLOOR PLAN LEVELS 17-18

11,129 GSF BLDG. AREA

ATTACHMENT 14

LEGEND:

- ✱ PROPOSED INCLUSIONARY UNIT LOCATIONS (FINAL LOCATIONS TO BE IDENTIFIED AS PART OF THE AFFORDABLE HOUSING AGREEMENT WITH THE SAN DIEGO HOUSING COMMISSION)
- PA PLANTING AREA
- EXTERIOR USABLE OPEN AREA (INCLUDES COMMON TERRACES & PRIVATE BALCONIES)

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Tower 1 - Floor Plan Levels 6-22

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Tower 1 - Floor Plan

Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
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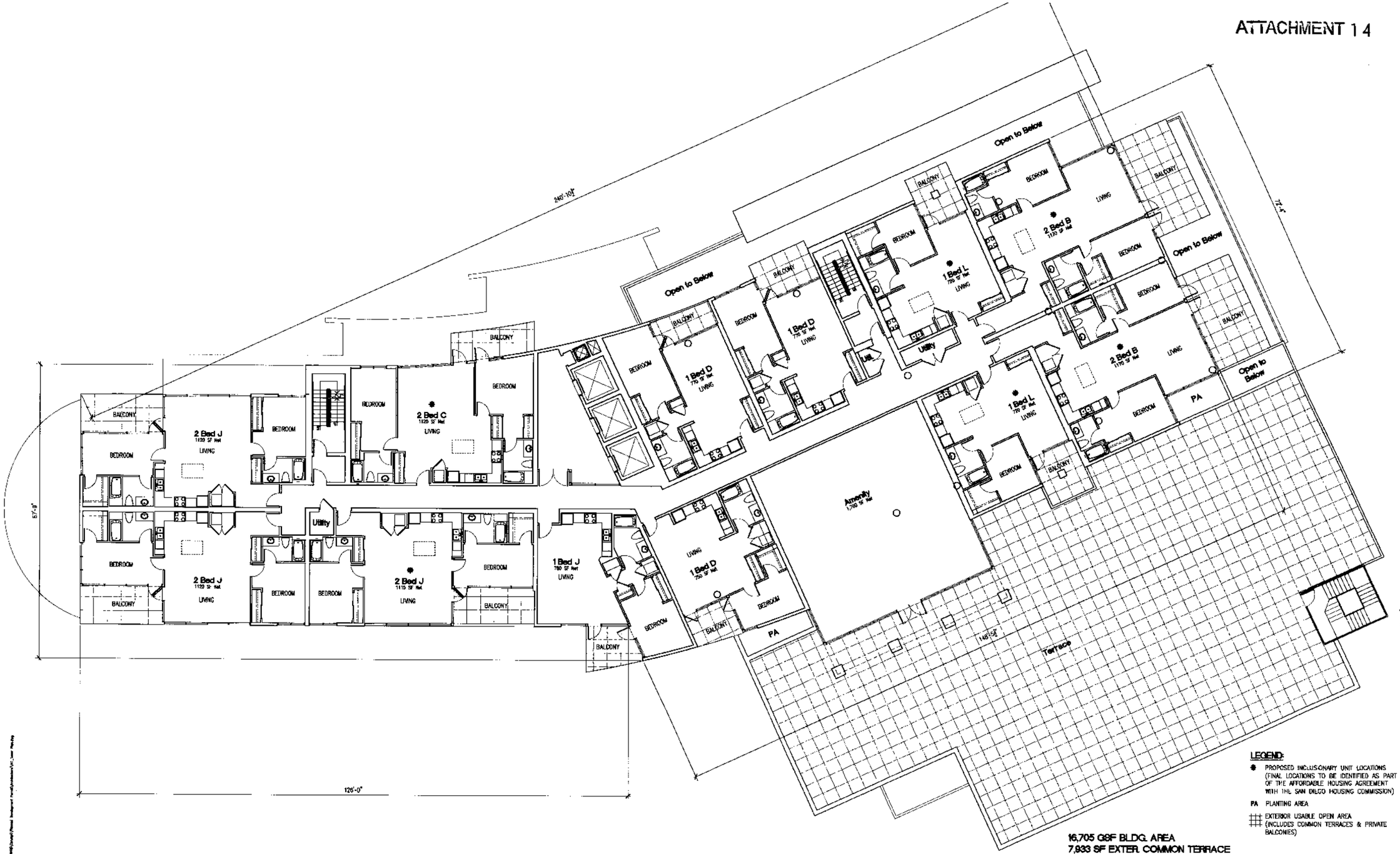

LEGEND:

- ● PROPOSED INCLUSIONARY UNIT LOCATIONS (FINAL LOCATIONS TO BE IDENTIFIED AS PART OF THE AFFORDABLE HOUSING AGREEMENT WITH THE SAN DIEGO HOUSING COMMISSION)
- PA PLANTING AREA
- ### EXTERIOR USABLE OPEN AREA (INCLUDES COMMON TERRACES & PRIVATE BALCONIES)

16,705 GSF BLDG. AREA
7,933 SF EXTER. COMMON TERRACE

1 TOWER 2 - FLOOR PLAN LEVEL 6
1/8" = 1'-0"

ATTACHMENT 14

FEHLMAN LABARRE
ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Tower 2 - Floor Plan Level 6

Hazard Center Redevelopment - San Diego, CA

Project Name
Hazard Center Redevelopment

Sheet Title
Tower 2 - Floor Plan

Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
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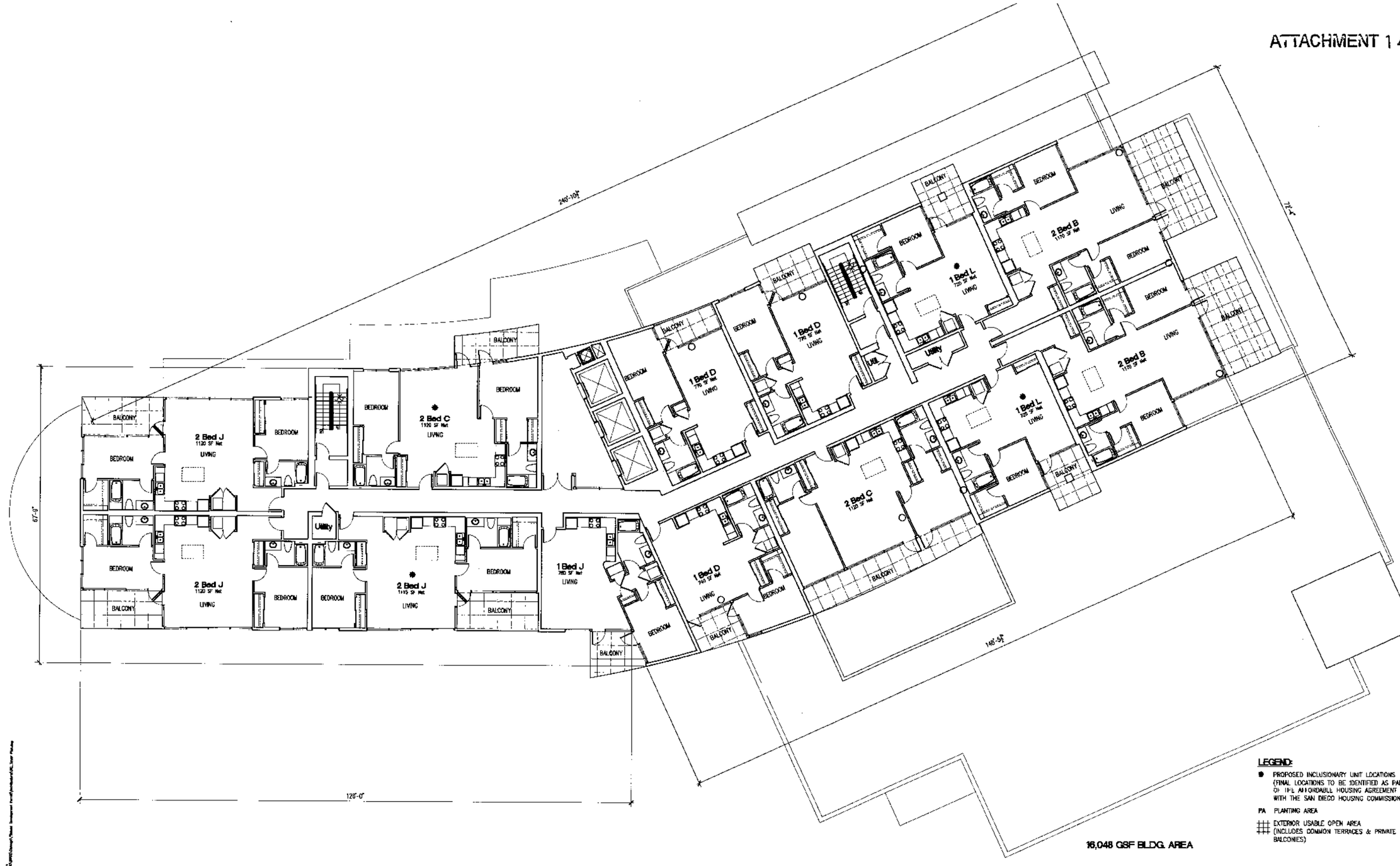

1 TOWER 2 - FLOOR PLAN LEVELS 7-9
1/8" = 1'-0"

ATTACHMENT 14

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Tower 2 - Floor Plan Levels 7-9

Hazard Center Redevelopment - San Diego, CA

Project Name:
Hazard Center Redevelopment

Sheet Title:
Tower 2 - Floor Plan

Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2003
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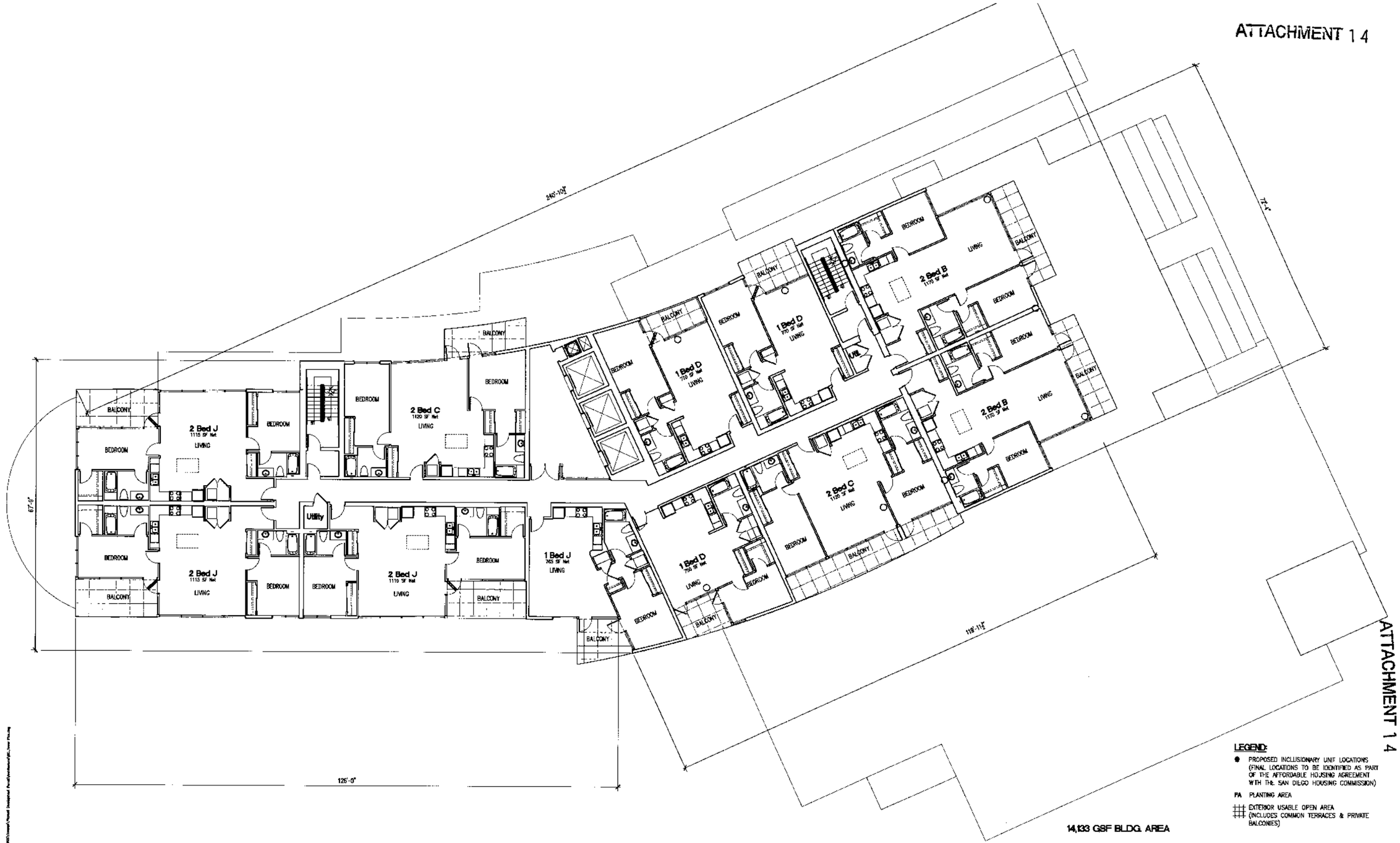

1 TOWER 2 - FLOOR PLAN LEVELS 10-21
1/8" = 1'-0"

LEGEND:

- ● PROPOSED INCLUSIONARY UNIT LOCATIONS (FINAL LOCATIONS TO BE IDENTIFIED AS PART OF THE AFFORDABLE HOUSING AGREEMENT WITH THE SAN DIEGO HOUSING COMMISSION)
- PA PLANTING AREA
- # EXTERIOR USABLE OPEN AREA (INCLUDES COMMON TERRACES & PRIVATE BALCONIES)

ATTACHMENT 14

FEHLMAN L-BARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Tower 2 - Floor Plan Levels 10-21

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Tower 2 - Floor Plan

Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
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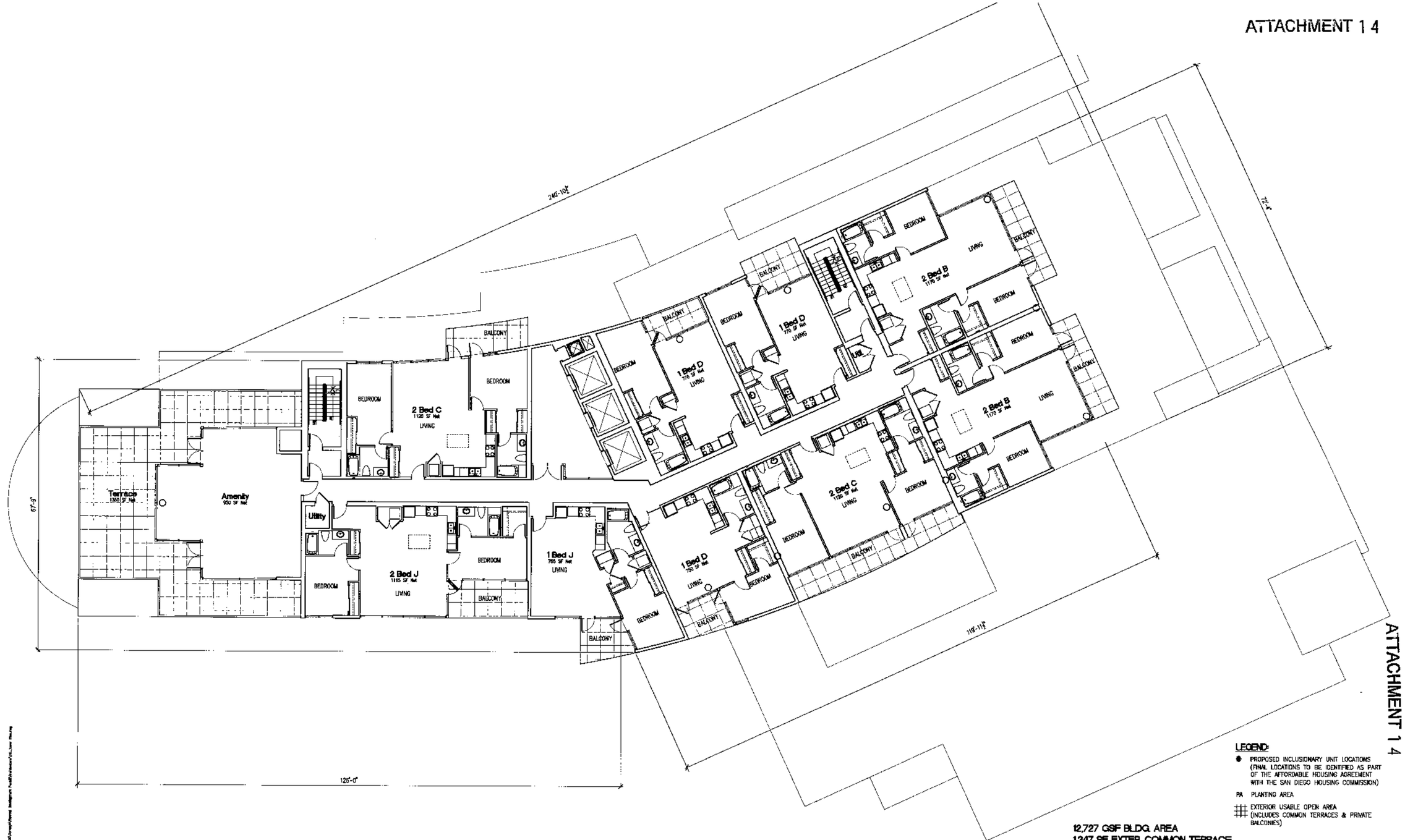

1 TOWER 2 - FLOOR PLAN LEVEL 22
1/8" = 1'-0"

LEGEND:

- ● PROPOSED INCLUSIONARY UNIT LOCATIONS (FINAL LOCATIONS TO BE IDENTIFIED AS PART OF THE AFFORDABLE HOUSING AGREEMENT WITH THE SAN DIEGO HOUSING COMMISSION)
- PA PLANTING AREA
- # EXTERIOR USABLE OPEN AREA (INCLUDES COMMON TERRACES & PRIVATE BALCONIES)

12,727 GSF BLDG. AREA
1,347 SF EXTER. COMMON TERRACE

ATTACHMENT 1 4

FEHLMAN L'BARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Tower 2 - Floor Plan Levels 22

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Tower 2 - Floor Plan

Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
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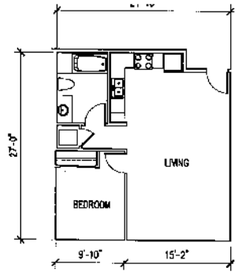
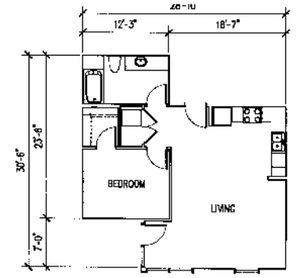
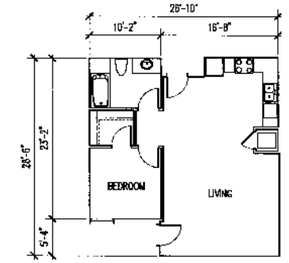
ATTACHMENT 1 4



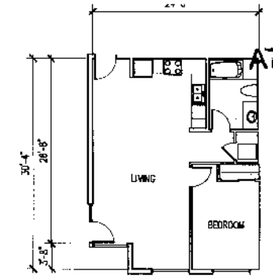
1 BEDROOM - FLAT C (656 SF NET)



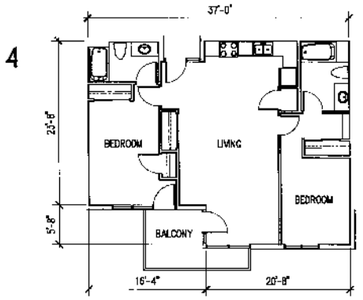
1 BEDROOM - FLAT E (700 SF NET)



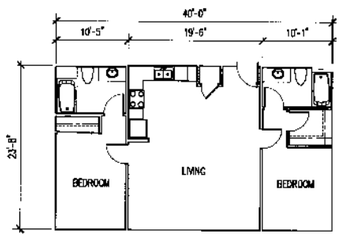
1 BEDROOM - FLAT F (700 SF NET)



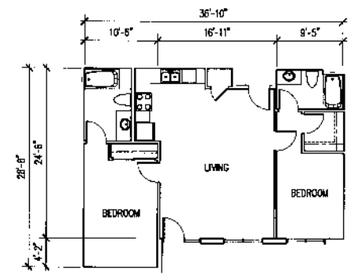
1 BEDROOM - FLAT G (700 SF NET)



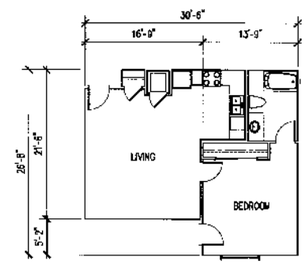
2 BEDROOM - FLAT D (970 SF NET)



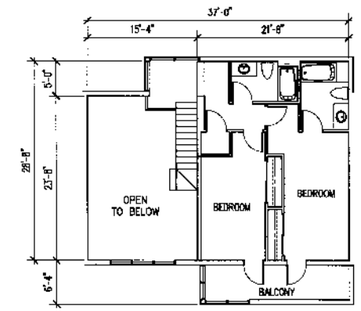
2 BEDROOM - FLAT F (950 SF NET)



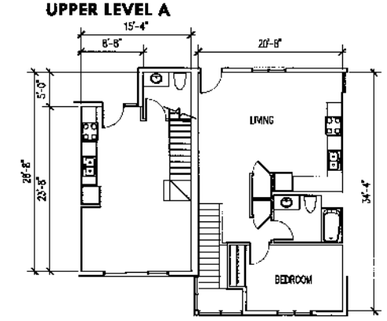
2 BEDROOM - FLAT E (930 SF NET)



1 BEDROOM - FLAT H (700 SF NET)

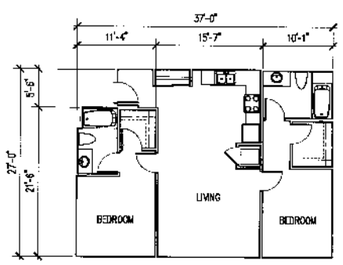


UPPER LEVEL A



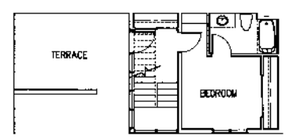
LOWER LEVEL A UPPER LEVEL B

ROW HOUSE - A (1,051 SF NET)



2 BEDROOM - FLAT G (950 SF NET)

SEE TOWER PLANS FOR UNIT LAYOUTS IN TOWERS.



LOWER LEVEL B

ROW HOUSE - B (1,052 SF NET)

ATTACHMENT 1 4

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Unit Plans

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Unit Plan

Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
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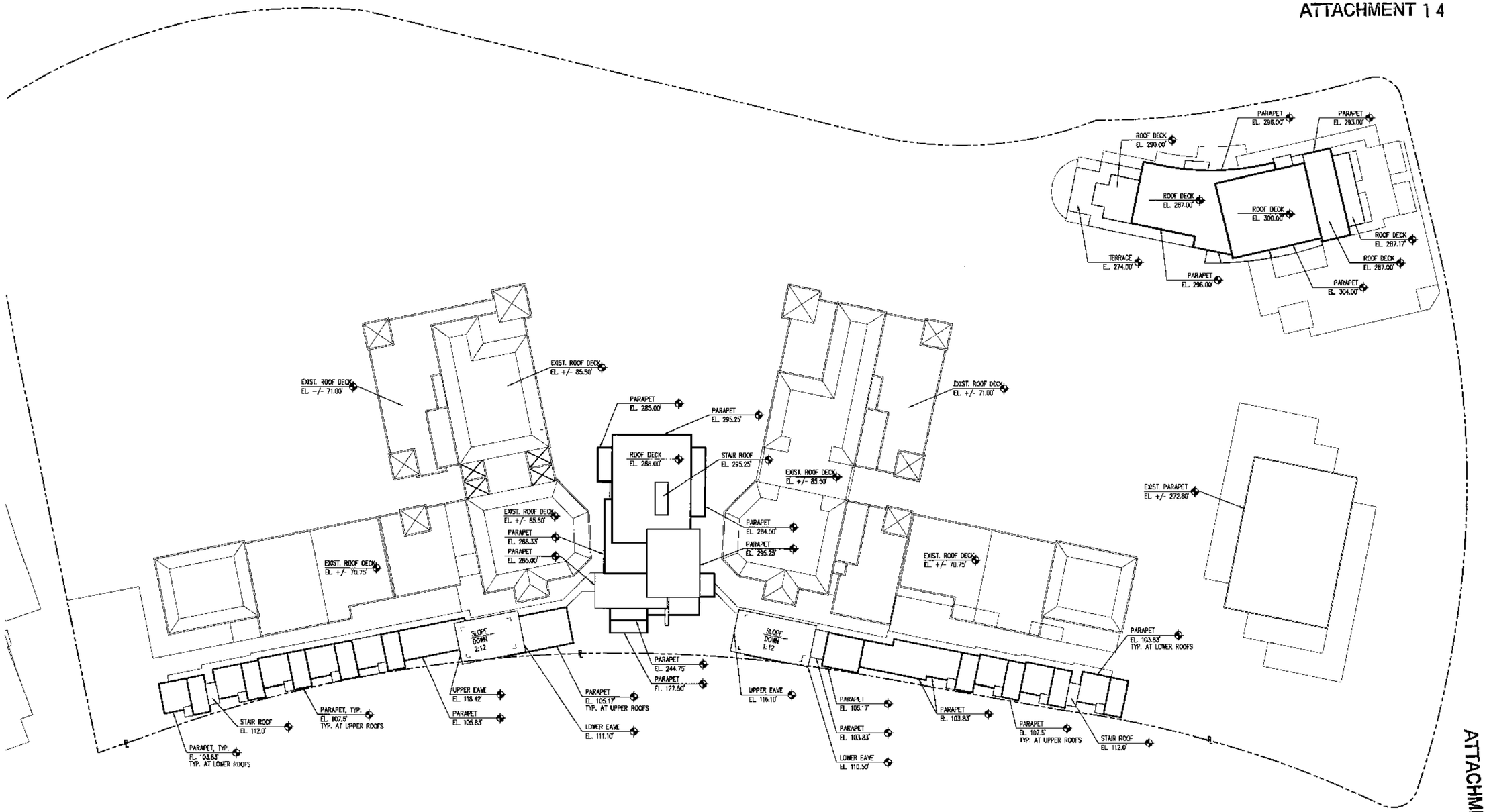
DEP#	146803



ATTACHMENT 14

FEHLMAN L'BARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Roof Plan

Hazard Center Redevelopment - San Diego, CA

Project Name:
Hazard Center Redevelopment

Sheet Title:
Roof Plan

Revision 06:	March 1, 2010
Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
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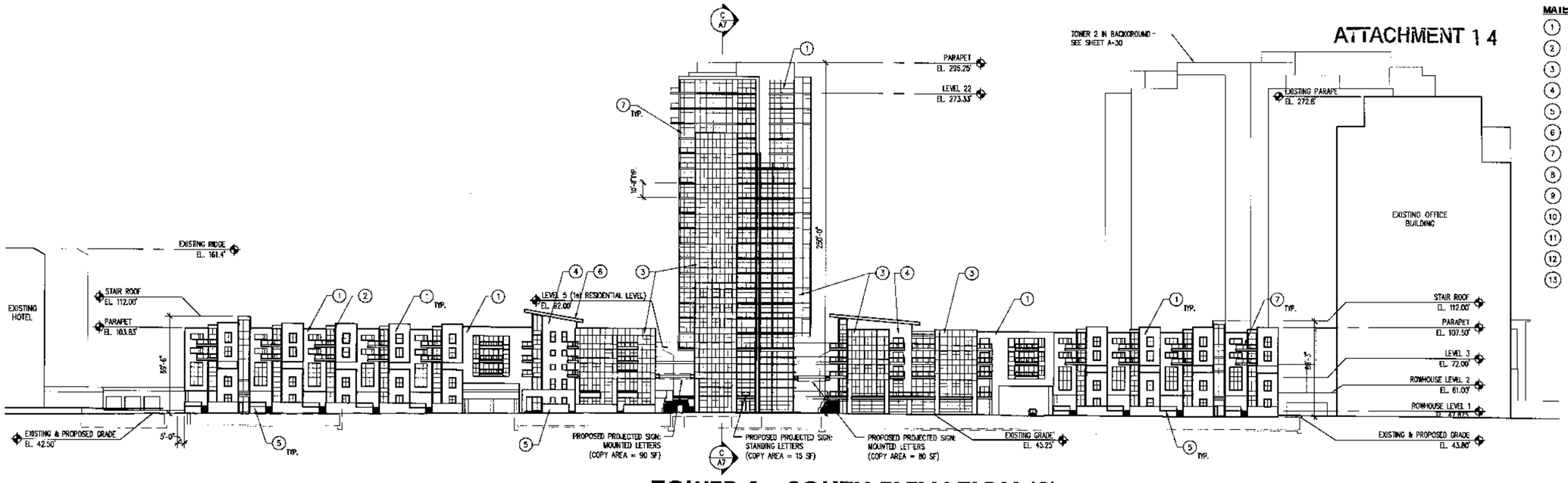
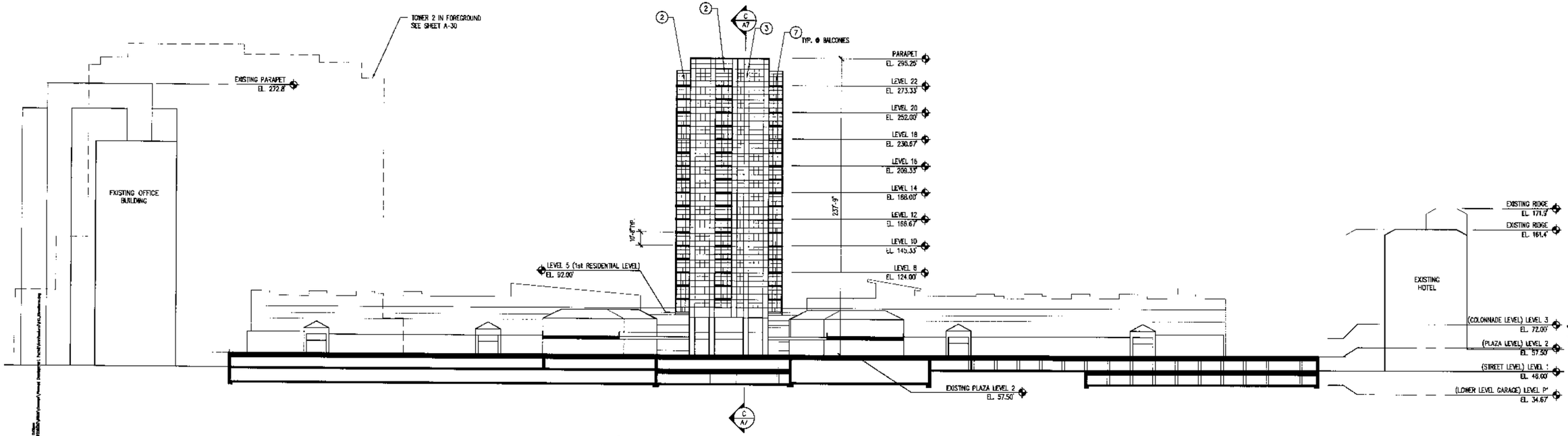
ATTACHMENT 14



MATERIALS LEGEND

1. EXTERIOR CEMENT PLASTER
2. ALUMINUM STOREFRONT GLAZING SYSTEM
3. METAL PANEL
4. CORRUGATED METAL SIDING
5. BRICK VENEER
6. METAL ROOFING
7. GLASS GUARDRAIL
8. EXPOSED CONCRETE
9. GRANITE VENEER
10. WIRE TRELLIS PLANTING SYSTEM
11. SITE WALL / PLANTER
12. CANOPY
13. METAL FABRIC

TOWER 1 - SOUTH ELEVATION (S)



TOWER 1 - NORTH ELEVATION (N)

ATTACHMENT 14

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Exterior Elevations - Tower 1

Hazard Center Redevelopment - San Diego, CA

Revision 06:	March 1, 2010
Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
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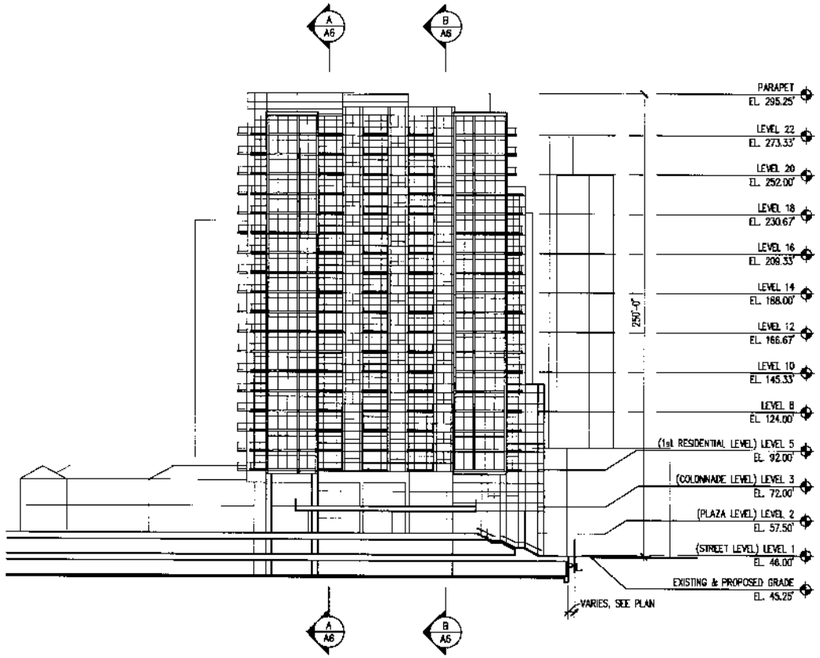
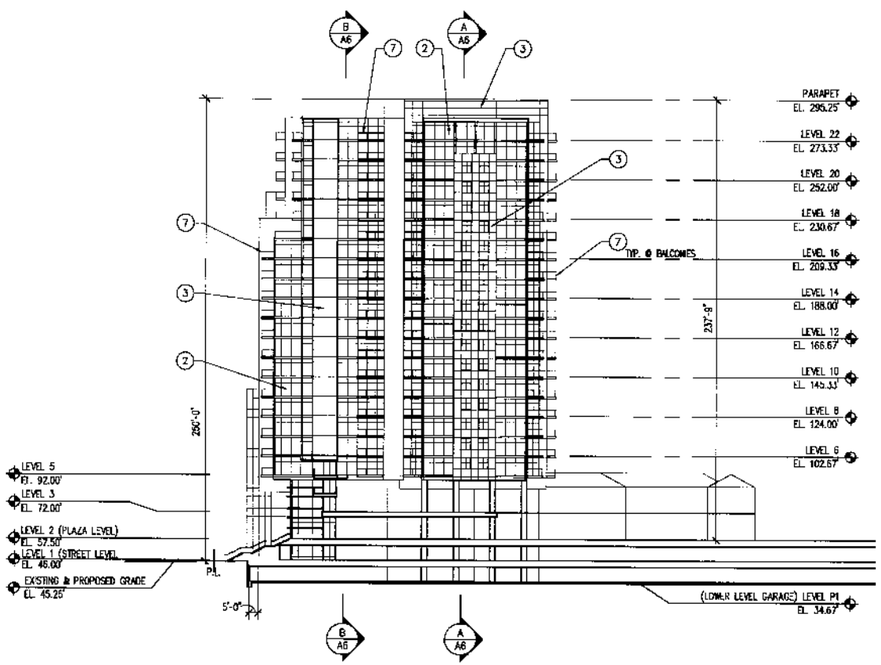
Project Name: Hazard Center Redevelopment

Sheet Title: Elevations - Tower 1

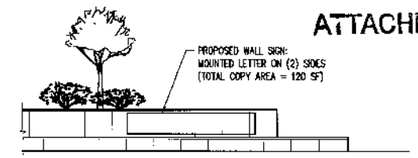


TOWER 1 - WEST ELEVATION (W)



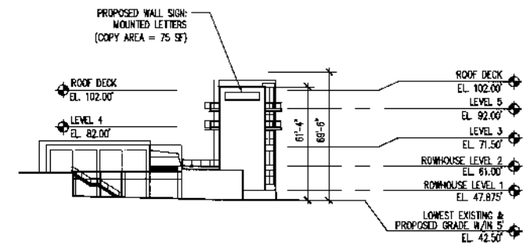
TOWER 1 - EAST ELEVATION (E)

ATTACHMENT 1 4

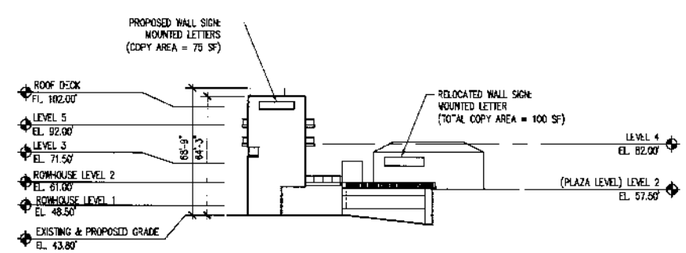


SITE WALL
NORTH ELEVATION (SW)

1. EXTERIOR CEMENT PLASTER
2. ALUMINUM STOREFRONT GLAZING SYSTEM
3. METAL PANEL
4. CORRUGATED METAL SIDING
5. BRICK VENEER
6. METAL ROOFING
7. GLASS GUARDRAIL
8. EXPOSED CONCRETE
9. GRANITE VENEER
10. WIRE TRELLIS PLANTING SYSTEM
11. SITE WALL / PLANTER
12. CANOPY
13. METAL FABRIC



ROW HOUSE
WEST ELEVATION (RW)



ROW HOUSE
EAST ELEVATION (RE)

ATTACHMENT 1 4

FEHLMAN LABARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Exterior Elevations

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Exterior Elevations

Revision 06:	March 1, 2010
Revision 05:	January 13, 2010
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Revision 03:	May 26, 2009
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Revision 01:	May 1, 2008
Original Date:	January 17, 2008
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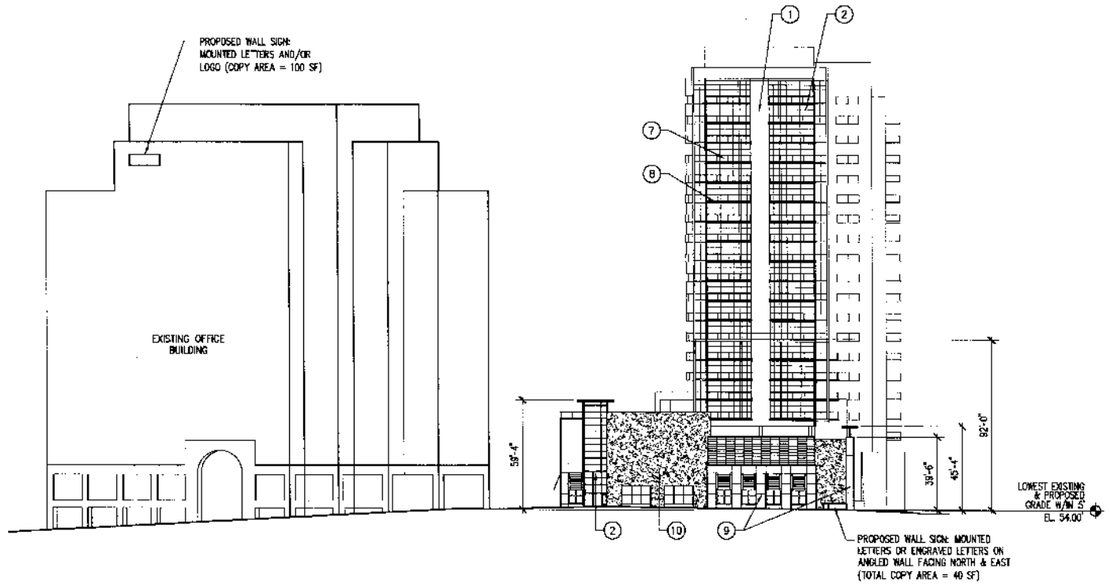
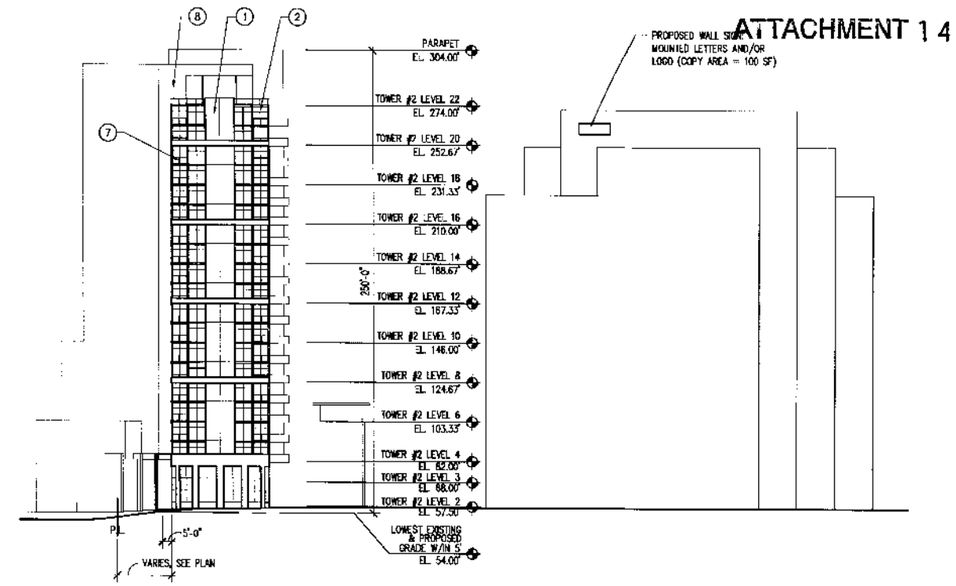


TOWER 2 - EAST ELEVATION (E)



TOWER 2 - WEST ELEVATION (W)

MATERIALS LEGEND

1. EXTERIOR CEMENT PLASTER
2. ALUMINUM STOREFRONT GLAZING SYSTEM
3. METAL PANEL
4. CORRUGATED METAL SIDING
5. BRICK VENEER
6. METAL ROOFING
7. GLASS GUARDRAIL
8. EXPOSED CONCRETE
9. GRANITE VENEER
10. WIRE TRELLIS PLANTING SYSTEM
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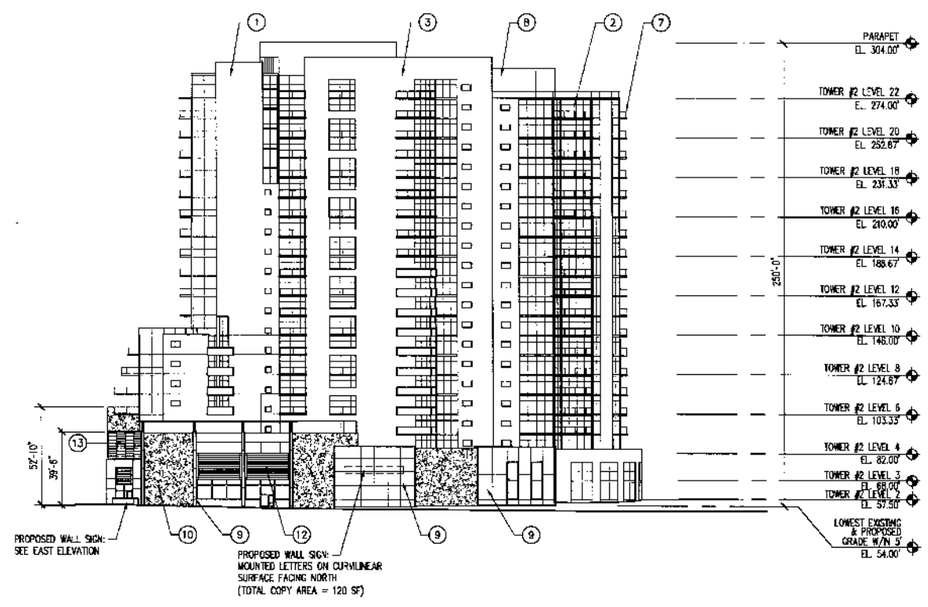
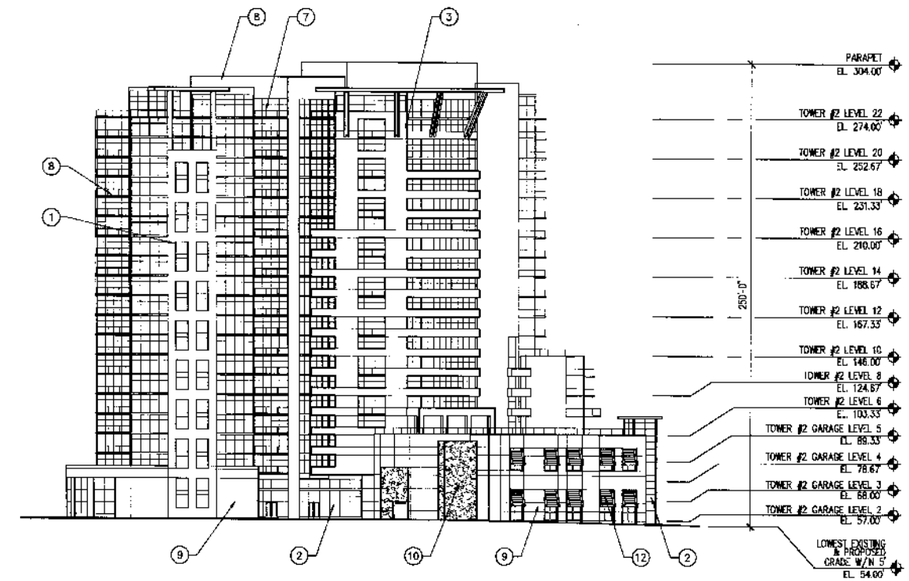


TOWER 2 - NORTH ELEVATION (N)



TOWER 2 - SOUTH ELEVATION (S)

SCALE 1" = 30'-0"

FEHLMAN L-BARRE ARCHITECTURE PLANNING

OliverMcMillan

Latitude 33
Wimmer Yamada and Caughey

HAZARD CENTER

Exterior Elevations - Tower 2

Hazard Center Redevelopment - San Diego, CA

Project Name: Hazard Center Redevelopment

Sheet Title: Elevations Tower 2

Revision 06:	March 1, 2010
Revision 05:	January 13, 2010
Revision 04:	November 9, 2009
Revision 03:	May 26, 2009
Revision 02:	November 17, 2008
Revision 01:	May 1, 2008
Original Date:	January 17, 2008
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DEPH	146803

ATTACHMENT 14

PLANNING COMMISSION RESOLUTION NO. –4280-PC

INITIATING AN AMENDMENT TO THE FIRST SAN DIEGO RIVER IMPROVEMENT PROJECT (FSDRIP) SPECIFIC PLAN, THE MISSION VALLEY COMMUNITY PLAN AND THE PROGRESS GUIDE AND GENERAL PLAN TO ALLOW FOR AN INCREASE IN THE NUMBER OF PERMITTED RESIDENTIAL DWELLING UNITS, A DECREASE IN COMMERCIAL SQUARE FOOTAGE, AND ALLOW FOR AN INCREASE IN BUILDING HEIGHTS.

WHEREAS, on July, 12, 2007, the Planning Commission of the City of San Diego held a public hearing to consider the initiation of an amendment to the FSDRIP Specific Plan, Mission Valley Community Plan and the Progress Guide and General Plan to allow for an increase in the number of permitted residential dwelling units, a decrease in commercial square footage, and allow for an increase in building heights; and

WHEREAS, the applicant is requesting a Specific Plan, Community Plan and General Plan Amendment so that the subject site will accommodate additional residential and commercial development on the property; and

WHEREAS, the Planning Commission of the City of San Diego considered all maps, exhibits, evidence and testimony; NOW THEREFORE;

BE IT RESOLVED, by the Planning Commission of the City of San Diego that it hereby initiates the requested Specific Plan, Community Plan and General Plan Amendment; and

BE IT FURTHER RESOLVED, that the Planning Commission directs staff to consider the following issues:

- The appropriate land use designation and density range for the site.
- Compatibility of new development with existing and planned uses in the project vicinity.
- Provision of recreational amenities to serve future residents, including the potential of providing a public park either on-site or in close proximity to the site.
- Provision of pedestrian amenities and streetscape improvements, including enhanced pedestrian crossing to the adjacent trolley station.
- Analysis of pedestrian connections between uses within the project site and from the site to adjacent development, the existing circulation system, and public transit.
- Location of Affordable Housing Units onsite in order to comply with the City's Inclusionary Housing Ordinance.
- Incorporation of sustainable design and building materials.
- Analysis of traffic impacts, including a traffic study.
- Update and analysis of the completion of Hazard Center Drive, including the provision of a safe pedestrian and bicycle component.
- Analysis of how new development will interact with the proposed Friars Rd/163 interchange project, including potential impacts (i.e. the widening of Friars Rd will prevent the pedestrian overpass identified in the FSDRIP Specific Plan from being constructed as intended).
- Upon formal project submittal, as required by Federal Regulations Part 77, any proposed high-rise structure on this site will be sent by the project applicant to the FAA for an airspace evaluation.
- Analysis of proposed high-rise structures on urban form, including compatibility, appropriateness and integration of structures with other elements within and adjacent to project site.

- The adequacy of existing public services and facilities, including schools, parks, fire, police and transit services, to determine whether the additional units proposed would negatively impact the current levels of these services.
- Analysis of the public improvements outlined in the FSDRIP Specific Plan, including a detailed status report on each of the required improvements, list of outstanding requirements and assessment of the responsibilities to implement those requirements.
- Analysis of the FSDRIP Specific Plan to ensure that all references to the subject property are updated, statistics of the Specific Plan Area are identified for adjustments, and all responsibilities and/or impacts are addressed. Further, as part of this analysis, conduct an alternative analysis which considers rescinding the Plan and updating the Mission Valley Community Plan to reflect the proposed changes. (As part of staff's initial work on the Mission Valley Community Plan update, a preliminary analysis of Specific Plans took place and it was determined that in those cases where the Development Agreement has expired and/or the existing Specific Plans were built-out, it may be possible to repeal them and incorporate relevant policies into the Community Plan update.)
- Analysis of an increase in the number of permitted residential dwelling units, keeping with the height and bulk identified in the existing FSDRIP Specific Plan.
- A "true" alternatives assessment, comparing the applicant's proposed increase in the number of permitted residential dwelling units with an increase in building heights and bulk, with that of an increase in the number of permitted residential dwelling units without exceeding the height and bulk identified in the existing FSDRIP Specific Plan.
- Analysis of providing a safe, comfortable pedestrian connection from the subject site to the proposed new charter school to be located within the boundaries of the proposed Quarry Falls Specific Plan area.
- Analysis of Trolley ridership capacity and level of service.
- Provision of construction timelines for both the Hazard Center Drive Extension and Friars/163 transportation improvement projects.
- Provision of an onsite recreational element which ties into the San Diego River Improvements.
- Analysis of implementing recommendations listed in the Draft San Diego River Park Master Plan, as they relate to the subject site.
- Analysis of how the site relates to the floodplain.
- Parking analysis, including both dedicated and non-dedicated parking spaces, as well as special event parking.
- Analysis of existing walkability of the site vs. future walkability if the proposed increased residential dwelling units were constructed.
- Level of community involvement and participation in the plan amendment process, including the potential for public workshops within the community and a Planning Commission workshop.

BE IT FURTHER RESOLVED, that this initiation does not constitute an endorsement of a project proposal. This action will allow staff analysis to proceed.

Brian Schoenfisch
Senior Planner
City Planning & Community Investment

Sabrina Curtin
Legislative Recorder

Initiated: July 12, 2007
By a vote of: 4-0-0

PLANNNING COMMISSION ISSUES – LAND USE AMENDMENT INITIATION HEARING JULY 12, 2007 **ATTACHMENT 16**

1. *The appropriate land use designation and density range for the site.*

Hazard Center is currently located in the Mission Valley community with residential, commercial and employment uses integrated with existing public transit. Mission Valley is identified in the General Plan as a subregional employment area and designated for mixed-use, with office, commercial and residential uses in balanced proportions. The intensity of these uses must be adequate to support each other in a pedestrian environment that is not heavily dependent on employment, shopping or residential sources outside of the community. The General Plan and SANDAG Regional Comprehensive Plan both identify this location as an Urban Center or Urban Village, with a higher residential density designation. SANDAG recommends 25+ dwelling units per acre for mixed-use sites within ¼-mile radius of transit stations. The proposed Hazard Center Revitalization would include 34 dwelling units per acre, with the subtraction of land to be dedicated to the City for a future park. The General Plan also emphasizes the importance of balanced communities and equitable development. This project would diversify housing types in the area and provide up to 48 inclusionary dwelling units in an established community that provides employment, shopping, and public transit within walking distance.

The Mission Valley Community Plan establishes Development Intensity Districts based on transportation capacity and regulates intensity and use through vehicle trip generation. The Hazard Center site is in Development Intensity District G. The FSDRIP Specific Plan establishes the allowable trip generation for the original Hazard Center project area (including Union Square and Hazard Center East) at 18,100 ADT plus a 10% area bonus for light rail transit, bringing the total allowable trips to 19,305 ADT. The proposed residential and commercial additions to Hazard Center would not exceed this allowable trip generation rate.

The site is located in the MVPD –M/SP (Multiple Use/ Specific Plan) zone, which the Mission Valley Planned District Ordinance of the Municipal Code regulates as mixed use requiring a residential component. The ordinance further stipulates that no one use shall account for more than 60% or less than 20% of ADT. The proposed amendment would increase the proportion of residential use in the original Hazard Center project area from approximately 5% to 20.5% of ADT. The Ordinance also establishes the maximum residential density allowed in Development Intensity District G at 57 dwelling units per acre.

The Project implements the overall City of Villages strategy by providing the mix of uses and density necessary for pedestrian friendly development and improved, more effective transit services. The proposed land use and density range are consistent with the goals outlined in the SANDAG Regional Comprehensive Plan, the City's General Plan, the Mission Valley Community Plan and FSDRIP.

2. *Compatibility of new development with existing and planned uses in the project vicinity.*

The proposed multi-family residential development at Hazard Center would provide additional synergy with the existing mixed use, shopping and employment opportunities. The residents would provide a client base for local retail and dining establishments and provide additional density for efficient public transit and infrastructure. Integrating new residences with the existing commercial and office uses would help achieve the goals of the Regional Comprehensive Plan, the City's General Plan and the Mission Valley Community Plan to create a pedestrian friendly

community where people can live, work and play and reduce reliance on the automobile. The project is designed to connect the Hazard Center development to the rest of the City by public transit. The proposed variety of dwelling unit types and sizes would provide additional family and affordable alternatives to the existing housing stock in the vicinity.

3. *Provision of recreational amenities to serve future residents, including the potential of providing a public park either on-site or in close proximity to the site.*

The Applicant recognizes the need for park space in Mission Valley. They have worked closely with the community and City Staff through a series of meetings with the Parks Subcommittee to the Mission Valley Planning Group, the San Diego River Park Foundation, the San Diego River Conservancy, the San Diego River Coalition, neighboring residents and with Park & Recreation and Planning staff. As a result of this dialogue, approximately 0.63 acres of property at the southwest portion of the property would be dedicated to the City of San Diego for public park purposes. The Mission Valley Planning Group and the ad hoc Hazard Center Subcommittee to the Planning Group have indicated a preference for a community dog park in this location. However, the final use and design of the park would be determined through the appropriate public input process per Council Policy 600-33 and be subject to approval by the Parks and Recreation Board. The remaining park requirement would be met through in-lieu fees that may be directed toward offsite projects that support the San Diego River Park and trail system, for the benefit of the community at the City's discretion. Potential projects for these in-lieu fees have been identified through discussion with the community groups mentioned above.

Additionally, the Project provides over half an acre of public plazas throughout the site as a community and neighborhood benefit. Although this area does not count toward meeting the parks requirement, it would be open and accessible to the public. Also notable, the General Plan recognizes the use of "equivalencies" and specifically public plazas where park development is infeasible in paragraphs RE-A.9 and RE-A.10 of the General Plan Recreation Element. These plazas would be connected vertically and horizontally through grand staircases, escalators and pedestrian walkways that are framed by retail and office uses and are directly accessible from the public way.

Additionally, private recreational amenities would also be provided to the new residents of Hazard Center.

4. *Provision of pedestrian amenities and streetscape improvements, including enhanced pedestrian crossing to the adjacent trolley station. Analysis of pedestrian connections between uses within the project site and from the site to adjacent development, the existing circulation system, and public transit.*

The project incorporates many pedestrian amenities and improvements consistent with the City of Villages strategy. The proposed Community Plan Amendment to reclassify Hazard Center Drive west of Frazee Road from a four-lane collector street to a two-lane collector street would allow significant streetscape improvements along Hazard Center Drive and provide better access to the public bicycle and walking path near the San Diego River. As seen in the attached graphic (Attachment 25), proposed street enhancements include wider sidewalks, a new sidewalk adjacent to the trolley station platform where none currently exists, dedicated turn lanes, diagonal

parking, traffic calming measures, bus stops, and a shorter and wider crosswalk to the trolley station with enhanced paving.

Mid-rise dwellings and row homes along the north edge of Hazard Center Drive would create a residentially-scaled street with entry stoops, patios and raised planters in lieu of the existing utility and trash enclosures. This tree-lined pedestrian way would form one edge of a large plaza at the south entry to the project. The existing center's multi-level design presents an opportunity for both vertical and horizontal pedestrian integration. Grand staircases, escalators and pedestrian walkways framed by shops and businesses would link the south entry plaza at street level to a north public space at the second level that is the focal point of the retail center. These two spaces would be further linked visually and through vertical circulation to a third level of balcony walkways accessing restaurants, shops and resident amenities. The north plaza would be connected by pedestrian walkways to an improved outdoor entry element at the existing hotel on the west side of the site and to a new office plaza between the office building and the proposed residential building at the east end of the site. All proposed plazas would be accessible from the public way. The project plans provide detailed information on these streetscape improvements and pedestrian links through the commercial center, connecting to residential, office, and hotel uses.

5. *Location of Affordable Housing Units onsite in order to comply with the City's Inclusionary Housing Ordinance.*

The project would set aside ten percent of the units on site (up to 48 units) as either rental units for households with an income at or below 65 percent of the Area Median Income for a period of 55 years, or as for-sale units for households with an income at or below 100 percent of the Area Median Income, in compliance with the City's Inclusionary Affordable Housing Requirements and Council Policy 600-27(A) for the Inclusionary/ Infill Housing Expedite Program. The mix of affordable unit types would reflect the project's overall residential unit mix and would be evenly dispersed among the project phases.

6. *Incorporation of sustainable design and building materials.*

The location of the project is inherently sustainable due to the close proximity of public transit and complementary uses. The applicant has applied to the U.S. Green Building Council for LEED certification, seeking Silver level approval. Some of the sustainable features that warrant LEED certification by the USGBC are: sustainable siting of residential urban infill development on previously disturbed land; close pedestrian connectivity to employment, services, and public transit; green roofs and below-grade parking to reduce stormwater runoff and heat island effect; reduction of water consumption through drought-tolerant landscaping and efficient plumbing fixtures; exceptional energy performance; enhanced commissioning of building energy systems; minimal demolition with existing materials to be recycled to the greatest extent feasible; specification of building materials with recycled content, derived from rapidly renewable resources, and/or produced locally; materials with reduced or no VOC emissions; natural ventilation and daylighting.

7. *Analysis of traffic impacts, including a traffic study.*

   A full Traffic Impact Analysis, dated July 28, 2009, was prepared for the Hazard Center Redevelopment and was approved by the City's Transportation Development Section. It is included in the Environmental Impact Report for the project and available for public review.

8. *Update and analysis of the completion of Hazard Center Drive, including the provision of a safe pedestrian and bicycle component.*

   Hazard Center Associates, a former owner of Hazard Center, is obligated to construct the Hazard Center Drive Westerly Extension which is an improvement condition from the Hazard Center Tentative Map approvals. Hazard Center Associates and its design team are processing design review and permit approvals with City Engineering and Capital Projects to complete the Hazard Center Drive Westerly Extension. Pursuant to Agreements with the City, Hazard Center Associates is obligated to construct the Hazard Center Westerly Extension as a two-lane underpass at SR 163.

   The City has the option of constructing an additional two lanes for a total of four lanes consistent with the Community Plan designation as a 4-lane collector. However, as part of the current project, the applicant is proposing an amendment to the Community Plan to reclassify Hazard Center Drive west of Frazee Road as a 2-lane collector with enhancements in order to maximize the pedestrian and bicycle friendly components and goals of the applicable land use plans. A pedestrian and bicycle path is planned as a separate Capital Improvement Project which would extend the path along the San Diego River. We understand that the City's pedestrian and bicycle path project design is complete and environmental approvals are currently being processed. Caltrans and public utilities reviews of the trail extension are scheduled to begin soon.

9. *Analysis of how new development will interact with the proposed Friars Rd/163 interchange project, including potential impacts (i.e. the widening of Friars Rd will prevent the pedestrian overpass identified in the FSDRIP Specific Plan from being constructed as intended).*

   The applicant has been monitoring the progress of the proposed Friars Road/163 interchange project. Although the project is in preliminary design stages and a final road configuration has yet to be determined, the design of the proposed Tower 2 was modified to allow for the widening of Friars. The project also includes an irrevocable offer to dedicate the necessary right of way for the future widening of Friars Road and anticipated future curb locations are indicated on the drawings.

   Per the applicant's agreement with City Staff, the future right of way for the Friars Road widening would be addressed in the following draft Condition:

   Prior to recordation of the first final map, the Subdivider shall provide an Irrevocable Offer of Dedication for addition of a second eastbound right turn lane and associated improvements at the intersection of Friars Road/Frazee Road, satisfactory to the City Engineer. Dedication shall occur when needed by the City's SR-163/Friars Road interchange capital improvement project, satisfactory to the City Engineer.

10. *Upon formal project submittal, as required by Federal Regulations Part 77, any proposed high-rise structure on this site will be sent by the project applicant to the FAA for an airspace evaluation.*

    The FAA has issued a Determination of No Hazard to Air Navigation for this project.

11. *Analysis of proposed high-rise structures on urban form, including compatibility, appropriateness and integration of structures with other elements within and adjacent to project site.*

    Section 1514.0404(a)(1) of the San Diego Municipal code allows buildings up to 250 feet in height north of Interstate 8 and south of Friars Road in Mission Valley. The proposed high-rise buildings would not exceed this height limit. A Visual Analysis prepared for the project shows the proposed structures in relation to existing tall buildings in the area. There is an existing high-rise office building on the project site that is approximately 228 feet tall. The design of the building forms has evolved through dialogue with the community, including the Union Square Home Owner's Association, the Design Advisory Board to the Mission Valley Community Planning Group, and review by City staff. The Design Advisory Board unanimously approved the design aspects of the project.

    The building heights are consistent with the Mission Valley Community Plan, which encourages mid- and high-rise multiple dwelling structures near transit and the integration of high-density residential uses with office, shopping and amenities. Vertical development is also consistent with the residential density targets established by the General Plan, the SANDAG Regional Comprehensive Plan and the Community Plan for sites near transit station, especially when considered in relation to the open space requirements of these plans and of the Municipal Code. The relationship of the high-rise structures to the proposed 5-story mid-rise structures preserves views of the river valley in compliance with FSDRIP. Arrangement of the same residential density into buildings of uniform height would result in 10- to 12-story buildings that would block views and would lack the roofline variation required by the Municipal Code. The tower's narrow side orientation to the river maintains views and is consistent with FSDRIP.

    Locating the residential additions in high-rise buildings also greatly reduces the need to demolish existing structures, resulting in a more sustainable design that would involve less construction noise and dust and would send less debris to area landfills.

12. *Adequacy of existing public services and facilities, including schools, parks, fire, police and transit services, to determine whether the additional units proposed would negatively impact the current levels of these services.*

    The EIR for the project identifies no significant impact to existing public services and facilities.

    Both SANDAG and MTS have reviewed the project and neither agency expressed concern about impacts to transit. SANDAG promotes infill, residential mixed-use projects such as this proposal near existing transit infrastructure as a means of reducing the region's traffic problems. SANDAG's Mandatory Initial Review cycle comments regarding the project included the following:

"This project is located within a SANDAG-designated Smart Growth Opportunity Area, Urban Center MV-3. The Regional Comprehensive Plan (RCP) specifies mid- to high-rise residential, office and commercial for this area at a density of 40-75 dwelling units per acre and 50+ employees per net acre. This project is in line with RCP goals and SANDAG commends the developer for proposing such a project."

The existing trolley station platform is of sufficient length to support longer trains with up to 4 cars if needed, although MTS anticipates no more than 5 new riders per train, based on current levels of service and the addition of 473 residential units. The current baseline service is a 2-car train every 15 minutes. MTS can easily add another car for a 50% increase in capacity. On game days at Qualcomm, 4-car trains run every 4 minutes during the peak period, handling up to 2,000 riders in 90 minutes. See the attached letter from Brandon Farley, Senior Transportation Planner, MTS, dated May 27, 2008.

13. *Analysis of the public improvements outlined in the FSDRIP Specific Plan, including a detailed status report on each of the required improvements, list of outstanding requirements and assessment of the responsibilities to implement those requirements.*

Hazard Center is one component of a much larger area encompassed by FSDRIP. This analysis of FSDRIP obligations focuses on those responsibilities that are specific to Hazard Center. The page numbers, below, reference the 1999 edition of FSDRIP. The original text is in italics.

A. Off-site Transportation Facilities related to Friars Road near SR-163 (p. 117) are superseded by current plans to upgrade the Friars/ SR-163 Interchange and to widen Friars Road. The Hazard Center project would provide a fair share contribution of $149.492.00 to the interchange project and would dedicate land necessary to complete the widening of Friars Road.

B. Additional On-site Street Improvements for Hazard Center (p. 118):

1) *Hazard Center Drive*

a. Construct 78-foot curb-to-curb width collector street (within 98-foot right-of-way) including four travel lanes, shoulders and sidewalks from Mission Center Road to Frazee Road. Construct a 72-foot curb-to-curb width collector street (within 92-foot right-of-way) including travel lanes, shoulders and sidewalks, from Frazee Road to SR-163.

b. Construct two traffic signals, one each at Frazee Road and at Mission Center Road intersections with Hazard Center Drive.

Hazard Center Drive is complete from Mission Center Road to SR-163, with traffic signals at Mission Center Road and Frazee Road.

2) *Frazee Road*

a. Construct 78-foot curb-to-curb width collector street (within 98-foot right-of-way) between Friars Road and Hazard Center Drive, including four travel lanes, shoulders and sidewalks.

b. Modify traffic signals at the intersection of Friars Road and Frazee Road.

Frazee Road is complete between Friars Road and Hazard Center Drive. It is assumed that the signal at Friars Road was modified when Frazee Road was constructed. It is also assumed that this signal would be modified again by the separate Friars Road widening project.

C. *Additional Off-site Transportation Facilities for Hazard Center (p. 118):*

1) *Construction of a two-lane street from westerly of Hazard Center to a physically traversable connection with the Fashion Valley shopping center property.*

The Hazard Center Westerly Extension, a two-lane street from the west end of Hazard Center to the Fashion Valley shopping center property, is an obligation of the original Tentative Map approvals for Hazard Center. One of the previous owners of Hazard Center, Hazard Center Associates, is obligated to complete the improvement. Hazard Center Associates and its design team are working with City Engineering and Capital Projects to process design review and pull permits in Winter of 2010.

Prior to the issuance of a building permit for the first phase of construction, the Hazard Center Drive Westerly Extension, a public improvement required as a condition of TM 85-0362, shall be completed to the satisfaction of the City Engineer

2) *Reconfiguration and improvements in the immediate vicinity of the Friars Road/ Frazee Road intersection in order to minimize the impact of the intersection. This measure would consist of reconfiguration of the intersection to include four lanes of through traffic both east-bound and west-bound on Friars Road, dual left turn lanes from both directions on Friars to Frazee, and provision of a right turn lane from both directions of Friars Road to Frazee.*

The Hazard Center Redevelopment project would dedicate land necessary for the completion of the future widening of Friars Road to create four through-lanes at the intersection with Frazee Road and dual right turn lanes from Friars to Frazee southbound. The project would also contribute $125,000 toward improvements at the Friars/ SR-163 interchange. These are current, joint projects by Caltrans and the City of San Diego that supersede previous proposals for this intersection in FSDRIP.

3) *The Hazard Center owners shall provide improvements to:*

i) *Prohibit pedestrian crossing at the Friars Road/Frazee Road intersection, if determined necessary by the City Engineer; and*

Pedestrian crossing of Friars Road is currently prohibited at the west side of the Friars/ Frazee intersection, but is permitted on the other three sides. The current project to widen Friars Road by Caltrans and the City of San Diego will address pedestrian crossings and will supersede previous proposals for this intersection in FSDRIP.

(ii)Provide alternative pedestrian access under Friars Road at Mission Center Road, utilizing the existing right-of-way.

There are existing sidewalks to either side of Mission Center Road as it passes under Friars Road. The approved Quarry Falls project also proposes to construct a pedestrian bridge over Friars Road between Gill Village Way and Qualcomm Way, connecting to Rio Vista West and the trolley station. A pedestrian underpass connecting the north and south sides of Friars Road has been completed at Fenton Marketplace.

4) *Friars Road Underpass West of Stadium Way*

The subdividing owners shall not construct improvements on the south side of Friars Road which would preclude a connection from the underpass to the future Rio San Diego Drive.

Neither the current nor proposed development at Hazard Center affects Rio San Diego Drive or its connection to Friars Road. Rio San Diego Drive currently dead ends at Gill Village Way. Any westerly extension is blocked by the Station Village residential complex. There are no plans to construct an underpass at Friars Road and Gill Village Way.

5) *Above-Grade Pedestrian Way Across Friars Road*

Prior to commencement of private development, the Hazard Center owners shall sign document(s) in a form satisfactory to the City Attorney's office indicating that they will not protest the formation of an assessment district formed to provide an above-grade pedestrian way across Friars Road at Frazee Road.

The attached letter from City Attorney John W. Witt, dated May 18, 1993 (Attachment 23), confirms that the previous developer, R.E. Hazard Contracting Co., had fulfilled its obligations regarding the pedestrian bridge over Friars Road.

14. *Analysis of the FSDRIP Specific Plan to ensure that all references to the subject property are updated, statistics of the Specific Plan Area are identified for adjustments, and all responsibilities and/or impacts are addressed. Further, as part of this analysis, conduct an alternative analysis which considers rescinding the Plan and updating the Mission Valley Community Plan to reflect the proposed changes. (As part of staff's initial work on the Mission Valley Community Plan update, a preliminary analysis of Specific Plans took place and it was determined that in those cases where the Development Agreement has expired and/or the existing Specific Plans were built-out, it may be possible to repeal them and incorporate relevant policies into the Community Plan update.)*

Specific edits to the FSDRIP Specific Plan are included as part of the project review package. As the Mission Valley Community Plan update commences within the first half of calendar year 2010, a detailed review of all existing specific plans will take place, and the issue of consolidation of specific plans into the community plan will be discussed.

15. *Analysis of an increase in the number of permitted residential dwelling units, keeping with the height and bulk identified in the existing FSDRIP Specific Plan.*

    A Reduced Project Alternative increasing residential units while conforming to FSDRIP height and bulk limits is thoroughly investigated in Section 9.3 of the Draft Environmental Impact Report. The applicant's analysis concluded that, while some impacts may be reduced, the Reduced Project Alternative does not meet the goals of the Regional Plan, the City's General Plan or FSDRIP to closely integrate mixed commercial, office and residential uses near transit, nor does it meet the densities required for the effective operation of public transit or provide the balance of uses in the Planned District Ordinance of the Municipal Code.

16. *A "true" alternatives assessment, comparing the applicant's proposed increase in the number of permitted residential dwelling units with an increase in building heights and bulk, with that of an increase in the number of permitted residential dwelling units without exceeding the height and bulk identified in the existing FSDRIP Specific Plan.*

    This assessment is very similar to the analysis requested in item 15, above. The Reduced Project Alternative in Section 9.3 of the Draft Environmental Impact Report compares the relative impacts and benefits of the height/ bulk compliant alternative with the proposed project.

17. *Analysis of providing a safe, comfortable pedestrian connection from the subject site to the proposed new charter school to be located within the boundaries of the proposed Quarry Falls Specific Plan area.*

    There are several routes available to the proposed site of a potential charter school at Quarry Falls. There are existing pedestrian sidewalks along Hazard Center Drive to Mission Center Road, along both sides of Mission Center Road north under Friars Road to the proposed Quarry Falls Boulevard, which then provides a pedestrian path through the Quarry Falls development to the school site. Quarry Falls also proposes to add a landscaped parkway between the sidewalk and roadway to improve pedestrian safety as part of its project to widen Mission Center Road. A preferred method may be to take the trolley eastbound from the Hazard Center station to the Rio Vista station. The Quarry Falls Specific Plan describes a pedestrian link from the station through the existing Rio Vista mixed-use center to a proposed pedestrian bridge over Friars Road. The school site is within a 10-minute walk to the trolley.

18. *Analysis of Trolley ridership capacity and level of service.*

    See response to item 12, above, and attached letter (Attachment 24) from Brandon Farley, Senior Transportation Planner, MTS, dated May 27, 2008. MTS anticipates no more than 5 new riders per train, and the existing trolley station platform is of sufficient length to support longer trains with more cars if needed.

19. *Provision of construction timelines for both the Hazard Center Drive Extension and Friars/163 transportation improvement projects.*

    See items 8 and 9. Hazard Center Associates anticipates pulling construction permits for the Westerly Extension of Hazard Center Drive in spring 2010.

20. *Provision of an onsite recreational element which ties into the San Diego River Improvements.*

    See item 3.

21. *Analysis of implementing recommendations listed in the Draft San Diego River Park Master Plan, as they relate to the subject site.*

    The Draft San Diego River Park Master Plan is composed around seven principles that guide the Plan's vision and recommendations. Among these principles are the goal to clean up and restore hydrological function to the river, to unify fragmented lands, to reorient development toward the river, and to create a synergy of people, water and wildlife. Based on these principles, the Plan makes five key recommendations: return the river to health; remember the big picture (connect river valley to adjacent open space); build city wide connection (continuous trail system); assemble a beautiful infrastructure; and create a sequence of unique places and experiences.

    The Hazard Center Redevelopment would assist in implementing all of these recommendations and would significantly advance the restoration of the river's health. The existing project site has large areas of surface and deck parking and flat roofs, but no existing water quality devices to treat the run-off from these surfaces. The proposed redevelopment would add fossil filters throughout the site, including at existing drainage outlets from these parking areas. The proposed additions would not increase impervious area or run-off from the site. Furthermore, landscaping and irrigation improvements throughout the site and vegetated roofs proposed over much of the existing retail buildings would decrease the peak run-off volumes that can damage the river's health. The project would adhere to the City's Model Standard Urban Storm Water Mitigation Plan (SUSMP) and would implement all required construction and permanent Best Management Practices (BMPs) contained in the 2008 Storm Water Standards Manual. These standards and practices are more stringent than those in effect when the site was previously developed and would significantly raise the level of protection against pollutants entering the river drainage.

    The planned Redevelopment would reorient the neighborhood toward the river. The current commercial center turns its back to the river, with service and refuse functions and garage access occupying most of the southern frontage along Hazard Center Drive. These would be replaced or hidden by residentially-scaled buildings along a tree-lined, pedestrian-friendly street paralleling the river. This street has access to the river trail system through existing public easements across the Union Square property. Connectivity to the river is further enhanced by a series of plazas on site linked to each other and to the street and river via walkways and open stairs.

    The proposed public park at the southwest corner of the project site also helps to implement the Plan's recommendations. It creates a unique open space that would have access to the river trail system. Along with separate projects to extend Hazard Center Drive (an existing obligation of the previous tentative map) and the multimodal path under SR-163, the park would beautify existing infrastructure near the river in an area that is now subject to vagrancy and littering. The park would be maintained by the Hazard Center owner under an agreement with the City. Non-native species currently in the drainage channel adjacent to the park would also be removed to beautify the area and improve hydrological function.

In addition to the park, the project would contribute in-lieu fees for population-based parks that would be used in the Mission Valley community. Through many meetings with River Park stakeholders and the community, several opportunities for application of the fees have been identified that would help create a sequence of unique places and experiences along the river.

Lastly, the philosophy of infill development embraced by the proposed project supports the principles of the River Park Master Plan. Through sustainable siting, this project would add needed housing to a previously disturbed site near existing transit and other infrastructure, while minimizing disruption and demolition to the extent possible. This approach preserves existing open space and greenfields that might otherwise be developed due to market demand, reduces the need for new infrastructure expansion and decreases reliance on vehicles that contribute pollution to waterways.

During the discretionary review process, the Hazard Center development team has met with representatives of the San Diego River Park Foundation, the San Diego River Conservancy, the San Diego River Park Coalition, the San Diego County Bicycle Coalition, Save Our Forests and Ranchlands, WALK San Diego and with staff of the Department of Fish and Game, State Water Resources Control Board, and the Army Corps of Engineers.

22. *Analysis of how the site relates to the floodplain.*

The project site contains flood hazard areas that include a drainage channel that are identified as sensitive lands in the City's ESL Ordinance. Specifically, the western 2.26 acres of the project site occur within the San Diego River 100-year flood zone. Furthermore, a 1.2-acre portion of this zone is identified as a "restricted building area" in FSDRIP. This portion is not contiguous to the main, developed body of the site. A separately owned parcel containing an existing hotel effectively separates the two portions. The drainage channel is approximately 180 feet wide and traverses the east edge of this flood zone. Approximately 0.22 acre of sensitive freshwater marsh wetlands are contained within the drainage channel. Per the requirements of the ESL Ordinance, a Site Development Permit for development on premises with environmentally sensitive lands is being processed concurrently with the other requested approvals. The supplemental findings for the SDP also address the floodplain and drainage channel in further detail.

No structural modifications or new construction are proposed in or near the drainage channel portion of the project site. The closest proposed structures would lie roughly 240 feet from the drainage channel. The only encroachment into the drainage channel would consist of replacing some existing non-native grasses with drought-tolerant species and additional trees. The freshwater marsh area would not be affected. Within the flood hazard area exclusive of the drainage channel, the project proposes to dedicate a 0.63-acre site occupying currently disturbed non-native grassland to the City for use as a public park. Final design of the park would be vetted through a public input process pursuant to Council Policy 600-33. However, all landscaping would be in conformance with the FSDRIP Specific Plan and no buildings are anticipated, as the proposed park is within a FSDRIP "no build area." No removal, filling, or hydrological interruption of the drainage channel or flood zone is included in this redevelopment.

23. *Parking analysis, including both dedicated and non-dedicated parking spaces, as well as special event parking.*

    This is discussed in greater detail in the project plans and the proposed Shared Parking Analysis. The Owner would continue to coordinate with MTS for game day parking on a voluntary and mutually beneficial basis.

24. *Analysis of existing walkability of the site vs. future walkability if the proposed increased residential dwelling units were constructed.*

    The proposed residential units are located in such a way as to not obstruct any existing pedestrian routes. New stairs and terraces would be added between levels as shown in the submittal documents and pathways would connect new urban plazas to each other and to the public way. See also item 4 regarding pedestrian safety improvements along Hazard Center Drive and linkages through the site.

25. *Level of community involvement and participation in the plan amendment process, including the potential for public workshops within the community and a Planning Commission workshop.*

    The community has been closely involved with this project. The applicant has met with residents, community organizations, subcommittees and the full Mission Valley Community Planning Group on a regular basis throughout the process.

ATTACHMENT 17

(R-2010-_____)

RESOLUTION NUMBER R-_____

ADOPTED ON _____

WHEREAS, on _____, the City Council of the City of San Diego held a public hearing for the purpose of considering an amendment to the First San Diego River Improvement Project (FSDRIP) Specific Plan and the Mission Valley Community Plan, a component of the City of San Diego General Plan; and

WHEREAS, 7510 Hazard Center, LLC, a Delaware Limited Liability Company requested an amendment to the First San Diego River Improvement Project (FSDRIP) Specific Plan and the Mission Valley Community Plan, a component of the City of San Diego General Plan to allow for an increase in the number of permitted residential dwelling units, a decrease in the commercial square footage, an increase in building heights, and the reclassification of Hazard Center Drive between Frazee Road and Avenida del Rio; and

WHEREAS, City Council Policy 600-7 provides that public hearings to consider revisions to the City of San Diego General Plan may be scheduled concurrently with public hearings on proposed community plans in order to retain consistency between said plans and the Planning Commission has held such concurrent public hearings; and

WHEREAS, the Planning Commission of the City of San Diego found the proposed amendment consistent with the City of San Diego General Plan; and

WHEREAS, the Council of the City of San Diego has considered all maps, exhibits, and written documents contained in the file for this project on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW, THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego, that it adopts the amendments to the First San Diego River Improvement Project (FSDRIP) Specific Plan and the Mission Valley Community Plan, a component of the City of San Diego General Plan to allow for an increase in the number of permitted residential dwelling units, a decrease in the commercial square footage, an increase in building heights, and the reclassification of Hazard Center Drive between Frazee Road and Avenida del Rio, a copy of which is on file in the office of the City Clerk as Document No. RR-_____.

BE IT FURTHER RESOLVED, that the Council adopts an amendment to the First San Diego River Improvement Project (FSDRIP) Specific Plan and the Mission Valley Community Plan, a component of the City of San Diego General Plan.

APPROVED: JAN GOLDSMITH, City Attorney

By _____
Name
Deputy City Attorney

DEM:pev
INSERT Date
Or.Dept:DSD
R-2006- INSERT
Form=r-t.frm(61203wct)

ATTACHMENT 17.

MISSION VALLEY COMMUNITY PLAN AMENDMENT AND

FIRST SAN DIEGO RIVER IMPROVEMENT PROJECT SPECIFIC PLAN AMENDMENT

DRAFT – STRIKEOUT/UNDERLINE PAGES

MARCH 25, 2010

ATTACHMENT 17

MISSION VALLEY COMMUNITY PLAN AMENDMENT

DRAFT

MARCH 25, 2010

Proposed Strikeout/Underline

Hazard Center Drive (HCD) as it is currently described in FSDRIP and the Mission Valley Community Plan:

FSDRIP describes the HCD extension as:

> *A future road connection to the Fashion Valley area will extend Hazard Center Drive westerly via a planned four-lane undercrossing of State Route 163, of which Hazard Center will provide two lanes, and the City will provide the additional two lanes at some future date, if desired. (Page 80)*

The Mission Valley Community Plan states:

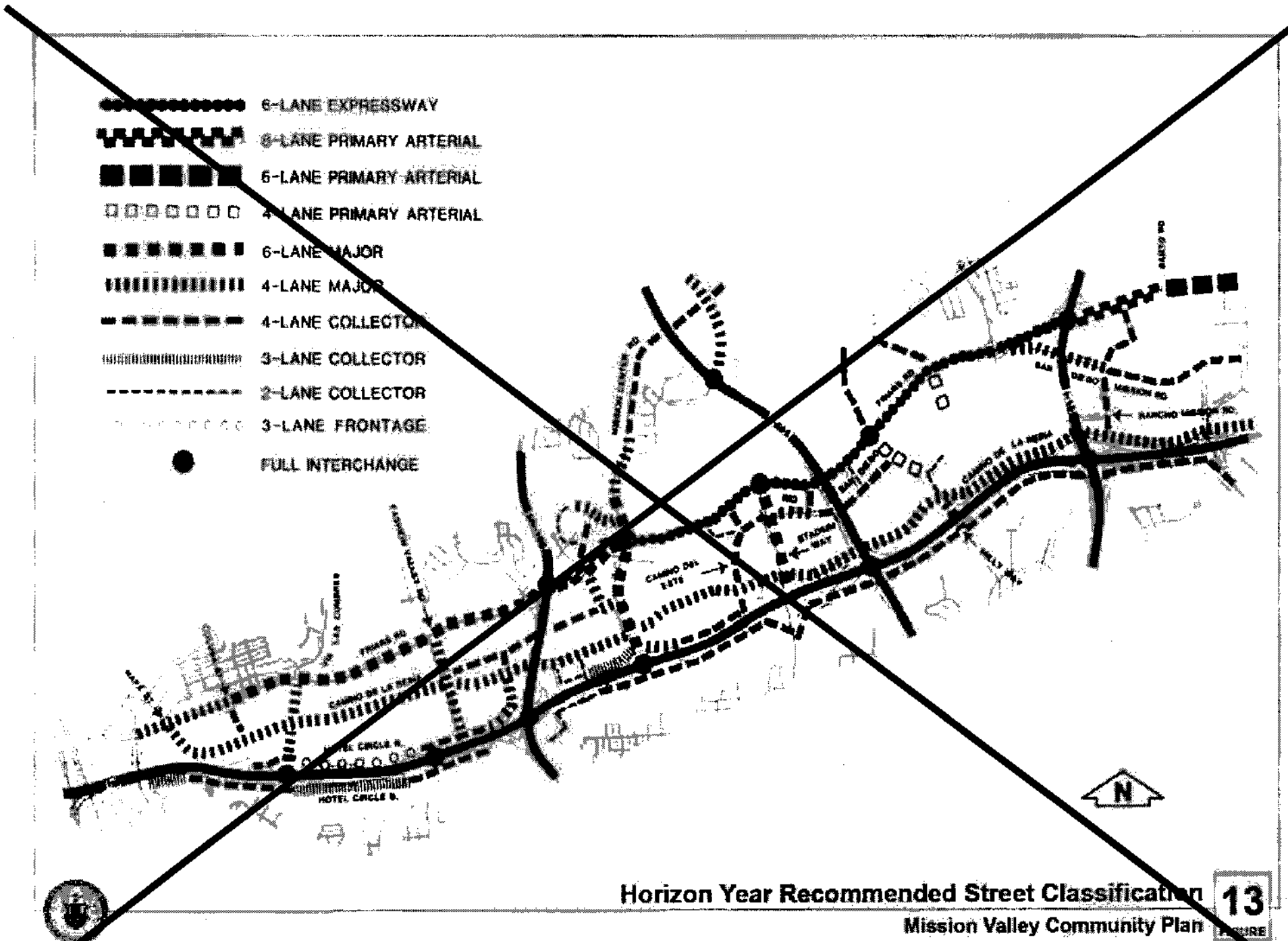
> *A four-lane street will be needed north of the San Diego River connecting Mission Center Road to either Fashion Valley Road or Camino de la Reina (south of Fashion Valley Shopping Center). It should be a major street between Mission Center Road and Frazee Road. (Page 77)*
>
> *A four-lane collector street will be needed north of the river between Frazee Road and either Fashion Valley Road or Camino de la Reina. (Page 78)*

Proposal to amend FSDRIP as follows:

> *A future road connection to the Fashion Valley area will extend Hazard Center Drive westerly via a planned ~~four~~ two-lane undercrossing of State Route 163, of which Hazard Center will provide two lanes.~~, and the City will provide the additional two lanes at some future date, if desired.~~ (Page 80)*

Proposal to amend the Mission Valley Community Plan as follows:

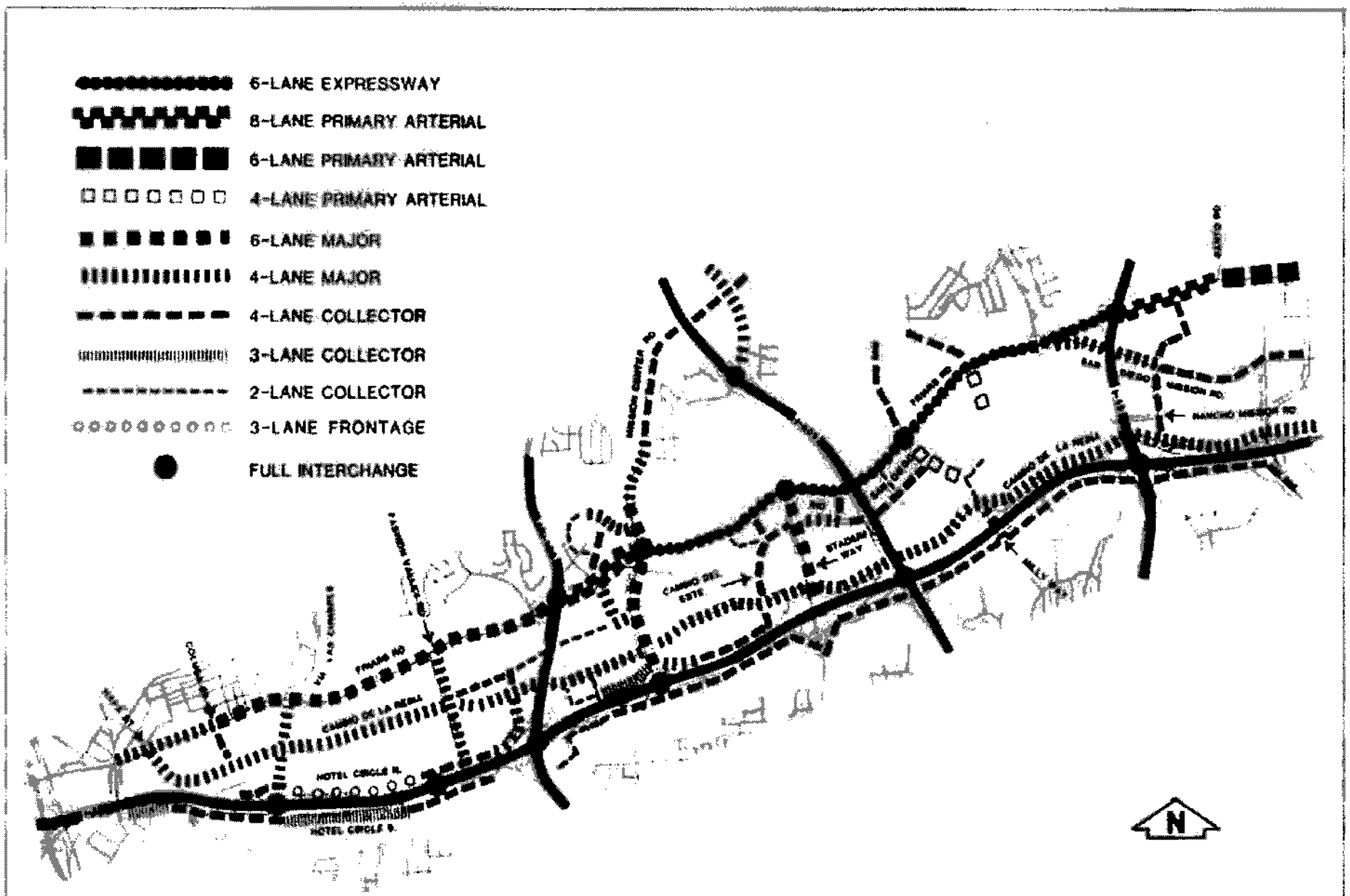
> *A ~~four-lane~~ two-lane street will be needed north of the San Diego River connecting Mission Center Road to either Fashion Valley Road or Camino de la Reina (south of Fashion Valley Shopping Center). It should be a major street between Mission Center Road and Frazee Road. (Page 77)*
>
> *A ~~four-lane collector street~~ two-lane collector street with enhancements will be needed north of the river between Frazee Road and either Fashion Valley Road or Camino de la Reina. (Page 78)*



Horizon Year Recommended Street Classification **13**

Mission Valley Community Plan FIGURE

ATTACHMENT 17



Horizon Year Recommended Street Classification

Mission Valley Community Plan

13 FIGURE

ATTACHMENT 17

ATTACHMENT 17

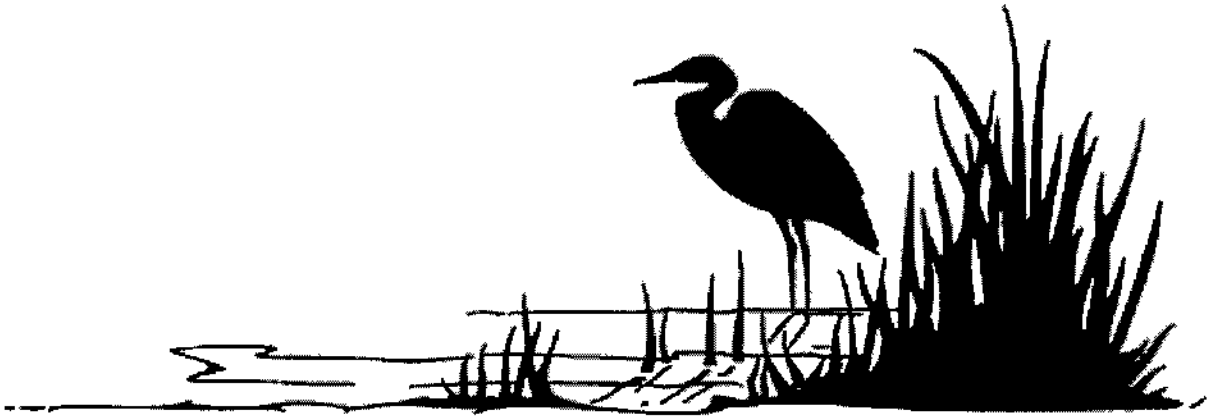
FIRST SAN DIEGO RIVER IMPROVEMENT PROJECT SPECIFIC PLAN AMENDMENT

DRAFT

MARCH 25, 2010

ATTACHMENT 1 7

FIRST SAN DIEGO RIVER IMPROVEMENT PROJECT



SPECIFIC PLAN

~~April 1999~~

FIRST SAN DIEGO RIVER IMPROVEMENT PROJECT SPECIFIC PLAN

Approved by the City of San Diego
City Council, November 16, 1982
Resolution No. R-257496

First Amendment Approved by the City of San Diego
City Council, July 19, 1983
Resolution No. R-258911

Second Amendment Approved by the City of San Diego
City Council, April 8 1986
Resolution No. R-265413

Third Amendment Approved by the City of San Diego
City Council, October 6 1992
Resolution No. R-280832

Fourth Amendment Approved by the City of San Diego
City Council, May 4, 1993
Resolution No. R-281917

Fifth Amendment Approved by the City of San Diego
City Council, December 7, 1993
Resolution No. R-283175

Sixth Amendment Approved by the City of San Diego
City Council, February 8, 1994
Resolution No. R-283390

Seventh Amendment Approved by the City of San Diego
City Council, July 15, 1997
Resolution No. R-288970

Eighth Amendment Approved by the City of San Diego
City Council, February 2, 1999
Resolution No. R-291254

Ninth Amendment Approved by the City of San Diego
City Council, _____
Resolution No. _____

V. DEVELOPMENT GUIDELINES FOR THE PRIVATE IMPROVEMENT ELEMENT

This section describes the private development that will take place on the Specific Plan properties outside of and adjacent to the river corridor. These private developments are identified as the Mission Valley West/ MBM Development, Hazard Center, Park in the Valley and Rio Vista West (Figure 2). Land uses are summarized in Table 2. Land use activities along the floodway are illustrated in figure 25.

It is the intent of this plan that all of the private developments work together to create an urban center, linking a variety of uses into a mixed use project. The linkages will be created through the use of pedestrian and bike paths as well as through strong visual links with the river corridor. The San Diego River will act as an open space corridor and focus.

The development guidelines that follow are therefore designed to perform two distinctive functions. First, the guidelines are designed to insure that the private development projects fit into the urban design infrastructure established in Section IV of this Specific Plan (Urban Design and Development Guidelines). Second, the guidelines are designed to be used for the evaluation of future development plans. The development guidelines are divided into the following general areas: type and intensity of land use, open space considerations and access and circulation.

TABLE 2. FIRST SAN DIEGO RIVER IMPROVEMENT PROJECT PRIVATE IMPROVEMENT ELEMENT LAND USES

DEVELOPMENT	COMMERCIAL OFFICE (Sq. Ft.)	COMMERCIAL RETAIL (Sq. Ft.)	HOTEL (No. of Rms.)	MAXIMUM RESIDENTIAL[1] (No. of Units)
MVM / MBM	490,000		300[1]	336[1]
HAZARD CENTER[2]	284,000 (Gross)	205,500	~~275~~ 300	~~145~~ 618
PARK IN THE VALLEY[3]	500,000	300,000	300	300
RIO VISTA WEST		290,000 - 310,000		1,754
TOTAL	1,274,000	815,500	~~875~~ 900	~~2,535~~ 3,008

(1) Alternative high density residential would result in no hotel development and a maximum of 707 dwelling units.

(2) See Page 77a, #6.

(3) Commercial retail square footage may vary. An all retail project shall not exceed 410,000 s.f. and the office and hotel uses would not apply.

Hazard Center

The Hazard Center multi-use complex is ~~proposed for development within a site~~ bounded by State Route 163 on the west, Friars Road on the north, Mission Center Road on the east and the ~~proposed~~ San Diego River channel on the south. The 41.3 acre complex ~~will be bisected by a proposed east west collector/major street extending from Mission Center Road to the Fashion Valley area through a four-lane undercrossing of State Route 163 of which Hazard Center will provide two lanes~~ is divided by the first phase of Hazard Center Drive, which runs east-west and is planned to extend westerly under State Route 163 to the existing Fashion Valley retail center. The site ~~will also be~~ is also divided by an extension of Frazee Road from Friars Road to Hazard Center Drive. ~~Consequently, the complex will be divided into three development sites: 1) a 20.3 acre site flanking the river; 2) a 3.9 acre site lying westerly of Frazee Road and south of Friars Road; and, 3) a 6.9 acre site situated between Frazee Road and Mission Center Road.~~ The original project area is now divided into four distinct developments under separate ownership: 1) a 14.5 acre site between Friars Road and Hazard Center Drive and west of Frazee Road, with an existing mixed-use office and commercial complex named Hazard Center; 2) an existing hotel bounded by the Hazard Center development and north of Hazard Center Drive; 3) a 6.9 acre site between Frazee Road and Mission Center Road with an existing commercial shopping center named Hazard Center East; and 4) the existing residential community called Union Square, containing 120 condominium dwelling units, between Hazard Center Drive and the San Diego River.

Since the original development of Hazard Center, the light rail transit system proposed in other sections of this Specific Plan has been constructed through Mission Valley. The Hazard Center trolley station is located on the south edge of Hazard Center Drive within easy walking distance of the entire Hazard Center complex. The station serves the green line, connecting to other stations in Mission Valley, San Diego State University, downtown San Diego, and other routes of the Metropolitan Transit System.

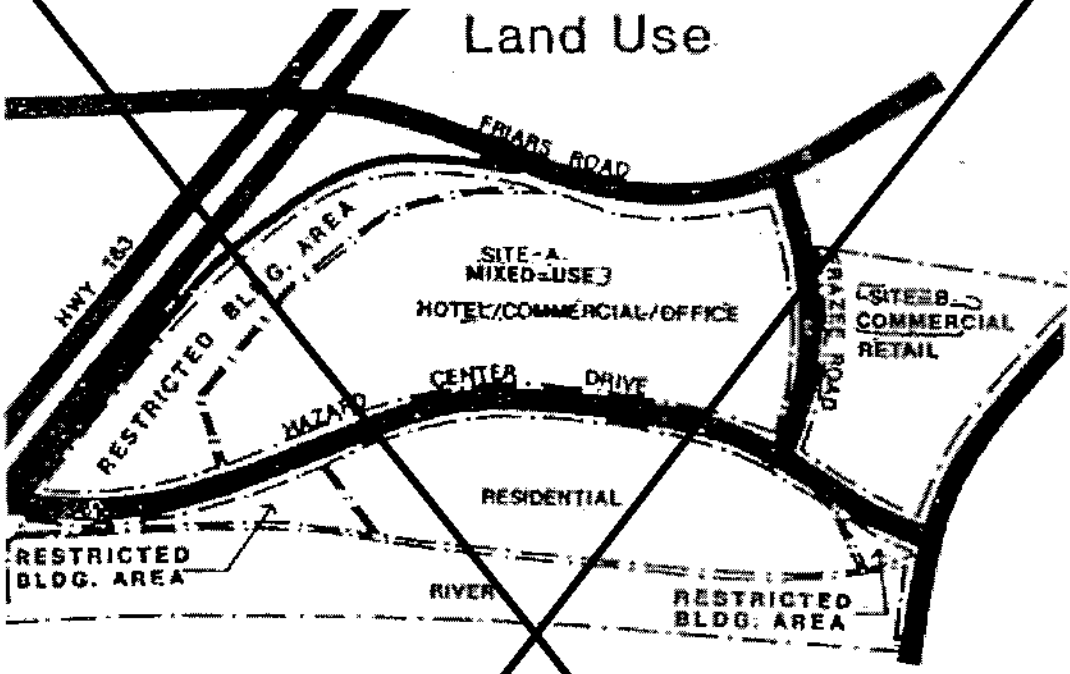
A. LAND USE TYPE AND INTENSITY

Hazard Center is ~~proposed as a~~ an existing mixed-use complex containing commercial-retail, office, residential and ~~recreational~~ hotel functions. A key objective includes the close integration of commercial office and residential activities in order to maximize internal circulation between activity centers and to reduce traffic generation and parking demands below levels associated with conventional development. The complex should encourage employees in the office and commercial centers to live in the nearby residential units and should encourage both employees and residents to patronize shops, and restaurants. ~~and entertainment facilities during the day and for after-work activities.~~ To accomplish this, additional multi-family dwelling units are proposed in closer proximity and relationship to the existing commercial and office uses, and in higher concentration than the current 120 units. The redeveloped center is envisioned as a true transit- and pedestrian-oriented community, whose members can live, work, shop and play without relying on a car.

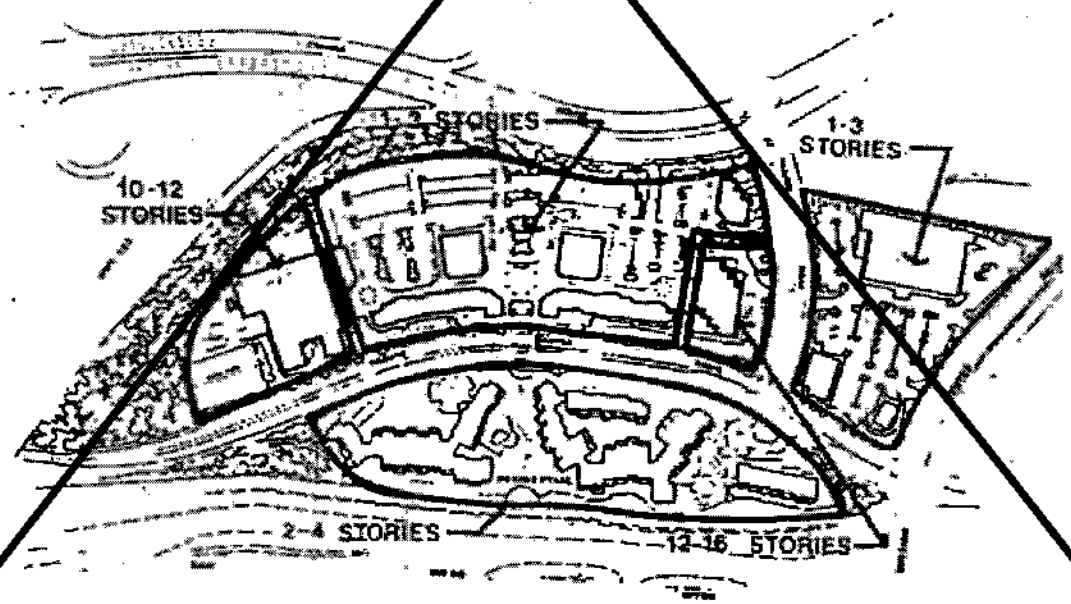
GUIDELINES:

The following land use allocations~~, which~~ may be modified somewhat as a result of future precise design~~, are proposed~~ (Figure 29):

Land Use



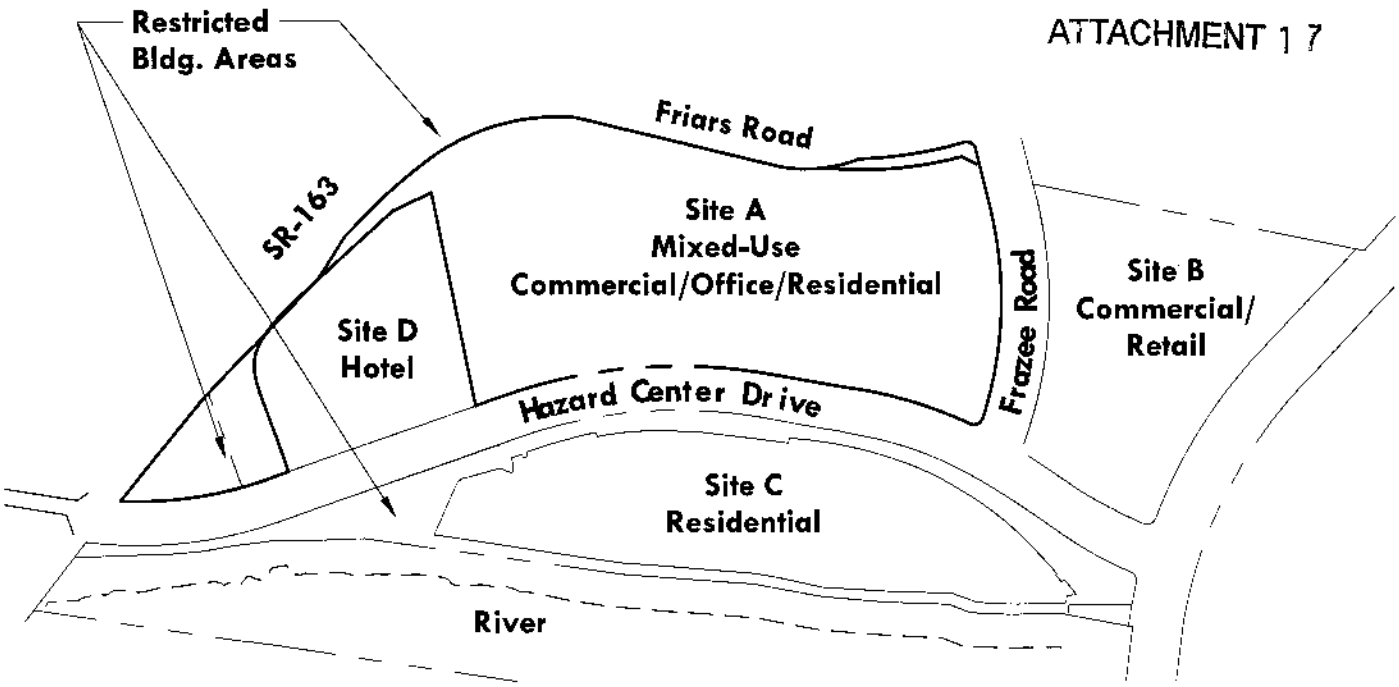
Height and Bulk



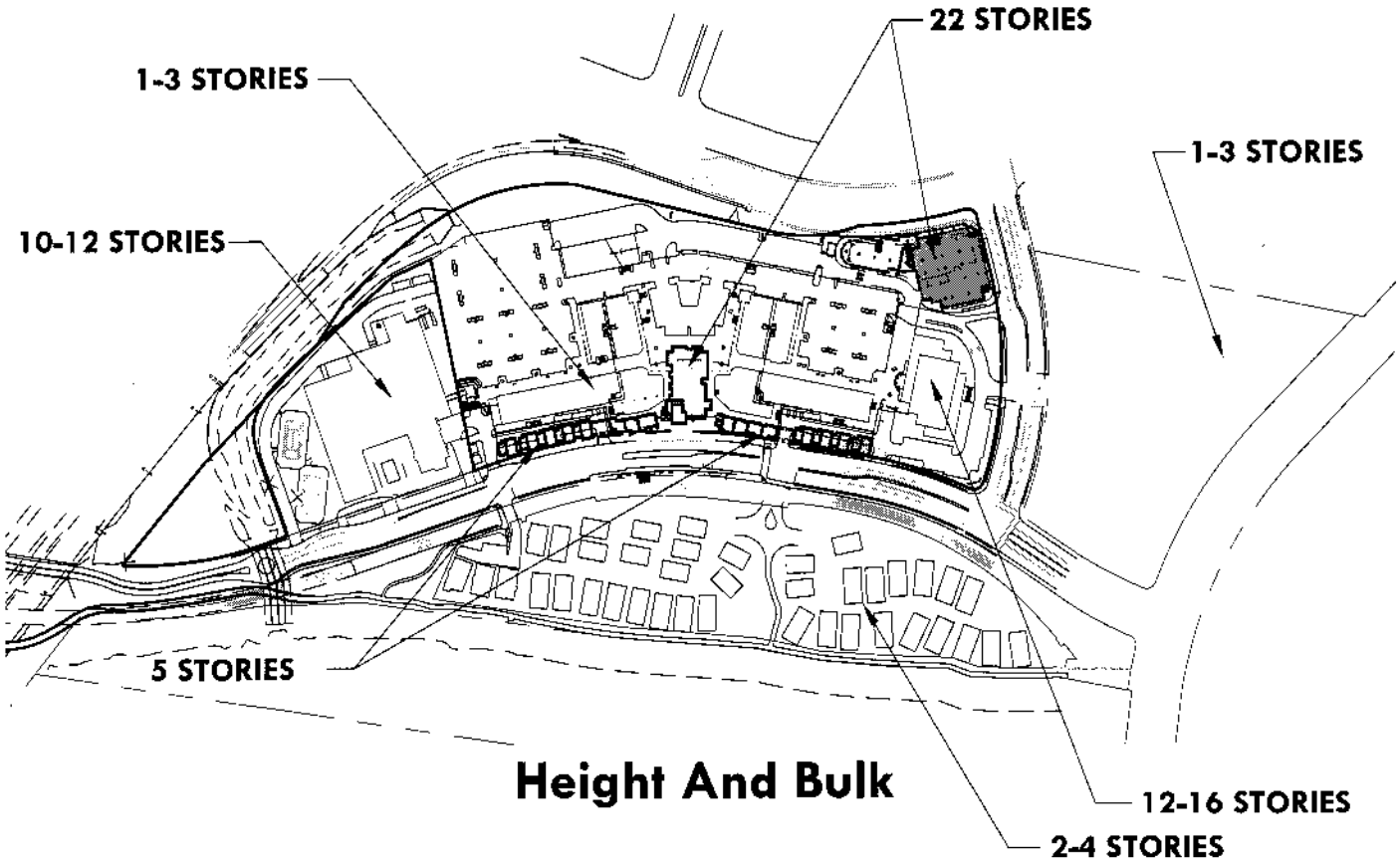
Hazard Center–Land Use, Building Height and Bulk **29**

First San Diego River Improvement Project Specific Plan FIGURE

ATTACHMENT 17



Land Use



Height And Bulk

Hazard Center

Land Use, Height And Bulk

First San Diego River Improvement Project Specific Plan

FIGURE **29**

LAND USE	FLOOR SPACE/ NO. OF UNITS	ACREAGE
Total Center:		
Hotel (300 Rooms)	255,000 SF	
Commercial Retail	185,000 SF	
Office	284,000 SF	~~21.6~~
Residential	~~145 DUs~~ 618 DUs	~~8.6~~
Open Space	N/A	**
Roads	N/A	~~6.8~~
	TOTAL	41.3
Site A: *		14.5
~~Phase I~~		
~~Hotel (300 Rooms)~~	~~255,000 SF~~	
Commercial Retail	~~143,500 SF~~ 123,000 SF	
Office	284,000 SF (gross)	~~15.5~~
Residential	473 DUs	
Site B: *		6.1
~~Phase II~~		
Commercial Retail	62,000 SF (gross)	~~6.1~~
Site C: *		7.0
~~Phase III~~		
Residential	145 DUs	~~8.6~~
Site D:		3.7
Hotel (300 Rooms)	255,000 SF	

~~The proposed land use mix and intensity within Hazard Center have been revised, together with on-site parking as appropriate, but the r~~Resultant traffic generation will not deviate from the 18,100 ADT previously approved, plus the 10% area bonus approved for the light rail transit. However, in the event that (i) current City-adopted trip-generation rates are modified to permit a greater intensity of use, without exceeding the approved maximum ADT, to the satisfaction of the City Engineer, and (ii) studies to the satisfaction of the City Engineer and the Environmental Analysis Section are prepared which show that no cumulative or direct traffic impacts will occur; such increase in intensity may be permitted by the Planning Director. Additional parking

as deemed necessary by the City Engineer due to this additional land use and any existing parking shortages shall be provided by the project proponent as part of this or any other increase of land use intensity granted by the Planning Director.

The above referenced maximum ADT is based upon the proposed Hazard Center Drive underpass at SR 163 being constructed as a two-lane street. If this underpass is constructed as a four-lane street, consideration may be given to an amendment to the Hazard Center portion of the specific plan to increase land use intensity.

~~PROPOSED BUILDING COVERAGE:**~~

~~Site A: Commercial-Retail/Office/Hotel 25.8%~~
~~Site B: Commercial-Retail 24.0%~~
~~Site C: Residential 38.8%~~

~~* See page 77a, #6~~
~~** Based on the building footprint area~~

PROPOSED BUILDING HEIGHTS:

Land Use	Height Ranges
Hotel	10-12 Stories
Commercial-Retail	~~1-~~ 3 Stories*
Office	~~10-13~~ 15 Stories
Residential	~~2-4~~ 22 Stories, 250-foot maximum building height

~~*Includes parking structure - Phase I~~

The primary focus of the Hazard Center is a retail, office, hotel and residential complex flanking the north side of the river. The commercial retail center – containing stores, specialty shops, restaurants, ~~theaters~~ and service establishments on three levels will offer a diversity of daytime and nighttime activities for visitors and those living and working in the complex. The hotel, residential, and office buildings adjacent to the retail will share the amenities of the retail/ restaurant center through close siting of buildings and shared pedestrian courts, plazas and walks. The vertical orientation of the two residential towers and the linear arrangement of the mid-rise dwellings along Hazard Center Drive allow this close connection to the commercial functions while maintaining privacy for the residents. Below-grade parking will not only serve commercial, hotel and office functions, but will also separate vehicular and pedestrian movements and ensure the creation of an attractive, pedestrian-oriented environment for retailing and office activities. Residential parking is provided in existing below grade garages or in structures away from primary pedestrian circulation paths. The surface parking at plaza level is intended for short term use by retail and restaurant patrons.

The commercial-retail center east of Frazee Road will include a grocery store, retail shops or drug store and a restaurant. Landscaped surface parking will be provided to serve the commercial-retail center.

~~The residential element will provide low- to mid-rise dwellings with resident parking contained in the structured parking. While the residential complex will be primarily intended for working couples and individuals, the allocation of condominium or rental units will be shaped by future market analyses. A system of pedestrian walks will afford convenient access to the retail-office facilities to the north (Figure 33).~~

The residential element will provide a variety of housing types and unit sizes to address the housing needs of the City. These include the existing low-rise (2-story) condominiums near the river, mid-rise buildings along Hazard Center Drive consisting of row houses with flats above, and two high-rise towers. The unit mix in the proposed mid- and high-rise development will include studio, one-bedroom, and two-bedroom units. The allocation of condominium or rental units will be shaped by future market analysis. A system of pedestrian walks, stairs, escalators and elevators will link to the existing retail and office pedestrian circulation system.

The office tower will be sited to gain river and valley views; linkages to core functions will be provided through convenient pedestrian systems. Parking will be provided in a combination of structured and surface facilities.

B. RESTRICTED BUILDING AREAS

Hazard Center environmental design objectives include: 1) the establishment of view corridors to the river environment from both public and private activity areas; and 2) the creation of landscape elements and interfaces to enhance and extend the planned river open space and recreational corridor, and to encourage pedestrian travel.

GUIDELINES:

A variety of restricted building area elements will be provided in the Hazard Center. These include buffers along the floodway and along SR-163 (Figure 30), open plazas and courts, walkways and active recreation areas within the private residential development (Figures 16 and 29) and the long sweeping estate edge at Friars Road (Figure 31a). Approximately 32% of the total site area will be developed as landscaped and restricted building areas.

A buffer area will be provided between the 100-year floodway and the development by means of building setbacks. Landscape materials along the interface between the river and the residential development should utilize native trees and should conform with the specifications in the Revegetation Plan for planting within buffer areas in order to enhance the habitat value of the native riparian vegetation in the floodway.

A central, developed restricted building area element will be located in the residential development near the river. Water elements within the plaza areas will provide focal points and will extend the nearby river qualities into the development.

A 2.5-acre restricted building area belt will be provided between the hotel/commercial/office complex and State Route 163. Development of this area will involve:

1) Improvement of a largely-open drainage channel currently feeding into the river. A portion of the existing open channel will be enclosed by use of a box culvert. This structure will be covered with earth and transitioned into the planting theme adjacent to Friars Road to create a landscape buffer from State Route 163. ~~The Friars Road edge starting easterly of the box culvert and extending to Frazee Road will be a broad sweeping estate edge consisting of a gently sloping lawn/ground cover band.~~ The back edge of the lawn will be terminated with a decorative, relocated, access control fence, a foreground textural/color band and a loose back-drop of shrubs and ground covers. Symmetrical rows of tall estate trees should be used to define the edge where Caltrans or utilities constraints do not limit their use (Figure 31a).

2) Landscaping of the channel slope and roadway interface at State Route 163 should be a gently contoured rolling landscape buffer consisting of drifts of large scale trees and large mass shrub planting. This vegetative buffer will be backed by tall skyline trees on the hotel side of the channel. The access control fence should be hidden in the east face of the SR-163 rolling berm. Regenerative, seedable riparian type ground covers/grasses should be used within the ten foot scour and flooding zone at the bottom of the channel; however, rip-rap or other erosion control devices may be required at certain discharge points and along portions of the channel sides and bottom. Above the ten foot water line, draping shrubs and vineing materials will soften the transition to the more mass shrub plantings adjacent to the roadway. The channel bottom should be softened with riparian type at its transition to the side slopes where rip-rap protection is not required (Figure 30).

Two restricted building areas containing about 1.4 acres and .4 acres respectively are also proposed south of Hazard Center Drive, adjacent to the river. These areas will preserve key view corridors to the river along the east and west edges of the project, accommodate the open drainage channel extending from the north and possibly provide for future rest areas or view outlooks. These areas should be planted with native trees, low ground covers and maintained shrubs compatible with vegetation within the river element. The landscaping in these areas will conform with the specifications in the Revegetation Plan for planting within buffer areas. Although the primary purpose of these areas is for drainage and public views, revegetation with native trees can serve to extend the riparian vegetation into the project area and to enhance the value of the native habitat in the floodway proper. A "see-through" landscape concept illustrated in Figure 30 should be achieved in order to maximize view opportunities for motorists, pedestrians and bicyclists. The areas utilized for drainage should also be included in the maintenance district for the floodway.

Hazard Center Drive through the project area will be designed and landscaped to retain selective view corridors to the river and to provide a scenic streetscape. Sidewalks will be set back from curbs, thus providing a landscaped parkway with trees adjacent to the curbs. Landscaping and berms should soften the visual impacts of parking areas from the street. Landscaping adjacent to the street corridor should permit selective views to the river as indicated in Figure 32. Some of these road design concepts are illustrated in Figure 22.

Other internal project spaces will be provided with a variety of landscaped environments. Since much of the parking will be contained in structures, the pedestrian-oriented environment will be freed for landscaped courts, plazas and walks.

Landscaping will be provided along the perimeter roads and within parking areas to screen and soften the effect of surface parking. All planting within the "deck" areas will be in drainable containers installed on the deck surface to provide the largest soil volume for tree growth and support and to minimize vehicular site line blockage at drive aisles, the main tree groupings will be places within the parking bays in taller containers skirted by low ground covers. End island planting should be lower in height to preserve site lines at drive aisles. Tensile shade structures could be used in conjunction with trees to provide additional shading and interest throughout the parking deck. These areas will be tiered to provide more soil volume for improved plant growth and better display textural plantings. The islands will be accentuated by decorative light standards with integrated color baskets and flowering vines (Figure 31b). Special

paving patterns, in conjunction with the landscaping, should be considered to lessen the effect of extensive surface parking.

Plant material sizes at installation should be consistent with the project scale, detail level of proposed structures and other site amenities provided. Generally large, unadorned structures require larger initial planting sizes. Hazard Center, however, will have an "interest" all it's own. Plant sizing will be utilized to provide a part of this unique "interest" along with the other proposed architectural details and plaza amenities. In addition, there will be limitations in the deck parking area in terms of soil weight. The following are suggested minimum sizes for various areas within the project.

1. Restricted Building Area Interface with SR-163: Generally these native and drought tolerant species will be installed in 5 and 15 gallon tree sizes and 1 and 5 gallon shrub sizes. The sizes will be approximately equal in distribution.

2. Friars/Frazee/Mission Center road Frontage: Basic tree sizes will be 24" box minimum with entry statement and corner I.D. trees increase to combinations of 36" and 48" box sizes. Distribution of 36" and 48" box sizes would be approximately 80%-36" box and 20%-48" box. Street trees will be planted minimum 24" box size.

3. Hazard Center Road Frontage: Hazard Center frontage trees will be a minimum 24" box size to the westerly project limits at the woodlands habitat. Woodlands habitat trees will be five and fifteen gallon sizes with distributions approximately 50% each. At the main pedestrian entry from Hazard Center Drive at the project midpoint, accent trees will be installed in 48" and 60" box sizes approximate distribution 70%-48" box, 20%-60% box.

4. Parking Area Deck Planting: These trees will be installed in raised containers within the parking area and will be 24" box minimum size.

5. Store Front/Plaza Areas: These containerized trees will be installed in a combination of 24" box and 36" box. Approximate distribution = 80%-36" box, 20%-24" box.

6. Shrub Materials: Shrub sizes should be consistent with tree material sizes in their respective locations. As an example, perimeter frontage planting along Friars, Frazee, and Hazard Center will be done with 5 gallon shrubs within 1 gallon sizes. At project corners, project entries, plaza areas, and store fronts, approximately 10-15% of shrub material will be 15 gallon size. Color will be planted from ~~quarts~~ flats on close centers for instant affect. Lawns, ~~wherever possible~~ in certain thoughtful and limited locations, will be installed as sod.

A system of landscaped walkways extending through residential open space areas will link residents with project recreational facilities. Controlled linkages between the private residential pedestrian system and the public riverside pedestrian walk will be provided.

Roofs of low buildings visible from adjacent roadways or sites, or from higher buildings within the complex, should be organized and designed as carefully as other exposures of the building elements. Equipment should be integrated into building forms where it cannot be hidden from view.

Views

Building orientations will be established to maximize view opportunities to the river environment and the valley setting. The hotel and office tower ~~will be~~ are currently sited to capture important views and spaced to provide generous view corridors from existing ~~and proposed~~ public streets. The proposed residential towers will be oriented to allow similar views from residential balconies and terraces, while minimizing obstructions to the office, hotel, and public streets. Low-rise retail structures ~~will~~ include restaurant dining decks and open plazas ~~in Phase I with views to the river~~. The mid-rise dwellings will not obstruct office or hotel views, but will serve to obscure the existing parking garage and service areas at the back of the commercial uses. The proposed mid-rise structures will define a rhythmic edge along Hazard Center Drive, and the tower will create a focal entry from the south to both the residential component and the retail center.

Concept plans for the residential addition ~~complex contemplate a mix of stepped low- to mid-rise units. This design solution coupled with a staggered arrangement of building groupings will produce the maximum number of river-view residences on the relatively flat site~~ envision a mix of mid-rise and high-rise units to complement the existing low-rise residences along the river . This arrangement of low-rise to high-rise structures ascending from the river is consistent with the continued goal of maximizing views to the river and valley. Any shading of the river or existing residences will be minimal because of the north side location of the complex. ~~; however, final design of building groupings in close proximity to the river should reflect this design consideration.~~

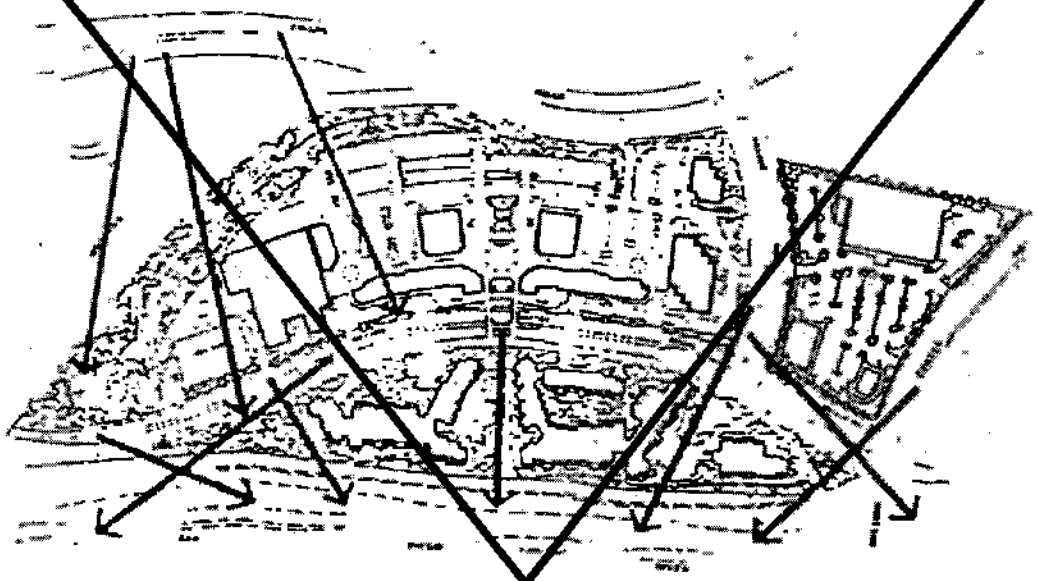
~~Buildings should be staggered along the river corridor and should be designed to step back both horizontally and vertically from the river to provide views and to preclude an undesirable wall effect. In addition, the building profiles and roof lines will be staggered by varying the number of floors within each block of building units. A similar staggered configuration should be used along the public pedestrian linkages between Hazard Center Drive and the river.~~

Important view corridors to the river will be provided substantially as shown on the public view schematic (Figure 32). Key landscaped see-throughs should be provided from Frazee Road (as it drops south into the complex area), the intersection of Mission Center Drive where it drops to enter a proposed undercrossing of State Route 163. ~~Approximately 45.6 percent of the frontage along Hazard Center Drive should be reserved for landscaped see-through corridors.~~ View opportunities are illustrated in Figure~~s 17 and~~ 32.

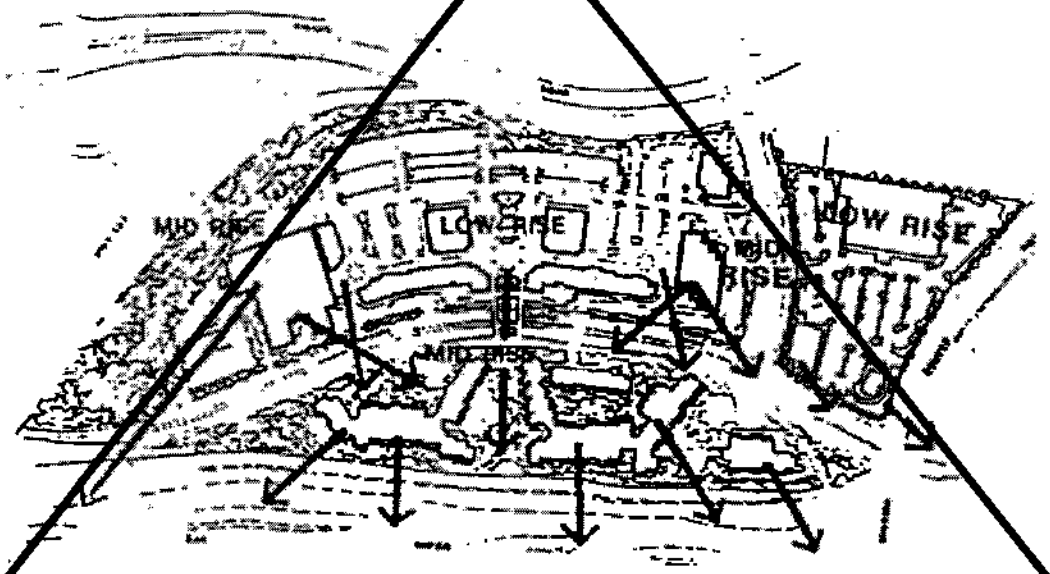
C. ACCESS AND CIRCULATION

The Hazard Center has been designed as a transportation-efficient complex in an attempt to maximize internal circulation between activity centers and reduce traffic generation and parking demands below levels associated with conventional development. The mixed-use concept will make it possible for occupants to live, work, shop, and recreate within the environment through a convenient pedestrian system linking various functions and providing controlled connections with the ~~planned~~ existing riverfront system. Furthermore, the hotel/commercial/office mix now combined with residential occupancy will allow reciprocal use of parking areas during the daytime and nighttime periods.

View Corridors from Public Roads

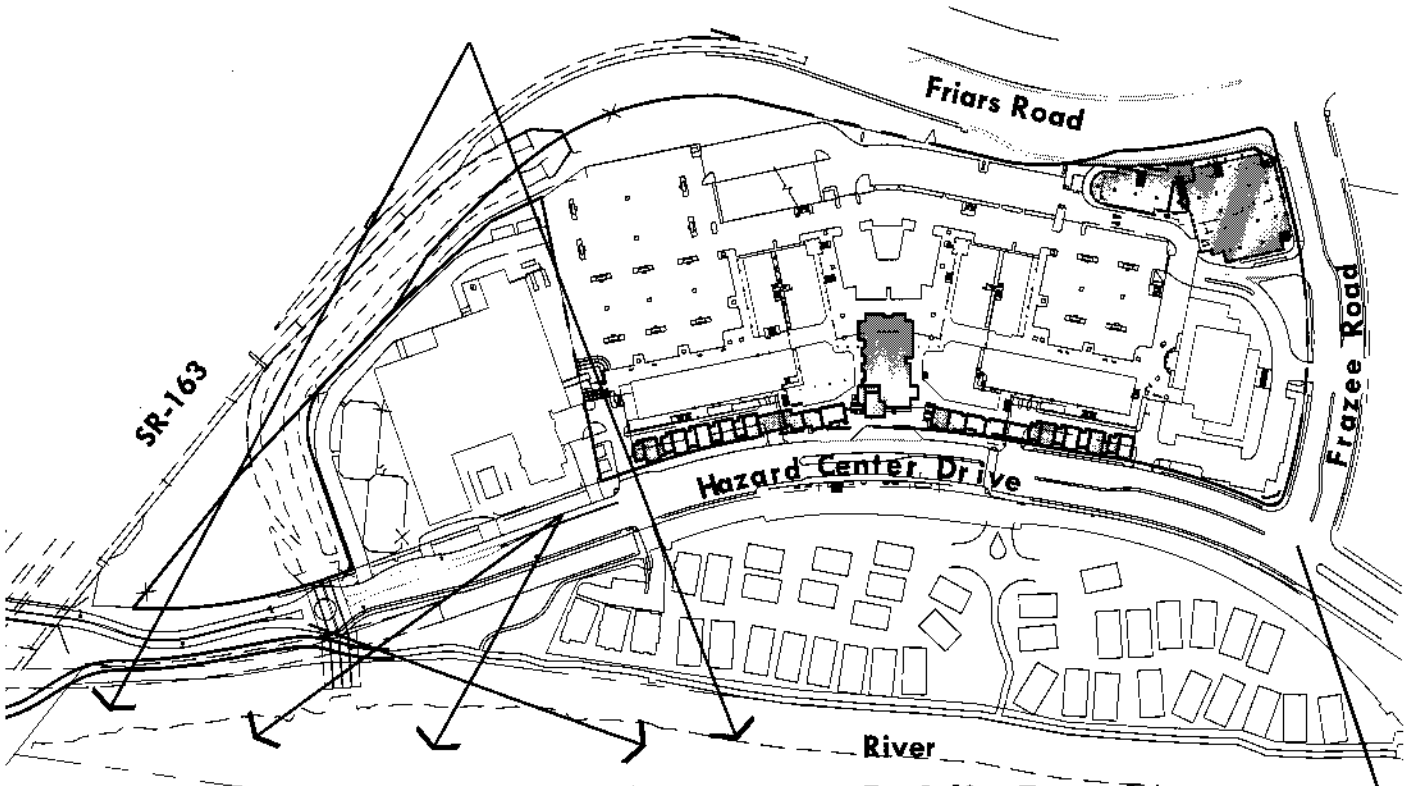


Views from the Project

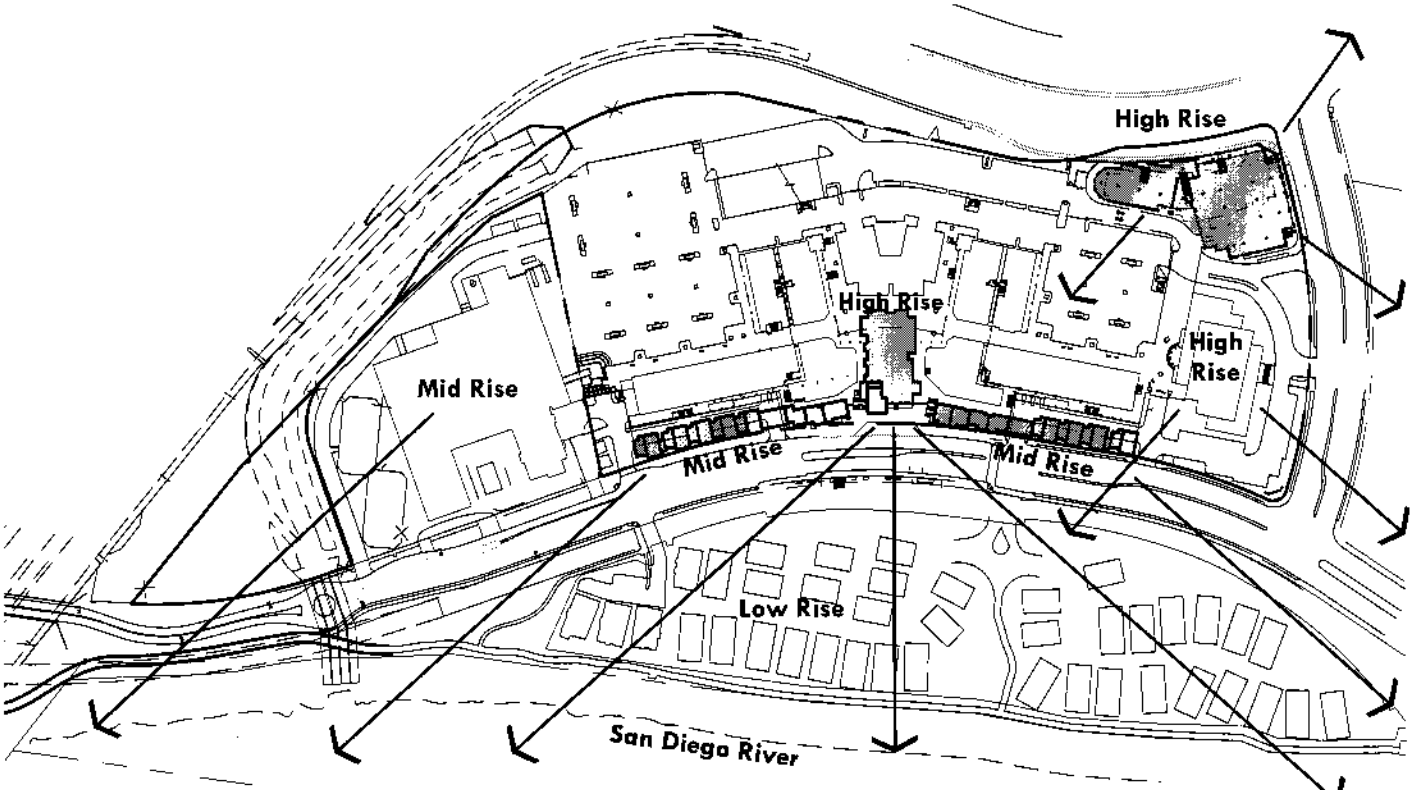


Hazard Center–Views **32**

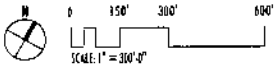
First San Diego River Improvement Project Specific Plan FIGURE



View Corridors From Public Roads



Views From The Project



Hazard Center

Views

First San Diego River Improvement Project Specific Plan

FIGURE **32**

GUIDELINES:

Pedestrian Circulation

The Mission Valley Community Plan provides the following criteria for pedestrian circulation:

> "The pedestrian circulation system should achieve continuity by the incorporation of plazas, courts, and interior arcades connecting all pedestrian activities of major significance. The pedestrian system should also connect smoothly with other transportation components, thus providing continuity in pedestrian scale between changing modes of movements."

The pedestrian linkages proposed for Hazard Center strive to meet this standard of continuity, as well as satisfying the other criteria of convenience, safety, comfort and entertainment. Major elements of the internal pedestrian system are illustrated in Figures ~~20 and 23~~ 33, and will include:

1. A focal point for vertical and horizontal pedestrian movement centered in the ~~core hotel/commercial/office~~ complex and serving as the major entry from Hazard Center Drive. A high-rise residential tower containing the residential elevator core and lobbies, public escalators, and pedestrian plazas and terraces will define this focal point. Grand stairs will frame either side of the tower base, connecting the main Plaza Level of the shopping center with the entry at Hazard Center Drive;

2. A system of pedestrian pathway elements linking the commercial and office functions to the residential development ~~along the river front;~~. These pathways will terminate in public plazas at the north and south sides of Tower 1 and at the west entry to the Office Building.

3. Controlled linkages between the residential complex and ~~the retail-office core, including an elevated structure, midblock connection to be built with the Phase III (residential) development. An at-grade intersection may be provided in lieu of the elevated crossing, if approved by the Engineering and Development Department.~~ each level of the commercial center through multi-level lobbies at the base of Tower 1.

4. Defined pedestrian ways extending from the ~~hotel/commercial/office~~ mixed-use core to traffic-controlled crossings to the commercial-retail center on the east, and Mission Center Road;

5. Pedestrian linkages between river front development and the ~~planned~~ existing river front pedestrian system extending from Mission Center Road to a City-proposed undercrossing of State Route 163. A minimum of ~~two~~ one public pedestrian linkages through the residential development south of Hazard Center Drive should be provided ~~—one to align with Frazee Road and one~~ at the project midpoint ~~as shown~~. ~~Provision should also be made for~~ Existing access through the open space areas at the east and west ends of the residential development should be enhanced, with access to the river more clearly identified.

6. A widened crosswalk with enhanced paving will extend from the mixed residential and commercial project across Hazard Center Drive to the trolley station and the residential development along the riverfront. This crosswalk will link to widened sidewalks on both sides of Hazard Center Drive and to the river path linkage through the existing residential development. The crosswalk will also provide necessary traffic calming for the extension of Hazard Center Drive. The existing median will be straightened and landscaped.

The pedestrian linkages to the river front environment should be designed to afford attractive interfaces and avoid public-private conflict. Where these linkages pass through the residential development, the buildings should be located no closer than 70' apart, with an average separation of 100' to provide a comfortable, well-landscaped public path while still allowing adequate private space

for the residences. The pedestrian way extending along the north side of the river channel should be located within the buffer area except where alignments within the channel are deemed necessary for public access to the river or the transition to the undercrossing of State Route 163. The pedestrian way should be six feet wide except at possible rest areas or lookouts located near State Route 163 and near Mission Center Road (Figures~~ 20 and~~ 33).

Primary pedestrian linkages are illustrated in Figure 33.

Automobile Access

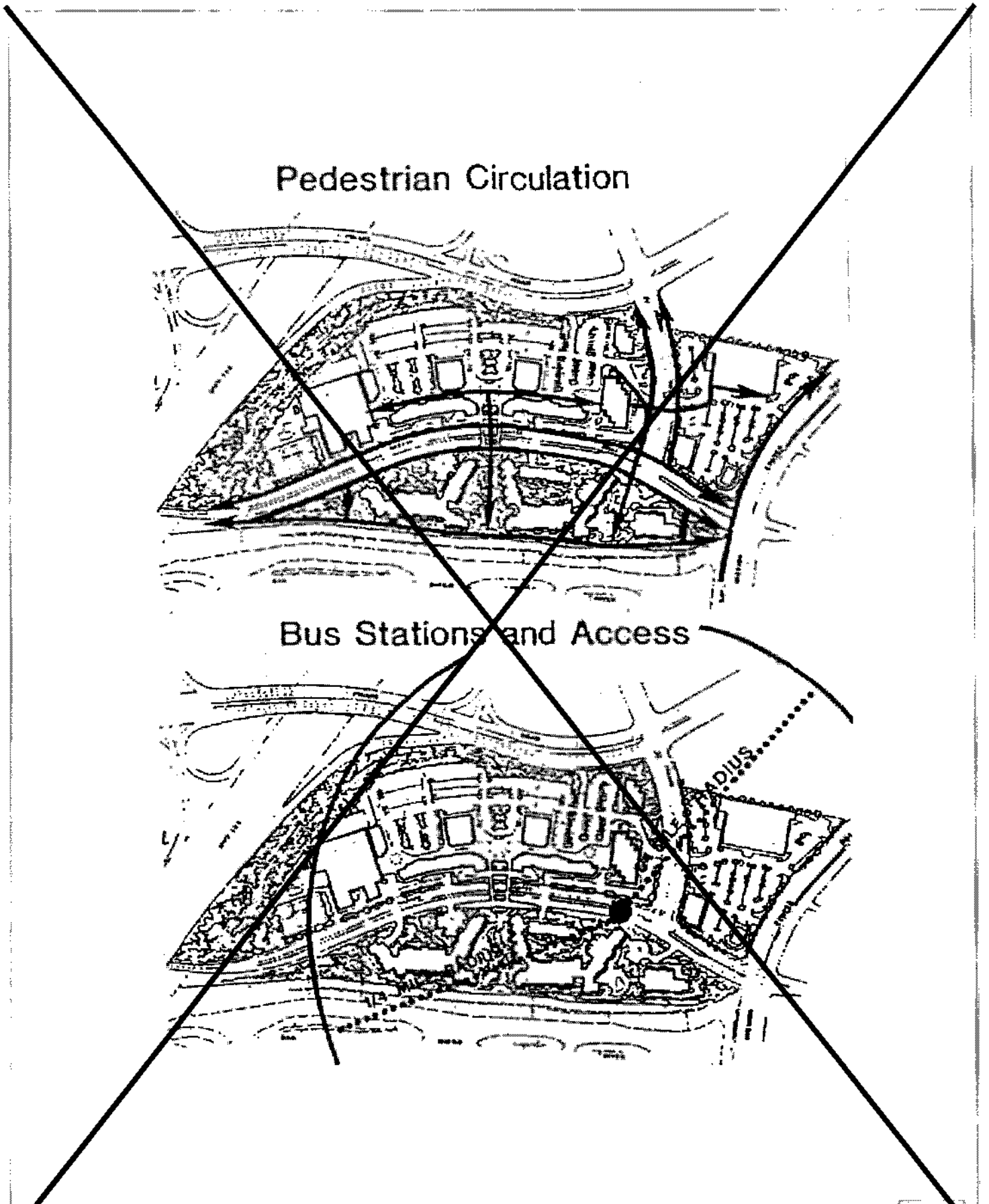
Multi-directional access and linkages will be provided through the planned circulation system. A future road connection to the Fashion Valley area will extend Hazard Center Drive westerly via a planned ~~four~~two-lane undercrossing of State Route 163~~, of which Hazard Center will provide two lanes, and the City will provide the additional two lanes at some future date, if desired~~. Preliminary design proposals include curvilinear alignment and control of vehicular speed (particularly where the highway will taper from four lanes to the two-lane underpass). Frazee Road will extend from Friars Road to Hazard Center Drive.

Automobile driveways should be carefully designed with the pedestrian in mind. Entry drive widths should be held to a maximum of 30 feet, except at required service drives, and a textured or patterned surface meeting City design standards should be provided to visually define pedestrian crosswalks. Accesses to parking structures should avoid crossing pedestrian ways, wherever practical.

Parking

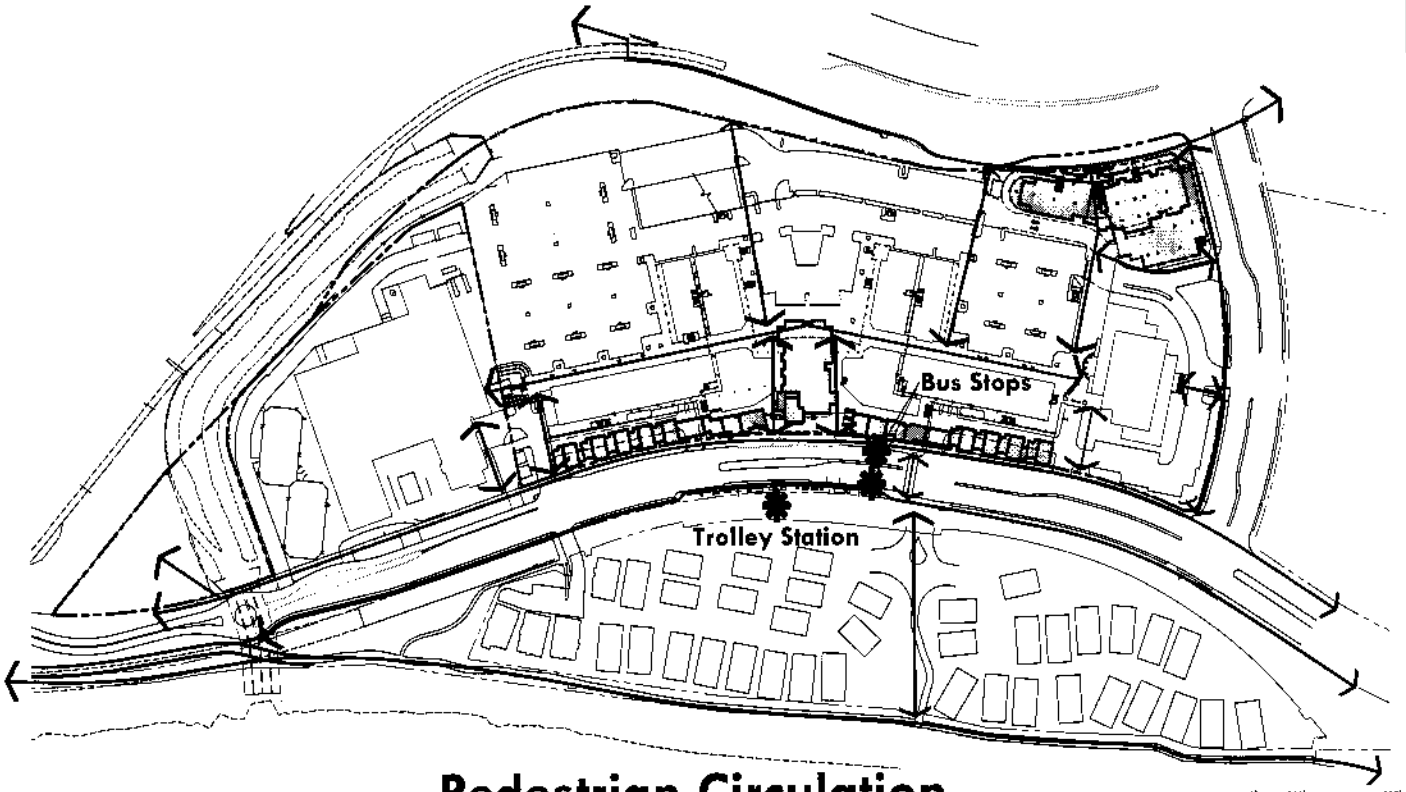
~~The complex will include approximately 2,738 parking spaces to serve projected use allocations.~~ The Phase I core hotel/residential/commercial/office complex will be provided with ~~2,138~~ a minimum of 2,376 spaces, based on the Shared Parking Allocation Study (Appendix 3). The commercial-retail center east of Frazee Road will have parking provided to the satisfaction of City Planning and Engineering staff with approximately 300 spaces. The parking serving the satellite commercial-retail center east of Frazee Road will be accommodated by landscaped surface parking. ~~The residential complex, when ultimately developed, will require roughly 290 spaces for residents and guests based on a 2 cars/unit ratio. The allocation of this parking relating to the specific uses is shown in the Phase I resume on Exhibit 1 contained in Appendix 4 of this report.~~

~~In the hotel/commercial/office complex, all~~ All parking dedicated to the commercial-retail uses is located at grade adjacent to the main "plaza" level (Level 56). There will also be some short-term parking to serve the office building located at this level. The majority of remaining parking for the hotel,~~ theater~~ and office tower will be located in a below-grade structure. Hotel parking will be accommodated at Level 45.5 ~~between the theater and the hotel~~. Office parking will be provided at the eastern end of the parking structure at Level 45.5 and at Level 35. ~~Theater parking will be accommodated in the central and eastern area of the~~

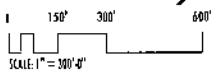


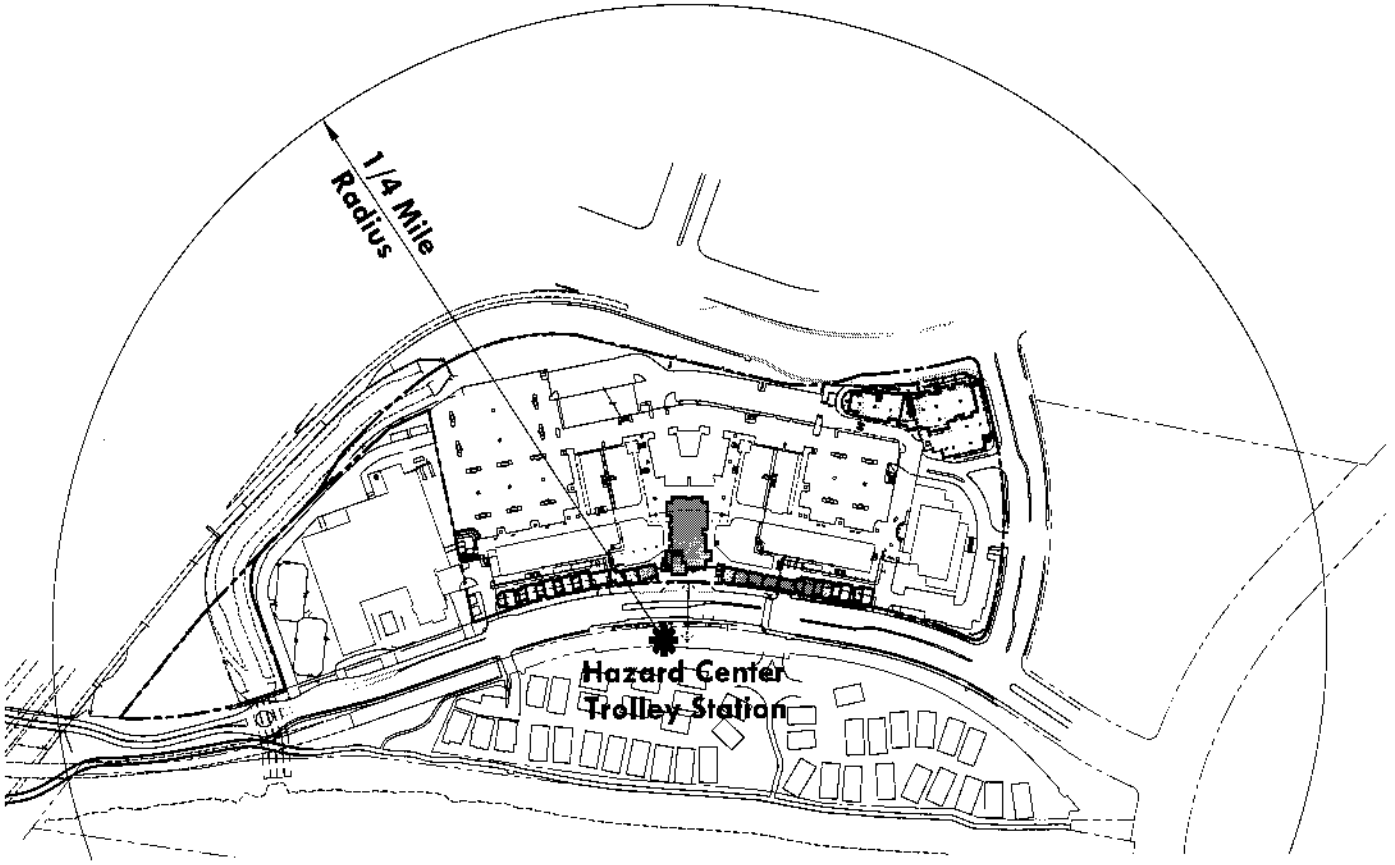
Hazard Center–Pedestrian Circulation and Bus Access **33**

First San Diego River Improvement Project Specific Plan FIGURE

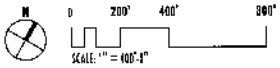


Pedestrian Circulation





Transit Access



Hazard Center **Pedestrian Circulation & Transit Access**

First San Diego River Improvement Project Specific Plan

FIGURE **33**

~~Level 45.5 structure and use the entire Level 35 parking area in evenings.~~

Residential parking for the redevelopment will be contained in existing or new structures. A minimum of 75% of the residential parking or one space per dwelling unit, whichever is greater, will be secured from the remaining parking areas. Access will be electronically controlled and limited to residents. Guest parking will be shared with the commercial and office parking according to the Shared Parking Allocation Study in Appendix 3.

~~Due to the planned location of an LRT station within Hazard Center, which could reduce automobile travel to and from the site, reductions in parking requirements may be considered on an individual project basis. Reduced parking requirements could allow for increased open space, landscaping and pedestrian circulation within the project.~~

With the exception of a small allocation of visitor spaces to serve the residential complex, all of the parking spaces contained with the residential development sited along the river will be provided in underground or structured parking facilities.

~~Parking on Hazard Center Drive would be prohibited or severely restricted in order to provide for bike movements and designated bus stops.~~

Public Transportation

Bus stops are proposed to be located just westerly of the Frazee Road intersection with Hazard Center Drive (Figure 31). While the precise locations would be subject to some revision based on future studies, such stops should ideally be centrally located with respect to the core hotel/commercial/office complex and the light rail station.

~~Light Rail Transit:~~

~~1. A thirty-five (35) foot Light Rail Transit (LRT) corridor right-of-way reservation shall be granted at the time of recordation of the first final subdivision map for Hazard Center pursuant to TM No. 85-0362. Dedication of an easement will take place upon commencement of construction of the Mission Valley LRT only if the final alignment of the LRT right-of-way will depend on final engineering and design. Conditions and criteria associated with the LRT reservation are included in the Urban Design and Development Guidelines Section IVB. In no event shall it be greater than the thirty-five (35) foot reservation. The original reservation, that becomes excess after the final engineering and design, and shall revert back to Hazard Center.~~

~~2. Reservation of an urban LRT station, similar to the existing station on "C" Street between Sixth and Seventh Avenues to be granted at the time of approval of the first final subdivision map pursuant to TM No. 85-0362. If Hazard Center chooses to commercially develop the air rights above the LRT station, the developer shall pay fair market rent for said air rights to the Metropolitan Transit District.~~

~~3. The alignment for the LRT right-of-way shall be at-grade along the south side of Hazard Center Drive.~~

~~4. The thirty-five (35) foot reservations described in #1 and #2 above, shall expire at the end of ten (10) years if the reservations do not become publicly dedicated easements pursuant to the terms in 1. above. The reservations may be extended for an additional period of five (5) years if the San Diego City Council makes a finding that the Mission Valley LRT is progressing toward commencement of construction.~~

~~5. By making these offers to dedicate, Hazard Center shall have no further responsibilities, financial or otherwise for the LRT.~~

~~6. Because the reservation and dedication of the LRT right-of-way and station will have a positive impact by reducing traffic in Mission Valley. Hazard Center shall receive a ten percent (10%) increase in the allowable building square footage, in exchange for said reservation and dedication. The increase in allowable building square footage may take place after dedication of the LRT right-of-way station and in any phase of Hazard Center.~~

~~7. Driveway access to Phase Three, is guaranteed at three (3) locations along Hazard Center Drive.~~

The trolley station at Hazard Center is a critical factor in the success of the mixed-use development as a pedestrian environment. The current station is underutilized by residents within a ½-mile radius. Those who use the station either drive there or work nearby and commute from elsewhere. The increase in residential units described in this Plan will balance the concentration of local residents who can walk to the trolley. The station platform is of sufficient length to accept longer trains, so that more trolley cars can be added to absorb any increase in ridership.

D. NOISE MITIGATION

Some residential units and the hotel may be subject to exterior noise levels from future traffic conditions that exceed 65 decibels. The Light Rail Transit facility may also affect the residential uses. The areas subjected to noise levels exceeding 65 decibels are identified in the Environmental Impact Report No. 83-0092. To insure that interior noise is reduced to 45 decibels or less in these areas, the applicants will perform an acoustical analysis. This acoustical analysis should be conducted prior to issuance of building permits for the hotel and during environmental review of the PRD special permit for the residential uses.

~~Any outdoor private recreation areas in the hotel and residential area that are subject to significant adverse traffic noise conditions will be shielded from line-of-sight noise sources by earth berms and/or masonry walls. These earth berms or walls should be accompanied by landscaping, should be visually compatible with surrounding open spaces and should avoid, where feasible, view blockage to the river corridor.~~

See Appendix 4 for Conceptual Design Exhibits.

E. ARCHITECTURAL DESIGN

The hotel/commercial/office/complex; Phase I, of Hazard Center is complete. The existing center is an eclectic blend of traditional forms and modern materials. The

Architectural theme for the commercial/retail center on the East, (Phase II), will emphasize design continuity with the existing complex. This will be accomplished through the use of predominately the same materials and colors. The Architectural detailing of the center will be similar, where appropriate, taking into account the size and scale of the buildings in this phase. The Landscape palate and the signage design will also be similar to further tie the centers together visually.

In keeping with the high standard of architectural design in Hazard Center, and in view of the site's visibility, special attention should be given to components of the commercial retail use ~~in Phase II~~. Specifically, the loading docks, refuse collection and compactor areas are to be screened from the public right-of-way.

The residential additions to Phase 1 of Hazard Center will be of two characters defined by scale. Midrise units will define a residential, pedestrian-oriented street along Hazard Center Drive and will screen existing service areas. These buildings will have a human scale and residential character, with a regular rhythm of projecting and receding elements creating interesting patterns of light and shadow. The buildings will be staggered along the curved street edge to allow planters and steps to private patios to intersperse landscaping and outdoor space between building components.

The residential towers will have vertical emphasis as a counterpoint to the horizontality of the existing retail center. The narrow footprint achieved by this vertical orientation allows pedestrian circulation and views around the high-rise buildings. Glass railings at projecting balconies and extensive glazing at building corners will further lend transparency to the towers. The materials at the base of Tower #1 on Hazard Center Drive will blend with the adjacent midrise buildings to anchor the tower into the overall composition. Grand stairs to either side of this tower base will provide direct pedestrian access from Hazard Center Drive and the trolley station to the retail center. Open balconies and public terraces surrounding these stairs will foster interaction between the existing shopping levels. Granite similar in color and texture to the existing office building will be used at the garage base at Tower #2 to create a homogenous appearance along Frazee Road.

Additional On-Site Street Improvements for Hazard Center

In addition to the street improvements described above, the following on-site street improvements ~~shall be provided at the time of development to the satisfaction of the City Engineer~~ have been completed:

1. Hazard Center Drive

   a. Construct 78-foot curb-to-curb width collector street (within 98-foot right-of-way) including four travel lanes, shoulders and sidewalks from Mission Center Road to Frazee Road. Construct a 72-foot curb-to-curb width collector street (within 92-foot right-of-way) including travel lanes, shoulders and sidewalks, from Frazee Road to SR-163.

   b. Construct two traffic signals, one each at Frazee Road and at Mission Center Road intersections with Hazard Center Drive.

2. Frazee Road

   a. Construct 78-foot curb-to-curb width collector street (within 98-foot right-of-way) between Friars Road and Hazard Center Drive, including four travel lanes, shoulders and sidewalks.

   b. Modify traffic signals at the intersection of Friars Road and Frazee Road.

Additional Off-site Transportation Facilities for Hazard Center

In addition to the on-site transportation facilities described above, the following shall be provided to the satisfaction of the City Engineer:

1. Construction of a two-lane street from westerly of Hazard Center to a physically traversable connection with the Fashion Valley shopping center property.

   Such improvement shall be provided to the satisfaction of the City Engineer at any time in the sole discretion of the Hazard Center owners or upon two years prior written notice to the Hazard Center owners by the City, but in no event shall such improvement be required to be in place pursuant to said notice prior to certificates of occupancy being issued for floor area of private development within the Hazard Center which generates not less than 10,000 ADT.

   When the final alignment of this street is determined, additional environmental review may be required to determine if the street construction from the Hazard

Center to the Fashion Valley shopping center will have any environmental impacts. If deemed necessary, such environmental review and any mitigation shall be provided as reasonably determined by the Planning Director.

The Hazard Center owners shall provide the above improvement by: (i) an assessment district, or (ii) an appropriate reimbursement agreement, or (iii) by other means.

~~2. Reconfiguration and improvements in the immediate vicinity of the Friars Road/ Frazee Road intersection in order to minimize the impact of the intersection. This measure would consist of reconfiguration of the intersection to include four lanes of through traffic both east bound and west bound on Friars Road, dual left turn lanes from both directions on Friars to Frazee, and provision of a right turn lane from both directions of Friars Road to Frazee. In this regard, the Hazard Center owners shall be responsible for all reconfiguration and improvement south of the centerline of Friars Road including any traffic signalization at the north-bound SR-163 to east-bound off-ramp and including any necessary dedication of right-of-way.~~

~~3. The Hazard Center owners shall provide improvements to:~~

~~(i) Prohibit pedestrian crossing at the Friars Road/Frazee Road intersection, if determined necessary by the City Engineer; and~~

~~(ii) Provide alternative pedestrian access under Friars Road at Mission Center Road, utilizing the existing right-of-way.~~

The traffic improvements references in 2. and 3. above, shall be provided to the satisfaction of the City Engineer at any time in the sole discretion of the

Flood Control Facility

Construct floodway to accommodate 100-year flood (49,000 CFS) complete with the necessary energy dissipaters, drop structures, and riprap section to control the flood and protect the channel facilities.

Install erosion control plantings and landscaping with irrigation system, and construct a system of walkways, bikeways and view pints in accordance with the approved project plan.

Convey right-of-way to City in form of dedication and/or fee ownership.

Perform the necessary work preparatory to hearing before Council for the formation of the Maintenance District for the flood channel and the appurtenant facilities.

Park Facilities

The provision of park facilities is addressed in the following section.

B. NEIGHBORHOOD COMMERCIAL FACILITIES AND PARK FACILITIES

Neighborhood Commercial Facilities

Neighborhood convenience retail shopping centers provide for the day-to-day needs of residents. These centers are typically located within or adjacent to residential neighborhoods. Neighborhood commercial facilities in the Mission Valley community include a three-acre center located at the intersection of San Diego Mission Road and Rancho Mission Road and the Ralph's Shopping Center located at Mission Center Road and Friars Road.

The Specific Plan will result in the development of between 3,264 to ~~4,461~~ 4,934 residential units with an estimated population of 6,300 to ~~9,056~~ 9,868 persons. To serve the needs of the project area, a community commercial center will be provided will accommodate approximate 325,000 square feet on approximately 30 acres.

C. SCHOOLS

The Private Improvement Element of the Specific Plan proposed 2,585 to ~~3,656~~ 4,129 multi-family dwelling units. The San Diego School District (SDSD) schools serving the area include the Jones, Cubberly and Juarez Elementary Schools, Taft Middle School and Kearny Senior High School.

Student generation rates for the project area are based upon a tenant profile of the "Riverfront" (MBM II), an existing multi-family residential development located within the Specific Plan. The tenant profile of the Riverfront development consists mostly of young professionals in their late '20's. Twelve of the 228 units in the Riverfront complex contain children of elementary through high school age. The reason for the low number of children who reside at Riverfront can be partially explained by the surrounding developments which consist mostly of commercial and office uses, which provide employment for single adults. Additionally, services and facilities for children, such as day car centers and playgrounds are lacking in Mission Valley. Using this information, it was determined that residential projects located within the Specific Plan area would probably generate a low number of students (Silva, 1992).

The anticipated generation rate for elementary through high school age students would be 0-5 students per 100 residential units. Based upon this generation rate, the buildout of the Specific Plan would be expected to generate up to ~~136~~ 183 elementary to high school-age students. It is not anticipated that the number of students generated within the Specific Plan area would have a significant impact on the SDSD. Elementary schools serving the Specific Plan area are currently near capacity. Although the secondary schools serving the area are currently operating below capacity, secondary enrollment for the Kearny High School area is forecast to grow significantly during the 1990s.

Because no public school exist or are currently planned in the Mission Valley Community, the availability of schools, the distance of schools to residential areas, and the topographic barriers presented by Mission Valley are of concern. With this development and others planned for Mission Valley, the amount of commercial and residential traffic in the area, and especially along Friars Road, will greatly increase. An important concern is pedestrian safety and access, relative to the great distances this project is from its serving schools and the commercial nature of the Mission Valley area. Of the ~~136~~ 183 K-12 students estimated to be generated from this project, a vast majority will be elementary students, and the district does not provide transportation to the neighboring schools. These above

Appendix 3

Shared Parking Allocation Study
Hazard Center Amendment ~~(October, 1985)~~ _____

APPENDIX 3

Shared Parking Allocation Study

Hazard Center Amendment ~~(October, 1985)~~

Introduction

The use of the shared parking concept came about with the growth of mixed-use development. The history of this development type has shown that combining land uses on a single property results in a lesser demand for parking than that generated by separate freestanding developments of similar size and use.

There are several factors impacting the parking demand in a mixed-use development:

- Hourly demand/accumulation of parking for the different uses.
- Seasonal variations in parking demand.
- The effects of a "captive market"; when office employees in the project shop or eat in the facilities offered in the same development.
- The effects of alternate transportation modes.

~~In a report titled Shared Parking, a study conducted under the direction of ULI- the Urban Land Institute by Barton-Aschman Associates, Inc. (1983), a methodology was established for calculating the actual parking demand in a mixed-use project. This calculation involves four basic steps:~~

~~1. Initial project review - program and land use~~

~~2. Adjustment for peak parking factor~~

~~3. Analysis of hourly accumulation~~

~~4. Estimate of shared parking~~

Due to the complex nature of the interaction between existing and future uses, parking for the entire site, including existing uses, has been examined based on the San Diego Municipal Code requirements. Chapter 14 of the San Diego Municipal Code discusses parking requirements for various uses and circumstances. This includes provision for Shared Parking. The Code includes parking ratios for various uses in different areas. Hazard Center is located within a Transit Area and therefore receives a slight reduction in required parking based on the Municipal Code. Since all parking for Hazard Center is located in one garage, requirements for existing uses must also be calculated. Some of the required parking from the existing theater which is to be removed will be re-designated to accommodate the proposed residential development as well as construction of additional parking for residential use.

The date presented on the following pages was derived using the criteria and steps set forth in ~~the ULI Shared Parking report~~ San Diego Municipal Code. For this particular project, it was determined that the peak hourly demand for parking occurred ~~during the months of June or July~~ at approximately 12:00pm ~~2:00pm. The "spread sheet" used to determine the peak hour is on Page 5 of this appendix.~~

~~A. Shared Parking Calculations (using San Diego Parking Standards)~~

~~Step 1. Program/Land Use Mix~~		~~Parking Required*~~
~~Office:~~	~~250,000 SF (Net)~~	~~833 cars~~
~~Hotel:~~	~~275 Guest Rooms~~	~~275~~
	~~8,118 SF - Food & Beverage (Restaurant)~~	~~102~~
	~~16,832 SF - Banquet & Meeting Rooms~~	~~210~~
~~Theater:~~	~~1,600 Seats - 6-Plex~~	~~533~~
~~Restaurants:~~	~~30,000 SF~~	~~375~~
~~Retail:~~	~~86,000 SF~~	~~430~~
	~~Total Parking Required*~~	~~2,758 cars~~

~~Step 2. Peak Ratio Adjustment~~

~~Office:~~

~~Unadjusted Peak Ratio: 3.33 cars/1,000 SF~~

~~Adjusted Peak Ratio:**~~

~~Peak Month Adjustment:**~~ ~~3.33 cars/1,000 SF~~

~~Hotel:~~

~~. Guest Rooms~~

~~Unadjusted Peak Ratio: 1.00 Car/Room~~

~~Adjusted Peak Ratio:**~~

~~Peak Month Adjustment:** 1.0/Room~~

~~1.0/Room~~

~~. Food & Beverage (Restaurant)~~

~~Unadjusted Peak Ratio: 12.5/1,000~~

~~Adjusted Peak Ratio:**~~

~~Peak Month Adjustment:**~~

~~12.5 Cars/1,000 SF~~

~~* Parking required per San Diego Ordinance for CA Zone, if uses taken separately, without application of Shared Parking Calculations.~~

~~** Adjustment calculation not allowed by City of San Diego.~~

~~Banquet & Meeting Rooms~~

~~Unadjusted Peak Ratio:~~	~~12.5/1,000~~	
~~Adjusted Peak Ratio:~~	~~.5 x 12.5/1,000 = 6.25/1,000~~	
~~Peak Month Adjustment:~~	~~6.25 x 1.0 = 6.25/1,000~~	
		~~6.25 Cars/1,000 SF~~

~~Theater:~~

~~Unadjusted Peak Ratio:~~	~~.33 Cars/Seat~~	
~~Adjusted Peak Ratio:**~~		
~~Peak Month Adjustment:**~~		
		~~.33 Cars/Seat~~

~~Restaurants:~~

~~Unadjusted Peak Ratio:~~	~~15/1,000~~	
~~Adjusted Peak Ratio:*~~		
~~Peak Month Adjustment:~~		
		~~15 Cars/1,000 SF~~

~~Retail:~~

~~Unadjusted Peak Ratio:~~	~~4/1,000~~	
~~Adjusted Peak Ratio:**~~		
~~Peak Month Adjustment:**~~		
		~~4 Cars/1,000 SF~~

~~**Adjustment calculation not allowed by City of San Diego.~~

~~Steps 3 & 4: Hourly Accumulation Analysis/Shared Parking Estimates~~

~~June (or July) 3:00 pm (Worst Case)~~

~~Office (250,000 SF)~~

~~3.33/1,000 x 250,000 x (2.9/3.0)* =~~ ~~805 Cars~~
~~3.33 x 250 x .967 = 805.02~~

~~Hotel~~

~~Guest Rooms (275)~~
~~1.00 x 275 x (.35/1) = 96.25~~ ~~96~~

~~Restaurants (8,118 SF)~~
~~12.5/1,000 x 8,118 x (6/10)~~
~~12.5 x 8.118 x .6 = 60.88~~ ~~61~~

~~Banquet & Meeting Rooms (16,832 SF)~~
~~6.25 x 16.832 x (.5/.5) = 105.2~~ ~~105~~
~~262~~ ~~262 Cars~~

~~Theater (1,600 Seats)~~

~~.33 Cars/Seat x 1,600 Seats x (.15/.25)~~
~~.33 x 1,600 x .6 = 316.8~~ ~~317 Cars~~

~~Restaurants (30,000 SF)~~

~~15/1,000 x 30,000 x (12/20)~~
~~15 x 30 x .6 = 270~~ ~~270 Cars~~

~~Retail (86,000 SF)~~

~~4/1,000 x 86,000 x (3.7/3.8)~~ ~~335 Cars~~
~~4 x 86 x .974 = 335.06~~

~~Total Phase I~~ ~~1,989 Cars Required~~

~~*(Adjusted Peak Ratio) x area x (2:00 demand ratio/peak parking ratio)~~

Parking Requirements without Shared Parking

Use	transit area parking rate [1]	Amount	spaces required
Office	2.8	283,972	795
Hotel	1	300	300
Hotel Conference	10	8,192	82
Restaurants	12.8	35,607	456
Retail	4.3	87,253	375
2-bedroom	1.75	249	436
1-bedroom	1.25	224	280
	Total		2,724

Notes: [1] = Parking rates taken from San Diego Municipal Code Chapter 14, Article 2, Division 5 (142.05).

ATTACHMENT 17

Table 11-2
Shared Parking Hourly Accumulation by Percentage of Peak Hour

	Residential		Office		Retail		Eating & Drinking		Hotel		Conference	
Hour of Day	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Sunday
6:00 AM	100%	100%	5%	0%	0%	0%	15%	20%	100%	90%	0%	0%
7:00 AM	80%	100%	15%	30%	10%	5%	55%	35%	95%	80%	0%	0%
8:00 AM	60%	95%	55%	50%	30%	30%	80%	55%	85%	75%	50%	50%
9:00 AM	50%	85%	90%	80%	50%	50%	65%	70%	85%	70%	100%	100%
10:00 AM	40%	80%	100%	90%	70%	75%	25%	30%	80%	60%	100%	100%
11:00 AM	40%	75%	100%	100%	80%	90%	65%	40%	75%	55%	100%	100%
12:00 PM	40%	70%	90%	100%	100%	95%	100%	60%	70%	50%	100%	100%
1:00 PM	35%	65%	85%	85%	95%	100%	80%	65%	70%	50%	100%	100%
2:00 PM	40%	65%	90%	75%	85%	100%	55%	60%	70%	50%	100%	100%
3:00 PM	45%	65%	90%	70%	80%	90%	35%	60%	60%	50%	100%	100%
4:00 PM	45%	65%	85%	65%	75%	85%	30%	50%	65%	50%	100%	100%
5:00 PM	50%	65%	55%	40%	80%	75%	45%	65%	60%	60%	100%	100%
6:00 PM	65%	70%	25%	35%	80%	65%	65%	85%	65%	65%	100%	100%
7:00 PM	70%	75%	15%	25%	75%	60%	55%	100%	75%	70%	100%	100%
8:00 PM	75%	80%	5%	20%	60%	55%	55%	100%	85%	70%	100%	100%
9:00 PM	85%	80%	5%	0%	45%	45%	45%	85%	90%	75%	100%	100%
10:00 PM	90%	85%	5%	0%	30%	35%	35%	75%	90%	85%	50%	50%
11:00 PM	95%	90%	0%	0%	15%	15%	15%	30%	100%	95%	0%	0%
12:00 AM	100%	95%	0%	0%	0%	0%	5%	25%	100%	100%	0%	0%

Source: San Diego Municipal Code Table 142-05I

ATTACHMENT 17

Hourly Accumulation

	Residential [1]		Office		Retail		Eating & Drinking		Hotel[2]		Conference[2]		Total Parking	
Hour of Day	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Sunday	Weekday	Saturday
6:00 AM	716	716	40	0	0	0	68	91	300	270	82	82	1,206	1,159
7:00 AM	573	716	119	239	38	19	251	160	285	240	82	82	1,347	1,455
8:00 AM	537	680	437	398	113	113	365	251	255	225	82	82	1,788	1,748
9:00 AM	537	608	716	636	188	188	296	319	255	210	82	82	2,073	2,043
10:00 AM	537	573	795	716	263	281	114	137	240	210	82	82	2,031	1,998
11:00 AM	537	537	795	795	300	338	296	182	225	210	82	82	2,236	2,144
12:00 PM	537	537	716	795	375	356	456	273	210	210	82	82	2,376	2,254
1:00 PM	537	537	676	676	356	375	365	296	210	210	82	82	2,226	2,176
2:00 PM	537	537	716	596	319	375	251	273	210	210	82	82	2,114	2,074
3:00 PM	537	537	716	557	300	338	160	273	210	210	82	82	2,004	1,997
4:00 PM	537	537	676	517	281	319	137	228	210	210	82	82	1,923	1,893
5:00 PM	537	537	437	318	300	281	205	296	210	210	82	82	1,772	1,725
6:00 PM	537	537	199	278	300	244	296	387	210	210	82	82	1,624	1,739
7:00 PM	537	537	119	199	281	225	251	456	225	210	82	82	1,495	1,709
8:00 PM	537	573	40	159	225	206	251	456	255	210	82	82	1,390	1,686
9:00 PM	608	573	40	0	169	169	205	387	270	225	82	82	1,374	1,436
10:00 PM	644	608	40	0	113	131	160	342	270	255	82	82	1,308	1,419
11:00 PM	680	644	0	0	56	56	68	137	300	285	82	82	1,187	1,204
12:00 AM	716	680	0	0	0	0	23	114	300	300	82	82	1,121	1,176

Notes: [1] =75% of Residential spaces (537 spaces) restricted for Residential use only

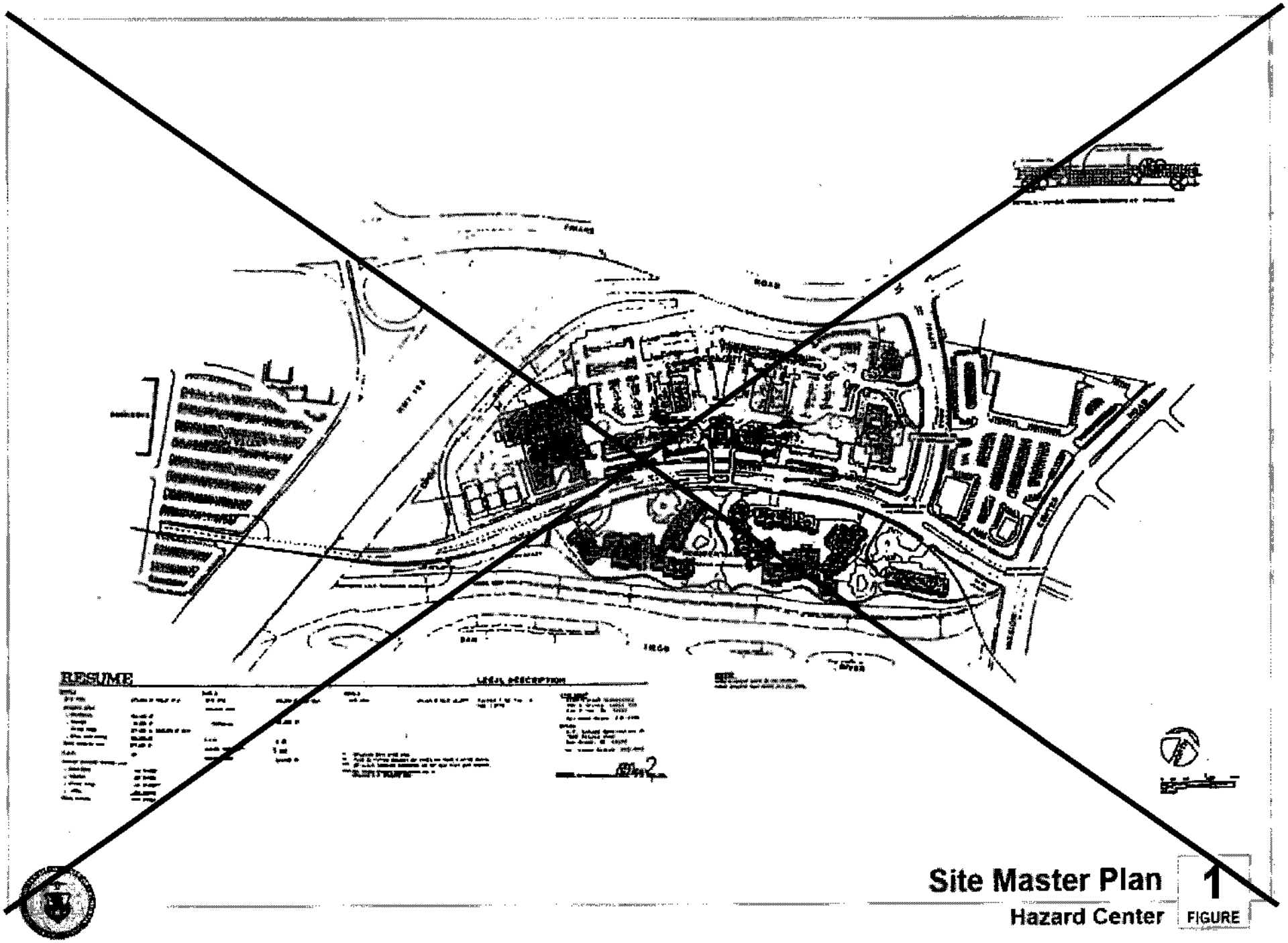
[2]= up to 292 spaces can be reserved for the hotel/conference uses at the option of the owner.

ATTACHMENT 17

Appendix 4

Conceptual Design Exhibits

Hazard Center Amendment ~~(October 6, 1992)~~ _____

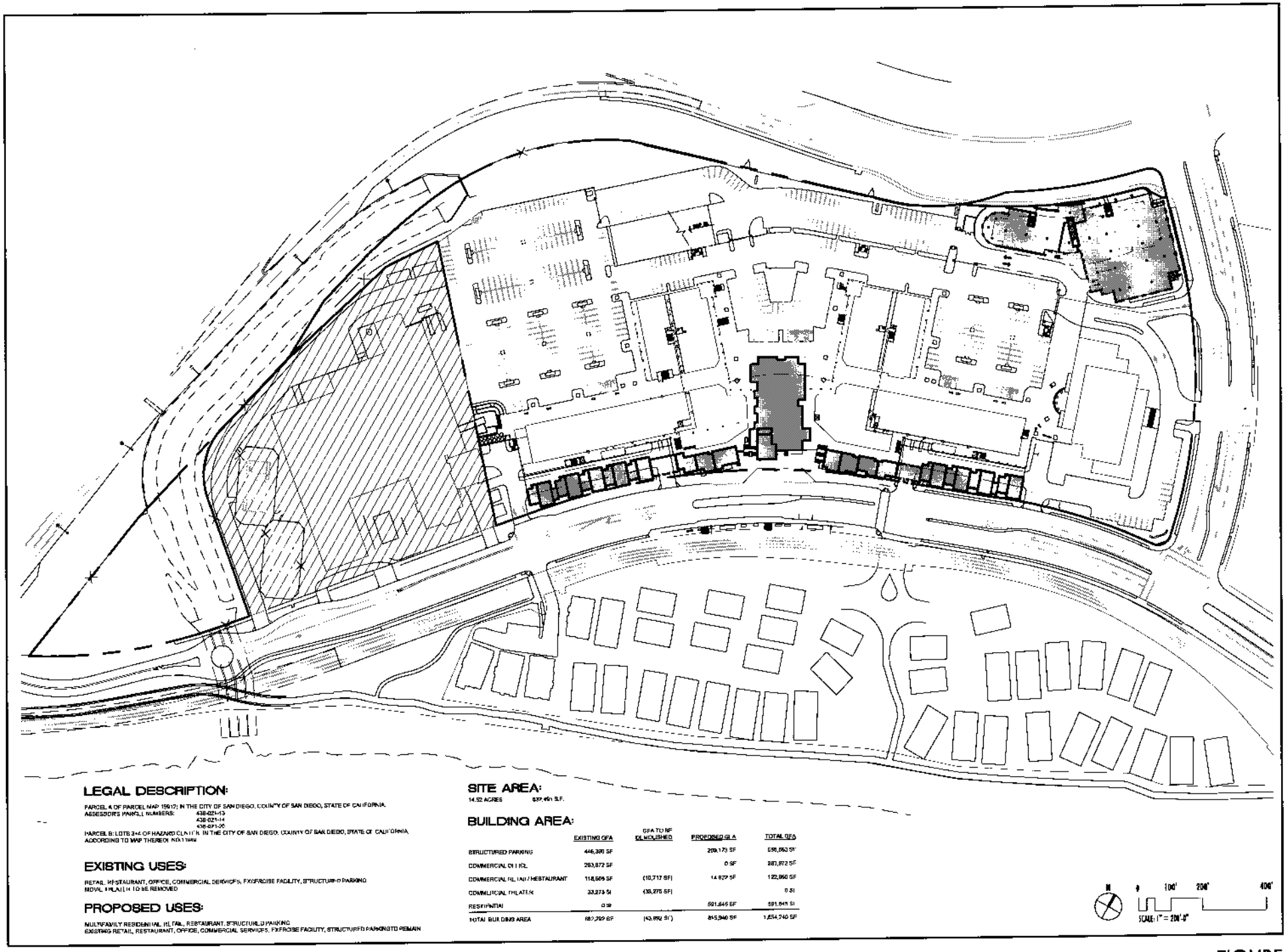


Site Master Plan

Hazard Center

1 FIGURE

ATTACHMENT 1 7

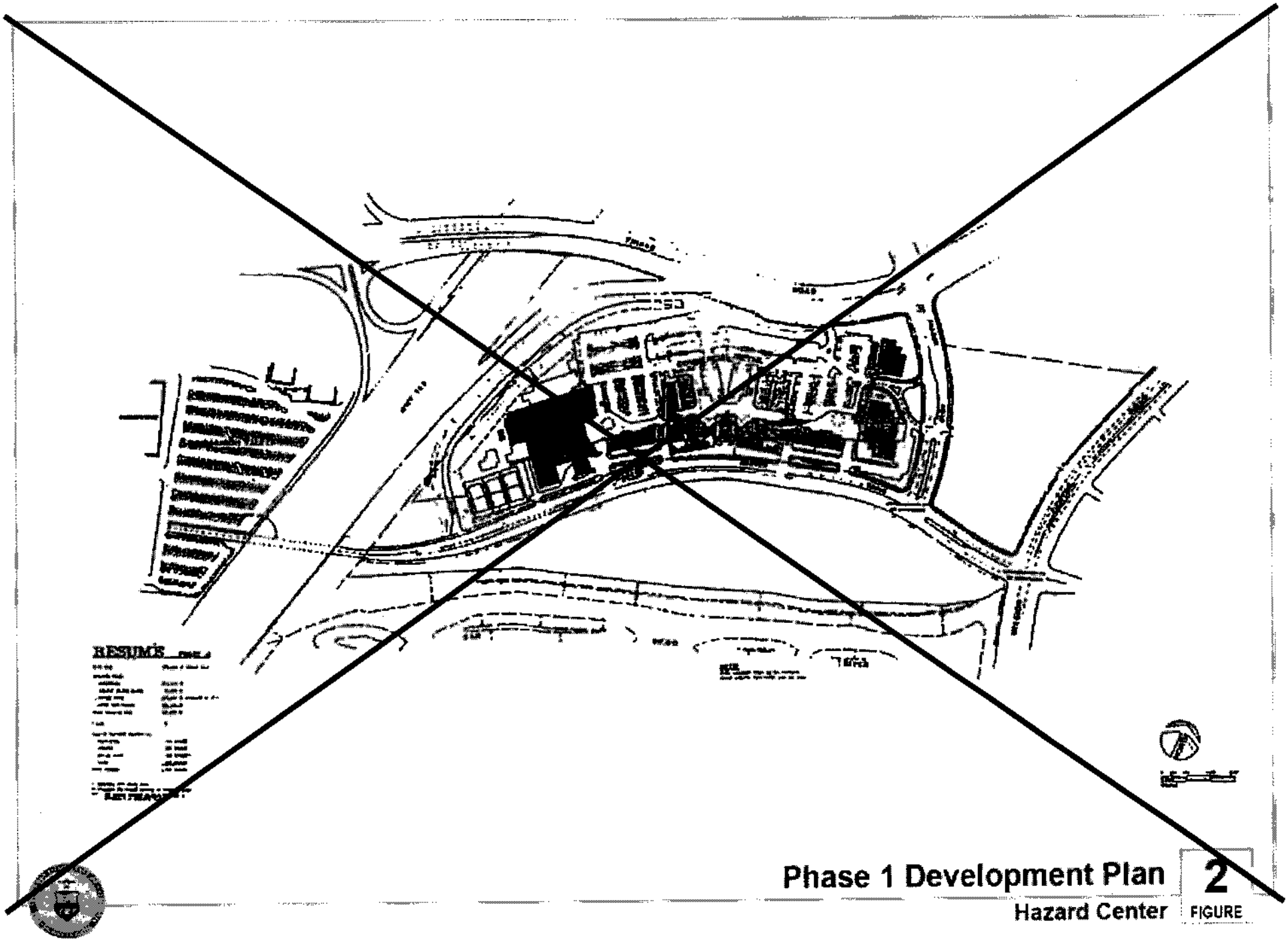


Site Plan

Hazard Center

FIGURE 1

ATTACHMENT 1 7

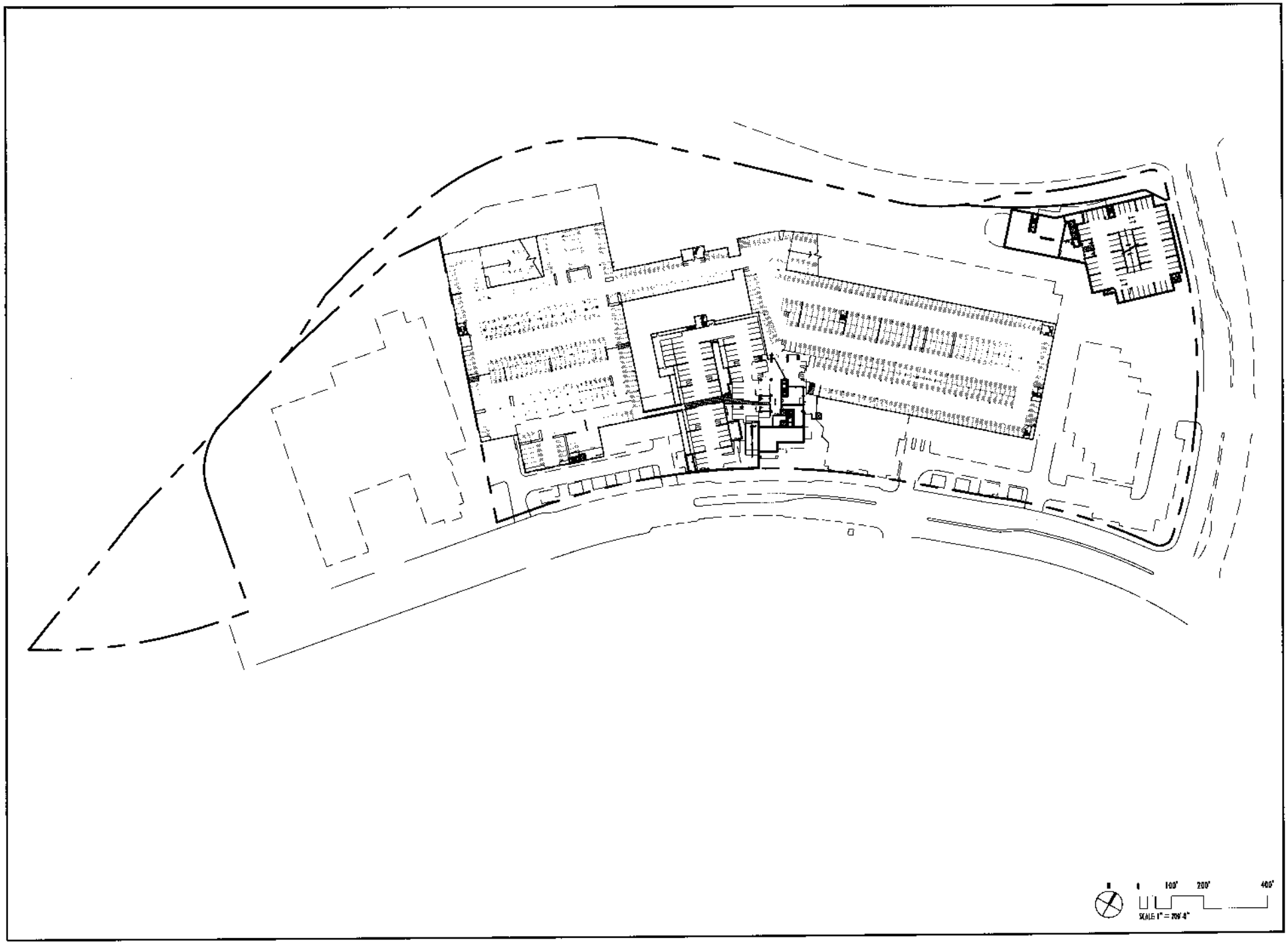


Phase 1 Development Plan

Hazard Center

2
FIGURE

ATTACHMENT 1 7

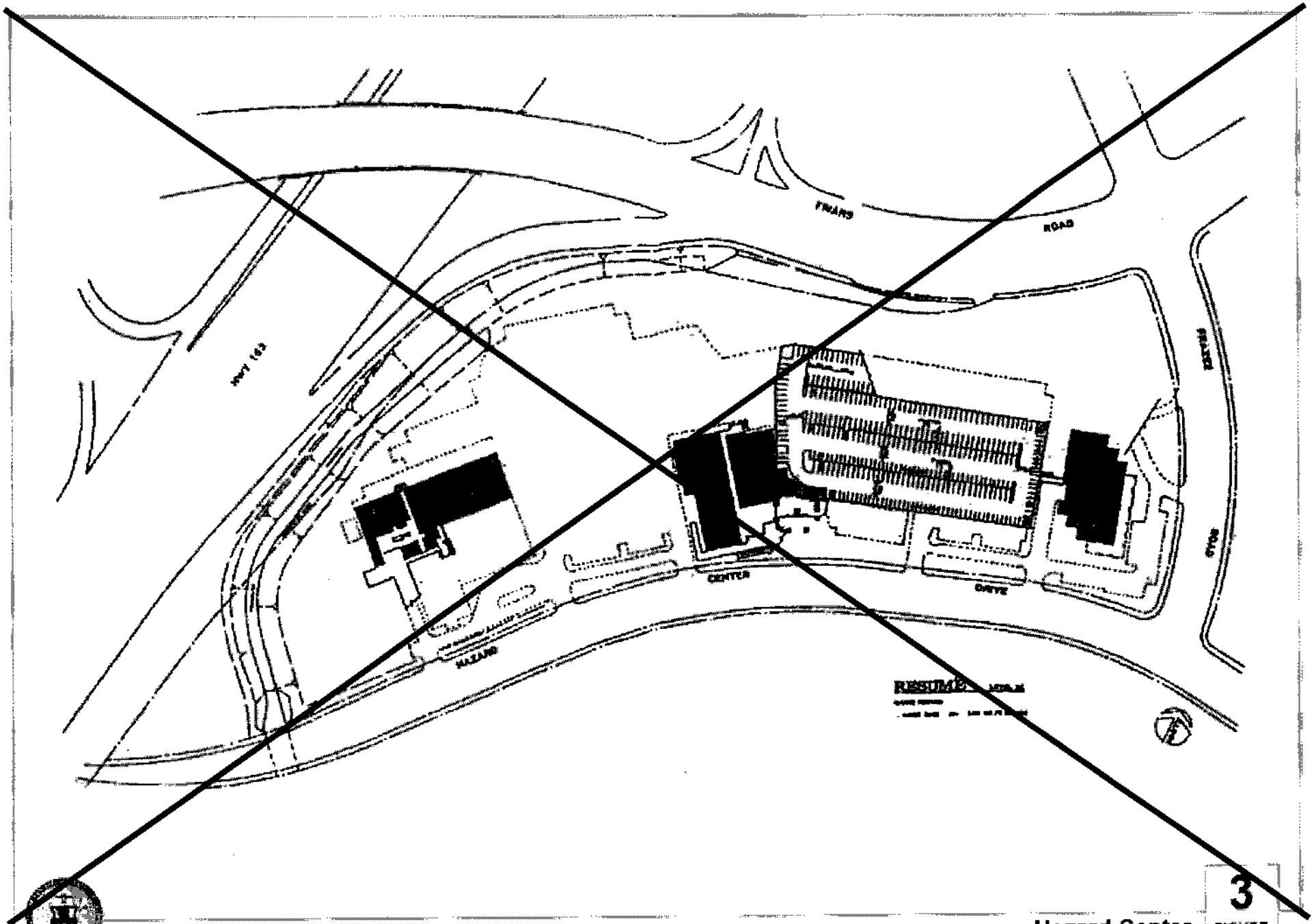


Subterranean Plan

Hazard Center

FIGURE
2

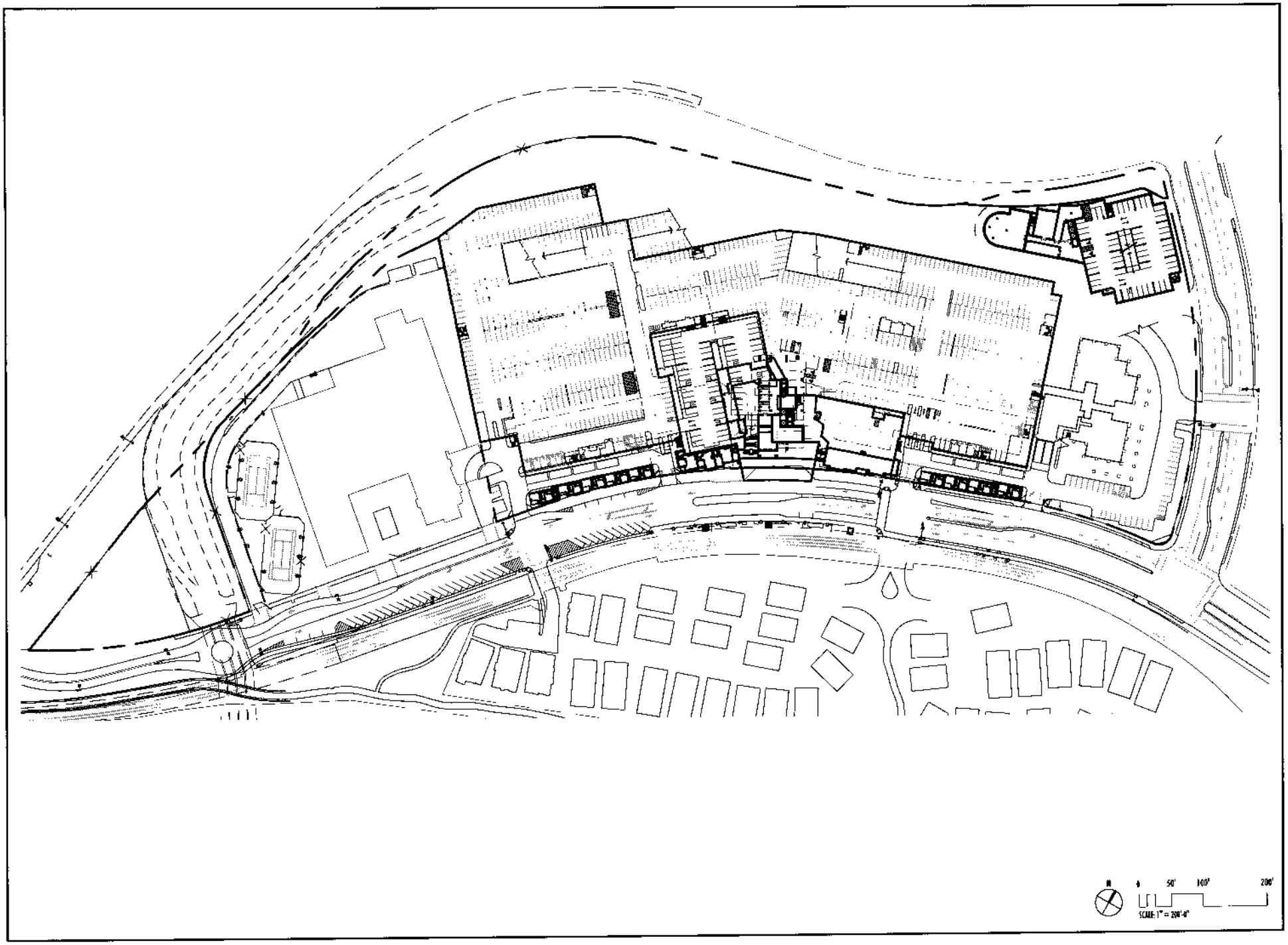
ATTACHMENT 1 7



Hazard Center

FIGURE 3

ATTACHMENT 1 7



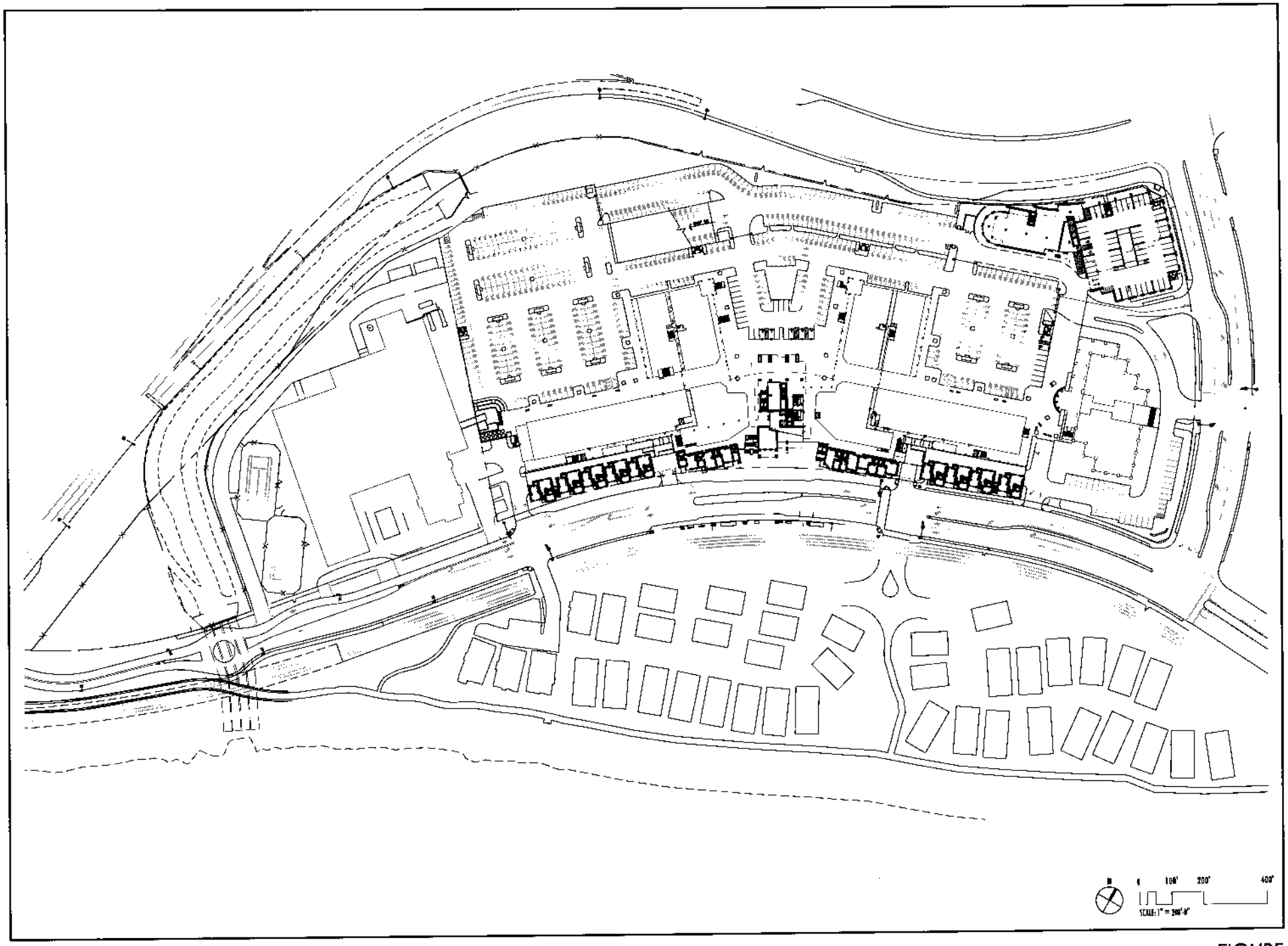
Level 1 Plan

Hazard Center

FIGURE
3

ATTACHMENT 17

FIGURE
4
Hazard Center

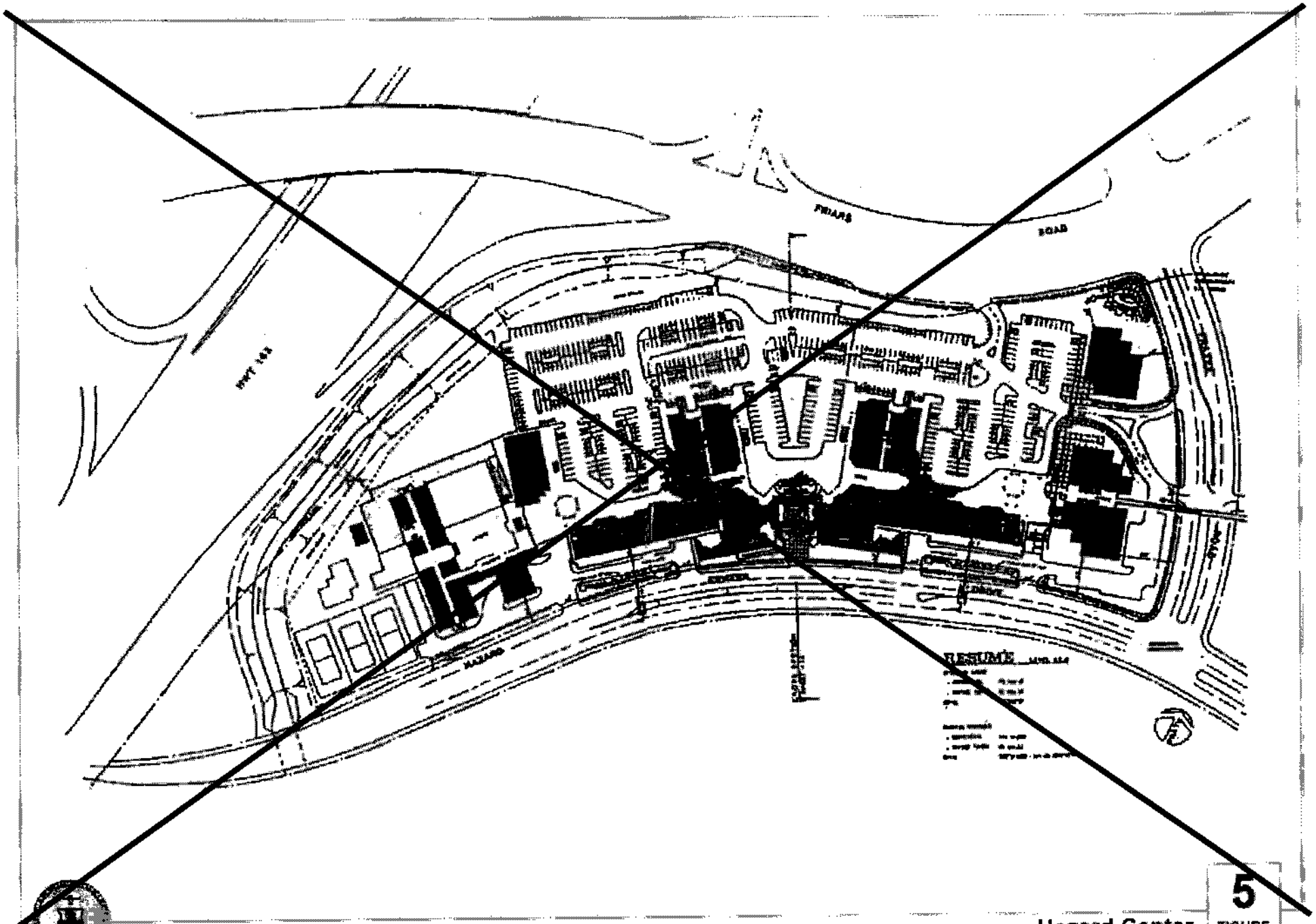


Level 2 Plan

Hazard Center

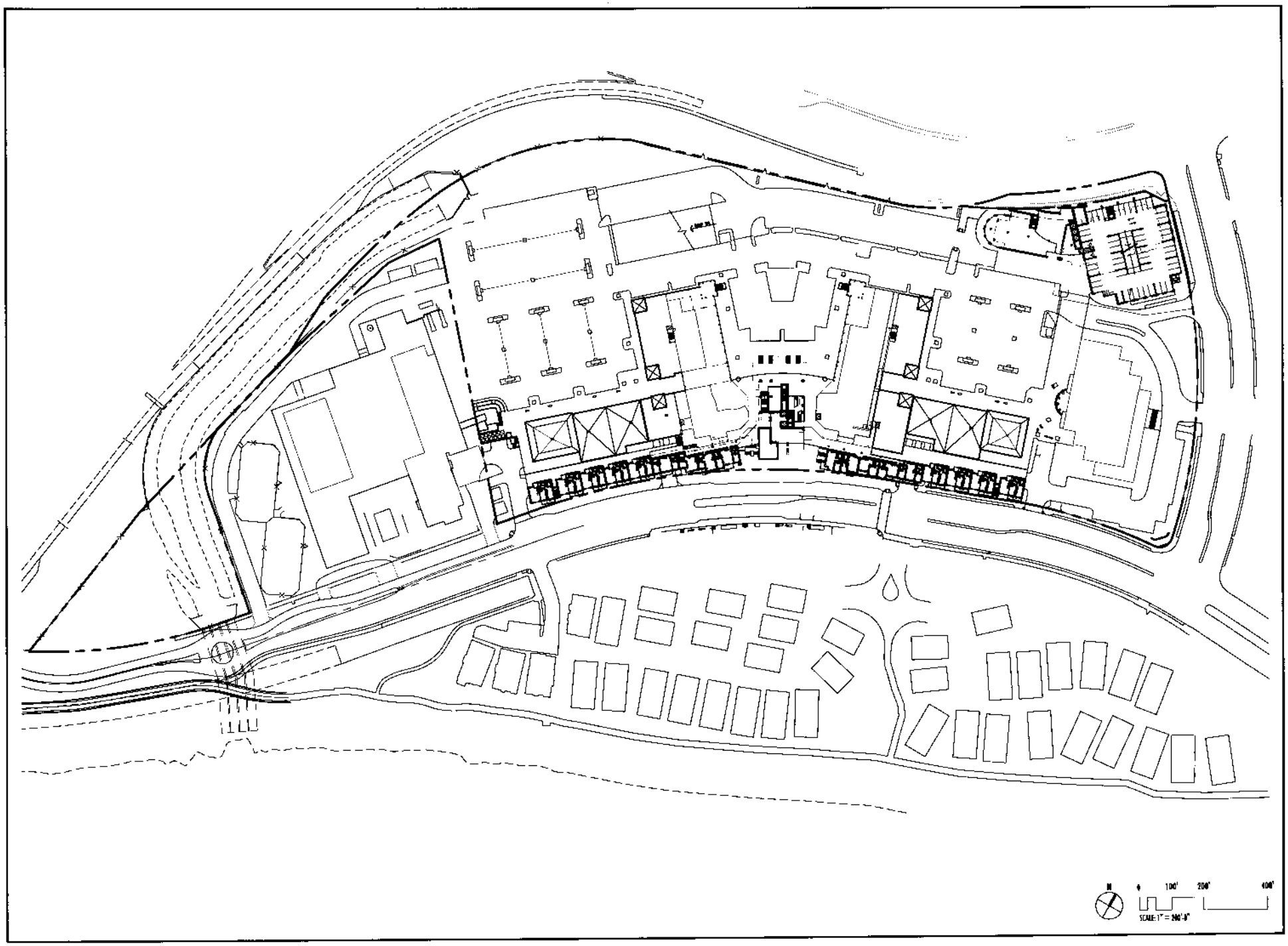
FIGURE
4

ATTACHMENT 1 7



Hazard Center FIGURE 5

ATTACHMENT 17



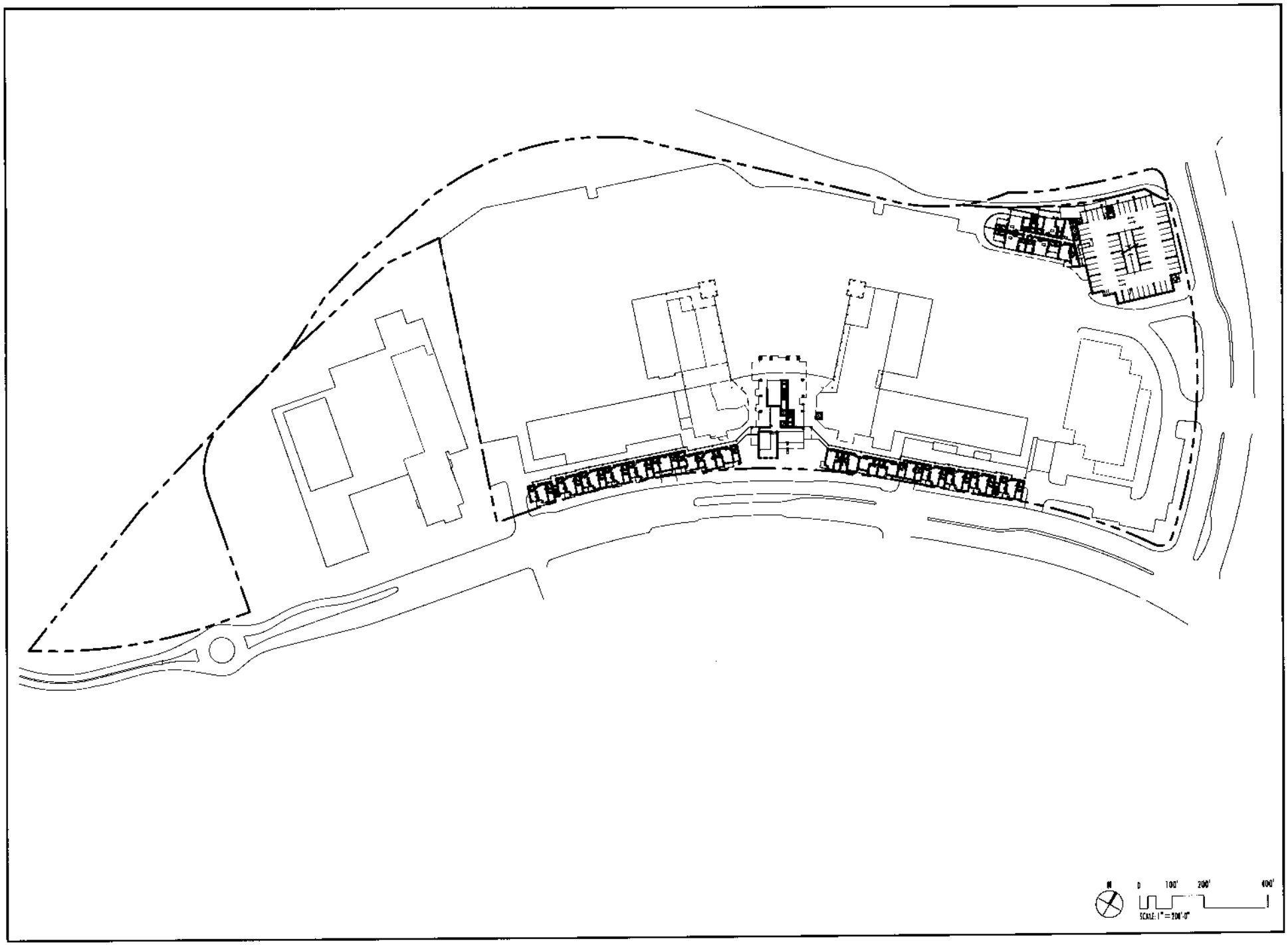
Level 3 Plan

Hazard Center

FIGURE
5

ATTACHMENT 1 7

FIGURE
6
Hazard Center

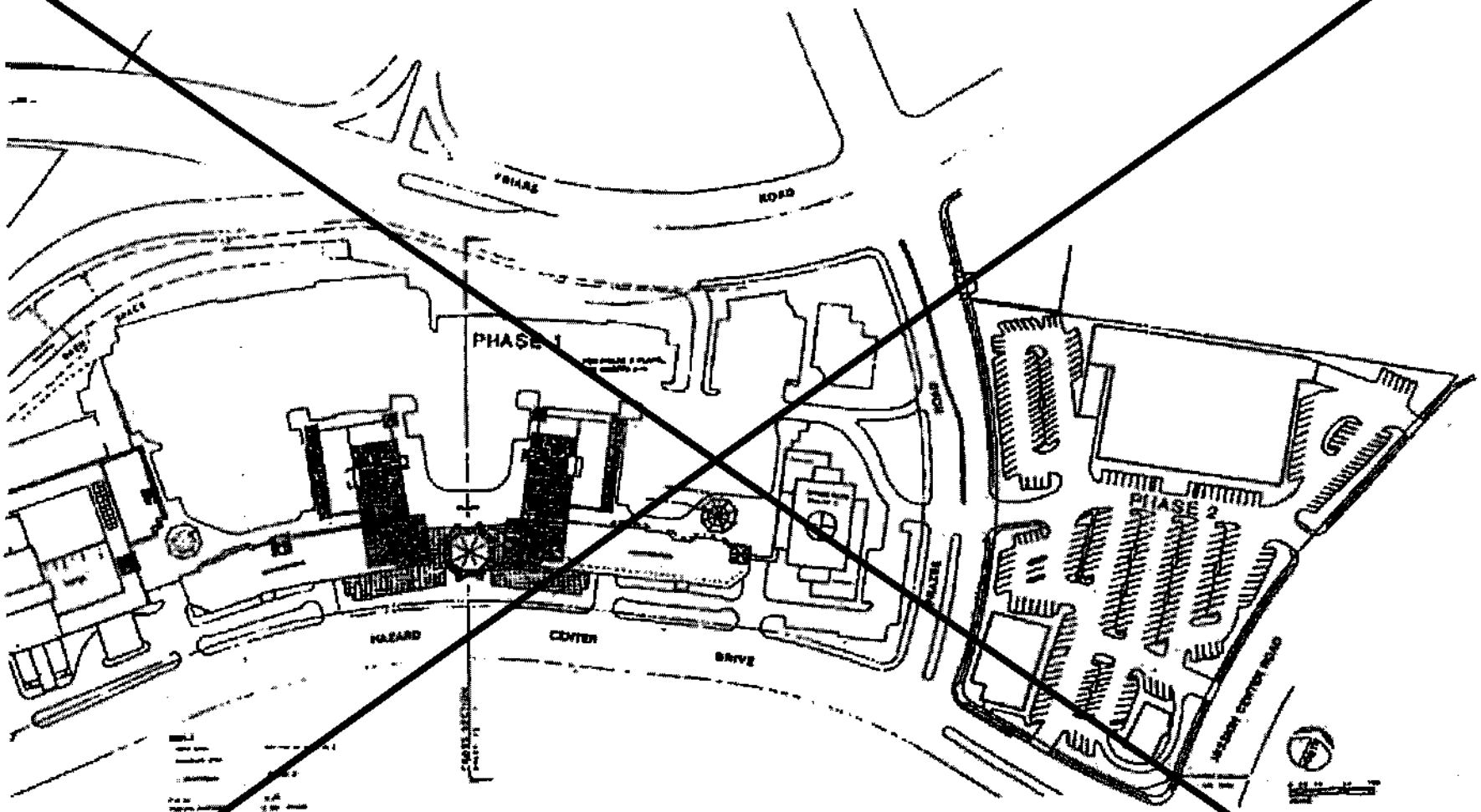


Level 4 Plan

Hazard Center

FIGURE
6

ATTACHMENT 17

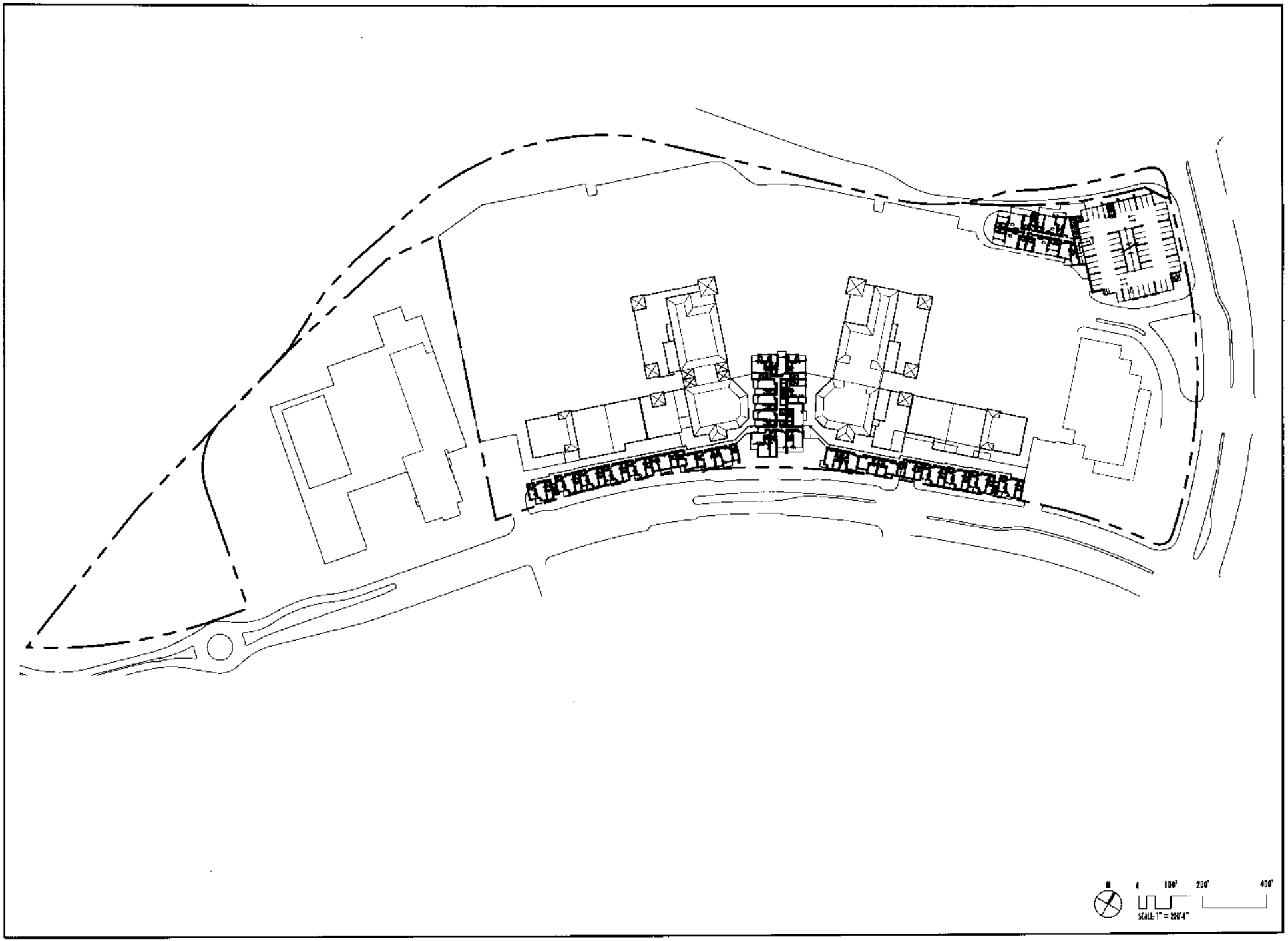


Phase 2 Development Plan

Hazard Center

7
FIGURE

ATTACHMENT 17

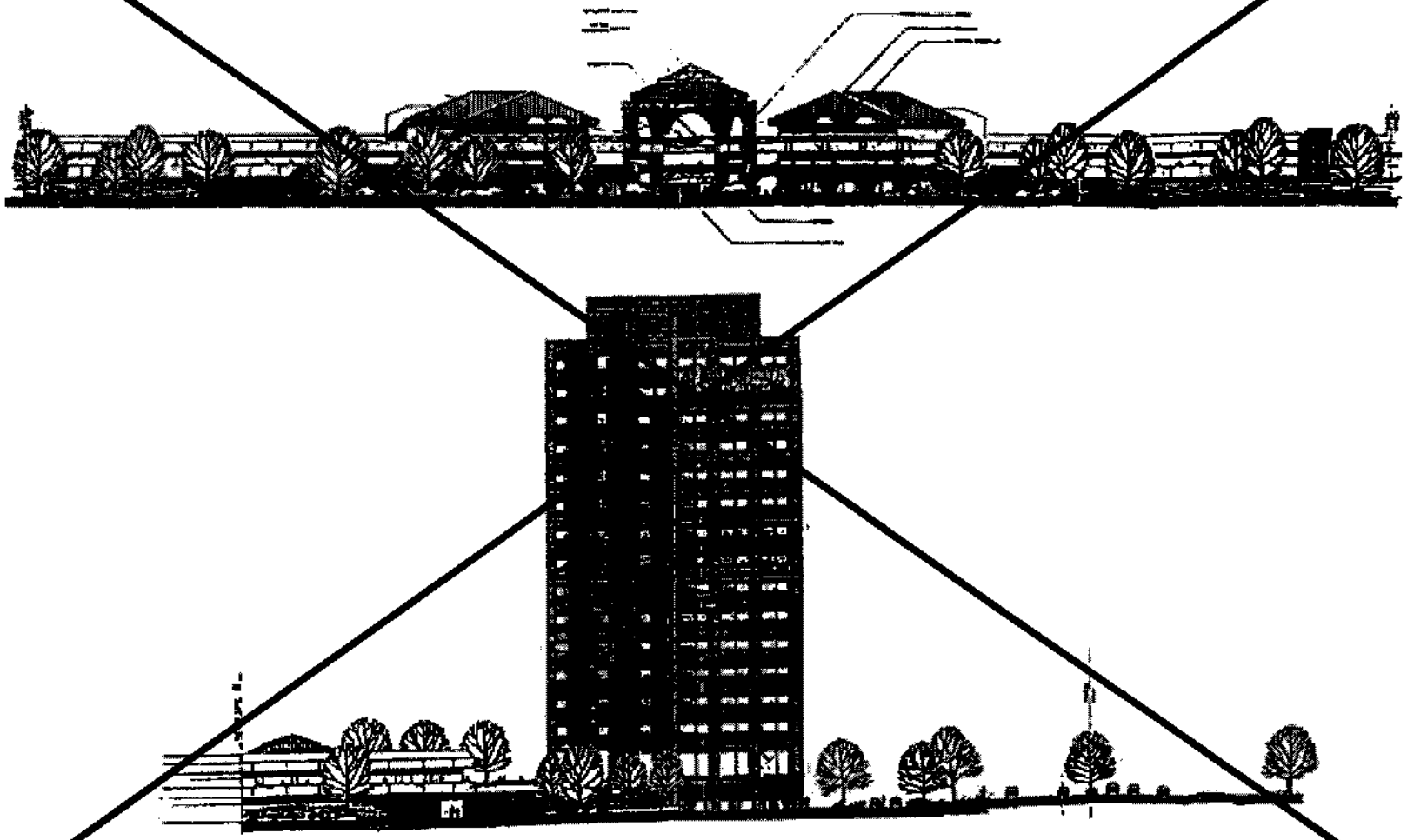


Level 5 Plan

Hazard Center

FIGURE
7

ATTACHMENT 17



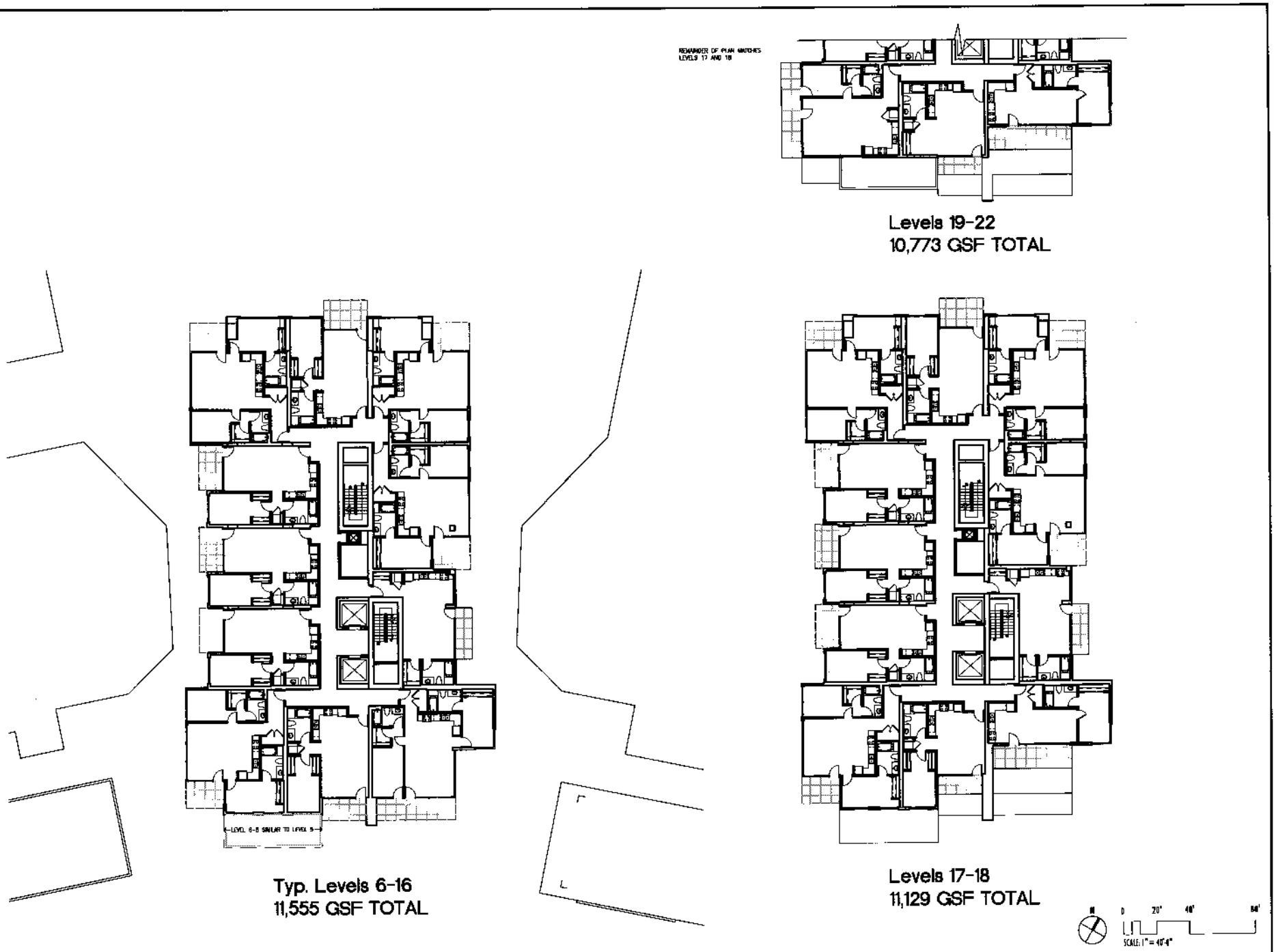
South Elevation

Hazard Center

8

FIGURE

ATTACHMENT 17

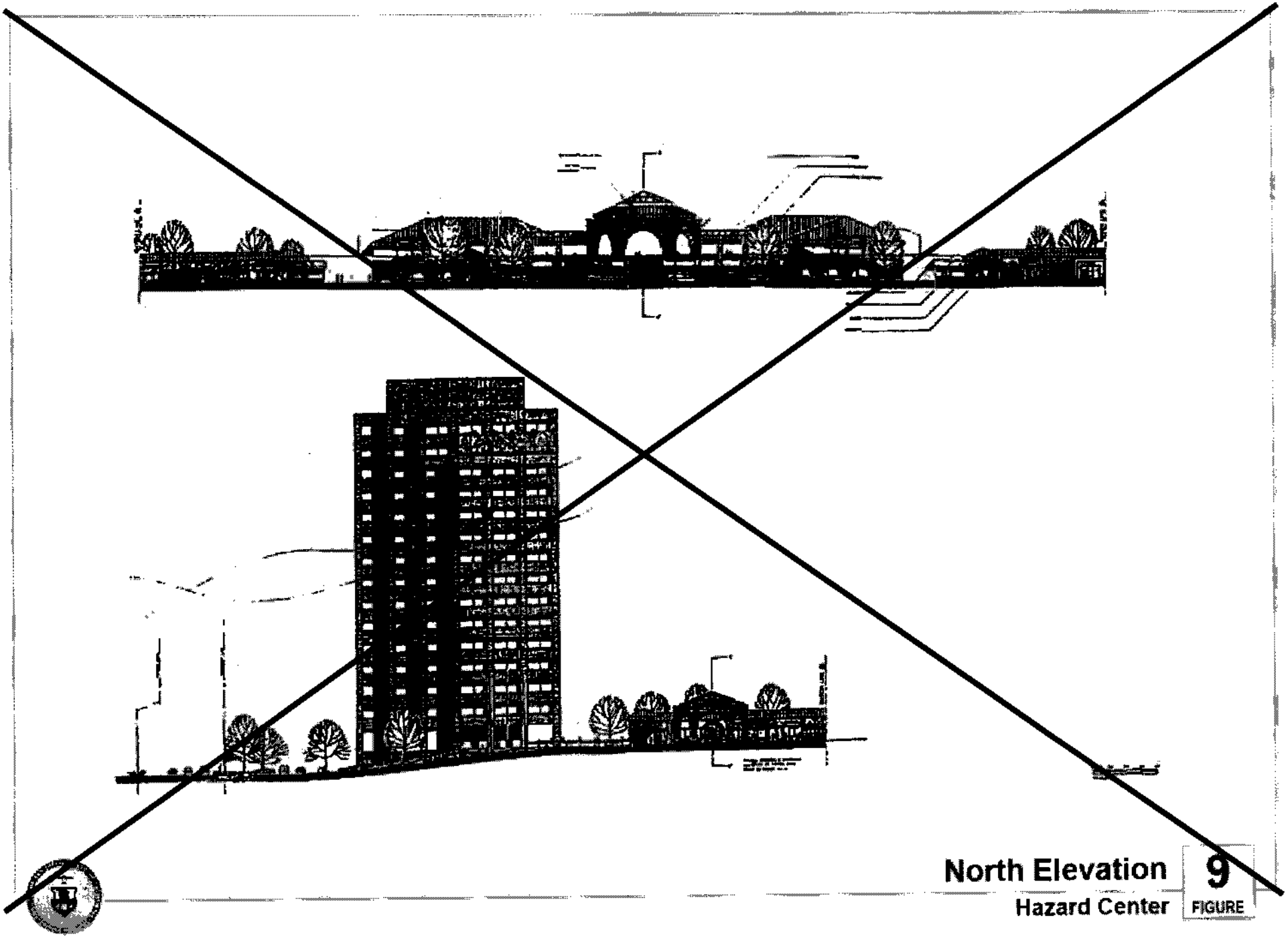


Tower 1 - Floor Plan Levels 6-22

Hazard Center

FIGURE
8

ATTACHMENT 17

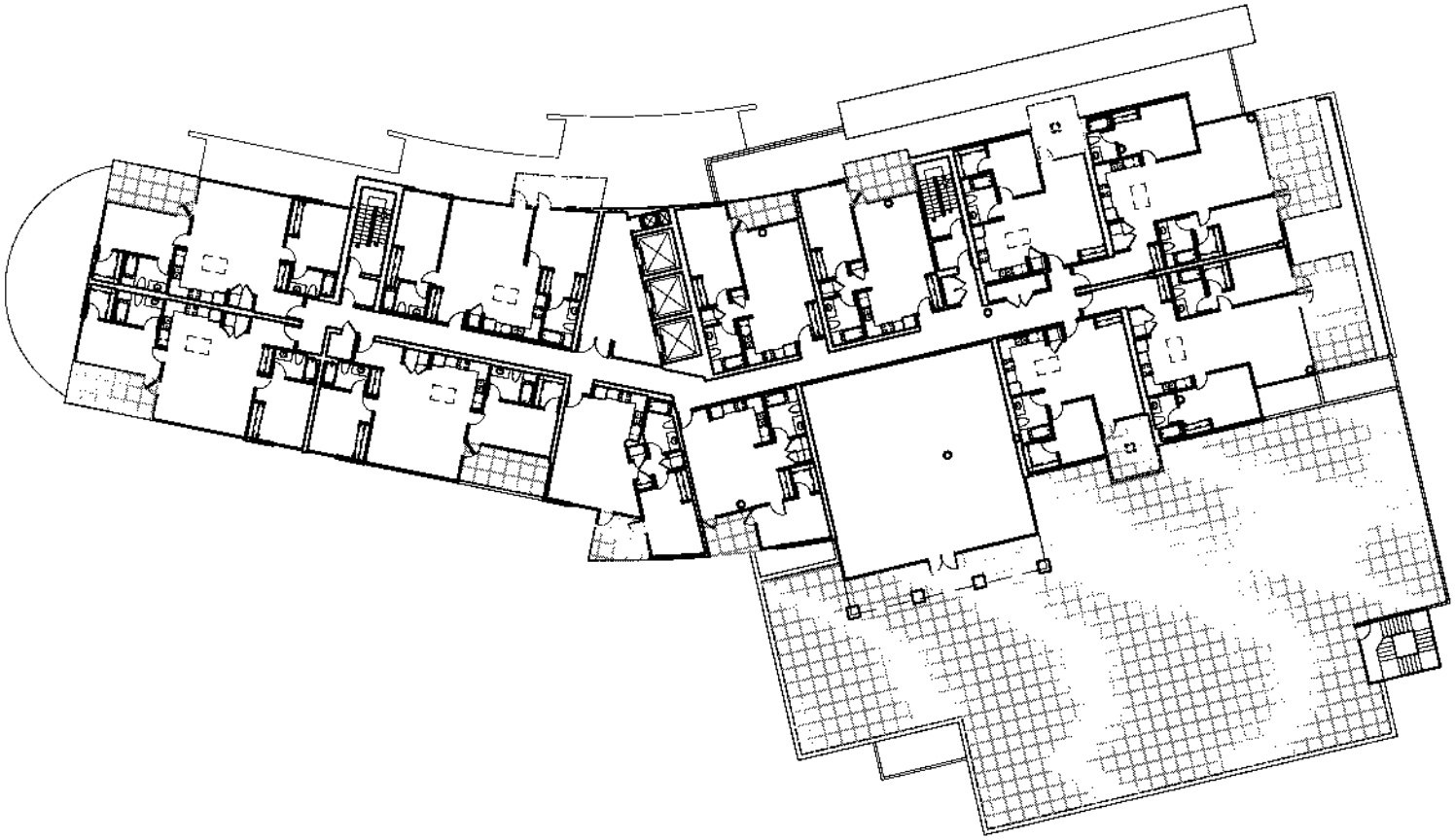


North Elevation

Hazard Center

FIGURE 9

ATTACHMENT 17

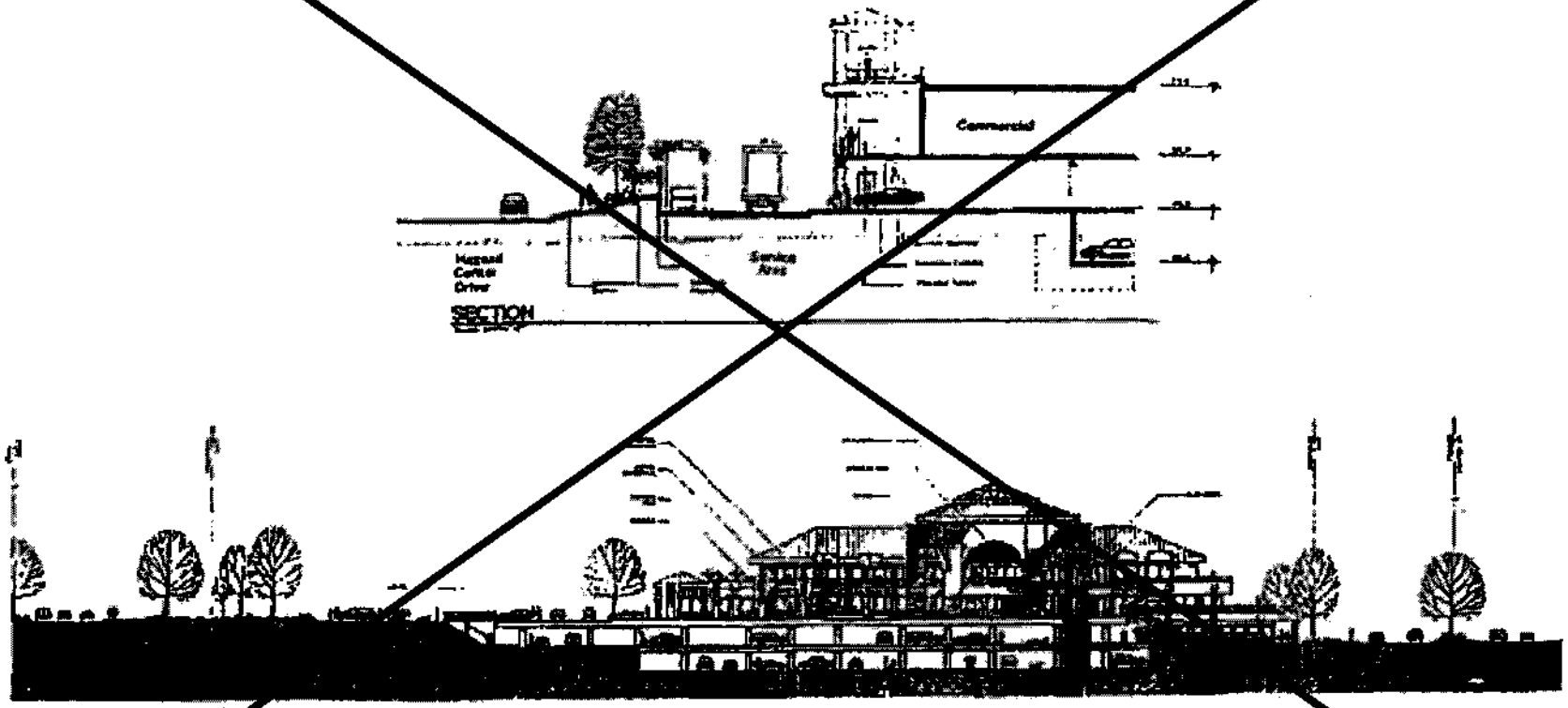


Tower 2 - Floor Plan Level 6

Hazard Center

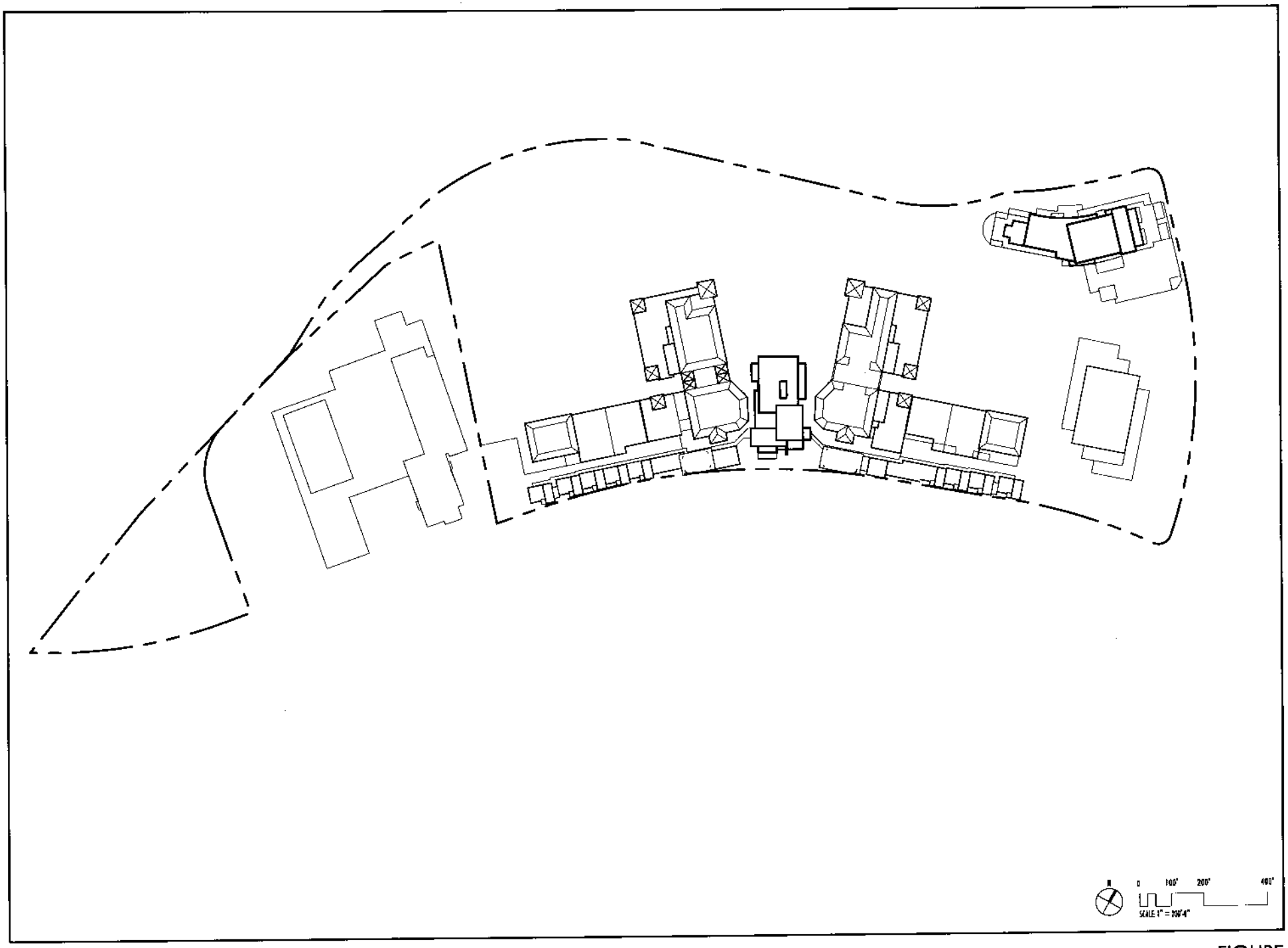
FIGURE
9

ATTACHMENT 17



Cross Section **13**
Hazard Center FIGURE

ATTACHMENT 17

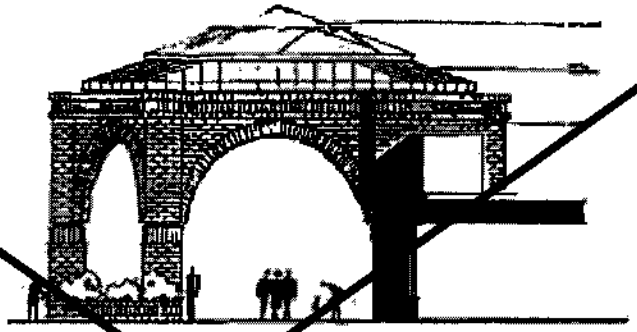


Roof Plan

Hazard Center

FIGURE
13

ATTACHMENT 17



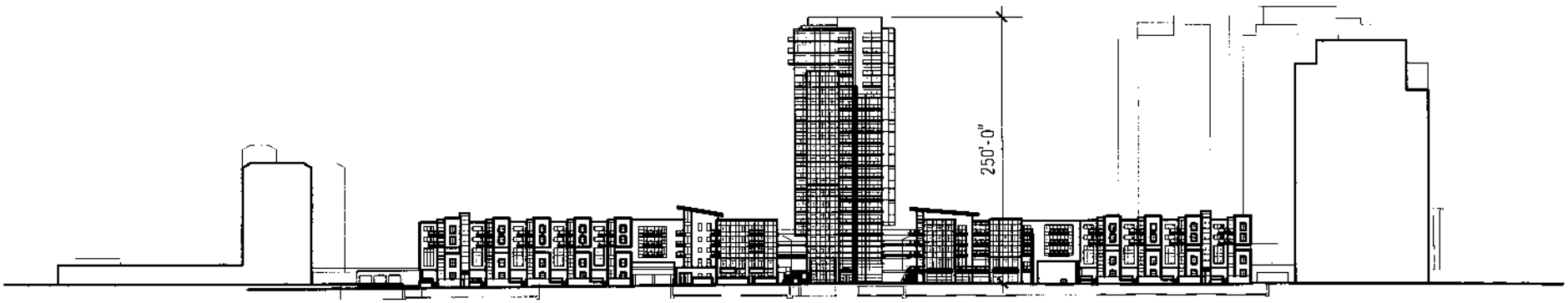
TYPICAL SECTION @ RETAIL MALL Y-Y'

TYPICAL EXTERIOR ELEVATION @ RETAIL MALL

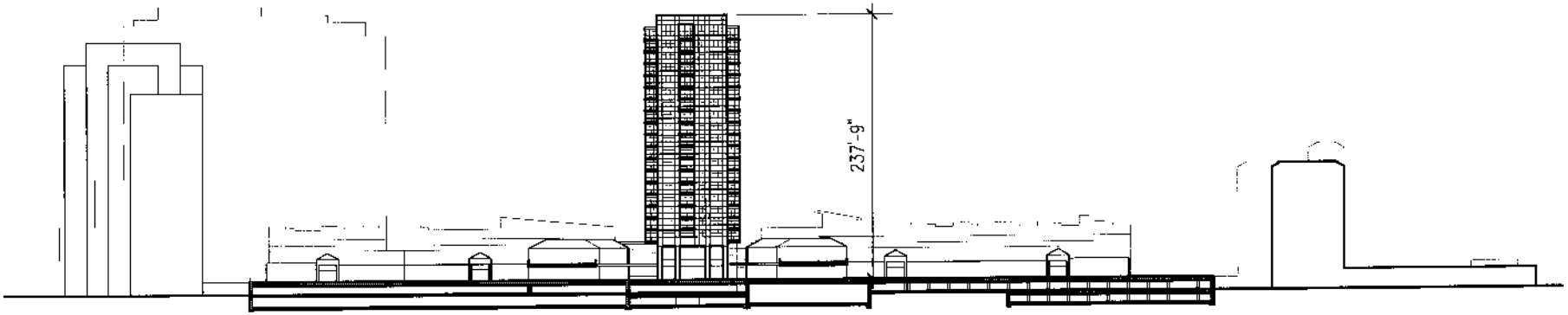
Retail Mall
Hazard Center

14
FIGURE

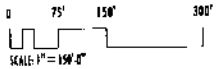
ATTACHMENT 1 7



Tower 1 - South Elevation



Tower 1 - North Elevation

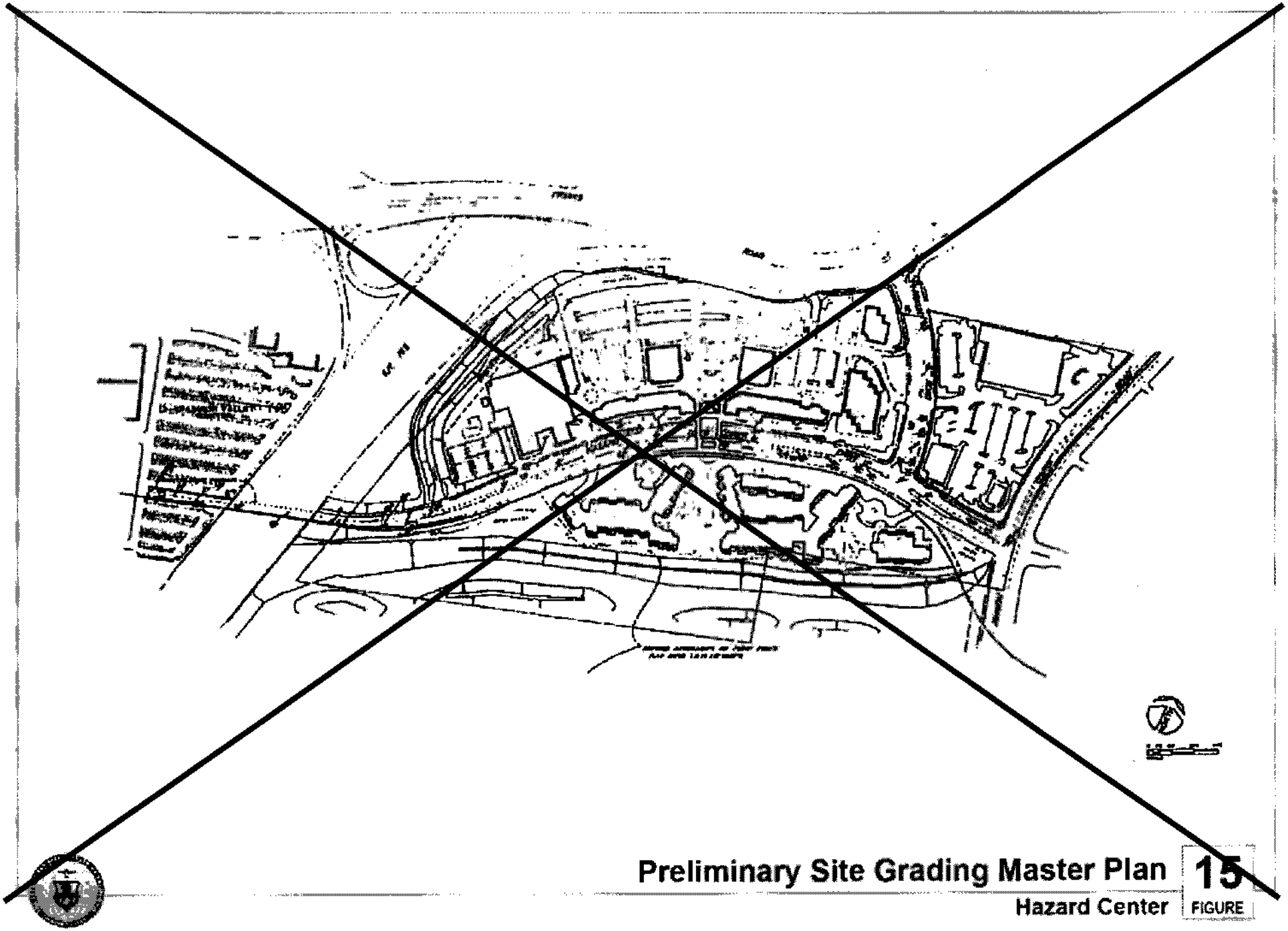


Tower 1 - Exterior Elevations

Hazard Center

FIGURE
14

ATTACHMENT 17

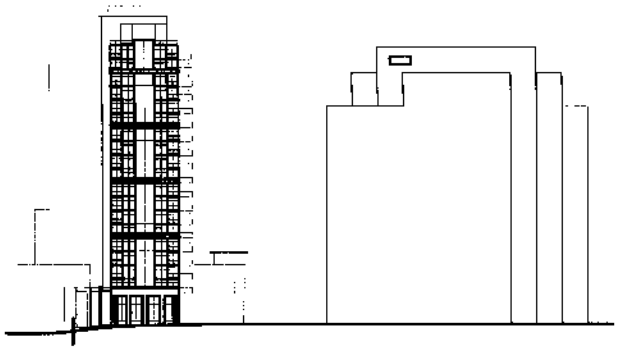


Preliminary Site Grading Master Plan

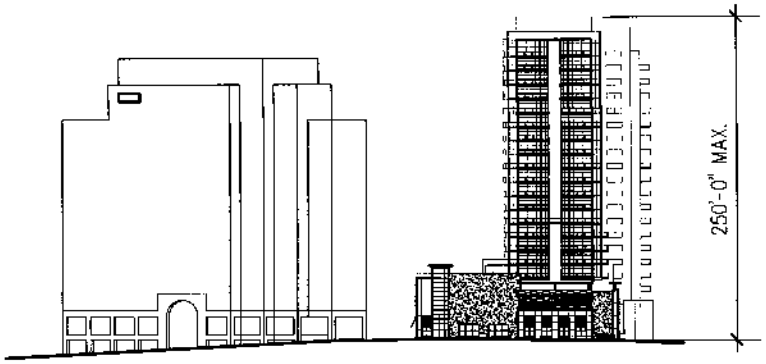
Hazard Center

15
FIGURE

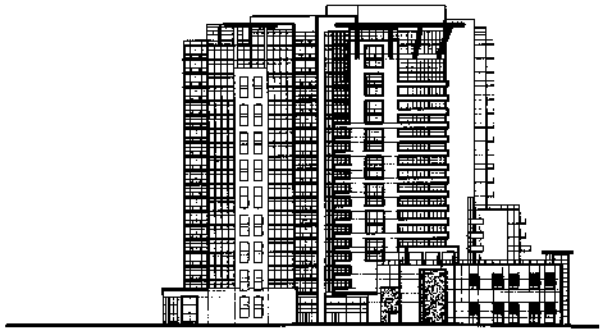
ATTACHMENT 17



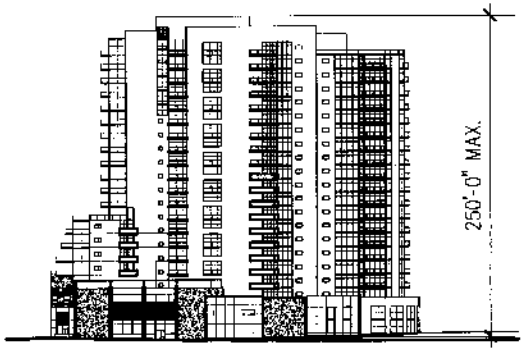
Tower 2 - West Elevation



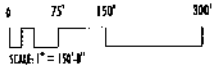
Tower 2 - East Elevation



Tower 2 - South Elevation



Tower 2 - North Elevation

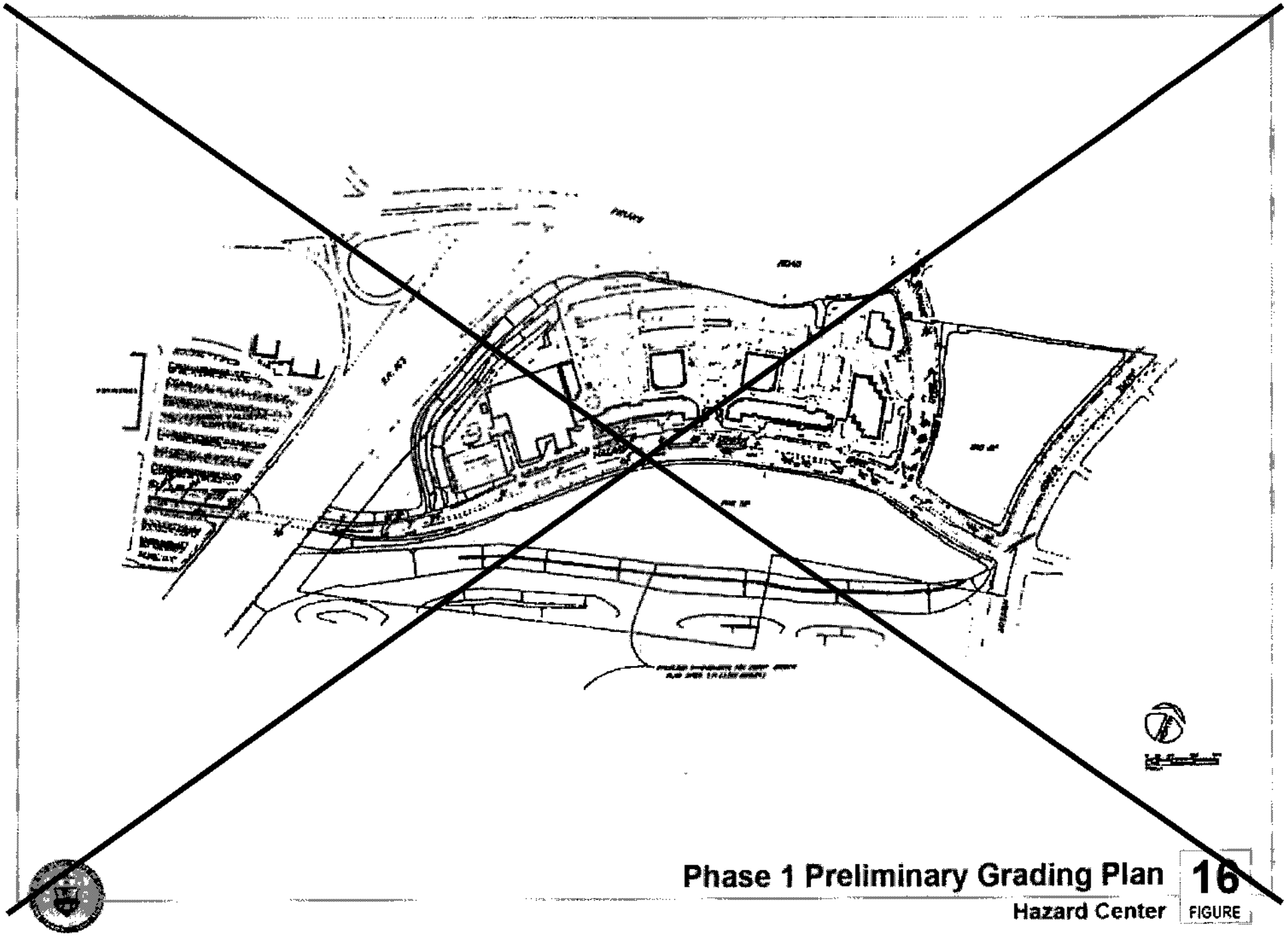


Tower 2 - Exterior Elevations

Hazard Center

FIGURE
15

ATTACHMENT 17

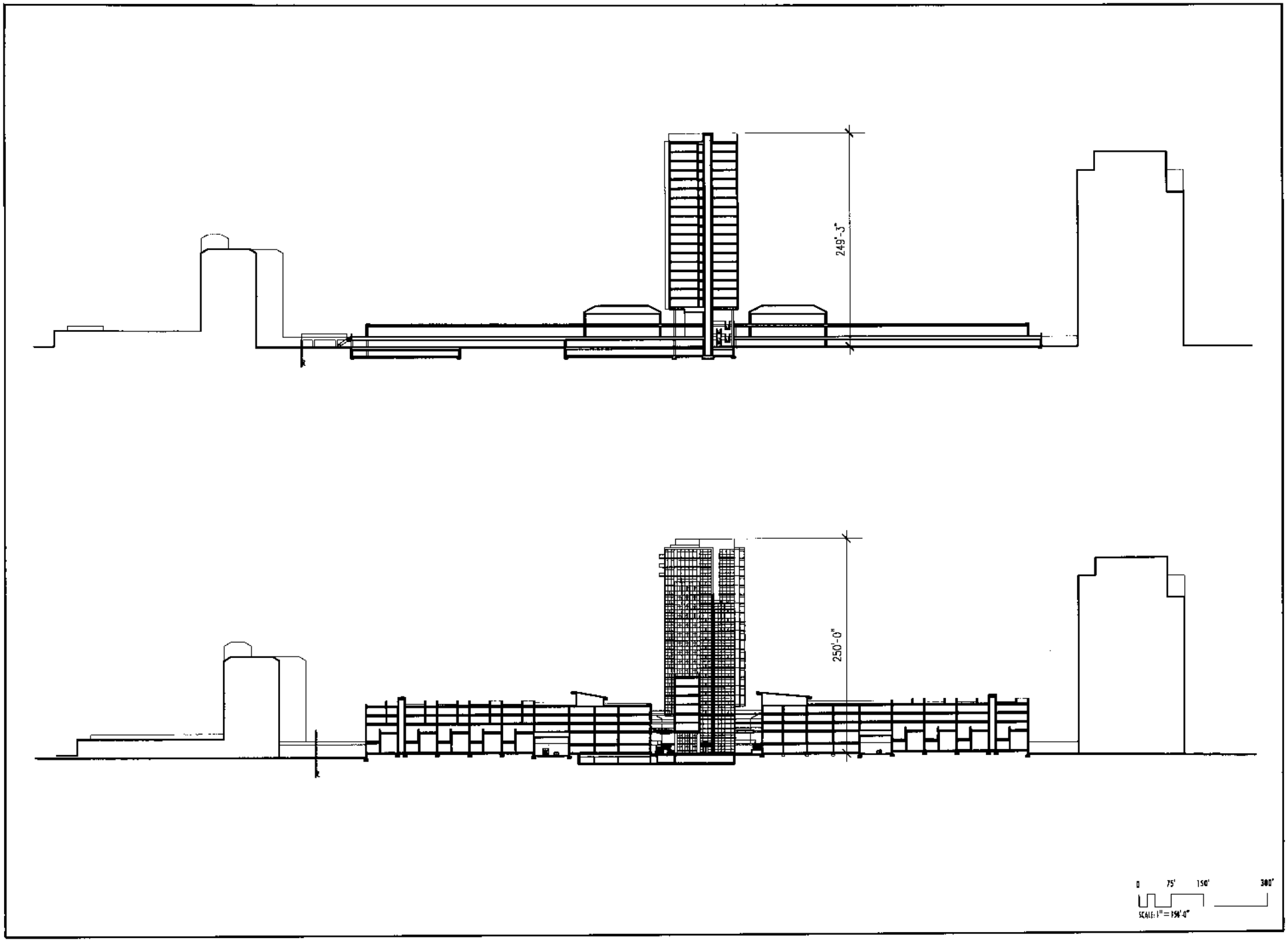


Phase 1 Preliminary Grading Plan

Hazard Center

16
FIGURE

ATTACHMENT 1 7

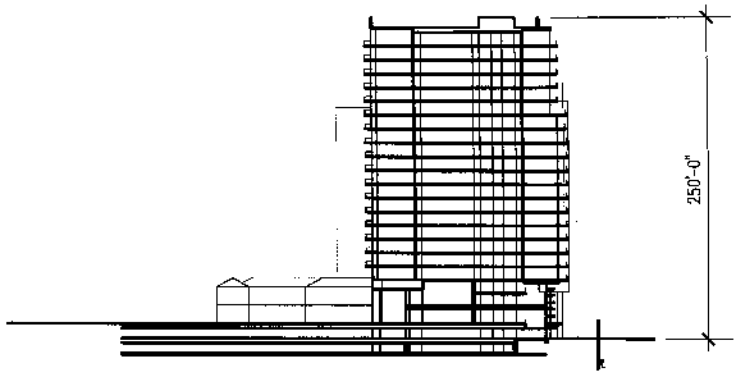


Tower 1 - Site Sections

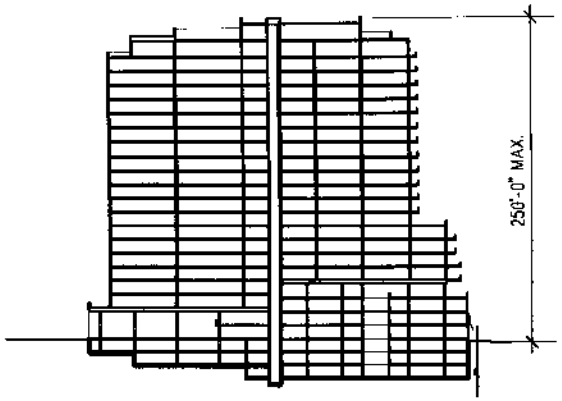
Hazard Center

FIGURE
16

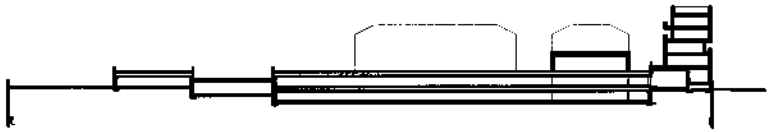
ATTACHMENT 17



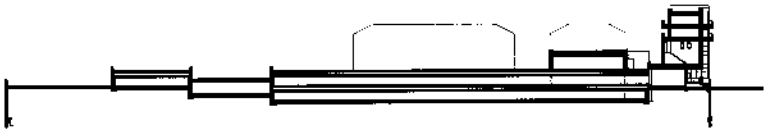
Tower 1 North-South



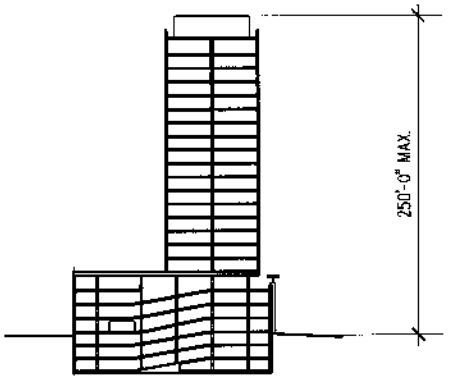
Tower 2 East-West



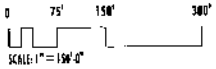
Midrise



Midrise



Tower 2 East-West



Site Sections

Hazard Center

FIGURE
17

ATTACHMENT 17

MINUTES OF THE REGULAR MEETING OF THE MISSION VALLEY PLANNING GROUP

December 2, 2009

MEMBERS PRESENT
Deborah Bossmeyer
Jason Broad
Paul Brown
Nat Cohen
Gina Cord
Robert Doherty
Randall Dolph
Emmett Durnan
Wendy Ghiora
Pat Grant
Lisa Gualco
Hank Hoxie
Linda Kaufman
Doris Payne-Camp
Faye Rose
Karen Ruggels
Marco Sessa
Mark Silverman
Tom Sudberry
Dottie Surdi
John Tessier
Bruce Warren
Jennifer White

MEMBERS ABSENT
Gail Thompson

CITY STAFF
Chet Barfield
Brian Schoenfisch

STAFF

GUESTS
Marla Bell
Rob Hutsel
Kurt Tellefsten
Michelle Honig
Edwin Loomis
Linda Loomis
Julie Corwin
Donna Rudick
Justin Schlaefli
Andrew Schlaefli
Michael McDowell
Andy Schlaefli
Howard Wayne
Louis Carufel

Linda Kaufman called the regular meeting of the Mission Valley Planning Group (MVPG) to order at 12:17 p.m. at the Mission Valley Library located at 2123 Fenton Parkway.

A. **CALL TO ORDER**
Verify Quorum – 23 members were present, a quorum.

B. **PLEDGE OF ALLEGIANCE** – Paul Brown led The Pledge of Allegiance.

C. **INTRODUCTIONS** – Guests and members introduced themselves.

D. **MEMBERSHIP BUSINESS** – Lisa Gualco

Lisa Gualco announced the board member Gail Thompson is in the hospital and needs to resign from the group. There will be a resident position open and Lisa will get the noticing out as soon as Gail's resignation letter has been received and accepted.

E. **PUBLIC INPUT**

Kurt Tellefsten of the San Diego River Stormwater Harvesting Project Q announced that he will bring a presentation before the board about the project, with a target site of Qualcomm Stadium. The project would divert run-off to a holding facility and would also generate power.

F. **TREASURER'S REPORT** – Emmett Durnan

There is a balance of $884.43.

G. **PUBLIC SAFETY REPORTS**

1. Police Department – no report

2. Fire Department – no report

H. **NEW BUSINESS**

I. **CONTINUED ACTION ITEM:**

Lisa Gualco recused.

1. Hazard Center Redevelopment (Action item). Public comment is closed. Motion on the floor, discussion by Board Members.

   Board member discussion.

   Karen Ruggels withdrew her motion from the floor.

   Jason Broad moved that the MVPG not approved the Hazard Center Redevelopment Project. John Tessier seconded. The motion failed 7-13-3 (Broad, Brown, Cohen, Ghiora, Rose, Tessier, White – yea; Bossmeyer, Cord, Doherty, Dolph, Durnan, Grant, Hoxie, Payne-Camp, Ruggels, Sessa, Sudberry, Surdi, Warren – nay) (Kaufman, Silverman – abstention not being present at previous meeting; Gualco – recusal).

   Randy Dolph moved that the Hazard Center Redevelopment Project be approved subject to the condition of the DAB; that the project approvals include a condition to limit building heights to no more than 250 feet; that the TDM measures presented on page 4.4-37 of the Draft EIR be made conditions of the project; that sustainable design features including the use of green roofs), and other measures listed on page 3-35, as well as water and energy efficiency measures listed on pages 3-36 through 3-37, be made conditions of approval; that it be recognized that the traffic study for the project assumes the connection to Phyllis Place – a

connection that this Planning Group has supported in the past; that the developer explore the feasibility of creating a park in the area of current surface parking on the southeast corner of the property with subterranean parking below; and that the in-lieu of fees be allocated to the Multi-Nodal Pathway under SR-163 and the remaining funds be allocated to a CIP used for the design and construction of a park in Mission Valley . Gina Cord seconded. The motion passed 13-7-3 (Bossmeyer, Cord, Doherty, Dolph, Durnan, Ghiora, Hoxie, Payne-Camp, Ruggels, Sessa, Sudberry, Surdi, Warren – yea; Broad, Brown, Cohen, Grant, Rose, Tessier, White – nay) (Kaufman, Silverman – abstention not being present at previous meeting; Gualco – recusal).

J. OLD BUSINESS

Tom Sudberry left at 1:45 p.m.

1. Approval of November 4, 2009 Minutes

Emmett Durnan made a motion to approve the November 4, 2009, minutes. Dottie Surdi seconded. The motion passed 19-0-2 (Kaufman, Silverman - abstention not being present at the meeting).

2. Community Plan Update – Brian Schoenfisch
Stakeholders' committee forms are continuing to be accepted. Budget hearings are currently going on at City Hall until next Monday.

3. Subcommittee Reports:

   a. Design Advisory Board – Bruce Warren – no report.

   b. Stakeholders Committee – Jason Broad – report deferred to January 6, 2010 meeting.

   c. Transportation and Zoning– Pat Grant/Karen Ruggels – no report.

   d. Stadium Committee – Randall Dolph – A November 17 new report stated that a downtown site east of Petco Park has been determined for a stadium study. Dean Spanos and Mayor Sanders have met and a consultant has been hired to complete the study. The stadium could be built for less than $800 million due to the site's proximity or parking, freeway access, and transit. Funding for the stadium could come from Spanos ($200 million) and the NFL ($100 million), with most of the remainder covered from new office, retail, and condo development. The study will take 120 days to complete.

   e. Project Area Committee – Dottie Surdi – At today's meeting, the PAC approved funding for workforce housing projects, the Point Loma town homes, an airport study, and left some money behind for City on their projects.

f. Mission Valley Community Council – Lynn Mulholland – no report.

g. San Diego River Coalition – Nat Cohen – The work plans for 2010 were presented at the last meeting. The Coalition is moving forward on a number of projects, limited by funding. The Coalition continues to seek input for land acquisition along the river and is soliciting donations to make up the $35,000 budget deficit.

g. Community Planning Chairs Meeting – Linda Kaufman – Doris Payne-Camp attended. There was a discussion about the MVPG recommendation for the changes to the Community Plan Update Manual and a request that the MVPG attend the meetings.

h. Parks Subcommittee – Jason Broad – no report.

i. Hazard Center Redevelopment – Wendy Ghiora – no report.

j. Westfield Redevelopment – Bruce Warren – no report.

4. Miscellaneous Mail – no miscellaneous mail

J. **GOVERNMENTAL STAFF REPORTS**

1. City Council Office – Chet Barfield – Friends of the Mission Valley Preserve has a new board chair. There will be a river clean up on December 19.

2. Senate Member's Office – Deanna Spehn – no report.

K. **ADJOURNMENT** – There being no further business to be brought before the Committee, the meeting was adjourned at 1:56 p.m. The next meeting will be Wednesday, January 6 at 12:00 p.m. at the Mission Valley Library, Community Room.

_____

Dottie Surdi
Secretary

Mission Valley Planning Group Action – December 2, 2009 **ATTACHMENT 19**

On December 2, 2009 the Mission Valley Planning Group voted 13-7-3 to recommend approval of the Hazard Center Redevelopment Project with the following 9 conditions. Follow each condition **in bold** is further information on how each condition was addressed.

1. That project approvals include a condition to limit building heights to no more than 250 feet. **Project building heights do not exceed 250 Feet.**

2. That the in-lieu of fees (ad hoc fee in lieu of the Park portion of the DIF fee) be allocated to the Multi-Modal Pathway under SF-163 (San Diego River Path Project) and any remaining funds be allocated to a CIP used for the design and construction of a park in Mission Valley. **The required Park Fees will be directed to park projects in Mission Valley. Staff will forward this request to the decision makers.**

3. That the TDM measures presented on page 4.4-37 of the Draft EIR be made conditions of the project. **A condition has been added to the draft permit which addresses TDM measures and reads, "Prior to the issuance of any building permits, the Owner/Permittee shall develop a comprehensive Transportation Demand Management Plan that includes information kiosks in central locations, bike lockers, priority parking spaces for carpools, designated carpool spaces for office uses, and subsidized transit passes . . . ."**

4. That sustainable design features (including use of green roofs), and other measures listed on page 3-35, as well as water and energy efficiency measures listed on pages 3-36 – 3-37, be made conditions of approval. **These features have been added to the project design through the addition of a "sustainable features," plan sheet, Sheet CS-3.**

5. That any changes to the project processed as Substantial Conformance Review be brought back to the Mission Valley Planning Group for review. **Under the current Substantial Conformance Review (SCR) policy, SCRs submittals are sent to community groups for their information.**

6. And that it be recognized that the traffic study for the project assumes the connection to Phyllis Place – a connection that this Planning Group has supported in the past. **Acknowledged.**

7. That the developer explores the feasibility of creating a park in the area of current surface parking on the southeast corner of the property with subterranean parking below. **The developer will explore the feasibility of creating a park in the specified area during design development of the project site.**

ATTACHMENT 2 0

City of San Diego
Development Services
1222 First Ave., MS-302
San Diego, CA 92101
(619) 446-5000

THE CITY OF SAN DIEGO

Ownership Disclosure Statement

Approval Type: Check appropriate box for type of approval (s) requested: ☐ Neighborhood Use Permit ☐ Coastal Development Permit ☐ Neighborhood Development Permit ☒ Site Development Permit ☒ Planned Development Permit ☐ Conditional Use Permit ☐ Variance ☐ Tentative Map ☒ Vesting Tentative Map ☐ Map Waiver ☒ Land Use Plan Amendment • ☐ Other _____

Project Title

Hazard Center Redevelopment

Project No. *For City Use Only* 146803

Project Address:

7510-7610 Hazard Center Drive, 7676 Hazard Center Drive, and 1370 Frazee Road, San Diego, CA 92108

Part I - To be completed when property is held by individual(s)

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter, as identified above, will be filed with the City of San Diego on the subject property, with the intent to record an encumbrance against the property. Please list below the owner(s) and tenant(s) (if applicable) of the above referenced property. The list must include the names and addresses of all persons who have an interest in the property, 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). A signature is required of at least one of the property owners. Attach additional pages if needed. A signature from the Assistant Executive Director of the San Diego Redevelopment Agency shall be required for all project parcels for which a Disposition and Development Agreement (DDA) has been approved / executed by the City Council. Note: The applicant is responsible for notifying the Project Manager 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 Manager at least thirty days prior to any public hearing on the subject property. 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):

☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency

Street Address:

City/State/Zip:

Phone No: Fax No:

Signature : Date:

Name of Individual (type or print):

☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency

Street Address:

City/State/Zip:

Phone No: Fax No:

Signature : Date:

Name of Individual (type or print):

☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency

Street Address:

City/State/Zip:

Phone No: Fax No:

Signature : Date:

Name of Individual (type or print):

☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency

Street Address:

City/State/Zip:

Phone No: Fax No:

Signature : Date:

Project Title:
Hazard Center Redevelopment

Project No. *(For City Use Only)*

Part II - To be completed when property is held by a corporation or partnership

Legal Status (please check):

☐ Corporation ☒ Limited Liability -or- ☐ General) What State? DE Corporate Identification No. _____
☐ Partnership

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter, as identified above, will be filed with the City of San Diego on the subject property with the intent to record an encumbrance against the property. Please list below the names, titles and addresses of all persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants who will benefit from the permit, all corporate officers, and all partners in a partnership who own the property). A signature is required of at least one of the corporate officers or partners who own the property. Attach additional pages if needed. **Note:** The applicant is responsible for notifying the Project Manager 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 Manager at least thirty days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process. **Additional pages attached** ☐ Yes ☒ No

Corporate/Partnership Name (type or print):
7510 Hazard, LLC, a Delaware limited liability company
☒ Owner ☐ Tenant/Lessee
Street Address:
801 Grand Avenue
City/State/Zip:
Des Moines, IA 50392-1370
Phone No: (515)362-0532 Fax No: (866) 850-4022
Name of Corporate Officer/Partner (type or print):
Troy Koerselman, Investment Director - Asset Mgmt
Title (type or print):
By: PRINCIPAL REAL ESTATE INVESTORS, LLC, a Delaware limited liability company, its authorized signatory;
Signature: Date: 12-7-06

Corporate/Partnership Name (type or print):
☐ Owner ☐ Tenant/Lessee
Street Address:
City/State/Zip:
Phone No: Fax No:
Name of Corporate Officer/Partner (type or print):
Title (type or print):
Signature: Date:

Corporate/Partnership Name (type or print):
☐ Owner ☐ Tenant/Lessee
Street Address:
City/State/Zip:
Phone No: Fax No:
Name of Corporate Officer/Partner (type or print):
Title (type or print):
Signature: Date:

Corporate/Partnership Name (type or print):
☐ Owner ☐ Tenant/Lessee
Street Address:
City/State/Zip:
Phone No: Fax No:
Name of Corporate Officer/Partner (type or print):
Title (type or print):
Signature: Date:

Corporate/Partnership Name (type or print):
☐ Owner ☐ Tenant/Lessee
Street Address:
City/State/Zip:
Phone No: Fax No:
Name of Corporate Officer/Partner (type or print):
Title (type or print):
Signature: Date:

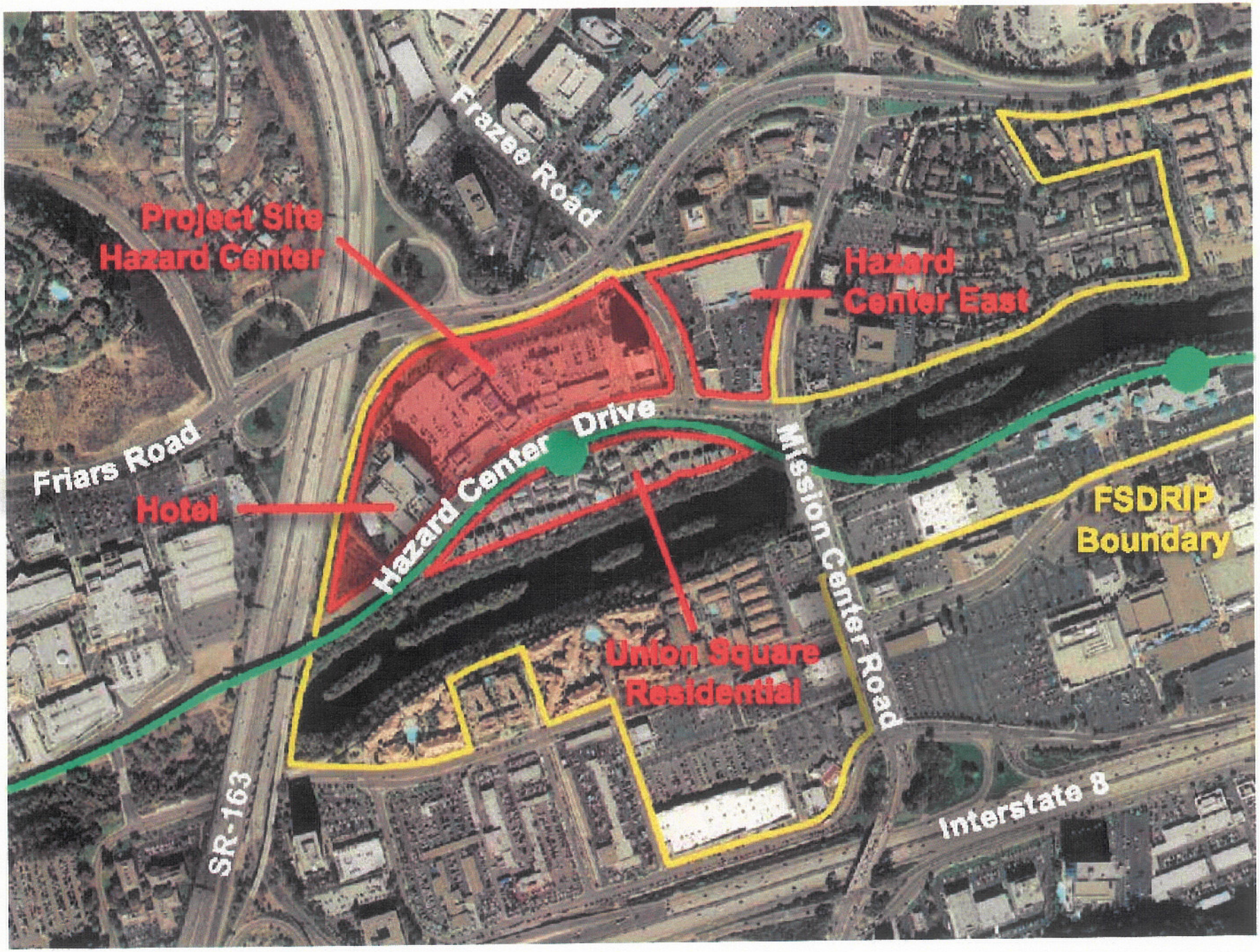
Corporate/Partnership Name (type or print):
☐ Owner ☐ Tenant/Lessee
Street Address:
City/State/Zip:
Phone No: Fax No:
Name of Corporate Officer/Partner (type or print):
Title (type or print):
Signature: Date:

ATTACHMENT 21

Project Chronology

Hazard Center Redevelopment Project – Project No. 146803

Date	Action	Description	City Review Time	Applicant Response
5/1/08	**First Submittal**	**Project Deemed Complete After Mandatory Initial Review**		
5/30/08	Initial Review Assessment Letter	Issued to Applicant	20 Business Days	
11/20/08	Second Submittal	Submitted by Applicant		121 Business Days
12/19/08	Second Review Assessment Letter	Issued to Applicant	20 Business Days	
5/29/09	Third Submittal	Submitted by Applicant		102 Business Days
6/23/09	Third Review Assessment Letter	Issued to Applicant	17 Business Days	
11/12/09	Fourth Submittal	Submitted by Applicant		97 Business Days
12/3/09	Fourth Review Assessment Letter	Issued to Applicant	13 Business Days	
1/14/10	Fifth Submittal	Submitted by Applicant		24 Business Days
1/22/10	Fifth Review Assessment Letter	Issued to Applicant	4 Business Days	
3/3/09		Applicant Works to Resolve Issues		27 Business Days
3/3/10	Applicant Supplies Required Documents			1 Business Day
3/4/10		Staff Completes Hearing Documents	1 Business Day	
3/25/10	**PC Hearing**	First Available Hearing		
Total Staff Time in Business Days			**75 Days**	
Total Applicant Time				**372 Days**
Total Project Running Time		**Deemed Complete to PC Hearing**		**1 Year, 10 Months, 27 Days**



FSDRIP Specific Plan - Hazard Center District

ATTACHMENT 22

ATTACHMENT 2 3

JOHN M. KAHENY
ASSISTANT CITY ATTORNEY
CURTIS M. FITZPATRICK
ASSISTANT CITY ATTORNEY
(SPECIAL PROJECTS)
JANIS SAMMARTINO
STUART H. SWETT
SENIOR CHIEF DEPUTY CITY ATTORNEYS
TED BROMFIELD
KENNETH K. SO
HAROLD O. VALDERHAUG
CHIEF DEPUTY CITY ATTORNEYS

OFFICE OF
THE CITY ATTORNEY
CITY OF SAN DIEGO
John W. Witt
CITY ATTORNEY

CITY ADMINISTRATION BUILDING
202 "C" STREET
SAN DIEGO, CALIFORNIA 92101-3865
TELEPHONE (619) 236-6220
FAX (619) 236-7215

RECEIVED
MAY 20 1993
McDONALD, HECHT & SOLBERG

May 18, 1993

Paul E. Robinson, Esq.
McDonald, Hecht & Solberg
600 West Broadway, Eighth Floor
San Diego, CA 92101

Dear Paul:

City of San Diego/R.E. Hazard Contracting Co.
Reservation for Pedestrian Bridge Agreement

Based on our telephone conversation and review of your letter of May 12, 1993, with its enclosures, it is my opinion that your client has fulfilled its obligations under the agreement. I do not believe that your client can be said to have failed in any respect because the City did not execute the agreement provided to it by your client. I assume the agreement submitted conformed to the requirements of the Special Permit.

I understand, based on your statements, that the construction of the pedestrian bridge is not possible because the City has approved development on the land which was to be the northerly terminus of the bridge. Under these circumstances, the issue concerning the bridge does not appear to represent a matter that should interfere with your efforts to cause the improvement security to be released by the City.

Sincerely yours,

JOHN W. WITT, City Attorney

By Fred
Frederick C. Conrad
Chief Deputy City Attorney, Ret.

FCC:lc:224x600

583419.01/SD
W9701-027

May 27, 2008

Paige George
Fehlman LaBarre
510 Market Street, 2nd Floor
San Diego, CA 92101

Re: Hazard Center Development Proposal
(City of San Diego Development Code 146803)

Dear Paige George,

Thank you for meeting with us a couple weeks ago. You provided much background that we were not familiar with. MTS understands that the purpose of our meeting was for the development team to seek feedback from MTS on topics of concern identified by SANDAG and the city's Planning Commission.

Information requested of MTS spoke to Trolley level of service, positioning of crosswalk across Hazard Center Drive and bus stop locations. Below are initial responses to the proposal.

Trolley Level of Service

Currently, light-rail service at the Hazard Center Trolley Station is provided by Green Line service operating between the Old Town Transit Center and Santee. Service is provided seven days a week at 15 minutes intervals in each direction. Trains operate at 30-minute intervals during late night times and during weekend mornings.

Two-car trains are typically used to operate Green Line service. Individual cars have a seated capacity of 64 and are fully occupied with 100 – 120 total passengers. The Green Line has 20,000 to 25,000 boardings on a typical weekday. Longer 3 or 4 car trains are operated to provide higher capacity when events are planned at Qualcomm Stadium to accommodate greater loads. It is not unusual for daily ridership to exceed 40,000 and has in the past surpassed 63,000 in a single day.

Special event service is also provided to augment regularly scheduled service for events at Qualcomm Stadium, Petco Park or the Downtown Convention Center. During these times trains operate at closer intervals. For the most part, special event service operates only on the margins of the time periods of scheduled events.

The Green Line has stable and consistent ridership during a typical day. At the Hazard Center Trolley Station rider load conditions are not strained for trains approaching or departing the station. Some peak period trips experience rider load conditions surpassing seating capacity; however, do not approach total car or train capacities, which include standing room.

The proposed development includes 471 dwelling units and anticipates approximately 6 ADT's per unit. Using this assumption it is anticipated that no more than 20-70 peak hour 'trip ends' would occur at the Hazard Center Trolley Station. And, no more than 20 new riders would be expected using the same direction of travel, or 5 per train, based on the current level of service. If these assumptions are correct it is not anticipated that proposed Hazard Center development would over-burden the level of service currently provided by the Green Line.

When taken in with other projects in the region and Mission Valley, current and future, it is anticipated that additional service capacity on the Green line will eventually need to be provided. This will require additional light-rail vehicles. However, the Regional Transportation Plan and local jurisdictions identify appropriate funding mechanisms to fund this activity commencing July 1, 2008.

Mid-Block Crosswalk

An artist rendering associated with the development exhibited a mid-block crossing across Hazard Center Drive. Currently there is no sidewalk along the south side of Hazard Center Drive and the mid-block crossing is oriented directly onto/into the Trolley station. MTS does not support a crosswalk in this location as it appears would create an unnecessary hazardous condition for pedestrians and likely poses liability concerns to MTS.

Bus Stop Locations

The sighting of bus stops in the vicinity will largely be predicated on changes in roadway configuration and anticipated traffic patterns due to anticipated development in the area, such as Quarry Falls, and possible reconfiguration of the SR 163/Friars Road interchange. Changes may occur at the Friars Road and Frazee Road intersection and possibly with a westward extension of Hazard Center Drive toward the Fashion Valley Mall.

MTS supports efforts to extend Hazard Center Drive to provide connectivity to the Fashion Valley Transit Center and as a mean to avoid current and anticipated traffic delays along Friars Road. To this end, any extension should accommodate bus access.

MTS anticipates coordination with Caltrans and the city for possible bus stop location changes along Friars Road. Additionally, appropriate bus stop infrastructure, including bus pad and sidewalk width (per Designing for Transit Manual) should be provided for future potential bus stop locations on Frazee Road and Hazard Center Drive. MTS is available to work with project designers and the city to identify exact locations as development plans near completion.

Special Event Parking

MTS participates with Hazard Center to provide parking for persons destined to special events at Qualcomm Stadium. As a result, the Hazard Center Trolley Station experiences substantial rider activity during these events and the Hazard Center experiences increased retail business activity. Because of the positive response for both parties, MTS wishes to maintain the relationship with Hazard Center.

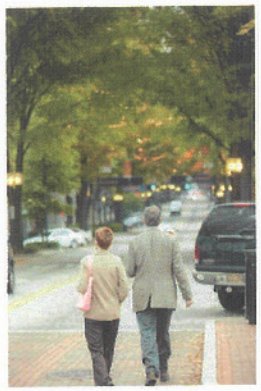
Again, thank you for contacting MTS to seek feedback concerning design considerations of your project. MTS supports transit oriented development near transit stations and is available to meet again in the future to discuss the Hazard Center development proposal.

Sincerely,

Brandon Farley
Senior Transportation Planner

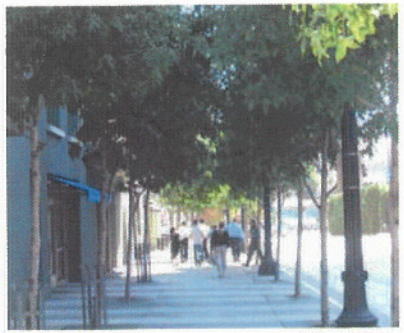
Cc: City of San Diego Development Services Department

ATTACHMENT 25

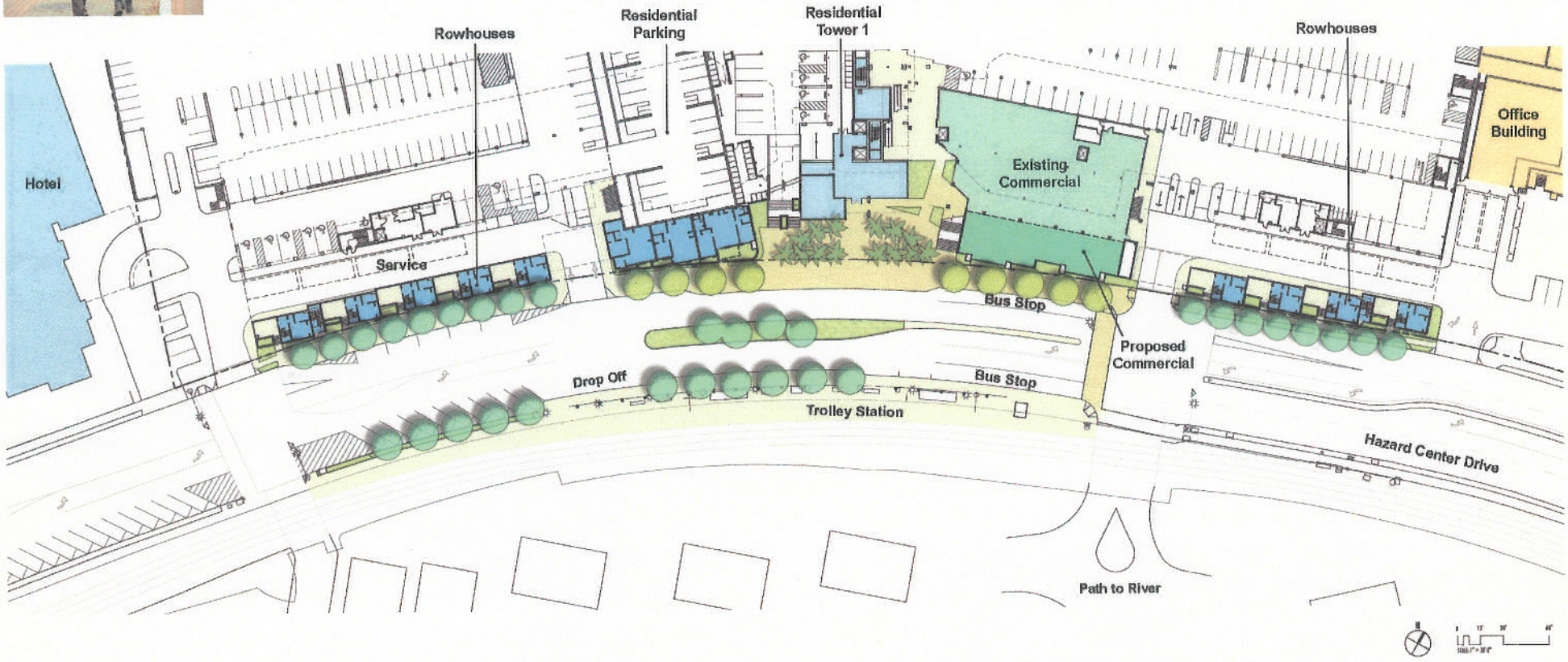


Enhanced Paving at Crosswalk

Diagonal Parking



Street Trees



FEHLMAN LABARRE ARCHITECTURE PLANNING

Principal Financial Group

OM OliverMcMillan

CONCEPTUAL STREET PLAN

HAZARD CENTER, SAN DIEGO, CALIFORNIA

HAZARD CENTER