



REPORT NO. PC-15-033

DATE ISSUED: March 12, 2015

ATTENTION: **Planning Commission, Agenda of March 19, 2015**

SUBJECT: KETTNER LOFTS – CENTRE CITY DEVELOPMENT PERMIT /
CENTRE CITY PLANNED DEVELOPMENT PERMIT / SITE
DEVELOPMENT PERMIT NO. 2014-15 – PROCESS FOUR

**OWNER/
APPLICANT:** The Beardsley Family Trust 12-4-1990
CityMark Kettner, LLC

SUMMARY

Issue(s): Should the Planning Commission (“Commission”) approve Centre City Development Permit / Centre City Planned Development Permit / Site Development Permit (CCDP/CCPDP/SDP) 2014-15 for the Kettner Lofts (“Project”)?

Staff Recommendation: The Commission approve CCDP/CCPDP/SDP No. 2014-15.

Historical Resources Board Recommendation: On February 26, 2015, the City of San Diego (“City”) Historical Resources Board (HRB) voted 7-0 on consent to recommend that the Commission grant CCDP/CCPDP/SDP 2014-15.

Civic San Diego Board Recommendation: On January 28, 2015, the Civic San Diego (“CivicSD”) Board voted 9-0 on consent to grant Design Review approval and recommended that the Commission grant CCDP/CCPDP/SDP 2014-15.

Community Planning Group Recommendation: On January 21, 2015, the Downtown Community Planning Council (DCPC) voted 21-0 to recommend that the CivicSD Board grants Design Review approval and that the Commission grant CCDP/CCPDP/SDP No. 2014-15.

Other Recommendations: The Little Italy Association (LIA) reviewed the potential designation of the existing structure at 2119 Kettner Boulevard and its facade incorporation into the Project, and supports the design intent for preserving that facade.

The San Diego County Airport Land Use Commission (ALUC) reviewed this Project for consistency with the Airport Land Use Compatibility Plan (ALUCP) at their monthly meeting on February 19, 2015, and determined on consent that the Project is conditionally consistent with the ALUCP.

Environmental Review: Development within the Downtown Community Plan (DCP) area is covered under the Final Environmental Impact Report (FEIR) for the San Diego DCP, Centre City Planned District Ordinance (CCPDO), and 10th Amendment to the Centre City Redevelopment Plan, certified by the former Redevelopment Agency (“Former Agency”) and the City Council on March 14, 2006 (Resolutions R-04001 and R-301265, respectively) and subsequent addenda to the FEIR certified by the Former Agency on August 3, 2007 (Former Agency Resolution R-04193), April 21, 2010 (Former Agency Resolution R-04510), and August 3, 2010 (Former Agency Resolution R-04544), and certified by the City Council on February 12, 2014 (City Council Resolution R-308724) and July 14, 2014 (City Council Resolution R-309115). The FEIR is a “Program EIR” prepared in compliance with California Environmental Quality Act (CEQA) Guidelines Section 15168. Consistent with best practices suggested by Section 15168, an FEIR Consistency Evaluation has been completed for the project. The Evaluation concluded that the environmental impacts of the Project were adequately addressed in the FEIR, the Project is within the scope of the development program described in the FEIR, and that none of the conditions listed in Section 15162 exist; therefore, no further environmental documentation is required under CEQA.

Fiscal Impact Statement: None

Code Enforcement Impact: None

Housing Impact Statement: The DCP and CCPDO do not regulate density, but do enforce minimum and maximum Floor Area Ratio (FAR), and offers certain FAR bonuses in certain areas in addition to the inclusionary affordable housing bonus available throughout the DCP area. This Project is exceeding the base minimum FAR for the site but not exceeding the base maximum through available FAR bonuses. Inclusionary affordable housing compliance is being met by paying the fee, estimated at \$859,640; or \$6,613 per dwelling unit (“d.u.”).

BACKGROUND

CityMark Kettner, LLC (“Applicant”) is requesting approval for CCDP/CCPDP/SDP No. 2014-15 for the construction of a six story (approximately 71 feet tall), mixed-use development on an approximately 30,000 square-foot (“sq.ft.”) premises located on the east side of Kettner Boulevard between Hawthorn and Ivy streets in the Little Italy neighborhood of the DCP area. This Project is comprised of approximately 130 residential apartment dwelling units (“d.u.”), approximately 9,100 sq.ft. of commercial space, and approximately 164 automobile parking spaces in one level of at-grade parking and three levels of subterranean parking. The Project involves the selective demolition, facade shoring, and partial reconstruction of a recently Designated Historic Resource known as the “John O’Day Commercial Building” that will serve as the residential lobby entrance flanked by more modern commercial spaces on either side and residential apartments above.

Neighborhood Context

Little Italy has a rich history reflected in its traditional commercial district centered on India Street and a historic relationship to the northern waterfront. Redevelopment has yielded mixed housing types from Single Room Occupancy (SROs) to luxury units south of Hawthorn Street, while commercial services, artists and designers have made use of older buildings in the northern portions of the neighborhood.

Several environmental, locational, and cultural influences converge in Little Italy. Airport overflight restrictions, as well as solar access requirements, provide the neighborhood with sunlight and lower-scale buildings, and public views from local streets to the water reinforce the Mediterranean atmosphere. The County Administration Center on the waterfront, with the new waterfront park, is a predominant historical asset for the neighborhood; but also the entire DCP area and the region as a whole.

The land use district for the site, as designated in the Centre City Planned District Ordinance (CCPDO), is Neighborhood Mixed-Use Center (NC). This district ensures development of distinctive centers around plazas, parks, and main streets that provide a focus to the neighborhoods by supporting a mix of residential and non-residential developments that contain active commercial uses on the ground floor. A broad array of compatible uses, including retail, eating and drinking establishments, residential, office, educational, indoor recreation, and cultural uses are permitted. Building volume restrictions apply to allow sunlight to reach streets and public spaces, and design standards seek to establish pedestrian-oriented development. Within the NC District, a minimum of 40 percent of the ground-floor frontage facing onto a public street or public open space shall contain active commercial uses.

The Fine Grain Development Overlay (FG) and the Little Italy Sun Access Overlay (LISA) apply to this site; in addition, this site is designated within the Little Italy Neighborhood Center and on a Limited Vehicle Access street (Hawthorne Street). The FG overlay requires that development incorporate design standards that exhibit architectural form and variety at a less than full-block scale to ensure pedestrian scale and diverse building designs. The LISA overlay maintains adequate sunlight and air to sidewalks and residential areas of Little Italy during the winter solstice between 10:30 a.m. and 1:30 p.m.

Development Team

ROLE	FIRM/CONTACT	OWNERSHIP
Applicant	CityMark Kettner, LLC Richard Gustafson	Richard V. Gustafson, President Russ Haley, Vice President Vince Hoenigman (Privately Owned)
Property Owner	The Beardsley Family Trust 12-4-1990 Gary E. Beardsley	Gary E. Beardsley, Trustee Nancy M. Beardsley, Trustee (Privately Owned)

Architect	TannerHecht Inc. dba TannerHecht Architecture James Tanner	James Tanner, President David Hecht, Vice President (Privately Owned)
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DISCUSSION

This Project proposes the construction of a six-story (approximately 71 feet tall), mixed-use development consisting of 130 d.u., approximately 9,100 sq.ft. of commercial space, and approximately 164 automobile parking spaces; 138 of which comply with Land Development Code (LDC) parking regulations for meeting the minimum required parking.

Project Description

The following is a summary of the Project based on drawings dated January 20, 2015:

Site Area	30,000 sq.ft. (approximate)		
Base Minimum FAR	3.5		
Base Maximum FAR	6.0		
Maximum FAR with Amenity Bonuses	6.0		
Maximum FAR with Affordable Housing Bonus	8.1		
FAR Bonuses Proposed	N/A		
Proposed FAR	4.7		
Density	189 d.u. per acre		
Total Above Grade Gross Floor Area	143,448 sq.ft.		
Stories/Height	6 stories/71 feet		
Amount of Commercial Space	9,100 sq.ft.		
Amount of Office Space	N/A		
Housing Unit Summary	<u>#</u>	<u>Range</u>	<u>Average</u>
Total Number of Housing Units	130		
Studio	10	530 to 565 sq.ft.	555 sq.ft.
1 Bedroom	92	610 to 820 sq.ft.	696 sq.ft.
2 Bedroom	28	910 to 1,308 sq.ft.	1,080 sq.ft.
Number of Dwelling Units to be Demolished	0		
Number of Buildings over 45 Years Old	5 (1 Locally Designated Historic)		
Inclusionary Affordable Housing Compliance	Payment of Inclusionary Fee (\$8.61 per sq.ft.) Estimated Payment: \$859,640 (\$6,613 per d.u.)		
Automobile Parking			
Residential (Required / Proposed)	134 (1 per d.u. + 1 per 30 d.u. for guests)/138 ¹		
Commercial (Required / Proposed)	0/0		
Motorcycle Parking (Required / Proposed)	7 (1 per 20 d.u.)/7		
Bicycle Parking (Required / Proposed)	26 (1 per 5 d.u.)/32		

Common Indoor Space Required Proposed	500 sq.ft. 2,621 sq.ft.
Common Outdoor Open Space Required Proposed	4,500 sq.ft. 3,698 sq.ft.
Private Open Space (Balconies and Decks) Required Proposed	50% of d.u. (with 40 sq.ft. minimum) 84% of d.u. (with 40 sq.ft. minimum)
Pet Open Space Required Proposed	100 sq.ft. 240 sq.ft.
Residential Storage	240 cubic feet per d.u.
Assessor's Parcel Nos.	533-124-01-00, 533-124-02-00, 533-124-04-00, 533-124-10-00, and 533-124-11-00
Sustainability	Not participating in recognized program ²

1. Plus 23 tandem and 3 non-compliant for 164 total parking spaces
2. Project specific sustainable measures are being proposed as identified under "Sustainability"

Permits Required

- CCDP with Design Review approval by the CivicSD Board
- CCPDP is required for deviations from the CCPDO to provide flexibility in the application of development regulations for projects where strict application of the development regulations would restrict design options and result in a less desirable project. Proposed deviations are:
 - Loading bay driveway is less than 65 feet from the Kettner Boulevard curb line;
 - Less than the required common outdoor open space is being provided.
- SDP for significant alteration to a designated historical resource

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

DCP Analysis

The DCP envisions downtown as a multi-use regional center, with strong employment and residential components; targeting a residential buildout population of approximately 90,000 people with a market for a broad array of supporting stores and services with opportunities to live close to jobs and transit. The DCP envisions downtown as a quilt of distinctive, walkable neighborhoods with unique identities. Diversity in scale, design, texture, and light will help build

complexity and an engaging human experience. Urban design strategies identified in the DCP seek to maximize the advantage of San Diego's climate, foster vital and active streetlife, ensure that development is designated with a pedestrian orientation, promote fine-grain development where appropriate, and is sustainable. Sustainable planning entails promoting infill, adaptive reuse, and redevelopment; at the building level it encourages daylighting, cross ventilation, building re-use, building heat island reduction, and techniques to reduce stormwater surface runoff; and in non-design and construction-related activities it encourages waste reduction and recycling. The DCP implements the City of Villages strategies of the City's General Plan by directing growth in limited areas served by transit as an efficient use of urban land that reduces the need to develop outlying areas while creating opportunities for realistic alternatives to automobile travel.

The preservation, rehabilitation, restoration, reconstruction, and retention of designated historical resources, and their incorporation into new development projects, whether in whole or in part, is strongly encouraged in the DCP. If full retention is not feasible, the CCPDO strongly encourages the retention and reuse of notable architectural fragments or features especially when particular elements are identified as significant in respective neighborhood guidelines. However, the DCP recognizes that some loss of properties listed on the San Diego Register may inevitably occur to accommodate growth and population goals.

Redevelopment efforts in Little Italy will underscore the neighborhood's historic and contemporary qualities, with strategic intensification to accomplish population goals and increase neighborhood vitality. The prevalence of lower-scale buildings and wide mix of uses will continue in the northern portion of Little Italy. Existing intensities in Little Italy are fairly low, although recent residential development projects have FARs reaching 8.0. The widespread low intensities are attributable to historic development patterns combined with development restrictions imposed by airport operations. The Community Plan calls for increased intensities, primarily focused in the southern portions of the neighborhood, while maintaining restricted intensities in the northern portion under the approach path to Lindbergh Field consistent with the ALUCP as administrated by the ALUC.

Maintaining Little Italy's sunny, open atmosphere as well as the traditional texture is accomplished through building height restrictions, volumetric controls, and encouragement of multiple buildings per block in the majority of the neighborhood; a continuation of the eclectic mix of buildings, businesses, and people that is part of Little Italy's essence.

Applicable DCP Goals and Policies

- 3.3-G-1 Provide a range of housing opportunities suitable for urban environments and accommodating a diverse population
- 5.8-G-1 Promote sustainable development and design downtown
- 5.8-P-2 Maintain building volume standards that allow sunlight to reach streets and public spaces

- 5.8-P-9 Promote adaptive re-use of historic resources as an effective means to reduce construction materials, energy, and waste
- 6.7-G-1 Facilitate Little Italy's continued evolution as a cohesive, mixed use waterfront neighborhood
- 6.7-G-2 Reinforce the India Street business district as the heart of the neighborhood. Expand neighborhood-serving retail and services as well access to open spaces to serve the growing population
- 9.1-G-1 Protect historic resources to communicate downtown's heritage
- 9.1-G-2 Encourage the rehabilitation and reuse of historical resources
- 9.1-G-3 Allow development adjacent to historical resources respectful of context and heritage, while permitting contemporary design solutions that do not adversely affect historical resources

DESIGN REVIEW

This Project is proposed to be a Type-III wood framed structure over a single level concrete podium structure at grade. The ground floor consists primarily of concrete walls and columns with glass storefronts while the upper floors are mainly painted plaster walls with metal panel projecting oriel window elements, with clear glass windows in clear anodized aluminum frames. A distinctive metal panel finish is used to highlight the corner of Kettner Boulevard and Hawthorne Street, framing the iconic view of the Project. The massing of the Project is varied in height to respect the LISA overlay and acknowledge that future adjacent development to the east will be lower in intensity and scale to comply with the ALUCP satiety zone limits present on the adjacent site.

The Project site is sloped down from east to west and is currently used as an automobile collision repair facility. The eastern boundary is adjacent to surface parking, apartment, retail, and restaurant facilities. Uses surrounding the site include rental car facilities, retail shops, and professional offices to the west, mixed-use projects to the south, and professional offices to the north. Existing adjacent structures to the west, north, and east are predominantly one and two stories, and existing adjacent structures to the south are predominantly four and five stories.

The Project site contains several buildings over 45 years old, one of which was recently designated by the Historical Resources Board in December as the "John O'Day Commercial Building" under Criterion "C" for preservation of the distinctive characteristics of the Mission Revival style. This facade is proposed to be incorporated into the Project. The remaining buildings have been cleared of historical significance.

Street Level

The ground-floor level contains two separate commercial spaces separated by the residential lobby and the driveway and ramp to the subterranean parking levels between; all facing Kettner Boulevard. The largest of the two commercial spaces at the north end of the Project had been designed to permit up to four separate lease spaces with separate entrances. The most southerly

commercial space has been designed to be demised into two separate lease spaces with separate entrances. The northern two-thirds of the northern commercial storefront presents a long unremarkable facade along Kettner Boulevard that is, however, successfully differentiated from the southern third. The southern commercial storefront along Kettner Boulevard is architecturally divided into two distinct sections reflecting the potential for interior demising and reflecting FG goals by extending the finish material from the residential portion of the Project above down to grade at the corner. The preserved historical building facade is proposed to act as the residential lobby creating variety and hierarchy in the street wall, especially with the original building corner exposed at the garage entrance.

The 100 foot Hawthorne Street facade contains the corner of the commercial lease space with about ten feet of glazing, an enclosed pet area with windows, and utilitarian functions such as an egress stair vestibule, the long-term bicycle parking behind a blank wall, and gas meters behind an architectural screen. Recessed on-grade planters soften the building's interface with the ground. The similarly 100 foot long Ivy Street ground floor contains approximately fifteen feet of glazing with the remainder containing the loading dock, egress stair vestibule, garage entrance, garage ventilation, and recessed on-grade planters. Being that the Ivy Street ground-floor level facade is where one of two vehicular access points and loading is proposed for this Project, a certain amount of this facade will be required to be vehicular gates; which must therefore be of high quality and durable construction and materials.

Mid-Rise

Above the ground-floor level podium, the Project proposes varying height street walls to comply with the requirements of the NC district and the LISA overlay that also benefit the overall Project massing by creating different volumes with unique character. From Kettner Boulevard, this northern end of the Project will appear as a four-story building with the common outdoor use area located at the fourth floor at the corner of Ivy Street, increasing two stories to a six-story building to the south; resulting in a more pedestrian scaled Project.. This portion of the west elevation exhibits articulation through a regular pattern of projecting oriel window masses with different material treatments than the southern portion. All together the composition attempts to break-up the significant use of exterior plaster finishes with these articulations and differing paint colors.

This west building elevation exhibits the greatest variation in the street wall above the incorporated preserved historical facade with the wall above stepped-back approximately twelve-and-a-half feet for a length of approximately sixty feet. This portion of the west elevation extends up to five stories before being further setback at the sixth story to comply with the LISA overlay, and is further distinguished from the rest of this elevation with deeply recessed balconies and a bright paint color. The historic building facade will serve as the entrance to the residential lobby, whose doors and storefront windows will be restored and/or recreated to reflect the original to create a truly unique "front door" for the residents.

The southern portion of the Kettner Boulevard elevation is similar in design to the northern portion except that this portion presents a six story street wall throughout; differentiating it from the other two portions at a scale appropriate to its proximity to Hawthorn Street. Similar to the northern portion, this portion of the west elevation exhibits vertically connected projecting oriel window masses with materials matching those of the northern portion but oriented 90-degrees as a variant on a theme. The increased building corner height here emphasizes the flatness of the taller window wall system; however, the corner element has a grounded massing by extending the metal panel exterior building finish seamlessly to the ground on both Kettner Boulevard and around the corner on Hawthorn Street.

The Hawthorn Street elevation continues the primarily exterior plaster finish material and paint color from the Kettner Boulevard side, and again has street walls of varying height to comply with the LISA overlay. Both the Hawthorn and Ivy street elevations above the podium present similar designs with lower massing at the street wall; creating a more pedestrian-friendly appearance towards the street as well as leaving greater sun access to the sidewalk. Different than the Hawthorn Street elevation, the Ivy Street elevation wraps the exterior plaster finish material and paint color around from the east and west elevations; but both elevations incorporate projecting balconies.

The majority of the east elevation is recessed back from the shared property line and exhibits significant articulation and boasts a more vibrant color palate on an exterior plaster finish. Stepping the two ends of this elevation's building massing back from the eastern shared property line has permitted the addition of windows and balconies at the upper two floors of both the south and north end that serve to enhance the visual appeal for this elevation which will be visible from India, Hawthorn, and Ivy streets and beyond for the foreseeable future.

Parking

The CCPDO requires 1 automobile parking space per d.u. plus 1 guest parking space per 30 d.u.; no parking is required for commercial developments or projects containing a commercial portion less than 30,000 sq.ft. in area. Developments may provide additional automobile parking above the minimum required; and while preferred, these parking spaces do not need to meet the Parking Facilities Development and Design Regulations of the LDC as long as future residential d.u. buyers (if converted to condominium) are informed of the dimensional size of their parking spaces prior to the sale of such units.

Sustainability

While not participating in any recognized sustainable or green building program such as Leadership in Energy and Environmental Design (LEED) or Centre City Green, this Project will deploy a number of measures to increase its sustainability beyond the already stringent California Energy Code and California Green Building Standards Code (also known as CalGreen) minimum measures requiring reduced energy and water consumption and on-site stormwater management in new developments. In addition to passive building design strategies

to reduce solar heat gain this Project includes: energy performance 10 percent greater than prescribed by the California Building Standards Code ("Title 24"), a solar thermal domestic hot water heating system for 30% net reduction in natural gas consumption, a photovoltaic electric power generating system to be installed on the available roof area to offset the common area power needs as feasible, resident bicycle storage 65 percent above the minimum required, an electronic billboard located in the resident lobby identifying real-time alternative transportation opportunities, use of Energy Star rated residential appliances, use of primarily Light Emitting Diode (LED) lighting sources, and installation of two electric vehicle charging stations. Passive cross ventilation is not an option due to airport overflight operations.

Relevant City General Plan Conservation Element goals being met by this Project include water pollution reduction through on-site stormwater treatment to preserve the water quality of San Diego Bay, increasing local energy independence through both conservation and local electricity production, and the expansion of a sustainable urban forest by requiring installation and maintenance of street trees along the sidewalk bounding the Project site. Also, through implementation of the FEIR's Mitigation Monitoring and Reporting Program (MMRP) Green House Gas (GHG) levels associated with new development are evaluated and reduced to below Business As Usual (BAU) standards through a number of means unique and shared by each development project. The MMRP applies many of the other policies, strategies, and goals outlined in the Conservation Element to reduce the effects of climate change.

Designated Historical Structure

The "John O'Day Commercial Building" located at 2119 Kettner Boulevard was designated by the HRB as Historic Resources Site #1162 under Criterion "C" for its distinctive characteristics through the retention of character defining features of the Mission Revival style expressed in a One-Part Commercial Block type building and retains a good level of architectural integrity from its 1927 period of significance. Specifically, this resource exhibits arched storefront openings and original bulkheads; tri-partite transoms with decorative mullion detailing; an arched false front parapet wall topped with original decorative urns; exterior stucco cladding with tile detail; decorative quatrefoil-like roof vent centered on the facade; hollow clay tile construction in a simple one-story form; and light steel truss roof. The Applicant intends to maintain and restore in place the most significant and visible aspect of this structure as a major component of the Project. The facade of the "John O'Day Commercial Building" will be stabilized to support its unreinforced masonry construction, protected from damage with structural members and temporary cladding during construction, then restored according to the Secretary of the Interior's Standards for Rehabilitation or Reconstruction, and incorporated into the Project.

Three alternatives to the preferred plan presented in this report were undertaken by the Applicant's historical building consultants, including development and economic analyses. These studies identified one alternative to maintain the resource intact and in place and two additional levels of alteration to the resource. Maintaining the resource intact and in place deprives the Applicant of approximately 30 percent of the premise's development and economic potential and prohibits the premises from reaching the desired FAR identified in the DCP; plus

due to the fragile nature of the existing hollow clay tile construction the required shoring and reinforcing would likely damage the existing structure requiring potentially significant reconstruction. One of the two alternative alteration studies determined that dismantling and reconstruction of the resource onsite would essentially result in a modern reconstruction due to the fragile nature of the existing building materials that would result in not only a reduction of 12 percent in Project economic returns but also result in a fabricated resource rather than a preserved facade. The other alternative alteration study determined that relocation of the resource in total to another appropriate site outside the DCP area would not only diminish the importance of this resource at this site and in this neighborhood, but would also result in a reduction of twice the previous alternative and also result in a largely fabricated resource rather than a preserved facade due to the fragile nature of the existing building materials.

CCDP

CivicSD is responsible for the administration of planning and zoning for the City within the Centre City Planned District (CCPD). A CCDP is required for construction with 1,000 sq.ft. or more of gross floor area not within an existing structure. A CCDP may be granted according to CCPDO section 156.0304(e)(1)(D) if the decision maker finds that the development is consistent with the DCP, CCPDO, CivicSD Land Development Manual, SDMC, and all other adopted plans or policies of the City pertaining to the CCPD.

CCPDP

The purpose of a CCPDP is to provide flexibility in the application of development regulations for projects where strict application of the development regulations would restrict design options and result in a less desirable project. The findings for approval of a CCPDP are evaluated to determine if the proposed deviations facilitate development that is beneficial to the community and results in a more desirable project than could otherwise be achieved if the project were required to rigorously adhere to the development regulations.

Two deviations from the CCPDO have been identified:

1. Loading bay driveway is less than 65 feet from the adjacent curb line [CCPDO 156.0313(1)(3)]. The CCPDO requires all vehicular curb cuts be located at least 65 feet from the curb line of the closest intersection in order to avoid potential traffic conflicts, especially with turn movements at intersections. The proposed driveway is located approximately 40 feet from the current Kettner Boulevard curb line. This Project proposes a landscaped corner pop-out supported by the neighborhood. Kettner Boulevard is one-way southbound, so potential traffic conflicts which could result from vehicles making a left turn onto Ivy Street are minimized due to the sight distance to the proposed driveway. In addition, the location of the loading bay on Ivy Street is preferred due to lower traffic volumes than on Kettner Boulevard.

2. Common outdoor open space proposed is less than the required amount [CCPDO 156.0310(g)(1)]. The CCPDO requires common outdoor open space area to be at least equal to 15 percent of the site area, or 4,500 sq.ft. for this Project. This Project is proposing approximately 3,900 sq.ft., but is proposing an extra approximately 2,000 sq.ft. of adjacent common indoor space beyond the 500 sq.ft. required. Given airport overflight conditions , providing additional indoor common space in lieu of outdoor common open space permit the Project's residents to more comfortably use this required amenity.

Staff has reviewed the Applicant's request for these deviations from the CCPDO and has considered any potential impacts that could result from allowing the proposed deviations to these regulations. These proposed deviations can be supported as they generally result in a more desirable Project without creating an adverse affect on public health, safety, and welfare.

SDP

Under Chapters 11-14 of the LDC, substantial alterations to a designated historical resource require approval of a SDP, a Process Four decision by the Commission after a recommendation by the HRB. The proposed alteration and incorporation of the "John O'Day Commercial Building" is considered a substantial alteration; therefore, this Project requires approval of an SDP.

In order to approve a SDP, the Commission must make specific general findings in addition to supplemental findings for substantial alterations to a Designated Historical Resource. The Applicant's consultants have submitted both a Treatment Plan and Monitoring Plan for the historic structure and an Economic Alternative Analysis detailing the economic alternatives for preserving the historic structure in place and moving it as proposed; all of which forms the basis of the SDP findings.

CONCLUSION


Staff recommends that Commission grants CCDP/CCPDP/SDP No. 2014-15.

Respectfully submitted:

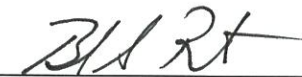
Concurred by:



Scott Glazebrook
Senior Planner



Reese A. Jarrett
President



Brad Richter
Assistant Vice President, Planning

- Attachments:
- A – Project Data Sheet
 - B – Applicant's Architectural Narrative
 - C – CCPDP Supplemental Application
 - D – Ownership Disclosure Statements
 - E – Letter of Support from the LIA
 - F – ALUCP Consistency Review
 - G – Downtown Design Guidelines – FG Overlay
 - H – Draft CCDP/CCPDP/SDP No. 2014-15
 - I – Draft Planning Commission Resolution
 - J – Final Environmental Impact Report Consistency Evaluation
 - K – Basic Concept/Schematic Drawings dated January 20, 2015
 - L – Treatment Plan dated January 27, 2015

PROJECT DATA SHEET

PROJECT NAME	Kettner Lofts	
PROJECT DESCRIPTION	Mixed-use development on an approximately 30,000 square-foot premises located on the east side of Kettner Boulevard between Hawthorn and Ivy streets in the Little Italy. This six stories Project is comprised of approximately 130 residential apartment dwelling units, approximately 9,100 square feet of commercial space, and approximately 164 automobile parking spaces in one level of at-grade parking and three levels of subterranean parking.	
COMMUNITY PLAN	Downtown Community Plan	
COMMUNITY PLAN LAND USE DESIGNATION	Neighborhood Mixed-Use Center	
	ZONING INFORMATION	
ZONE:	Neighborhood Mixed-Use Center (This district ensures development of distinctive centers around plazas, parks, and main streets that provide a focus to the neighborhoods by supporting a mix of residential and non-residential developments that contain active commercial uses on the ground floor.)	
HEIGHT LIMIT:	500 Feet Above Mean Sea Level	
LOT SIZE:	30,000 Square Feet	
FRONT SETBACK:	0 Feet	
SIDE SETBACK:	0 Feet	
REAR SETBACK:	0 Feet	
PARKING:	134 Required / 164 Provided (138 Code-Compliant)	
ADJACENT PROPERTIES	LAND USE DESIGNATION	EXISTING LAND USE
NORTH	Employment/Residential Mixed-Use	Commercial
SOUTH	Neighborhood Mixed-Use Center	Mixed Use
EAST	Neighborhood Mixed-Use Center	Commercial / Multi-Dwelling
WEST	Employment/Residential Mixed-Use	Commercial
DEVIATIONS OR VARIANCES REQUESTED	Deviations: 1. Loading bay driveway is less than 65 feet from the Kettner Boulevard curb line 2. Less than the required common outdoor open space is being provided	
COMMUNITY PLANNING GROUP RECOMMENDATION	On January 21, 2015, the Downtown Community Planning Council voted 21-0 to recommend that the CivicSD Board grants Design Review approval and that the Commission grant CCDP/CCPDP/SDP No. 2014-15	

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May 5, 2014

Architectural Narrative
Kettner Lofts

Kettner Lofts is a new community designed to attract residents who enjoy the downtown urban life style with access to the waterfront and the many shops and restaurants of Little Italy. The location on Kettner is a thriving neighborhood of new businesses and social destinations within walking distance. The close proximity to downtown and Lindbergh Field will make it attractive to the business community and travelling professionals.

The design is guided by the fine grain character of Little Italy's shops and the larger scale of the many industrial and commercial services along Kettner. The development will retain the front portion of the 1928 garage at 2119 Kettner and is designed to complement this remaining remnant of the block's history

The Kettner Lofts will provide a mix of studio, one and two bedroom apartments in a variety of floor plans for rent, as well as a few larger penthouse-style units on the 5th and 6th levels. The total number of dwelling units is 133, and ground level retail/restaurant space of approximately 9,200 square feet with high ceilings will also be provided.

The Kettner Lofts provides private outdoor balcony or garden space to almost all (95%) of its units in addition to a 5th level outdoor terrace and community room with sweeping views of the bay and the airport. The indoor/outdoor amenities of the 5th level include a fitness center, restrooms, kitchen and lounge, barbecue grills and seating and will total over 5,500 square feet.

Residential amenities include a gracious ground floor reception lobby and rental office, with electronic bulletin board and package notification, concierge service, casual seating, and events calendar. A loading area is provided for off-street moving access and parking is provided for approximately 169 cars in a subterranean garage

Five floors of Type III-modified wood frame residential construction will be built above a Type I concrete ground-level retail podium and subterranean parking garage. Total height from the Kettner sidewalk to the roof structure is 70'-6", and the height of the elevator penthouse is approximately 84'-0".

**CIVIC SAN DIEGO
PLANNED DEVELOPMENT PERMIT
SUPPLEMENTAL APPLICATION**

The purpose of a Centre City Planned Development Permit (CCPDP) is to provide flexibility in the application of development regulations for projects where the strict application of the development regulations would restrict design options and results in a less desirable project. CCPDP's may be approved or denied by the Civic San Diego (CSD) Board of Directors at a publicly noticed hearing as part of the Design Review process. The CSD Board of Directors decision is appealable to the City of San Diego Planning Commission.

Project Name: Kettner Lofts

Address/Location: 2101, 2119, 2151, 2175 Kettner Blvd

List ALL CCPDO development regulations (include relevant CCPDO sections) for which the project is seeking a deviation. Provide a separate sheet if necessary.

EXAMPLE: CCPDO Section 156.0310(a) - Minimum Lot Size and Minimum Lot Coverage

1. 156.0313(i) Ivy Street Loading Area driveway less than 65' from corner
2. 156.0313(f)(5) Ivy Street having non-habitable frontage
3. 156.0313(f) Not providing three levels of underground parking
4. 156.0313(a)(2) Loading bay having access through the garage to elevators
5. 156.0313(a)(2) Separate driveway for Loading on Ivy
6. ALUCP basis of approval (Application for Determination of Consistency with SDIA ALUCP)

Provide a brief description of reasons for requested deviations listed above. How will the strict application of development regulation(s) result in a less desirable project?

There is a grade change of approximately 8 feet on the Ivy Street property line that makes entrance points for the garage and loading areas critical in terms of placement along the street. Strict application of the regulations would require us to move the Loading area to Kettner Blvd. Providing loading access on Kettner Blvd, a Ceremonial Street would be disruptive to traffic and pedestrian flow and create a gap in the street wall.

Because of the slope and difficulty of providing accessible floor areas above the Kettner street level, we have utilized this frontage for vehicular uses.

The primary corner near Kettner remains as an attractive retail or restaurant space that could receive deliveries from the loading area.

PLANNED DEVELOPMENT PERMIT FINDINGS

Under the CCPDO the following four findings must be made in order to approve a CCPDP. For each finding listed below, please explain how the application meets these findings:

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

All proposed uses are within the land use categories allowed by the code and will not adversely affect the land use plan.

All uses will comply with the recently adopted SDIA ALUCP.

The development will comply with the health and safety regulations of with the recently adopted SDIA ALUCP.

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

All proposed uses are those both allowed and required by the PDO, and will not be detrimental to the public health, safety and welfare.

The development will comply with the health and safety regulations of with the recently adopted SDIA ALUCP.

3. The proposed development will comply with the regulations of the CCPDO, except for any proposed deviations which are appropriate for this location and will result in a more desirable project than would be achieved if designed in conformance with the strict regulations of the CCPDO; and

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

The proposed deviations will allow the development of a pedestrian friendly street frontage on Kettner Blvd, will reduce potential traffic and pedestrian disruption from deliveries and create a more accessible group of businesses along this rapidly evolving Little Italy location.

PRINT

Civic San Diego

OWNERSHIP DISCLOSURE STATEMENT

Project Title Kettner Lofts

Project No.

Project Address: 2101-2175 Kettner Blvd

APN: 533-124-01,02,04,10&11

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 Civic 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. 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.

Part 1 - To be completed when property is held by individual (s)

<p>Name of Individual <u>THE BEARDSLEY FAMILY TRUST</u></p> <p>Owner <input checked="" type="checkbox"/> Tenant/Lessee <input type="checkbox"/> <u>12-4-1990</u></p> <p>Address <u>2025 ASPEN LANE</u> State <u>CA</u> Zip <u>92019</u></p> <p>Phone No. <u>619-778-2800</u> E-mail <u>N.BEARDSLEY@COX.NET</u></p> <p>Signature <u>[Signature]</u> Date <u>MAY 5 2014</u></p>	<p>Name of Individual</p> <p>Owner <input type="checkbox"/> Tenant/Lessee <input type="checkbox"/></p> <p>Address State Zip</p> <p>Phone No. E-mail</p> <p>Signature Date</p>
<p>Name of Individual</p> <p>Owner <input type="checkbox"/> Tenant/Lessee <input type="checkbox"/></p> <p>Address State Zip</p> <p>Phone No. E-mail</p> <p>Signature Date</p>	<p>Name of Individual</p> <p>Owner <input type="checkbox"/> Tenant/Lessee <input type="checkbox"/></p> <p>Address State Zip</p> <p>Phone No. E-mail</p> <p>Signature Date</p>
<p>Name of Individual</p> <p>Owner <input type="checkbox"/> Tenant/Lessee <input type="checkbox"/></p> <p>Address State Zip</p> <p>Phone No. E-mail</p> <p>Signature Date</p>	<p>Name of Individual</p> <p>Owner <input type="checkbox"/> Tenant/Lessee <input type="checkbox"/></p> <p>Address State Zip</p> <p>Phone No. E-mail</p> <p>Signature Date</p>

Additional pages attached ☐ Yes ☐ No

Project Title **KETTNER LOFTS**

Project No.

Project Address: **2101 - 2175 KETTNER BLVD**

APN: **533-124-01,02,04,10+11**


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 Civic 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.

Part 2 - To be completed when property is held by corporation or partnership

Legal Status (Please check):

Corporation ☐ Limited Liability ☒ -or- General ☐ State Corporation No.
Partnership ☐

(DEVELOPER ENTITY INFO)

Corporate/Partnership Name CITYMARK KETTNER LLC	Corporate/Partnership Name
Owner <input checked="" type="checkbox"/> Tenant/Lessee <input type="checkbox"/>	Owner <input type="checkbox"/> Tenant/Lessee <input type="checkbox"/>
Address 3818 PARK State CA Zip 92103	Address State Zip
Phone No. (619) 231-1161 E-mail KRS@CITYMARK.COM	Phone No. E-mail
Name of Corporate Officer/Partner RICHARD V. GUSTAFSON	Name of Corporate Officer/Partner
Title (Print) PRESIDENT	Title (Print)
Signature  Date 7/07/2014	Signature Date
Corporate/Partnership Name	Corporate/Partnership Name
Owner <input type="checkbox"/> Tenant/Lessee <input type="checkbox"/>	Owner <input type="checkbox"/> Tenant/Lessee <input type="checkbox"/>
Address State Zip	Address State Zip
Phone No. E-mail	Phone No. E-mail
Name of Corporate Officer/Partner	Name of Corporate Officer/Partner
Title (Print)	Title (Print)
Signature Date	Signature Date

Additional pages attached ☐ Yes ☐ No

Project Title:

Kettner Lofts

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? CA Corporate Identification No. 94-2920952
☐ 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):
TannerHecht, Inc. dba TannerHecht Architecture

☒ Owner ☐ Tenant/Lessee

Street Address:
1831 Powell St

City/State/Zip:
San Francisco, CA 94133

Phone No: (415) 979-1500 Fax No:

Name of Corporate Officer/Partner (type or print):
James L. Tanner

Title (type or print):
President

Signature :  Date: July 3, 2014

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:



November 7, 2014

Ms. Jodie Brown, AICP
Senior Planner, Historic Resources
Development Services Department
City of San Diego
1222 First Avenue
San Diego, CA 92101

Subject: 2119 Kettner Blvd. - Historic Resource Review

Dear Ms. Brown,

CityMark Communities is processing a mixed use development in our Little Italy neighborhood. As part of that process, the property at 2119 Kettner Blvd is being reviewed for a possible historical resource designation.

As we have discovered, this same property was reviewed by the HRB in 1990, and it was not deemed significant at that time. Since that time, the property has essentially been used for an automobile collision repair business.

The Little Italy Association takes great pride in preserving its culture and history. However, this property does not add to our heritage. In our opinion, it does not exhibit worthy examples of the Mission, Art Deco, brick warehouse, Italianate or any other architectural style developed in the 20th century in Little Italy. Additionally, the only ornamentation is on the front façade. It is also important to note that the commercial uses of this building have not risen to the level of significance for our community.

All of that being said, we have reviewed CityMark's project, and understand that it has been their continued goal to *voluntarily* preserve the façade. We support their design intent and believe that the preservation of the original façade would fulfill the obligation to preserve historic reminders of the our neighborhood. Please call me should you have any questions regarding the processing of this application for redevelopment of the site.

Sincerely,

Marco LiMandri, Chief Executive Administrator, Little Italy Association

Cc: Brad Richter, Civic San Diego; LIA Board of Directors

LITTLE ITALY ASSOCIATION OF SAN DIEGO

2210 Columbia Street ■ San Diego, CA 92101 ■ Phone: 619-233-3898 ■ Fax: 619-233-4866
Email: mail@littleitalysd.com ■ Website: www.littleitalysd.com
Facebook: Little Italy Association of San Diego ■ Twitter: @LittleItalySD

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

P.O. BOX 82776, SAN DIEGO, CA 92138-2776
619.400.2400 WWW.SAN.ORG

March 6, 2015

Mr. Scott Glazebrook
Civic San Diego
401 B Street
San Diego, CA 92101

Re: *Airport Land Use Commission Consistency Determination – 2101-2175 Kettner Boulevard, City of San Diego; Construction of 130 Attached Residential Units and Leasable Commercial Space; APN 533-124-01, 533-124-02, 533-124-04, 533-124-10 and 533-124-11; San Diego International Airport - Airport Land Use Compatibility Plan – LIN-15-005; Resolution No. 2015-0007 ALUC*

Dear Mr. Glazebrook:

This letter is to notify the City of San Diego of the February 19, 2015, consistency determination that was made by the San Diego County Regional Airport Authority ("Authority" or "SDCRAA"), acting in its capacity as the San Diego County Airport Land Use Commission ("ALUC"), for the referenced project. The ALUC has determined that the proposed project is **conditionally consistent** with the San Diego International Airport ("SDIA") Airport Land Use Compatibility Plan ("ALUCP"). A copy of Resolution 2015-0007 ALUC, approved by the ALUC on February 19, 2015, and memorializing the consistency determination, is enclosed for your information.

The ALUC's determination that the 2101-2175 Kettner Boulevard project is **conditionally consistent** with the SDIA ALUCP was made consistent with the ALUC Policies and the State Aeronautics Act provisions (Cal. Pub. Util. Code §21670-21679.5), and was based on numerous facts and findings, including those summarized below:

- (1) The proposed project involves the construction of a mixed-use development of 130 attached residential units and leasable commercial space.
- (2) The proposed project is located within the 65-70 dB CNEL noise contour. The ALUCP identifies commercial uses located within the 65-70 dB CNEL noise contour as compatible with airport uses, and residential uses as conditionally compatible, provided that the residences are sound attenuated to 45 dB CNEL interior noise level and that an aviation easement is recorded with the County Recorder. Therefore, as a condition of project approval, the residences must be sound attenuated to 45 dB CNEL interior noise level and an aviation easement must be recorded with the County Recorder.
- (3) The proposed project is located within the TSS. The maximum allowable height for a project on this site is approximately 134 feet Above Ground Level (AGL). The maximum height of the proposed project is approximately 84 feet AGL. The proposed project is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the FAA.



SAN DIEGO
INTERNATIONAL
AIRPORT

ATTACHMENT F

Mr. Glazebrook
Page 2

- (4) The greater portion of the building of the proposed project is located within Safety Zone 3 Southeast: Little Italy. The ALUCP provides that the compatibility criteria of the zone in which the greater portion of a building is located shall apply to the entire project, and, therefore, the project is subject to a total intensity limitation of 732 people per acre for a mixed-use project within Safety Zone 3 Southeast. The 0.69 acre property would thus allow 504 people total for both residential and non-residential uses together. The 130 residential units would translate to 204 people at the 1.57 people per household figure for Safety Zone 3 Southeast in the ALUCP. The 9,100 square feet of leasable commercial space would yield 152 people assuming the highest intensity service occupancy factor of 60 square feet per person. The sum of 204 people and 152 people would yield 356 people, which complies with the 504 total people limit for both residential and non-residential uses together for the 0.69 acre property within Safety Zone 3 Southeast.
- (5) The proposed project is located within the overflight notification area. The ALUCP requires recordation of an overflight notification with the County Recorder for new residential land uses or other alternative method as approved by the ALUC, but does not require an additional overflight notification where an aviation easement is required.
- (6) Therefore, if the proposed project contains the above-required conditions, the proposed project would be consistent with the SDIA ALUCP.
- (7) This ALUC action is not a "project" as defined by the California Environmental Quality Act (CEQA) Pub. Res. Code Section 21065; and is not a "development" as defined by the California Coastal Act Pub. Res. Code Section 30106.

Please contact Mr. Ed Gowens at (619) 400-2244 if you have any questions regarding the issues addressed in this letter.

Very truly yours,



Thella F. Bowens
President/CEO

TFB/EG

Enclosures: Resolution 2015-0007 ALUC

cc: Amy Gonzalez, SDCRAA, General Counsel
Ron Bolyard, Caltrans, Division of Aeronautics
Chris Schmidt, Caltrans, District 11
Tait Galloway, City of San Diego

RESOLUTION NO. 2015-0007 ALUC

A RESOLUTION OF THE AIRPORT LAND USE COMMISSION FOR SAN DIEGO COUNTY MAKING A DETERMINATION THAT THE PROPOSED PROJECT: CONSTRUCTION OF 130 ATTACHED RESIDENTIAL UNITS AND LEASEABLE COMMERCIAL SPACE AT 2101-2175 KETTNER BOULEVARD, CITY OF SAN DIEGO, IS CONDITIONALLY CONSISTENT WITH THE SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE COMPATIBILITY PLAN.

WHEREAS, the Board of the San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, pursuant to §21670.3 of the California Public Utilities Code, was requested by the City of San Diego to determine the consistency of a proposed project: Construction of 130 Attached Residential Units and Leasable Commercial Space at 2101-2175 Kettner Boulevard, City of San Diego, which is located within the Airport Influence Area (AIA) for the San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP), adopted and amended in 2014; and

WHEREAS, the plans submitted to the ALUC for the proposed project indicate that it would involve the construction of a mixed-use development of 130 attached residential units and leasable commercial space; and

WHEREAS, the proposed project would be located within the 65-70 decibel (dB) Community Noise Equivalent Level (CNEL) noise contour, and the ALUCP identifies commercial uses located within the 65-70 dB CNEL noise contour as compatible with airport uses, and residential uses as conditionally compatible, provided that the residences are sound attenuated to 45 dB CNEL interior noise level and that an aviation easement is recorded with the County Recorder; and

WHEREAS, the proposed project is in compliance with the SDIA Threshold Siting Surface (TSS) height restrictions and is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the Federal Aviation Administration (FAA); and

WHEREAS, the greater portion of the building of the proposed project is located within Safety Zone 3 Southeast: Little Italy, and the ALUCP provides that the compatibility criteria of the zone in which the greater portion of a building is located shall apply to the entire project, and, therefore, the project is subject to

and in compliance with the total intensity limitations for a mixed-use project within Safety Zone 3 Southeast ; and

WHEREAS, the proposed project is located within the overflight notification area, and the ALUCP requires recordation of an overflight notification with the County Recorder for new residential land uses, but does not require an additional overflight notification where an avigation easement is required; and

WHEREAS, the ALUC has considered the information provided by staff, including information in the staff report and other relevant material regarding the project; and

WHEREAS, the ALUC has provided an opportunity for the City of San Diego and interested members of the public to present information regarding this matter;

NOW, THEREFORE, BE IT RESOLVED that the ALUC determines that the proposed project: Construction of 130 Attached Residential Units and Leasable Commercial Space at 2101-2175 Kettner Boulevard, City of San Diego, is conditionally consistent with the SDIA ALUCP, which was adopted in and amended in 2014, based upon the following facts and findings:

- (1) The proposed project involves the construction of a mixed-use development of 130 attached residential units and leasable commercial space.
- (2) The proposed project is located within the 65-70 dB CNEL noise contour. The ALUCP identifies commercial uses located within the 65-70 dB CNEL noise contour as compatible with airport uses, and residential uses as conditionally compatible, provided that the residences are sound attenuated to 45 dB CNEL interior noise level and that an avigation easement is recorded with the County Recorder. Therefore, as a condition of project approval, the residences must be sound attenuated to 45 dB CNEL interior noise level and an avigation easement must be recorded with the County Recorder.
- (3) The proposed project is located within the TSS. The maximum allowable height for a project on this site is approximately 134 feet Above Ground Level (AGL). The maximum height of the proposed project is approximately 84 feet AGL. The proposed project is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the FAA.
- (4) The greater portion of the building of the proposed project is located within Safety Zone 3 Southeast: Little Italy. The ALUCP provides that the

compatibility criteria of the zone in which the greater portion of a building is located shall apply to the entire project, and, therefore, the project is subject to a total intensity limitation of 732 people per acre for a mixed-use project within Safety Zone 3 Southeast. The 0.69 acre property would thus allow 504 people total for both residential and non-residential uses together. The 130 residential units would translate to 204 people at the 1.57 people per household figure for Safety Zone 3 Southeast in the ALUCP. The 9,100 square feet of leasable commercial space would yield 152 people assuming the highest intensity service occupancy factor of 60 square feet per person. The sum of 204 people and 152 people would yield 356 people, which complies with the 504 total people limit for both residential and non-residential uses together for the 0.69 acre property within Safety Zone 3 Southeast.

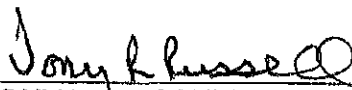
- (5) The proposed project is located within the overflight notification area. The ALUCP requires recordation of an overflight notification with the County Recorder for new residential land uses or other alternative method as approved by the ALUC, but does not require an additional overflight notification where an aviation easement is required.
- (6) Therefore, if the proposed project contains the above-required conditions, the proposed project would be consistent with the SDIA ALUCP.

BE IT FURTHER RESOLVED that the ALUC finds this determination is not a "project" as defined by the California Environmental Quality Act (CEQA), Cal. Pub. Res. Code §21065, and is not a "development" as defined by the California Coastal Act, Cal. Pub. Res. Code §30106.

PASSED, ADOPTED AND APPROVED by the ALUC for San Diego County at a regular meeting this 19th day of February, 2015, by the following vote:

AYES:	Commissioners:	Alvarez, Boling, Gleason, Hubbs, Janney, Sessom
NOES:	Commissioners:	None
ABSTENTION:	Commissioners:	Robinson
ABSENT:	Commissioners:	Cox, Desmond

ATTEST:



TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:



BRETON K. LOBNER
GENERAL COUNSEL



Tall storefront with varied building massing. Above, San Diego, CA.



Multiple building treatments within a single development. Above, San Diego, CA.



Multiple facade designs, materials, and colors within a single development. Above, San Diego, CA.

4.5.2

Neighborhood Mixed-Use Centers and Fine Grain Development Overlay District

Guidelines

- **4.5.2.A** Streetwalls should incorporate distinct forms and elements that acknowledge the 50-foot by 100-foot and 25-foot by 100-foot historical lot development pattern. Repetitive elements or monolithic treatments should not create a half- or full-block massing or appearance.
- **4.5.2.B** Different elements should imply distinct architectural treatments (materials, fenestration, heights, window types, etc.) to exhibit incremental, diverse street faces.
- **4.5.2.C** A strong horizontal cornice/canopy, stepback, or parapet should be established between 45 and 85 feet on all street walls, broken and corresponding with the modulated volumes, to maintain an appropriately scaled frame for the public right-of-way. To achieve modulation, primary structural columns should be recessed 3 to 5 feet from street property lines, affording design flexibility for wall planes and volumes.
- **4.5.2.D** Well-detailed, high quality, durable materials such as stone, tile, metal, brick, or limited expanses of architectural concrete should be extended up into upper floors of the structure on Main Streets.
- **4.5.2.E** Main Streets should exhibit tall storefronts with clear glass.

SAN DIEGO DOWNTOWN DESIGN GUIDELINES

4.4.4

Building Massing: Street Wall

Buildings that frame and define the street and express a fine-grain character contribute to the quality of the public realm and the pedestrian experience. Well-articulated and detailed street walls are important to the fabric of the city and help to establish a human-scale urban experience.

Guidelines

- **4.4.4.A** Buildings should incorporate a variety of vertical and horizontal modulations to develop distinct architectural volumes, break up monotonous volumes and create a fine-grain character.
- **4.4.4.B** Buildings along all streets should have a minimum street wall height of 45 feet, consistent with the PDO regulatory requirements.
- **4.4.4.C** For buildings along Main Streets and within the Fine-Grain Overlay District, the street wall building facades should be architecturally modulated to express the rhythm and fine-grain character of downtown's historic core, generally with volumes or architectural bays that are 50-100 feet in width.

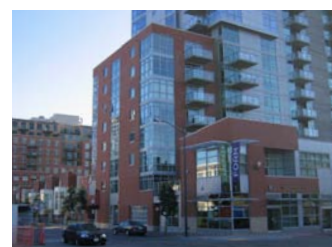
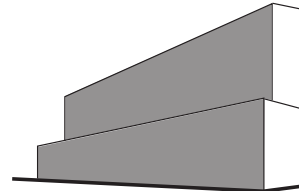


Buildings with a well-composed variety of vertical and horizontal modulations and distinct architectural volumes break up the massing of large projects. Above, San Jose, CA

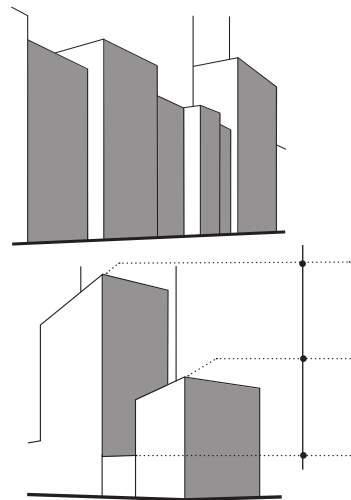
Figure 4.8 Street Wall



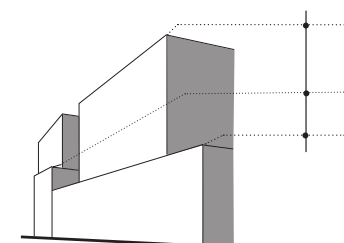
Horizontal Plane Modulation



Vertical Plane Modulation



Vertical + Horizontal Plane Modulation



RECORDING REQUESTED BY:

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

AND WHEN RECORDED MAIL TO:

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

THIS SPACE FOR RECORDER'S USE ONLY

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

**CENTRE CITY PLANNED DISTRICT
DRAFT CENTRE CITY DEVELOPMENT PERMIT / CENTRE CITY
PLANNED DEVELOPMENT PERMIT / SITE DEVELOPMENT PERMIT
NO. 2014-15**

**KETTNER LOFTS
ASSESSOR PARCEL NUMBERS
533-124-01-00, 533-124-02-00, 533-124-04-00,
533-124-10-00, AND 533-124-11-00**

**CENTRE CITY PLANNED DISTRICT
DRAFT CENTRE CITY DEVELOPMENT PERMIT / CENTRE CITY PLANNED
DEVELOPMENT PERMIT / SITE DEVELOPMENT PERMIT NO. 2014-15**

**KETTNER LOFTS
ASSESSOR PARCEL NUMBERS
533-124-01-00, 533-124-02-00, 533-124-04-00,
533-124-10-00, AND 533-124-11-00**

This Centre City Development Permit / Centre City Planned Development Permit / Site Development (CCDP/CCPDP/SDP) Permit No. 2014-15 is granted by the City of San Diego Planning Commission to The Beardsley Family Trust 12-4-1990, Owner, and CityMark Kettner, LLC, Permittee, to allow: 1) the Significant Alteration of Historical Resources Board (HRB) Site No. 1162, as shown in the Treatment Plan dated December 18, 2014 and, 2) the construction of a mixed-use development known as Kettner Lofts (“Project”) on the 30,000 square foot (“sq.ft.”) premises located on the east side of Kettner Boulevard between Hawthorn and Ivy streets in the Little Italy neighborhood of the Downtown Community Plan (DCP) area and within the Centre City Planned District (CCPD); and more particularly described as Lots 1 through 6 in Block 54 of Middletown, in the City of San Diego, County of San Diego, State of California, according to partition map thereof made by J.E. Jackson, on file in the Office of the County Clerk.

Subject to the terms and conditions set forth in this Permit, permission is granted to the Owner and/or Permittee to construct and operate a development and uses as described and identified by size, dimension, quantity, type and location as follows and on the approved Basic Concept/Schematic Drawings and associated Color and Materials Boards dated January 20, 2015 on file at Civic San Diego (“CivicSD”).

1. General

The Owner and/or Permittee shall construct, or cause to be constructed on the site, a development consisting of a six story (approximately 71 feet tall), mixed-use development located on a 30,000 sq.ft premises located on the east side of Kettner Boulevard between Hawthorn and Ivy streets in Little Italy. This Project is comprised of approximately 130 dwelling units (“d.u.”), approximately 9,100 sq.ft. of commercial space, and approximately 164 automobile parking spaces in three levels of below grade and one level of at grade parking. The Project involves the selective demolition, facade shoring, and partial reconstruction of a Designated Historic Resource. The total Floor Area Ratio (FAR) of the development for all uses above ground shall not exceed 6.0 (including all FAR Bonuses). The development shall not exceed a height of 74 feet above grade level, measured to the top of the parapet of the uppermost floor, with roof equipment enclosures, elevator penthouses, mechanical screening and architectural elements above this height permitted per the CCPDO.

2. Sustainability

This Project shall comply with the California Energy Code and the California Green Building Standards Code (also known as CalGreen). In addition, this Project shall employ the

following additional sustainable development standards to the satisfaction of CivicSD prior to issuance of building Permit(s):

- a. Demonstrated energy performance 10 percent greater than prescribed by the California Building Standards Code (“Title 24”)
- b. Install a solar thermal domestic hot water heating system for 30% net reduction in natural gas consumption
- c. Install a photovoltaic electric power generating system to be installed on the available roof area to offset the common area power needs as feasible
- d. Provide resident bicycle storage 65 percent above the minimum required
- e. Install an electronic billboard located in the resident lobby identifying real-time alternative transportation opportunities
- f. Provide Energy Star rated residential appliances
- g. Use primarily Light Emitting Diode (LED) lighting sources
- h. Install two electric vehicle charging stations

3. CCPDP

The City of San Diego Planning Commission hereby grants a CCPDP pursuant to Sections 156.0304(d) and (f) of the CCPDO permitting deviations to the following development regulations of the CCPDO:

- a. *§156.0313(l)(3) Vehicular Access* – Reducing the required 65 foot distance for vehicular access curb cuts from the curb line of the closest intersection to approximately 30 feet
- b. *§156.031(g)(1) Common Outdoor Open Space* – reducing the required 4,500 sq.ft. (15% of site area) of common outdoor open space by 800 sq.ft. in exchange for at least an additional 2,100 sq.ft. of adjacent common indoor space

4. SDP

The City of San Diego Planning Commission hereby grants a SDP allowing the Significant Alteration of a Designated Historical Resources as follows:

- a. The facade of City of San Diego HRB Site No. 1162, the John O’Day Commercial Building located at 2119 Kettner Boulevard will be stabilized to support its unreinforced masonry construction, protected from damage with structural members and temporary cladding during, then rehabilitated according to US Secretary of the Interiors Standards for Rehabilitation of Historic Structures (“Standards”), City of San Diego Historical

Resources Guidelines (“Guidelines”), and incorporated into the this Project as shown in the Treatment Plan dated December 18, 2014 and the Basic Concept Drawings dated January 20, 2015

All alterations to, and rehabilitation of, the John O’Day Commercial Building, shall be performed in accordance with the National Park Service Standards for Relocation, the Standards, the Guidelines, and the Treatment Plan required under the 2006 Final Environmental Impact Report (FEIR) Mitigation, Monitoring, and Reporting Program (MMRP) Measures HIST A.1-2 and HIST B.1. In addition, the following conditions apply:

- a. Historic American Buildings Survey (HABS) Level III documentation shall be completed for the structure prior to issuance of Building Permits.
- b. A qualified historical architectural monitor (approved by City of San Diego Plan-Historic Staff) will supervise the relocation, rehabilitation and reuse of the building.
- c. A permanent plaque shall be provided on the exterior wall of the historic building describing the buildings original address/location. The design shall be approved by City of San Diego Plan-Historic staff prior to issuance of Building Permits and installation.
- d. If any of the materials (exterior walls, window frames, roof and architectural details) are deteriorated and cannot be rehabilitated, and/or not permitted to be reinstalled by City of San Diego building officials, they may be recreated of new materials with the prior approval of the materials and execution methods of the City of San Diego Plan-Historic staff.

5. Parking

The development includes approximately 164 parking spaces. A minimum of 130 spaces (or an equivalent number based on the exact number of d.u.) shall be dedicated to the development’s residential component and 4 spaces (or an equivalent number based on the exact number of d.u.) shall be dedicated to visitors and guests of the residents; and all shall be designed to meet City Standards. These parking spaces shall be allocated to the development’s residential units. If any additional residential parking spaces are designed with dimensions less than the City Standards, future buyers (if converted to condominium) of the residential units shall be informed of the dimensional size of their parking spaces prior to the sale of such units. In addition, a minimum of 7 motorcycle parking spaces and secured storage space for a minimum of 26 bicycles shall be provided. Any subterranean parking facilities encroaching into the Public Right-Of-Way (ROW) shall be located a minimum of six feet back from the face of curb to a depth of eight feet below sidewalk grade, measured to the outside of any shoring. An Encroachment Maintenance Agreement (EMA) shall be obtained from the City to allow any encroachment of a subterranean garage into the ROW.

PLANNING AND DESIGN REQUIREMENTS

6. Airport Land Use Compatibility Plan (ALUCP)

This development has been determined to be conditionally consistent with the ALUCP by the San Diego County Airport Land Use Commission (ALUC). As a condition of approval, the residences must be sound attenuated to 45 dB CNEL interior noise level and an aviation easement must be recorded with the County Recorder.

7. Residential Amenities and Facilities

The development shall include the following residential amenities and facilities as illustrated on the approved Basic Concept/Schematic Drawings, which shall be required to be maintained within the development in perpetuity:

- a. Pet Open Space – A minimum 100 sq.ft. of contiguous area for use by pets and clearly marked for such exclusive use. The pet open space must contain permeable surface of gravel, sand, grass or similar, or a concrete surface connected to a drain in proximity to an outside faucet for washing down the surface. The development shall be responsible for daily cleaning and regular maintenance of this space. This open space shall be located within the interior of the development and shall not be located adjacent to ROW areas.
- b. Common Outdoor Open Space – at least 3,798 sq.ft. of common outdoor space. The dimensions of the common outdoor open space(s) must not be reduced for the life of the development. A minimum of ten percent of each common outdoor open space area must be planted area and each area must be accessible to all residents of the development through a common accessway.
- c. Common Indoor Space – at least 2,600 sq.ft. of common indoor amenity space. The space(s) shall be maintained for use by residents of the development and must be accessible through a common corridor. The area may contain active or passive recreational facilities, meeting space, computer terminals, or other activity space.
- d. Off-Street Loading Bay – The development shall provide and maintain an off-street loading bay for use by the residents of the development. Loading bay dimensions shall be a minimum of 35 feet deep, 13 feet wide, and 13 feet tall. The loading area shall have direct access to the internal circulation system and elevators of the development.

8. Urban Design Standards

The proposed development, including its architectural design concepts and off-site improvements, shall be consistent with the CCPDO and Centre City Streetscape Manual. These standards, together with the following specific conditions, will be used as a basis for evaluating the development through all stages of the development process.

- a. Architectural Standards – The architecture of the development shall establish a high quality of design and complement the design and character of the Little Italy neighborhood as shown in the approved Basic Concept/Schematic Drawings on file with CivicSD. The development shall utilize a coordinated color scheme consistent with the approved Basic Concept/Schematic Drawings.
- b. Form and Scale – The development shall consist of a mixed-use development containing six stories (approximately 71 feet tall) measured to the top of the roofline and/or parapet, with roof equipment enclosures, elevator penthouses, and mechanical screening above this height permitted per the CCPDO and the Federal Aviation Administration (FAA). All building elements shall be complementary in form, scale, and architectural style.
- c. Building Materials – All building materials shall be of a high quality as shown in the Basic Concept/Schematic Drawings and approved materials board. All materials and installation shall exhibit high-quality design, detailing, and construction execution to create a durable and high quality finish. The base of the buildings shall be clad in upgraded materials and carry down to within one inch of finish sidewalk grade, as illustrated in the approved Basic Concept/Schematic Drawings. Any plaster materials shall consist of a hard troweled, or equivalent, smooth finish. Any stone materials shall employ larger modules and full-corner profiles to create a substantial and non-veneer appearance. Any graffiti coatings shall be extended the full height of the upgraded base materials or up to a natural design break such a cornice line. All downspouts, exhaust caps, and other additive elements shall be superior grade for urban locations, carefully composed to reinforce the architectural design. Reflectivity of the glass shall be the minimum reflectivity required by Title 24 of the California Code of Regulations (“Title 24”).

All construction details shall be of the highest standard and executed to minimize weathering, eliminate staining, and not cause deterioration of materials on adjacent properties or the public right of way. No substitutions of materials or colors shall be permitted without the prior written consent of the CivicSD. A final materials board which illustrates the location, color, quality, and texture of proposed exterior materials shall be submitted with 100% Construction Drawings and shall be consistent with the materials board approved with the Basic Concept/Schematic Drawings.

- d. Street Level Design – Architectural features such as awnings and other design features which add human scale to the streetscape are encouraged where they are consistent with the design theme of the structure. Exit corridors including garage/motor-court entrances shall provide a finished appearance to the street with street level exterior finishes wrapping into the openings a minimum of ten feet.

All exhaust caps, lighting, sprinkler heads, and other elements on the undersides of all balconies and surfaces shall be logically composed and placed to minimize their visibility, while meeting code requirements. All soffit materials shall be high quality and consistent with adjacent elevation materials (no stucco or other inconsistent material),

and incorporate drip edges and other details to minimize staining and ensure long-term durability.

- e. Utilitarian Areas – Areas housing trash, storage, or other utility services shall be located in the garage or otherwise completely concealed from view of the ROW and adjoining developments, except for utilities required to be exposed by the City or utility company. The development shall provide trash and recyclable material storage areas per San Diego Municipal Code (SDMC) sections 142.0810 and 142.0820. Such areas shall be provided within an enclosed building/garage area and shall be kept clean and orderly at all times. The development shall implement a recycling program to provide for the separation of recyclable materials from the non-recyclable trash materials.
- f. Mail and Delivery Locations – It is the Owner's and/or Permittee's responsibility to coordinate mail service and mailbox locations with the United States Postal Service and to minimize curb spaces devoted to postal/loading use. The Owner and/or Permittee shall locate all mailboxes and parcel lockers outside of the ROW, either within the building or recessed into a building wall. A single, centralized interior mail area in a common lobby area is encouraged for all residential units within a development, including associated townhouses with individual street entrances. Individual commercial spaces shall utilize a centralized delivery stations within the building or recessed into a building wall, which may be shared with residential uses sharing a common street frontage address.
- g. Access – Vehicular access to the development's parking shall be limited to one driveway on Kettner Boulevard and one driveway on Ivy Street each with a curb cut not exceed 24 feet in width. Access to the development's off-street loading bay shall be limited to a single driveway on Ivy Street with a curb cut not to exceed 12 feet in width. The total permitted driveway width is 60 feet.
- h. Circulation and Parking – The Owner and/or Permittee shall prepare a plan which identifies the location of curbside parking control zones, parking meters, fire hydrants, trees, and street lights. Such plan shall be submitted in conjunction with 100% Construction Drawings.

All subterranean parking shall meet the requirements of the Building Official, Fire Department and City Engineer. All parking shall be mechanically ventilated. The exhaust system for mechanically ventilated structures shall be located to mitigate noise and exhaust impacts on residential units, adjoining properties and the ROW

- i. Open Space and Development Amenities – A landscape plan that illustrates the relationship of the proposed on and off-site improvements and the location of water, and electrical hookups shall be submitted with 100% Construction Drawings.
- j. Roof Tops – A rooftop equipment and appurtenance location and screening plan shall be prepared and submitted with 100% Construction Drawings. Any roof-top mechanical equipment must be grouped, enclosed, and screened from surrounding views (including views from above); except where exempted by this Permit.

- k. Signage – All signs shall comply with the City of San Diego Sign Regulations and the CCPDO.
 - l. Lighting – A lighting plan which highlights the architectural qualities of the proposed development and also enhances the lighting of the ROW shall be submitted with 100% Construction Drawings. All lighting shall be designed to avoid illumination of adjoining properties.
 - m. Noise Control – All mechanical equipment, including but not limited to, air conditioning, heating and exhaust systems, shall comply with the City of San Diego Noise Ordinance and California Noise Insulation Standards as set forth in Title 24. All mechanical equipment shall be located to mitigate noise and exhaust impacts on adjoining development, particularly residential. Owner and/or Permittee shall provide evidence of compliance at 100% Construction Drawings.
 - n. Energy Considerations – The design of the improvements shall include, where feasible, energy conservation construction techniques and design, including cogeneration facilities, and active and passive solar energy design. The Owner and/or Permittee shall demonstrate consideration of such energy features during the review of the 100% Construction Drawings.
 - o. Street Address – Building address numbers shall be provided that are visible and legible from the ROW.
9. On-Site Improvements

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

PUBLIC IMPROVEMENTS, LANDSCAPING AND UTILITY REQUIREMENTS

10. Off-Site Improvements

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

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

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

- b. Street Lights – All existing lights shall be evaluated to determine if they meet current CivicSD and City requirements, and shall be modified or replaced if necessary.
- c. Sidewalk Paving – Any specialized paving materials shall be approved through the execution of an Encroachment Removal and Maintenance Agreement (EMRA) with the City of San Diego.
- d. Litter Containers – The development shall provide a minimum of three litter receptacles and shall be located as specified in the CCSM.
- e. Landscaping – All required landscaping shall be maintained in a disease, weed and litter free condition at all times. If any required landscaping (including existing or new plantings, hardscape, landscape features, etc.) indicated on the approved construction documents is damaged or removed during demolition or construction, it shall be repaired and/or replaced in kind and equivalent in size per the approved documents and to the satisfaction of the CivicSD within 30 days of damage or Certificate of Occupancy.
- f. Planters – Planters shall be permitted to encroach into the ROW a maximum of two feet for sidewalk areas measuring at least twelve feet and less than fourteen feet in width. For sidewalk areas fourteen feet or wider, the maximum permitted planter encroachment shall be three feet. The planter encroachment shall be measured from the property line to the face of the curb to the wall surrounding the planter. A minimum six foot clear path shall be maintained between the face of the planter and the edge of any tree grate or other obstruction in the ROW.
- g. On-Street Parking – The Owner and/or Permittee shall maximize the on-street parking wherever feasible.
- h. Public Utilities – The Owner and/or Permittee shall be responsible for the connection of on-site sewer, water and storm drain systems from the development to the City Utilities located in the ROW. Sewer, water, and roof drain laterals shall be connected to the appropriate utility mains within the street and beneath the sidewalk. The Owner and/or Permittee may use existing laterals if acceptable to the City, and if not, Owner and/or Permittee shall cut and plug existing laterals at such places and in the manner required by the City, and install new laterals. Private sewer laterals require an EMA.

If it is determined that existing water and sewer services are not of adequate size to serve the proposed development, the Owner and/or Permittee will be required to abandon any unused water and sewer services and install new services and meters. Service abandonments require an engineering permit and must be shown on a public

improvement plan. All proposed public water and sewer facilities, including services and meters, must be designed and constructed in accordance with established criteria in the most current edition of City of San Diego Water and Sewer Facility Design Guidelines and City regulations standards and practices pertaining thereto.

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

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

- i. Franchise Public Utilities – The Owner and/or Permittee shall be responsible for the installation or relocation of franchise utility connections including, but not limited to, gas, electric, telephone and cable, to the development and all extensions of those utilities in public streets. Existing franchise utilities located above grade serving the property and in the sidewalk ROW shall be removed and incorporated into the adjoining development where feasible. All franchise utilities shall be installed as identified in the Basic Concept Drawings. Any above grade devices shall be screened from view from the ROW.
- j. Fire Hydrants – If required, the Owner and/or Permittee shall install fire hydrants at locations satisfactory to the City of San Diego Fire Department and Development Services Department.
- k. Water Meters and Backflow Preventers – The Owner and/or Permittee shall locate all water meters and backflow preventers in locations satisfactory to the Public Utilities Department and CivicSD. Backflow preventers shall be located outside of the ROW adjacent to the development's water meters, either within the building, a recessed alcove area, or within a plaza or landscaping area. The devices shall be screened from view from the ROW. All items of improvement shall be performed in accordance with the technical specifications, standards, and practices of the City of San Diego's Engineering, Public Utilities, and Building Inspection Departments and shall be subject to their review and approval. Improvements shall meet the requirements of the Title 24.

11. Removal and/or Remedy of Soil and/or Water Contamination

- a. The Owner and/or Permittee shall (at its own cost and expense) remove and/or otherwise remedy as provided by law and implementing rules and regulations, and as required by appropriate governmental authorities, any contaminated or hazardous soil and/or water conditions on the site. Such work may include without limitation the following:
 - i. Remove (and dispose of) and/or treat any contaminated soil and/or water on the site (and encountered during installation of improvements in the adjacent ROW which the Owner and/or Permittee is to install) as necessary to comply with applicable governmental standards and requirements.
 - ii. Design construct all improvements on the site in a manner which will assure protection of occupants and all improvements from any contamination, whether in vapor or other form, and/or from the direct and indirect effects thereof.
 - iii. Prepare a site safety plan and submit it to the appropriate governmental agency, CivicSD, and other authorities for approval in connection with obtaining a building permit for the construction of improvements on the site. Such site safety plan shall assure workers and other visitors to the site of protection from any health and safety hazards during development and construction of the improvements. Such site safety plan shall include monitoring and appropriate protective action against vapors and/or the effect thereof.
 - iv. Obtain from the County of San Diego and/or California Regional Water Quality Control Board and/or any other authorities required by law any permits or other approvals required in connection with the removal and/or remedy of soil and/or water contamination, in connection with the development and construction on the site.
 - v. If required due to the presence of contamination, an impermeable membrane or other acceptable construction alternative shall be installed beneath the foundation of the building. Drawings and specifications for such vapor barrier system shall be submitted for review and approval by the appropriate governmental authorities.

STANDARD REQUIREMENTS

12. Environmental Impact Mitigation Monitoring and Reporting Program (MMRP)

As required by CCPDO section 156.0304(h), the development shall comply with all applicable MMRP measures from the 2006 Final Environmental Impact Report (FEIR) for the DCP as applicable:

- a. Air Quality – Mitigation Measure AQ-B.1
- b. Historical Resources – Mitigation Measures HIST-A.1-2 and HIST-B.1
- c. Land Use – Mitigation Measure LU-B.1
- d. Paleontological Resources – Mitigation Measure PAL-A.1

- e. Noise – Mitigation Measures NOI-B.1 and NOI-C.1-1

13. Development Impact Fees

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

14. Inclusionary Affordable Housing Ordinance

As required by SDMC Chapter 14, Article 2, Division 13, the development shall comply with all applicable regulations of the City of San Diego's Inclusionary Housing Ordinance. The Owner and/or Permittee shall provide documentation of such compliance to CivicSD prior to issuance of any Building Permits.

15. Construction Fence

Owner and/or Permittee shall install a construction fence pursuant to specifications of, and a permit from, the City Engineer. The fence shall be solid plywood with wood framing, painted a consistent color with the development's design, and shall contain a pedestrian passageway, signs, and lighting as required by the City Engineer. The fencing shall be maintained in good condition and free of graffiti at all times.

16. Development Identification Signs

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

- Color rendering of the development
- Development name
- Developer
- Completion Date
- For information call _____

Additional development signs may be provided around the perimeter of the site. All signs shall be limited to a maximum of 160 sq.ft. per street frontage. Graphics may also be painted on any barricades surrounding the site. All signs and graphics shall be submitted to the CivicSD for approval prior to installation.

17. Tentative Map

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

18. This Permit must be utilized within thirty-six (36) months after the date on which all rights of appeal have expired. If this Permit is not utilized in accordance with Section 126.0108 of the SDMC within the 36 month period, this permit shall be void unless an Extension of Time (EOT) has been granted pursuant to Section 126.0111 of the SDMC.
19. Issuance of this Permit by CivicSD does not authorize the Owner and/or Permittee for this Permit to violate any Federal, State, or City laws, ordinances, regulations or policies.
20. This Permit is a covenant running with the subject property and all of the requirements and conditions of this Permit and related documents shall be binding upon the Owner and/or Permittee and any successor(s) in interest.
21. This development shall comply with the standards, policies, and requirements in effect at the time of approval of this development, including any successor(s) or new policies, financing mechanisms, phasing schedules, plans and ordinances adopted by the City of San Diego.
22. No permit for construction, operation, or occupancy of any facility or improvement described herein shall be granted, nor shall any activity authorized by this Permit be conducted on the premises until this Permit is recorded in the Office of the San Diego County Recorder.
23. The Owner and/or Permittee shall defend, indemnify, and hold harmless the CivicSD and 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 CivicSD will promptly notify the Owner and/or Permittee of any claim, action, or proceeding and, if CivicSD should fail to cooperate fully in the defense, the Owner and/or Permittee shall not thereafter be responsible to defend, indemnify, and hold harmless the City or its agents, officers, and employees. CivicSD may elect to conduct its own defense, participate in its own defense, or obtain independent legal counsel in defense of any claim related to this indemnification. In the event of such election, the Owner and/or 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 CivicSD and the Owner and/or Permittee regarding litigation issues, the CivicSD shall have the authority to control the litigation and make litigation related decisions, including, but not limited to, settlement or other disposition of the matter. However, the Owner and/or Permittee shall not be required to pay or perform any settlement unless such settlement is approved by Owner and/or Permittee.

KETTNER LOFTS
CCDP/CCPDP/SDP No. 2014-15

This CCDP/CCPDP/SDP No. 2014-15 is granted by City of San Diego Planning Commission on _____.

CIVIC SAN DIEGO:

OWNER:

Scott Glazebrook
Senior Planner
Date

Gary E. Beardsley
The Beardsley Family Trust 12-4-1990
Date

PERMITTEE:

Richard Gustafson
CityMark Kettner, LLC
Date

DRAFT PLANNING COMMISSION RESOLUTION NO. _____-PC
CENTRE CITY DEVELOPMENT PERMIT / CENTRE CITY PLANNED
DEVELOPMENT PERMIT / SITE DEVELOPMENT PERMIT NO. 2014-15

WHEREAS, The Beardsley Family Trust 12-4-1990, Owner, and CityMark Kettner, LLC, Permittee,, filed an application with Civic San Diego (“CivicSD”) for Centre City Development Permit / Centre City Planned Development Permit / Site Development Permit (CCDP/CCPDP/SDP) No. 2014-15 to allow: 1) the Significant Alteration of Historical Resources Board (HRB) Site No. 1162, as shown in the Treatment Plan dated December 18, 2014 and, 2) the construction of a mixed-use development consisting of approximately 130 residential apartment dwelling units (“d.u.”) including indoor and outdoor amenity space, approximately 9,100 square feet (“sq.ft.”) of commercial space, and approximately 164 automobile parking spaces in three levels of below grade and one level of at grade parking, known as Kettner Lofts (“Project”).

WHEREAS, the Project site is located on a 30,000 sq.ft. premises located on the east side of Kettner Boulevard between Hawthorn and Ivy streets in the Little Italy neighborhood of the Downtown Community Plan (DCP) area and within the Centre City Planned District (CCPD);

WHEREAS, the site is legally described as Lots 1 through 6 in Block 54 of Middletown, in the City of San Diego, County of San Diego, State of California, according to partition map thereof made by J.E. Jackson, on file in the Office of the County Clerk;

WHEREAS, on _____, the City of San Diego Planning Commission considered CCDP/CCPDP/SDP No. 2014-15, including a staff report and recommendation, and public testimony, pursuant to the Centre City Planned District Ordinance (CCPDO) and the Land Development Code (LDC) of the City of San Diego;

WHEAREAS, Development within the DCP area is covered under the Final Environmental Impact Report (FEIR) for the San Diego DCP, CCPDO, and 10th Amendment to the Centre City Redevelopment Plan, certified by the former Redevelopment Agency (“Former Agency”) and the City Council on March 14, 2006 (Resolutions R-04001 and R-301265, respectively) and subsequent addenda to the FEIR certified by the Former Agency on August 3, 2007 (Former Agency Resolution R-04193), April 21, 2010 (Former Agency Resolution R-04510), and August 3, 2010 (Former Agency Resolution R-04544), and certified by the City Council on February 12, 2014 (City Council Resolution R-308724) and July 14, 2014 (City Council Resolution R-309115). The FEIR is a “Program EIR” prepared in compliance with California Environmental Quality Act (CEQA) Guidelines Section 15168. Consistent with best practices suggested by Section 15168, an FEIR Consistency Evaluation has been completed for the project. The Evaluation concluded that the environmental impacts of the project were adequately addressed in the FEIR, the project is within the scope of the development program described in the FEIR, and that none of the conditions listed in Section 15162 exist; therefore, no further environmental documentation is required under CEQA.

BE IT RESOLVED, by the Planning Commission of the City of San Diego as follows:

The Planning Commission adopts the following written findings dated _____.

FINDINGS

CENTRE CITY DEVELOPMENT PERMIT FINDINGS

1. *The proposed development is consistent with the DCP, CCPDO, LDC, and all other adopted plans and policies of the City of San Diego pertaining to the CCPD.*

The proposed development is consistent with the DCP, CCPDO, LDC, and all other adopted plans and policies of the City of San Diego pertaining to the CCPD as the development advances the goals and objectives of the DCP and CCPD by:

- Providing a range of housing opportunities suitable for urban environments and accommodating a diverse population;
- Promoting sustainable development and design downtown;
- Maintaining building volume standards that allow sunlight to reach streets and public spaces;
- Promoting adaptive re-use of historic resources as an effective means to reduce construction materials, energy, and waste;
- Facilitating Little Italy's continued evolution as a cohesive, mixed use waterfront neighborhood;
- Reinforcing the India Street business district as the heart of the neighborhood by expanding neighborhood-serving retail and services as well access to open spaces to serve the growing population;
- Protecting historical resources to communicate downtown's heritage;
- Encouraging the rehabilitation and reuse of historical resources;
- Allowing development adjacent to historical resources respectful of context and heritage, while permitting contemporary design solutions that do not adversely impact historical resources; and,

In addition, with approval of CCDP/CCPDP/SDP No. 2014-15, this Project will be consistent with the requirements of the LDC and CCPDO.

CENTRE CITY PLANNED DEVELOPMENT PERMIT FINDINGS

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

This proposed Project is consistent with the objectives of the DCP, CCPDO, and the Design Guidelines in that the Project provides a range of housing opportunities suitable for urban environments and accommodating a diverse population while facilitating Little Italy's continued evolution as a cohesive, mixed use waterfront neighborhood and expanding neighborhood-serving retail and services as well access to open spaces to serve the growing population.

Vehicular driveways are required to be located 65 feet from the adjacent curb line of the closest intersection per CCPDO 156.0313(1)(3) in order to avoid potential traffic conflicts, especially with turn movements at intersections. The proposed driveway is located approximately 40 feet from the current Kettner Boulevard curb line. This Project proposes a landscaped corner pop-out supported by the neighborhood. Kettner Boulevard is one-way southbound, so potential traffic conflicts which could result from vehicles making a left turn onto Ivy Street are minimized due to adequate sight distance to the proposed driveway. In addition, the location of the loading bay on Ivy Street is preferred due to lower traffic volumes than on Kettner Boulevard. This deviation provides relief from the strict application of the development standards in order to efficiently and effectively locate this use away from the main Kettner Boulevard frontage on a narrow site with steeply-sloping streets on the north and south.

Common outdoor open space for residential projects is required to be at least 15 percent of the site area for a site of this Project's size per CCPDO 156.0310(g)(1), or 4,500 sq.ft. for this Project. This Project is proposing approximately 3,900 sq.ft., but is proposing an extra approximately 2,000 sq.ft. of adjacent common indoor space beyond the 500 sq.ft. required. Given airport overflight conditions, providing additional indoor common space in lieu of outdoor common open space permit the Project's residents to more comfortably use this required amenity. This deviation from the common outdoor open space requirement is offset by providing a significantly larger than required indoor open space that opens directly onto the rooftop common outdoor open space and is programmed for residents' use.

The requested deviations meet the intent of the regulations and will have a negligible impact on the surrounding neighborhood.

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

The granting of the deviations and approval of the Project will not negatively impact the public health, safety, and general welfare by locating the loading bay driveway closer to the intersection and supplementing smaller outdoor common open space with larger common indoor space. Sufficient sight lines are preserved from Kettner Boulevard to the limitedly-used loading bay driveway on Ivy Street to minimize potential conflicts, and locating the loading bay driveway on Ivy Street rather than Kettner Boulevard improves the pedestrian experience by permitting greater commercial activity at the ground floor as desired in the DCP. Replacing outdoor common open space with a greater amount of indoor common area allows for greater use of such common amenities of the Project under overflight conditions; and will generally expose the Project's residents to less aircraft noise. Overall, the proposed development is consistent with the plans for this neighborhood and will contribute to its vitality by providing an attractive development with enhanced pedestrian and resident experiences.

3. The proposed development will comply to the maximum extent feasible with the regulations of the CCPDO; except for any proposed deviations which are appropriate for this location and will result in a more desirable project than would be achieved if designed in conformance with the strict regulations of the CCPDO; and,

The proposed development will meet all of the requirements of the CCPDO with approval of these deviations, which are allowable under a CCPDP. These deviations focus deliveries and loading off of the primary commercial Kettner Boulevard street frontage and transfers common outdoor use areas shared by the Project's residents to more useable indoor common space under the airport flight path. With approval of the CCPDP, this Project will comply to the maximum extent feasible with all applicable regulations.

4. *The development is consistent with the Downtown Design Guidelines and exhibits superior architectural design.*

The proposed deviations will permit the proposed development of a pedestrian-friendly Kettner Boulevard street frontage, will reduce potential traffic and pedestrian disruptions along this street frontage from deliveries, and promote greater use of common resident areas. This Project is consistent with the DDG and provides an attractive development consistent with the Little Italy neighborhood.

SITE DEVELOPMENT PERMIT FINDINGS

General Findings – San Diego Municipal Code (SDMC) §126.0504(a):

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

The DCP lists the following goals and policies for historical resources:

- For locally designated historical resources, “Whenever possible, retain resource on-site. Partial retention, relocation, or demolition of a resource shall only be permitted through applicable City procedures.”
- Protect historical resources to communicate downtown’s heritage.
- Encourage the rehabilitation and reuse of historical resources.
- Allow development adjacent to historical resources respectful of context and heritage, while permitting contemporary design solutions that do not adversely impact historical resources.
- Encourage the retention of historical resources on-site with new development. If retention of the historical resource on-site is found to be infeasible under appropriate City review procedures, the potential relocation of the historical resource to another location within downtown shall be explored and, if feasible, adopted as a condition of a SDP.

The Project meets the design goals of the DCP and CCPDO for new developments in this area. The Project will add vitality to the neighborhood and provide a variety of residential units including much needed three-bedroom units and affordable units. It will also rehabilitate a historical building and provide unique residential lobby space for the residential tenants. The inclusion of the John O’Day Commercial Building into the Project is a practical means of protecting a threatened resource and preserves its architectural heritage within the neighborhood.

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

The Project will consist of a mixed-use development, including the shoring, protection, and rehabilitation of a designated historical resource in place. The Project will revitalize this Little Italy block and use of the historical resource facade for the residential lobby will enhance the temporal legibility of the neighborhood by preserving a piece of its history. The Project design brings retail and residential activity to this area of Little Italy and adds over a hundred new residents with their “eyes on the streets”. The Project will be consistent with the DCP and CCPDO with approval of the CCDP/CCPDP/SDP. Impacts related to the substantial alteration of a historical resource would be reduced through implementation of the required mitigation measures found in the FEIR and additional conditions of approval as required by the Historical Resources Guidelines of the City’s LDC. The Project will be compatible with the nearby residential and commercial buildings and consistent with the future planned development of the area and complies with SDMC provisions intended to ensure that the public health, safety, and welfare are protected and enhanced by this development.

3. The proposed development will comply with the applicable provisions of the LDC

The proposed Project will comply with the applicable provisions of the LDC for a historical resources deviation for a substantial alteration of designated historical resources with approval of the SDP. The proposed rehabilitation work on the building will be consistent with the US Secretary of the Interiors Standards for Rehabilitation of Historic Structures (“Standards”) and will not create any adverse impacts to the designated building. Impacts related to the proposed relocation would be reduced through implementation of the required mitigation measures found in the FEIR and additional conditions of approval as required by the Historical Resources Guidelines of the LDC.

Supplemental SDP Findings – Historical Resources Deviation for Substantial Alteration of a Designated Historical Resource –SDMC §126.0504(i):

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

The base Project will construct a six story midrise building incorporating the historic resource, which is a hollow clay tile structure of Type-VB non-rated unreinforced masonry construction built property line to property line where only the front facade was intended and has traditionally been visible. Several alternatives have been evaluated, including maintaining the whole historical resource and construct new developments to the north and south, to dismantle reusable portions and demolish non-reusable portions of the resource for future reassembly and/or reconstruction above a new subterranean garage and under a bridge structure spanning the lot, and dismantle and relocate reusable portions of the historical resource for reassembly on an appropriate commercial location elsewhere in the City.

An evaluation of the first alternative concluded that stabilizing the existing structure in place and installing shoring walls surrounding the existing structure is likely to cause some damage and require repair to the existing building, but does enable the most complete preservation of the existing structure. However, implementation of the CCPDO Little Italy Sun Access (LISA)

overlay and the San Diego International Airport's Airport Land Use Compatibility Plan (ALUCP) Safety Zone overlays limits residential and commercial development to the north and south of the existing structure when not combined into a whole Project, and preservation of the structure in place prohibits extending a subterranean parking garage below, thus reducing the development potential by approximately 30 percent making the alternative Project economically infeasible.

An evaluation of the second alternative concluded that the fragile nature of the existing unreinforced hollow clay tile structure makes dismantling the resource block by block or in larger panel sections in order to reassemble is substantially infeasible, where demolition and reconstruction of the walls with modern materials would amount to a substantial reconstruction rather than preservation. Under this scenario the development opportunity of the site would be reduced by approximately twelve percent when compared with the base Project, making this alternative economically infeasible.

The third alternative would result in a Project very similar to the base Project, however, due to the fragile nature of the existing unreinforced hollow clay tile structure a significant majority of the existing structure would be demolished, the front facade strengthened and relocated in several pieces, and the roof dismantled for relocation. Alternatively, it could be more feasible to replicate the historical resource on another site and reinstall all useable historical elements removed from the existing structure. This alternative includes the acquisition costs of an appropriate relocation site, selective demolition and dismantling of the historic resource, and reconstruction of the resource. While this alternative Project would result in a very similar Project, the additional costs for this alternative make it economically infeasible to a degree similar to that of the first alternative.

All three alternatives have been evaluated and have been found infeasible due to economic loss and therefore no less environmentally damaging alternatives that would minimize the demolition's potential adverse effects have been evaluated and found feasible structurally, economically, and in compliance with CCPDO development regulations.

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

The deviation from the standard protective historical resource regulations is the minimum necessary to afford relief and accommodate the development of the site in accordance with the density and other provisions of the CCPDO, which requires a minimum of 3.5 Floor Area Ratio (FAR) and a maximum of 6.0 FAR on this site. Retention of the resource while constructing new development on the lots to the south and north is not feasible because it would preclude the redevelopment of the Project site in accordance with the CCPDO. Dismantling the reusable portions of the resource while constructing the subterranean parking below and a two level bridge connection above, and reconstructing the non-reusable portions of the resources is not feasible because it would preclude the redevelopment of the Project site in accordance with the CCPDO and result in an economic loss. Dismantling the reusable portions of the resource for use in a reconstruction project on another site would not retain any portion of the resource on the

Project site whereas the Project would retain the most important component of the resource, the architecturally designed street facade, on the original site; while resulting in an economic loss. Feasible measures to mitigate for the loss of the historical resource will be implemented as required by the Centre City Mitigation, Monitoring, and Reporting Program (MMRP), which requires the preparation of a Documentation Program consisting of a Historic American Buildings Survey (HABS) for the property prior to the start of construction

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

The Project site is located within an area of CCPD designated for mixed use residential and retail development with a minimum FAR of 3.5 and maximum FAR of 6.0, which would allow 180,000 square feet of development on the site. The Project will provide a mixed-use residential and retail development called for in the Neighborhood Mixed Use Center of Little Italy. Denial of the proposed development would generate an economic hardship for the owner in that it is not feasible to derive a reasonable beneficial use of the property if it cannot be used in a manner consistent with its zoning as established by the CCPDO and the DCP. The first and second alternatives are economically or otherwise infeasible because they would, in varying degrees: reduce the investment value of the property, reduce the property owner's entrepreneurial return on the property, and reduce the required retail and residential components of the Project necessary to support the Project as a whole and attain the allowable densities. The third alternative is economically or otherwise infeasible because it would, in varying degrees: reduce the investment value of the property and reduce the property owner's entrepreneurial return on the property.

The implementation of any of the studied alternatives would make it infeasible to derive a reasonable economic return from the property and create an economic hardship for the owners since no reasonable beneficial use could be derived from the property.

BE IT FURTHER RESOLVED that, based on the findings, hereinbefore adopted by the Planning Commission, CCDP/CCPDP/SDP No. 2014-15 is hereby **GRANTED** by the Planning Commission to the referenced Owner and Permittee, in the form, exhibits, terms and conditions set forth in the CCDP/CCPDP/SDP No. 2014-15, a copy of which is attached hereto and made part hereof.

Scott Glazebrook
Senior Planner
Civic San Diego

Adopted on: _____

**DOWNTOWN
FINAL ENVIRONMENTAL IMPACT REPORT (DOWNTOWN FEIR)
CONSISTENCY EVALUATION
FOR THE
KETTNER LOFTS PROJECT**

March 2, 2015

Prepared for: CityMark Kettner, LLC
3818 Park Boulevard
San Diego, California 92103

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

DRAFT Downtown FEIR Consistency Evaluation

1. PROJECT TITLE: Kettner Lofts ("Project")

2. DEVELOPER: CityMark Kettner, LLC

3. PROJECT LOCATION: The Project site is an approximately 30,000 sq.ft. premises located on the east side of Kettner Boulevard between Hawthorn and Ivy streets in the Little Italy neighborhood of the Downtown Community Plan (DCP) area. The DCP area includes approximately 1,500 acres within the metropolitan core of the City of San Diego, bounded by Laurel Street and Interstate 5 on the north; Interstate 5, Commercial Street, 16th Street, Sigsbee Street, Newton Avenue, Harbor Drive, and the extension of Beardsley Street on the east and southeast; and San Diego Bay on the south and west and southwest. The major north-south access routes to downtown are Interstate 5, State Route 163, and Pacific Highway. The major east-west access route to downtown is State Route 94. Surrounding areas include the community of Uptown and Balboa Park to the north, Golden Hill and Sherman Heights to the east, Barrio Logan and Logan Heights to the South and the City of Coronado to the west across San Diego Bay.

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

The site is sloped down from east to west and is currently used as an automobile collision repair facility. The eastern boundary is adjacent to surface parking, apartment, retail, and restaurant facilities. Uses surrounding the site include rental car facilities, retail shops, and professional offices to the west, mixed-use projects to the south, and professional offices to the north. Existing adjacent structures to the west, north, and east are predominantly one and two stories, and existing adjacent structures to the south are predominantly four and five stories. The Project site contains several buildings over 45 years old, one of which is a Designated Historical Resource known as the "John O'Day Commercial Building" which was designated under Criterion "C" for preservation of the distinctive characteristics of the Mission Revival style. This warehouse-style facade is proposed to be incorporated into the Project.

The land use district for the site, as designated in the CCPDO, is Neighborhood Mixed-Use Center (NC). This district ensures development of distinctive centers around plazas, parks, and main streets that provide a focus to the neighborhoods by supporting a mix of residential and non-residential developments that contain active commercial uses on the ground floor. A broad

array of compatible uses, including retail, eating and drinking establishments, residential, office, educational, indoor recreation, and cultural uses are permitted. Building volume restrictions apply to allow sunlight to reach streets and public spaces, and design standards seek to establish pedestrian-oriented development. Within the NC District, a minimum of 40 percent of the ground-floor frontage facing onto a public street or public open space shall contain active commercial uses.

The Fine Grain Development Overlay (FG) and the Little Italy Sun Access Overlay (LISA) apply to this site; in addition, this site is designated within the Little Italy Neighborhood Center and on a Limited Vehicle Access street (Hawthorne Street). The FG overlay requires that development incorporate design standards that exhibit architectural form and variety at a less than full-block scale to ensure pedestrian scale and diverse building designs. The LISA overlay maintains adequate sunlight and air to sidewalks and residential areas of Little Italy during the winter solstice between 10:30 a.m. and 1:30 p.m.

Surrounding land uses:

- North: two story commercial
- West: one story commercial
- South: five story residential
- East: two story residential and one story commercial

5. PROJECT DESCRIPTION: This Project proposes the construction of a six-story (approximately 71 feet tall), mixed-use development consisting of 130 d.u., approximately 9,100 sq.ft. of commercial space, and approximately 164 automobile parking spaces; 138 of which comply with San Diego Municipal Code (SDMC) parking regulations.

The base maximum Floor Area Ratio (FAR) for the Project site is 3.5, with a maximum base allowable FAR of 6.0. No additional FAR bonuses can be achieved except through providing on-site affordable housing which can increase the total maximum FAR to 8.1. The Developer is proposing an FAR of 4.7.

6. CEQA COMPLIANCE: The DCP, CCPDO, Redevelopment Plan for the Centre City Redevelopment Project and related activities have been addressed by the following environmental documents, which were prepared prior to this Consistency Evaluation and are hereby incorporated by reference:

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

Addendum to the Downtown FEIR for the 11th Amendment to the Redevelopment Plan for the Centre City Redevelopment Project, Amendments to the DCP, CCPDO, Marina Planned District Ordinance, and Mitigation, Monitoring and Reporting Program of the Downtown FEIR for the DCP, CCPDO, and the Redevelopment Plan for the Centre City Redevelopment Project certified by the Redevelopment Agency (Resolution No. R-

04193) and by the City Council (Resolution No. R-302932), with date of final passage on July 31, 2007.

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

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

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

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

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

The Downtown FEIR is a “Program EIR” prepared in compliance with California Environmental Quality Act (CEQA) Guidelines Section 15168. The aforementioned environmental document is the most recent and comprehensive environmental document pertaining to the proposed Project. The FEIR and subsequent addenda are available for review at the offices of the Civic San Diego (“CivicSD”) located at 401 B Street, Suite 400, San Diego, CA 92101.

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

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

If the Evaluation identifies new impacts or a substantial change in circumstances, additional environmental documentation is required. The form of this documentation depends upon the nature of the impacts of the subsequent proposed action being proposed. Should a proposed action result in: a) new or substantially more severe significant impacts that are not adequately

addressed in the Downtown FEIR, or b) there is a substantial change in circumstances that would require major revision to the Downtown FEIR, or c) that any mitigation measures or alternatives previously found not to be feasible or not previously considered would substantially reduce or lessen any significant effects of the Project on the environment, a Subsequent or Supplemental Environmental Impact Report (EIR) would be prepared in accordance with Sections 15162 or 15163 of the State CEQA Guidelines (CEQA Statutes Section 21166).

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

7. PROJECT-SPECIFIC ENVIRONMENTAL ANALYSIS: See attached Environmental Checklist and Section 10 Evaluation of Environmental Impacts.

8. MITIGATION, MONITORING AND REPORTING PROGRAM: As described in the Environmental Checklist and summarized in **Attachment A**, the following mitigation measures included in the MMRP, found in Volume 1.B.2 of the Downtown FEIR, will be implemented by the proposed Project:

AQ-B.1-1; HIST-A.1-2; HIST-B.1; LU-B.1; PAL-A.1-1; NOI-B.1-1; NOI-C.1-1

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

Significant but Mitigated Impacts

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

Significant and Not Mitigated Impacts

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

- Traffic: Impact on Freeway Ramps and Segments (TRF-A.2) (C)
- Parking: Excessive Parking Demand (TRF-D.1) (C)

In certifying the Downtown FEIR and approving the DCP, CCPDO, and 10th Amendment to the Redevelopment Plan, the City Council and Redevelopment Agency adopted a Statement of Overriding Considerations which determined that the unmitigated impacts were acceptable in light of economic, legal, social, technological or other factors including the following.

Overriding Considerations

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

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

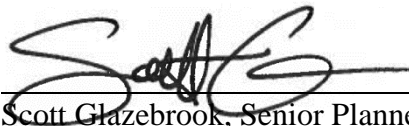
SUMMARY OF FINDINGS: In accordance with Public Resources Code Sections 21166, 21083.3, and CEQA Guidelines Sections 15168 and 15183, the following findings are derived from the environmental review documented by this Evaluation and the Downtown FEIR as amended:

1. No substantial changes are proposed in the Centre City Redevelopment Project, or with respect to the circumstances under which the Centre City Redevelopment Project is to be undertaken as a result of the development of the proposed Project, which will require important or major revisions in the Downtown FEIR and the six subsequent addenda to the FEIR;
2. No new information of substantial importance to the Centre City Redevelopment Project has become available that shows the Project will have any significant effects not discussed previously in the Downtown FEIR or subsequent addenda to the Downtown FEIR; or that any significant effects previously examined will be substantially more

severe than shown in the Downtown FEIR or subsequent addenda to the FEIR; or that any mitigation measures or alternatives previously found not to be feasible or not previously considered would substantially reduce or lessen any significant effects of the Project on the environment;

3. No Negative Declaration, Subsequent EIR, or Supplement or Addendum to the Downtown FEIR, as amended, is necessary or required;
4. The proposed actions will have no significant effect on the environment, except as identified and considered in the Downtown FEIR and subsequent addenda to the Downtown FEIR for the Centre City Redevelopment Project. No new or additional project-specific mitigation measures are required for this Project; and
5. The proposed actions would not have any new effects that were not adequately covered in the Downtown FEIR or addenda to the Downtown FEIR, and therefore, the proposed Project is within the scope of the program approved under the Downtown FEIR and subsequent addenda listed in Section 6 above.

CivicSD, the implementing body for the City of San Diego, administered the preparation of this Evaluation.



Scott Glazebrook, Senior Planner, CivicSD
Lead Agency Representative/Preparer

March 2, 2015
Date

ENVIRONMENTAL CHECKLIST

10. EVALUATION OF ENVIRONMENTAL IMPACTS: This environmental checklist evaluates the potential environmental effects of the proposed Project consistent with the significance thresholds and analysis methods contained in the Downtown FEIR for the DCP, CCPDO, and Redevelopment Plan for the Centre City Project Area. Based on the assumption that the proposed activity is adequately addressed in the Downtown FEIR, the following table indicates how the impacts of the proposed activity relate to the conclusions of the Downtown FEIR. As a result, the impacts are classified into one of the following categories:

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

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

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

The following Overriding Considerations apply directly to the proposed Project:

- Develop downtown as the primary urban center for the region
- Maximize employment opportunities within the downtown area
- Develop full-service, walkable neighborhoods linked to the assets downtown offers
- Relieve Growth Pressure On Outlying Communities

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
1. AESTHETICS/VISUAL QUALITY:						
<p>(a) <i>Substantially disturb a scenic resource, vista or view from a public viewing area, including a State scenic highway or view corridor designated by the DCP?</i> Views of scenic resources including San Diego Bay, San Diego-Coronado Bay Bridge, Point Loma, Coronado, Petco Park, and the downtown skyline are afforded by the public viewing areas within and around the downtown and along view corridor streets within the planning area. The proposed Project would not impact scenic resources from a public viewing area as the site is not located on a designated View Corridor established by the DCP and CCPDO. Therefore, significant impacts associated with these issues could not occur.</p> <p>The Project would result in the construction of a 6 story midrise building (71 feet tall) in the Little Italy neighborhood. The architectural features of the proposed Project do not include extreme height, bulk, scale, or site orientation that would substantially disturb views of the San Diego Bay, San Diego-Coronado Bay Bridge, Point Loma, Coronado, Petco Park, and the downtown skyline from public viewing areas. Thus, significant direct impacts associated with this issue would not occur.</p> <p>The Project site itself does not possess any significant scenic resources that could be impacted by the proposed Project. Impacts to on-site scenic resources are not significant.</p>					X	X
<p>(b) <i>Substantially incompatible with the bulk, scale, color and/or design of surrounding development?</i> The bulk, scale, and design of the Project would be compatible with existing and planned developments in the Little Italy neighborhood. Development of the site would improve the area by providing a new, modern building on a currently underutilized site. The Project would</p>					X	X

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
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utilize high quality materials and contemporary design sensitive to the character of the surrounding neighborhood. Additionally, a variety of mid and low rise buildings are located and proposed within the vicinity of the Project site and the scale of the proposed Project would be consistent with that of surrounding buildings. Therefore, project-level and cumulative impacts associated with this issue would not occur.						
(c) <i>Substantially affect daytime or nighttime views in the area due to lighting?</i> The proposed Project would not involve a substantial amount of exterior lighting or include materials that would generate substantial glare. Furthermore, outdoor lighting that would be incorporated into the proposed Project would be shielded or directed away so that direct light or glare does not adversely impact adjacent land uses. The City's Light Pollution Law (Municipal Code Section 101.1300 et seq.) also protects nighttime views (e.g., astronomical activities) and light-sensitive land uses from excessive light generated by development in the downtown area. The proposed Project's conformance with these requirements would ensure that direct and cumulative impacts associated with this issue are not significant					X	X
2. AGRICULTURAL RESOURCES:						
(a) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use?</i> The DCP area is an urban downtown environment that does not contain land designated as prime agricultural soil by the Soils Conservation Service. In addition, it does not contain prime farmland designated by the California Department of Conservation. Therefore, no impact to agricultural resources would occur.					X	X
(b) <i>Conflict with existing zoning for agricultural use, or a Williamson Act contract?</i> The DCP area does not contain, nor is it near, land zoned for agricultural use					X	X

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
or land subject to a Williamson Act Contract pursuant to Section 512101 of the California Government Code. Therefore, impacts resulting from conflicts with existing zoning for agricultural use or a Williamson Act Contract would not occur.						
3. AIR QUALITY:						
(a) <i>Conflict with or obstruct implementation of an applicable air quality plan, including the County's Regional Air Quality Strategies (RAQS) or the State Implementation Plan?</i> The proposed Project site is located within the San Diego Air Basin, which is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD). The San Diego Air Basin is designated by state and federal air quality standards as nonattainment for ozone and particulate matter (PM) less than 10 microns (PM10) and less than 2.5 microns (PM 2.5) in equivalent diameter. The SDAPCD has developed a Regional Air Quality Strategy (RAQS) to attain the state air quality standards for ozone. The proposed Project is consistent with the land use and transit-supportive policies and regulations of the DCP and CCPDO; which are in accordance with those of the RAQS. Therefore, the proposed Project would not conflict with, but would help implement, the RAQS with its' compact, high intensity land use and transit-supportive design. Therefore, no impact to the applicable air quality plan would occur.					X	X
(b) <i>Expose sensitive receptors to substantial air contaminants including, but not limited to, criteria pollutants, smoke, soot, grime, toxic fumes and substances, particulate matter, or any other emissions that may endanger human health?</i> The Project could involve the exposure of sensitive receptors to substantial air contaminants during short-term construction activities and over the long-term operation of the Project. Construction activities associated with the Project could result in potentially			X			X

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

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

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
<i>in local or regional plans, policies, and regulations by local, state or federal agencies?</i> As identified in the FEIR, the area is not within a sub-region of the San Diego County Multiple Species Conservation Program (MSCP). Therefore, impacts associated with substantial adverse effects on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, and regulations by local, state or federal agencies would not occur.						
5. GEOLOGY AND SOILS:						
<p>(a) <i>Substantial health and safety risk associated with seismic or geologic hazards?</i> The proposed Project site is in a seismically active region. Downtown San Diego is generally considered to lie within the Rose Canyon Fault Zone (RCFZ). The onshore portion of the RCFZ extends along the northeast flank of Mount Soledad at La Jolla and continues southward along the eastern margins of Mission Bay towards downtown San Diego. Onshore in downtown San Diego there are two active fault zones that are designated as Alquist Priolo Earthquake Fault Zones (EFZ) by the California State Geologist. The Project site is located within these zones. Active faulting has been demonstrated in these zones and any development within the designated zones requires fault hazard investigations. The closest significant EFZ mapped is the Downtown Graben faults and Spanish Bight fault. A seismic event on these faults could cause significant ground shaking on the proposed Project site. Therefore, the potential exists for substantial health and safety risks on the Project site associated with a seismic hazard.</p> <p>Although the potential for geologic hazards (landslides, liquefaction, slope failure, and seismically-induced settlement) is considered low due to the site's moderate to non-expansive geologic structure, such hazards could nevertheless occur.</p>					X	X

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
Conformance with, and implementation of, all seismic-safety development requirements, including all applicable requirements of the Alquist-Priolo Zone Act, the seismic design requirements of the International Building Code (IBC), the City of San Diego Notification of Geologic Hazard procedures, and all other applicable requirements would ensure that the potential impacts associated with seismic and geologic hazards are not significant.						
6. GREENHOUSE GAS EMISSIONS:						
<p>(a) <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i> California's Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006, codified the State's greenhouse gas (GHG) emissions target by requiring the State's GHG emissions to be reduced to 1990 levels by 2020. To achieve these GHG reductions outlined in AB 32, there will have to be widespread reductions of GHG emissions across the California economy. Some of the reductions will come in the form of changes in vehicle emissions and mileage, changes in the sources of electricity, and increases in energy efficiency by existing facilities as well as other measures. The remainder of the necessary GHG reductions will come from requiring new facility development to have lower carbon intensity than "Business-as-Usual" (BAU), or existing, conditions.</p> <p>Neither CivicSD nor the City of San Diego has adopted thresholds of significance for GHG emissions. However, according to the Technical Memorandum entitled "Addressing Greenhouse Gas Emissions from Projects Subject to CEQA" the City is utilizing, for the interim, the 900 metric ton (MT) threshold presented by CAPCOA (CAPCOA 2008). The memorandum identifies Project types and Project</p>					X	X

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
<p>sizes that are estimated to emit 900 MT of GHGs per year. Projects that are greater than or equal to the Project sizes listed in the memorandum must perform a GHG analysis. The analysis should include, at a minimum, the five primary sources of GHG emissions: vehicular traffic, generation of electricity, natural gas consumption/combustion, solid waste generation, and water usage.</p> <p>The Project contains 130 dwelling units, approximately 9,100 square feet of commercial space, and approximately 164 parking spaces. As such, the Project exceeds the screening criteria identified in the memorandum and, therefore, a GHG technical analysis was prepared for the Project by Scientific Resources Associated. For the purpose of this evaluation, to reduce potential impacts to below a level of significance, projects must show a 28% reduction to the 2020 BAU model, which is consistent with the state-wide goals of AB 32.</p> <p>As calculated, the Project would generate a net increase of 171 MTCO₂E per year, while the BAU scenario would generate a net increase of 896 MTCO₂E per year. Thus, the Project would result in a 45 percent reduction in GHG emissions when compared to the BAU scenario. These reductions would be achieved through state laws and project design features, including compliance with 2013 Title 24, Parts 6 and 11, energy efficiency regulations; compliance with California Green Building Standards Code water use reduction requirements; implementation of the State Renewables Portfolio Standard; implementation of Pavley I; implementation of LEV III; implementation of the Low Carbon Fuel Standards; implementation of the Tire Pressure Program; proximity to downtown amenities; and proximity to a transit station (0.40 mile from Beech</p>						

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
Street Trolley Station). The Project, by providing a 45 percent reduction in GHG emissions compared to BAU, may be seen to exceed its fair share in achieving the state's reduction target. The Project's energy efficiency reductions are also consistent with state GHG reduction goals and climate change adaptation strategies. The Project is also consistent with green building strategies recommended in the State Climate Change Scoping Plan. The Project would be consistent with the overall goals and strategies of local and state plans, policies, and regulations aimed at reducing GHG emissions from land development.						
(b) <i>Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gas?</i> As stated above in Section 6.a., construction and operation of the proposed Project would not result in a significant impact related to GHG emissions on the environment. The Project complies with the City of San Diego interim reduction thresholds, which are based on the AB 32 reduction threshold, and the Project would also be consistent with the recommendations within Policy CE-A.2 of the City of San Diego's General Plan Conservation Element. Therefore, the Project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. This impact is considered not significant.					X	X
7. HAZARDS AND HAZARDOUS MATERIALS:						
(a) <i>Substantial health and safety risk related to onsite hazardous materials?</i> The FEIR states that contact with, or exposure to, hazardous building materials, soil and ground water contaminated with hazardous materials, or other hazardous materials could adversely affect human health and safety during short-term construction or long term operation of a development. The Project is subject to federal, state,					X	X

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

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
Airport (SDIA), the entire downtown planning area is located within the SDIA Airport Influence Area. The FEIR identifies policies that regulate development within areas affected by Lindbergh Field including building heights, use and intensity limitations, and noise sensitive uses. The Project is does not exceed the intensity of development assumed under the FEIR, nor does it include components that would in any way violate or impede adherence to these policies, impacts related to the creation of substantial safety risks at SDIA would not be significant, consistent with the analysis in the FEIR. Therefore, there are no potential direct or cumulative impacts related to this issue.						
(d) <i>Substantially impair implementation of an adopted emergency response plan or emergency evacuation plan?</i> The Project does not propose any features that would affect an emergency response or evacuation plan. Therefore, no impact associated with this issue is anticipated.					X	X
8. HISTORICAL RESOURCES:						
(a) <i>Substantially impact a significant historical resource, as defined in § 15064.5?</i> The proposed Project site contains the John O'Day Commercial Building located at 2119 Kettner Boulevard and designated as local historical resource No. 1162. The proposed Project would result in the incorporation of the facade of this designated historic resource into the Project to be used as the entrance to the residential lobby. Because the proposed alteration of the John O'Day Commercial Building is considered a Substantial Alteration and requires approval of a Site Development Permit (SDP) pursuant to Municipal Code Section 143.0251, implementation of Mitigation Measure HIST- A.1-1 (as applicant to San Diego Register Listed Resources and Mitigation Measure HIST-A.1-2 (potential for direct and/or indirect impacts to a retained or relocated local resource) is					X	X

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
<p>required. Consistent with the conclusions of the FEIR, implementation of these mitigation measures and any conditions of approval stemming from them (as may be ultimately approved by the Planning Commission), may or may not be sufficient to reduce the impacts below a level of significance. Therefore, consistent with the analysis of the FEIR, the proposed Project would result in significant and unmitigated impacts.</p> <p>The City Council adopted a Statement of Overriding Considerations for this potential significant impact identified in the FEIR, thereby acknowledging that the benefits of implementing the DCP outweigh the potential for impacts resulting from such actions. Because of the adoption of Overriding Considerations for this impact, there is no further environmental review required for the proposed alteration and inclusion of the John O'Day Commercial Building if the Planning Commission makes the required findings and approves the SDP and conditions of the Project with Mitigation Measures HIST-A.1-1 and HIST-A.1-2 (See Attachment A).</p>						
<p>(b) <i>Substantially impact a significant archaeological resource pursuant to § 15064.5, including the disturbance of human remains interred outside of formal cemeteries?</i> According to the FEIR, the likelihood of encountering archaeological resources is greatest for Projects that include grading and/or excavation of areas on which past grading and/or excavation activities have been minimal (e.g., surface parking lots). Since archaeological resources have been found within inches of the ground surface in the DCP area, even minimal grading activities can impact these resources. In addition, the likelihood of encountering subsurface human remains during construction and excavation activities, although considered low, is possible. Thus, the excavation, demolition, and surface clearance activities associated with development of the Project and the two levels of</p>	X	X				

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
subterranean parking could have potentially adverse impacts to archaeological resources, including buried human remains. Implementation of FEIR Mitigation Measure HIST-B.1-1, (see Attachment A) would minimize, but not fully mitigate, these potential impacts. Since the potential for archaeological resources and human remains on the Project site cannot be confirmed until grading is conducted, the exact nature and extent of impacts associated with the proposed Project cannot be predicted. Consequently, the required mitigation may or may not be sufficient to reduce these direct project-level impacts to below a level of significance. Therefore, project-level impacts associated with this issue remain potentially significant and not fully mitigated, and consistent with the analysis of the FEIR. Furthermore, project-level significant impacts to important archaeological resources would contribute to the potentially significant and unmitigated cumulative impacts identified in the FEIR.						
(c) <i>Substantially impact a unique paleontological resource or site or unique geologic feature?</i> The Project site is underlain by the San Diego Formation and Bay Point Formation, which has high paleontological resource potential. The FEIR concludes that development would have potentially adverse impacts to paleontological resources if grading and/or excavation activities are conducted beyond a depth of 1-3 feet. The Project's proposal for two levels of subterranean parking would involve excavation beyond the FEIR standard, resulting in potentially significant impacts to paleontological resources. Implementation of FEIR Mitigation Measure PAL-A.1-1 (see Attachment A) would ensure that the Project's potentially direct impacts to paleontological resources are not significant. Furthermore, the Project would not impact any resources outside of the Project site. The mitigation measures for direct impacts fully mitigate for			X	X		

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
paleontological impacts, therefore, the Project's contribution to cumulative impacts to paleontological resources would be significant but mitigated because the same measures that mitigate direct impacts would also mitigate for any cumulative impacts.						
9. HYDROLOGY AND WATER QUALITY:						
(a) <i>Substantially degrade groundwater or surface water quality?</i> The Project's construction and grading activities may involve soil excavation at a depth that could surpass known groundwater levels, which would indicate that groundwater dewatering might be required. Compliance with the requirements of either (1) the San Diego Regional Water Quality Control Board under a National Pollution Discharge Elimination system general permit for construction dewatering (if dewatering is discharged to surface waters), or (2) the City of San Diego Metropolitan Wastewater Department (if dewatering is discharged into the City's sanitary sewer system under the Industrial Waste Pretreatment Program), and (3) the mandatory requirements controlling the treatment and disposal of contaminated dewatered groundwater would ensure that potential impacts associated with construction dewatering and the handling of contaminated groundwater are not significant. In addition, Best Management Practices (BMPs) required as part of the local Storm Water Pollution Prevention Plan (SWPPP) would ensure that short-term water quality impacts during construction are not significant. The proposed Project would result in hard structure areas and other impervious surfaces that would generate urban runoff with the potential to degrade groundwater or surface water quality. However, implementation of BMPs required by the local Standard Urban Storm water Mitigation Program (SUSMP) and Storm Water Standards would reduce the Project's long-term impacts. Thus, adherence to the state and local water quality controls would ensure		X			X	

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

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
and reduce surface volume entering the storm drain system. Therefore, impacts associated within this issue are not significant. (Impacts associated with the quality of urban runoff are analyzed in Section 9a.)						
(c) <i>Substantially impede or redirect flows within a 100-year flood hazard area?</i> The Project site is not located within a 100-year floodplain. Similarly, the Project would not affect off-site flood hazard areas, as no 100-year floodplains are located downstream. Therefore, impacts associated with these issues are not significant.					X	X
(d) <i>Substantially increase erosion and sedimentation?</i> The potential for <i>erosion</i> and sedimentation could increase during the short-term during site preparation and other construction activities. As discussed in the FEIR, the proposed Project's compliance with regulations mandating the preparation and implementation of a SWPPP would ensure that impacts associated with erosion and sedimentation are not significant.					X	X
10. LAND USE AND PLANNING:						
(a) <i>Physically divide an established community?</i> The Project does not propose any features or structures that would physically divide an established community. Impacts associated with this issue would not occur.					X	X
(b) <i>Substantially conflict with the City's General Plan and Progress Guide, DCP or other applicable land use plan, policy, or regulation?</i> The Land Use District for the site is Neighborhood Mixed-Use Center (NC), which ensures development of distinctive centers around plazas, parks, and main streets that provide a focus to the neighborhoods by supporting a mix of residential and non-residential developments that contain active commercial uses on the ground floor. A broad array of compatible uses, including retail, eating and drinking establishments, residential, office,					X	X

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
<p>educational, indoor recreation, and cultural uses are permitted. Building volume restrictions apply to allow sunlight to reach streets and public spaces, and design standards seek to establish pedestrian-oriented development. Within the NC District, a minimum of 40 percent of the ground-floor frontage facing onto a public street or public open space shall contain active commercial uses. The proposed mixed-use Project is consistent with the allowed uses in the NC District.</p> <p>The Fine Grain Development Overlay (FG) and the Little Italy Sun Access Overlay (LISA) apply to this site; in addition, this site is designated within the Little Italy Neighborhood Center and on a Limited Vehicle Access street (Hawthorne Street). The FG overlay requires that development incorporate design standards that exhibit architectural form and variety at a less than full-block scale to ensure pedestrian scale and diverse building designs. The LISA overlay maintains adequate sunlight and air to sidewalks and residential areas of Little Italy during the winter solstice between 10:30 a.m. and 1:30 p.m. This Project complies with the zone overlays.</p> <p>The Project would not conflict with other applicable land use plans, policies, or regulations. The Project complies with the goals and policies of the DCP and the approval of the requested PDP the Project will meet all applicable development standards of the CCPDO and San Diego Municipal Code Land Development Code. Therefore, no significant direct or cumulative impacts associated with an adopted land use plan would occur.</p>						
<p>(c) <i>Substantial incompatibility with surrounding land uses?</i> Sources of land use incompatibility include lighting, industrial activities, shading, and noise. The Project would not result in or be subject to, adverse impacts due to substantially incompatible land uses. Compliance with the City's Light Pollution Ordinance</p>					X	X

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
<p>would ensure that land use incompatibility impacts related to the Project's emission of, and exposure to, lighting are not significant. In addition, the FEIR concludes that existing mandatory regulations addressing land use compatibility with industrial activities would ensure that residents of, and visitors to, the Project are not subject to potential land use incompatibilities (potential land use incompatibilities resulting from hazardous materials and air emissions are evaluated elsewhere in this evaluation).</p> <p>Potentially significant impacts associated with the Project's incompatibility with traffic noise on adjacent grid streets are discussed in Sections 12.b and 12.c. No impacts associated with incompatibility with surrounding land use would occur.</p>						
<p>(d) <i>Substantially impact surrounding communities due to sanitation and litter problems generated by transients displaced by downtown development?</i> Although not expected to be a substantial direct impact of the Project because substantial numbers of transients are not known to congregate on-site, the Project, in tandem with other downtown development activities, would have a significant cumulative impact on surrounding communities resulting from sanitation problems and litter generation by transients who are displaced from downtown into surrounding canyons and vacant land as discussed in the FEIR. Continued support of Homeless Outreach Teams (HOTs) and similar transient outreach efforts would reduce, but not fully mitigate, the adverse impacts to surrounding neighborhoods caused by the transient relocation. Therefore, the proposed Project would result in cumulatively significant and not fully mitigated impacts to surrounding neighborhoods.</p>		X			X	
11. MINERAL RESOURCES:						
<p>(a) <i>Substantially reduce the availability of important mineral resources?</i> The FEIR states that the viable</p>					X	X

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
extraction of mineral resources is limited in the DCP area due to its urban nature and the fact that the area is not recognized for having high mineral resource potential. Therefore, no impact associated with this issue would occur.						
12. NOISE:						
(a) <i>Substantial noise generation?</i> The Project would not result in substantial noise generation from any stationary sources over the long-term. Short-term construction noise impacts would be avoided by adherence to construction noise limitations imposed by the City's Noise Abatement and Control Ordinance. The FEIR defines a significant long-term traffic noise increase as an increase of at least 3.0 dB(A) CNEL for streets already exceeding 65 dB(A). The FIER identified nine street segments in the downtown area that would be significantly impacted as a result of traffic generation. One of these segments, Hawthorn Street between Columbia and State streets, is in the vicinity of the Project site; however, not directly adjacent. Nevertheless, automobile trips generated by the Project, would, in combination with other development in downtown significantly increase noise on several street segments resulting in cumulatively significant noise impacts. The FEIR concludes that there are no feasible mitigation measures available to reduce the significant noise increase in noise on affected roadways and this impact remains significant and unavoidable.		X			X	
(b) <i>Substantial exposure of required outdoor residential open spaces or public parks and plazas to noise levels (e.g. exposure to levels exceeding 65 dB(A) CNEL)?</i> The Project is a residential development containing 130 dwelling units. Under the CCPDO, developments of this size are required to common outdoor open space areas. Additionally, as identified in the FEIR, the Project site is located on street segments that are expected to carry traffic volumes that could create					X	X

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
<p>traffic noise in excess of 65 dB(A) CNEL (the FEIR standard). Therefore, substantial exposure of required outdoor open space areas to noise levels exceeding the 65 dB(A) CNEL standard could occur. No public parks and/or plazas are proposed as part of this Project.</p> <p>Per FEIR Mitigation Measure NOI-C.1-1, (see Attachment A) an Acoustic Analysis Report dated July 2014 was prepared by Eilar Associates, Inc. since the required outdoor open space areas could be exposed to noise levels in excess of 65 dB(A) CNEL (the City of San Diego's General Plan Noise Element requirement for outdoor use areas of multi-family land uses). In this case, the Project's required outdoor open space area is located on the Project's fifth floor roof deck. The Acoustical Report concluded that noise levels at the common outdoor open space would not exceed 65 dB(A) CNEL and no additional mitigation would be required for the outdoor common use areas. Aircraft noise was not considered in these calculations due to the presence of the aviation easement. Therefore, the project-level and cumulative impacts associated with this issue are not significant.</p>						
<p>(c) <i>Substantial interior noise within habitable rooms (e.g. levels in excess of 45 dB(A) CNEL)?</i> Worst-case combined noise impacts were also calculated for building facades, including aircraft noise. Although aircraft noise may be excluded from the calculations of noise impacts at outdoor use areas, interior noise calculations must consider aircraft noise to ensure that interior noise levels can be mitigated to 45 CNEL or below. The acoustical report concluded that there are significant noise impacts. Due to the elevated exterior noise impacts at building facades, an exterior-to-interior noise analysis should be conducted when building plans become available to evaluate the sound reduction properties of proposed exterior wall, window, and door construction designs. An exterior-</p>			X			X

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
to-interior analysis will ensure that interior noise levels meet 45 CNEL in residential space and 50 CNEL in commercial space, as required by the City of San Diego and the State of California, and will consider noise from transportation sources. The required interior noise levels for the proposed project are feasible and can be achieved with readily available building materials and construction methods. Interior noise levels within habitable rooms facing all adjacent streets could be effectively mitigated by adherence to Title 24 of the California Building Code and implementation of Mitigation Measure NOI-B.1-1 to reduce interior noise levels to below 45 dB(A). Therefore, direct project-level impacts associated with this issue would be mitigated to a level less than significant. Direct and cumulative impacts associated with this issue.						
13. POPULATION AND HOUSING:						
(a) <i>Substantially induce population growth in an area?</i> The FEIR concludes that build-out of the DCP would not induce substantial population growth that results in adverse physical changes. The Project is consistent with the DCP and CCPDO and does not exceed those analyzed throughout the FEIR. Therefore, project-level and cumulative impacts associated with this issue are not significant.					X	X
(b) <i>Substantial displacement of existing housing units or people?</i> The Project site is currently occupied by several warehouse structures, surface parking lots, and a designated historical resource al uses as part of an automobile body repair facility. No existing housing units are on-site or would be affected by the development or operation of the proposed Project. Overall displacement of existing housing units or persons would not occur as a result of the proposed Project, and the construction of replacement housing would not be required. Therefore, no direct or cumulative impacts associated with this issue would					X	X

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
occur.						
14. PUBLIC SERVICES AND UTILITIES:						
(a) <i>Substantial adverse physical impacts associated with the provision of new schools?</i> The population of school-aged children attending public schools is dependent on current and future residential development. In and of itself, the Project would not generate a sufficient number of students to warrant construction of a new school facility. However, the FEIR concludes that the additional student population anticipated at build out of the DCP area would require the construction of at least one additional school, and that additional capacity could potentially be accommodated in existing facilities. The specific future location of new facilities is unknown at the present time. Pursuant to Section 15145 of CEQA, analysis of the physical changes in the DCP area, which may occur from future construction of these public facilities, would be speculative and no further analysis of their impacts is required. Construction of any additional schools would be subject to CEQA. Environmental documentation prepared pursuant to CEQA would identify potentially significant impacts and appropriate mitigation measures. Therefore, implementation of the Project would not result in direct or cumulative impacts associated with this issue.					X	X
(b) <i>Substantial adverse physical impacts associated with the provision of new libraries?</i> The FEIR concludes that, cumulatively, development in downtown would generate the need for a new Main Library and possibly several smaller libraries in downtown. In and of itself, the proposed Project would not generate additional demand necessitating the construction of new library facilities. However, according to the analysis in the FEIR, future development projects are considered to contribute to the cumulative need for new library facilities downtown identified in the FEIR.					X	X

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
Nevertheless, the specific future location of these facilities (except for the Main Library) is unknown at present. Pursuant to Section 15145 of CEQA, analysis of the physical changes in the downtown planning area, which may occur from future construction of these public facilities, would be speculative and no further analysis of their impacts is required. (The environmental impacts of the Main Library were analyzed in a Secondary Study prepared by Civic SD (formerly CCDC) in 2001.) Construction of any additional library facilities would be subject to CEQA. Environmental documentation prepared pursuant to CEQA would identify potentially significant impacts and appropriate mitigation measures. Therefore, approval of the Project would not result in direct or cumulative impacts associated with this issue.						
(c) <i>Substantial adverse physical impacts associated with the provision of new fire protection/emergency facilities?</i> The Project would not generate a level of demand for fire protection/emergency facilities beyond the level assumed by the FEIR. However, the FEIR reports that the San Diego Fire Department is in the process of securing sites for two new fire stations in the downtown area. Pursuant to Section 15145 of the California Environmental Quality Act (CEQA), analysis of the physical changes in the downtown planning area that may occur from future construction of this fire station facility would be speculative and no further analysis of the impact is required. However, construction of the second new fire protection facility would be subject to CEQA. Environmental documentation prepared pursuant to CEQA would identify significant impacts and appropriate mitigation measures.					X	X
(d) <i>Substantial adverse physical impacts associated with the provision of new law enforcement facilities?</i> The FEIR analyzes impacts to law enforcement service resulting from the cumulative development of the					X	X

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
downtown and concludes the construction of new law enforcement facilities would not be required. Since the land use designation of the proposed development is consistent with the land use designation assumed in the FEIR analysis, the Project would not generate a level of demand for law enforcement facilities beyond the level assumed by the FEIR. However, the need for a new facility could be identified in the future. Pursuant to Section 15145 of the California Environmental Quality Act (CEQA), analysis of the physical changes in the downtown planning area that may occur from the future construction of law enforcement facilities would be speculative and no future analysis of their impacts would be required. However, construction of new law enforcement facilities would be subject to CEQA. Environmental documentation prepared pursuant to CEQA would identify potentially significant impacts and appropriate mitigation measures.						
<p>(e) <i>Substantial adverse physical impacts associated with the provision of new water transmission or treatment facilities?</i> The Public Utilities Department provides water service to the downtown and delivers more than 200,000 million acre-feet annually to over 1.3 residents. During an average year the Department's water supply is made up of 10 to 20 percent of local rainfall, with the remaining amount imported from regional water suppliers including the San Diego County Water Authority (SDWA) and the Metropolitan Water District (MWD). Potable water pipelines are located underneath the majority of downtown's streets mimicking the above-ground street grid pattern.</p> <p>California Water Code Section 10910 requires projects analyzed under CEQA to assess water demand and compare that finding to the jurisdiction's projected water supply. The proposed Project does not require the preparation of a Water Supply Assessment</p>					X	X

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
(WSA) as it does not meet any of the thresholds established by SB 610 or SB 221. According to the FEIR, in the short term, planned water supplies and transmission or treatment facilities are adequate. Water transmission infrastructure necessary to transport water supply to the downtown area is already in place. Potential direct impacts would not be significant. However, buildout of the 2006 DCP would generate 1.4% more water demand than planned for in the adopted 2005 UWMP. This additional demand was not considered in SDCWA's Urban Water Management Plan (UWMP). To supplement this and meet the additional need, SDCWA indicates that it will have a local water supply (from surface water, water recycling, groundwater, and seawater desalination) to meet the additional demand resulting from buildout of the DCP. In accordance with the conclusion in the FEIR, this additional demand would not represent a substantial increase in the challenge of meeting the otherwise anticipated demand for water within the SDCWA service area. Since the proposed Project does not meet the requirements of SB 610 and is consistent with the DCP, direct and cumulative impacts related to water supply would be considered not significant.						
(f) <i>Substantial adverse physical impacts associated with the provision of new storm water facilities?</i> The FEIR concludes that the cumulative development of the downtown would not impact the existing downtown storm drain system. Since implementation of the Project would not result in a significant increase of impervious surfaces, the amount of runoff volume entering the storm drain system would not create demand for new storm water facilities. Direct and cumulative impacts associated with this issue are considered not significant.					X	X
(g) <i>Substantial adverse physical impacts associated with the provision of new wastewater transmission or</i>					X	X

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
<i>treatment facilities?</i> The FEIR concludes that new wastewater treatment facilities would not be required to address the cumulative development of the downtown. In addition, sewer improvements that may be needed to serve the Project are categorically exempt from environmental review under CEQA as stated in the FEIR. Therefore, impacts associated with this issue would not be significant.						
(h) <i>Substantial adverse physical impacts associated with the provision of new landfill facilities?</i> The FEIR concludes that cumulative development within the downtown would increase the amount of solid waste to the Miramar Landfill and contribute to the eventual need for an alternative landfill. Although the proposed Project would generate a higher level of solid waste than the existing use of the site, implementation of a mandatory Waste Management Plan and compliance with the applicable provisions of the San Diego Municipal Code would ensure that both short-term and long-term project-level impacts are not significant. However, the Project would contribute, in combination with other development activities in downtown, to the cumulative increase in the generation of solid waste sent to Miramar Landfill and the eventual need for a new landfill as identified in the FEIR. The location and size of a new landfill is unknown at this time. Pursuant to Section 15145 of CEQA, analysis from the physical changes that may occur from future construction of landfills would be speculative and no further analysis of their impacts is required. However, construction or expansion of a landfill would be subject to CEQA. Environmental documentation prepared pursuant to CEQA would identify potentially significant impacts of the proposed Project and appropriate mitigation measures. Therefore, cumulative impacts of the proposed Project are also considered not significant.					X	X
15. PARKS AND RECREATIONAL FACILITIES:						

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
(a) <i>Substantial increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</i> The FEIR discusses impacts to parks and other recreational facilities and the maintenance thereof and concludes that build out of the DCP would not result in significant impacts associated with this issue. Since the land use designation of the proposed development does not differ from the land use designation assumed in the FEIR analysis, the Project would not generate a level of demand for parks and recreational facilities beyond the level assumed by the FEIR. Therefore, substantial deterioration of existing neighborhood or regional parks would not occur or be substantially accelerated as a result of the Project. No significant impacts with this issue would occur.					X	X
16. TRANSPORTATION/TRAFFIC:						
(a) <i>Cause the LOS on a roadway segment or intersection to drop below LOS E?</i> Based on Centre City Cumulative Traffic Generation Rates for residential Projects contained in the May 2003 San Diego Municipal Code Trip Generation Manual, the worst-case scenario for automobile trips by the Project is 684 Average Daily Trips (ADT) based on a trip generation rate of four ADT per residential unit and 18 ADT per 1000 square feet of retail space. Since this does not exceed the 2,400 ADT significance threshold established in the FEIR, the Project's impacts on roadway segments or intersections downtown would not be significant. With build out of the DCP, a total of 62 intersections are anticipated to operate at LOS F; including the Kettner Boulevard and Hawthorn Streets intersection adjacent to the Project site. Although the Project's direct impacts on downtown roadway segments or intersections would not be significant, the traffic generated by the Project		X	X			

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
would, in combination with the traffic generated by other downtown development, contribute to the significant cumulative traffic impacts projected in the FEIR to occur on a number of downtown roadway segments and intersections, and streets within neighborhoods surrounding the Plan area at buildout of the downtown. The FEIR includes mitigation measures to address these impacts, but the identified measures may or may not be able to fully mitigate these cumulative impacts due to constraints imposed by bicycle and pedestrian activities and the land uses adjacent to affected roadways. These mitigation measures are not the responsibility of the Project and are; therefore, not included in Attachment A. Thus, consistent with the analysis of the FEIR, the proposed Project would contribute to significant cumulative impacts associated with this issue.						
(b) <i>Cause the LOS on a freeway segment to drop below LOS E or cause a ramp delay in excess of 15 minutes?</i> The FEIR concludes that development within downtown will result in significant cumulative impacts to freeway segments and ramps serving the downtown planning area. Since the land use designation of the Project is consistent with the land use designation assumed in the FEIR analysis, the Project would contribute on a cumulative-level to the substandard LOS F identified in the FEIR on all freeway segments in the downtown area and several ramps serving the downtown. FEIR Mitigation Measure TRF-A.2.1-1 would reduce these impacts to the extent feasible, but not to below the level of significance. This mitigation measure is not the responsibility of the Project, and therefore is not included in Attachment A. The FEIR concludes that the uncertainty associated with implementing freeway improvements and limitations in increasing ramp capacity limits the feasibility of fully mitigating impacts to these facilities. Thus, the Project's cumulative-level impacts to freeways would remain	X	X				

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
significant and unavoidable, consistent with the analysis of the FEIR. The Project would not have a direct impact on freeway segments and ramps.						
<p>(c) <i>Create an average demand for parking that would exceed the average available supply?</i> The CCPDO requires a minimum of 1 parking spaces per dwelling unit.</p> <p>The Project consists of approximately 130 dwelling units resulting in the need for a minimum of 134 standard parking spaces pursuant to the requirements of the CCPDO. The Project design includes 164 parking spaces in three underground parking levels and one at grade parking level, of which 138 comply with City standards with the remaining either provided in tandem or not meeting development regulations and thus not counted towards compliance. Since this exceeds the amount of parking required by the CCPDO, the Project would not have a significant direct impact on downtown parking.</p> <p>However, demand generated by cumulative downtown development would exceed the amount of parking provided by such development in accordance with the CCPDO. Implementation of FEIR Mitigation Measure TRF-D.1-1 would reduce, but not fully mitigate, the significant cumulative impact of excessive parking demand (this mitigation measure is not the responsibility of the Project, and therefore is not included in Attachment A). Therefore, the proposed Project would contribute to the cumulatively significant and not mitigated shortfall in parking supply anticipated to occur throughout the downtown by the FEIR.</p>		X			X	
<p>(d) <i>Substantially discourage the use of alternative modes of transportation or cause transit service capacity to be exceeded?</i> The proposed Project in and of itself does not include any features that would discourage</p>					X	X

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
the use of alternative modes of transportation. The Project site is located within one-half mile of an existing downtown transit corridor for the San Diego Trolley. The Project's proximity to several other community serving uses, including nearby shopping and recreational activities also encourage walking. Additionally, visitors of the proposed Project would be encouraged to use alternative transportation means through a nearby trolley line and several bus lines within a five-minute walk. Therefore, the Project will cause no significant impacts related to alternative modes of transportation or cause transit service capacity to be exceeded.						
17. MANDATORY FINDINGS OF SIGNIFICANCE:						
<i>(a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? As indicated in the FEIR, due to the highly urbanized nature of the downtown area, no sensitive plant or animal species, habitats, or wildlife migration corridors are located in the DCP area. Additionally, the Project does not have the potential to eliminate important examples of major periods of California history or pre-history at the Project level. No other aspects of the Project would substantially degrade the environment. Cumulative impacts are described in Section 16.b below.</i>					X	X
<i>(b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of</i>		X				

	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Issues and Supporting Information						
<i>probable future Projects)?</i> As acknowledged in the FEIR, implementation of the DCP, CCPDO, and Redevelopment Plan would result in cumulative impacts associated with: air quality, historical resources, paleontological resources, physical changes associated with transient activities, noise, parking, traffic, and water quality. This Project would contribute to those impacts. Implementation of the mitigation measures identified in the FEIR would reduce some significant impacts; however, the impacts would remain significant and immitigable. Cumulative impacts would not be greater than those identified in the FEIR.						
(c) <i>Does the Project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?</i> As described elsewhere in this study, the Project would result in significant and unmitigated impacts. Those impacts associated with air and noise could have substantial adverse effects on human beings. However, these impacts would be no greater than those assumed in the FEIR. Implementation of the mitigation measures identified in the FEIR would mitigate many, but not all, of the significant impacts.	X	X				

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SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
AIR QUALITY (AQ)				
Impact AQ-B.1: Dust and construction equipment engine emissions generated during grading and demolition would impact local and regional air quality. (Direct and Cumulative)	<p>Mitigation Measure AQ-B.1-1: Prior to approval of a Grading or Demolition Permit, the City shall confirm that the following conditions have been applied, as appropriate:</p> <ol style="list-style-type: none"> Exposed soil areas shall be watered twice per day. On windy days or when fugitive dust can be observed leaving the development site, additional applications of water shall be applied as necessary to prevent visible dust plumes from leaving the development site. When wind velocities are forecast to exceed 25 miles per hour, all ground disturbing activities shall be halted until winds that are forecast to abate below this threshold. Dust suppression techniques shall be implemented including, but not limited to, the following: <ol style="list-style-type: none"> Portions of the construction site to remain inactive longer than a period of three months shall be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the CCDC. On-site access points shall be paved as soon as feasible or watered periodically or otherwise stabilized. Material transported offsite shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times. Vehicles on the construction site shall travel at speeds less than 15 miles per hour. Material stockpiles subject to wind erosion during construction activities, which will not be utilized within three days, shall be covered with plastic, an alternative cover deemed equivalent to plastic, or sprayed with a nontoxic chemical stabilizer. 	Prior to Demolition or Grading Permit (Design)	Developer	City

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<ol style="list-style-type: none"> 5. Where vehicles leave the construction site and enter adjacent public streets, the streets shall be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface. Any visible track-out extending for more than fifty (50) feet from the access point shall be swept or washed within thirty (30) minutes of deposition. 6. All diesel-powered vehicles and equipment shall be properly operated and maintained. 7. All diesel-powered vehicles and gasoline-powered equipment shall be turned off when not in use for more than five minutes, as required by state law. 8. The construction contractor shall utilize electric or natural gas-powered equipment in lieu of gasoline or diesel-powered engines, where feasible. 9. As much as possible, the construction contractor shall time the construction activities so as not to interfere with peak hour traffic. In order to minimize obstruction of through traffic lanes adjacent to the site, a flag-person shall be retained to maintain safety adjacent to existing roadways, if necessary. 10. The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew. 11. Low VOC coatings shall be used as required by SDAPCD Rule 67. Spray equipment with high transfer efficiency, such as the high volume-low pressure (HPLV) spray method, or manual coatings application such as paint brush hand roller, trowel, spatula, dauber, rag, or sponge, shall be used to reduce VOC emissions, where feasible. 12. If construction equipment powered by alternative fuel sources (LPG/CNG) is available at comparable cost, the developer shall specify that such equipment be used during all construction activities on the development site. 13. The developer shall require the use of particulate filters on diesel construction equipment if use of such filters is demonstrated to be cost-competitive for use on this development. 14. During demolition activities, safety measures as required by City/County/State for removal of toxic or hazardous materials shall be utilized. 			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>15. Rubble piles shall be maintained in a damp state to minimize dust generation.</p> <p>16. During finish work, low-VOC paints and efficient transfer systems shall be utilized, to the extent possible.</p> <p>17. If alternative-fueled and/or particulate filter-equipped construction equipment is not feasible, construction equipment shall use the newest, least-polluting equipment, whenever possible. During finish work, low-VOC paints and efficient transfer systems shall be utilized, to the extent possible.</p>			
HISTORICAL RESOURCES (HIST)				
<p>Impact HIST-A.1: Future development in downtown could impact significant architectural structures. (Direct and Cumulative)</p>	<p>Mitigation Measure HIST-A.1-2: If the potential exists for direct and/or indirect impacts to retained or relocated designated and/or potential historical resources (“historical resources”), the following measures shall be implemented in coordination with a Development Services Department designee and/or City Staff to the Historic Resources Board (HRB) (“City Staff”) in accordance with Chapter 14, Article 3, Division 2, Historical Resources Regulations of the Land Development Code.</p> <p>I. Prior to Permit Issuance</p> <p>A. Construction Plan Check</p> <p>1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit Building Permits, but prior to the first Preconstruction (Precon) Meeting, whichever is applicable, City Staff shall verify that the requirements for historical monitoring during demolition and/or stabilization have been noted on the appropriate construction documents.</p> <p>(a) Stabilization work can not begin until a Precon Meeting has been held at least one week prior to issuance of appropriate permits.</p> <p>(b) Physical description, including the year and type of historical resource, and extent of stabilization shall be noted on the plans.</p> <p>B. Submittal of Treatment Plan for Retained Historical Resources</p>	<p>Prior to Development Permit (Design)</p> <p>Prior to Demolition, Grading, and/or Building Permit (Design)</p> <p>Prior to Certificate of Occupancy (Implementation)</p>	Developer	CCDC/City

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<ol style="list-style-type: none"> 1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit and Building Permits, but prior to the first Precon Meeting, whichever is applicable, the Applicant shall submit a Treatment Plan to City Staff for review and approval in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (1995) and the associated Guidelines. The Treatment Plan shall include measures for protecting any historical resources, as defined in the Land Development Code, during construction related activities (e.g., removal of non-historical features, demolition of adjacent structures, subsurface structural support, etc.). The Treatment Plan shall be shown as notes on all construction documents (i.e., Grading and/or Building Plans). C. Letters of Qualification have been submitted to City Staff <ol style="list-style-type: none"> 1. The applicant shall submit a letter of verification to City Staff identifying the Principal Investigator (PI) for the project and the names of all persons involved in this MMRP (i.e., Architectural Historian, Historic Architect and/or Historian), as defined in the City of San Diego Historical Resources Guidelines (HRG). 2. City Staff will provide a letter to the applicant confirming that the qualifications of the PI and all persons involved in the historical monitoring of the project meet the qualification standards established by the HRG. 3. Prior to the start of work, the applicant must obtain approval from City Staff for any personnel changes associated with the monitoring program. <p>II. Prior to Start of Construction</p> <ol style="list-style-type: none"> A. Documentation Program (DP) <ol style="list-style-type: none"> 1. Prior to the first Precon Meeting and/or issuance of any construction permit, the DP shall be submitted to City Staff for review and approval and shall include the following: <ol style="list-style-type: none"> (a) Photo Documentation 			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>(1) Documentation shall include professional quality photo documentation of the historical resource(s) prior to any construction that may cause direct and/or indirect impacts to the resource(s) with 35mm black and white photographs, 4x6 standard format, taken of all four elevations and close-ups of select architectural elements, such as, but not limited to, roof/wall junctions, window treatments, and decorative hardware. Photographs shall be of archival quality and easily reproducible.</p> <p>(2) Xerox copies or CD of the photographs shall be submitted for archival storage with the City of San Diego Historical Resources Board and the CCDC Project file. One set of original photographs and negatives shall be submitted for archival storage with the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other relative historical society or group(s).</p> <p>(b) Required drawings</p> <p>(1) Measured drawings of the building's exterior elevations depicting existing conditions or other relevant features shall be produced from recorded, accurate measurements. If portions of the building are not accessible for measurement, or cannot be reproduced from historic sources, they should not be drawn, but clearly labeled as not accessible. Drawings produced in ink on translucent material or archivally stable material (blue line drawings) are acceptable. Standard drawing sizes are 19" x 24" or 24" x 36", standard scale is 1/4" = 1 foot.</p> <p>(2) One set of measured drawings shall be submitted for</p>			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>archival storage with the City of San Diego Historical Resources Board, the CCDC Project file, the South Coastal Information Center, the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other historical society or group(s).</p> <p>2. Prior to the first Precon Meeting, City Staff shall verify that the DP has been approved.</p> <p>B. PI Shall Attend Precon Meetings</p> <p>1. Prior to beginning any work that may impact any historical resource(s) which is/are subject to this MMRP, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Historical Monitor(s), Building Inspector (BI), if appropriate, and City Staff. The qualified Historian and/or Architectural Historian shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Historical Monitoring program with the Construction Manager and/or Grading Contractor.</p> <p>(a) If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with City Staff, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.</p> <p>2. Historical Monitoring Plan (HMP)</p> <p>(a) Prior to the start of any work that is subject to an HMP, the PI shall submit an HMP which describes how the monitoring would be accomplished for approval by City Staff. The HMP shall include an Historical Monitoring Exhibit (HME) based on the appropriate construction documents (reduced to 11x17) to City Staff identifying the areas to be monitored including the delineation of grading/excavation limits.</p> <p>(b) Prior to the start of any work, the PI shall also submit a</p>			

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	<p>construction schedule to City Staff through the RE indicating when and where monitoring will occur.</p> <p>(c) The PI may submit a detailed letter to City Staff 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 underpinning, shoring and/or extensive excavation which could result in impacts to, and/or reduce impacts to the on-site or adjacent historical resource.</p> <p>C. Implementation of Approved Treatment Plan for Historical Resources</p> <ol style="list-style-type: none"> 1. Implementation of the approved Treatment Plan for the protection of historical resources within the project site may not begin prior to the completion of the Documentation Program as defined above. 2. The qualified Historical Monitor(s) shall attend weekly jobsite meetings and be on-site daily during the stabilization phase for any retained or adjacent historical resource to photo document the Treatment Plan process. 3. The qualified Historical Monitor(s) shall document activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day and last day (Notification of Monitoring Completion) of the Treatment Plan process and in the case of ANY unanticipated incidents. The RE shall forward copies to City Staff. 4. Prior to the start of any construction related activities, the applicant shall provide verification to City Staff that all historical resources on-site have been adequately stabilized in accordance with the approved Treatment Plan. This may include a site visit with City Staff, the CM, RE or BI, but may also be accomplished through submittal of the draft Treatment Plan photo documentation report. 5. City Staff will provide written verification to the RE or BI 			

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	<p>after the site visit or upon approval of draft Treatment Plan report indicating that construction related activities can proceed.</p> <p>III. During Construction</p> <p>A. Qualified Historical Monitor(s) Shall be Present During Grading/Excavation/Trenching</p> <ol style="list-style-type: none"> 1. The Qualified Historical Monitor(s) shall be present full-time during grading/excavation/trenching activities which could result in impacts to historical resources as identified on the HME. The Construction Manager is responsible for notifying the RE, PI, and City Staff of changes to any construction activities. 2. The Qualified Historical Monitor(s) shall document field activity via the Consultant Site Visit Record (CSV). The CSV's 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 incidents involving the historical resource. The RE shall forward copies to City Staff. 3. The PI may submit a detailed letter to City Staff during construction requesting a modification to the monitoring program when a field condition arises which could effect the historical resource being retained on-site or adjacent to the construction site. <p>B. Notification Process</p> <ol style="list-style-type: none"> 1. In the event of damage to a historical resource retained on-site or adjacent to the project site, the Qualified Historical Monitor(s) shall direct the contractor to temporarily divert construction activities in the area of historical resource and immediately notify the RE or BI, as appropriate, and the PI (unless Monitor is the PI). 2. The PI shall immediately notify City Staff by phone of the incident, and shall also submit written documentation to City Staff within 24 hours by fax or email with photos of the 			

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	<p>resource in context, if possible.</p> <p>C. Determination/Evaluation of Impacts to a Historical Resource</p> <ol style="list-style-type: none"> 1. The PI shall evaluate the incident relative to the historical resource. <ol style="list-style-type: none"> (a) The PI shall immediately notify City Staff by phone to discuss the incident and shall also submit a letter to City Staff indicating whether additional mitigation is required. (b) If impacts to the historical resource are significant, the PI shall submit a proposal for City Staff review and written approval in accordance with Chapter 14, Article 3, Division 2, Historical Resources Regulations of the Land Development Code and the Secretary of the Interior's Standards for the Treatment of Historic Properties (1995) and the associated Guidelines. Direct and/or indirect impacts to historical resources from construction activities must be mitigated before work will be allowed to resume. (c) If impacts to the historical resource are not considered significant, the PI shall submit a letter to City Staff indicating that the incident will be documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required. <p>IV. Night Work</p> <ol style="list-style-type: none"> A. If night and/or weekend work is included in the contract <ol style="list-style-type: none"> 1. 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. 2. The following procedures shall be followed. <ol style="list-style-type: none"> (a) No Impacts/Incidents In the event that no historical resources were impacted during night and/or weekend work, the PI shall record the information on the CSV and submit to City Staff via fax by 8 am of the next business day. (b) Potentially Significant Impacts If the PI determines that a potentially significant impact has occurred to a historical resource, the procedures 			

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	<p>detailed under Section III - During Construction shall be followed.</p> <p>(c) The PI shall immediately contact City Staff, or by 8 am of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.</p> <p>B. If night and/or weekend work becomes necessary during the course of construction:</p> <ol style="list-style-type: none"> 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify City Staff immediately. <p>C. All other procedures described above shall apply, as appropriate.</p> <p>V. Post Construction</p> <p>A. Submittal of Draft Monitoring Report</p> <ol style="list-style-type: none"> 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines and Appendices which describes the results, analysis, and conclusions of all phases of the Historical Monitoring Program (with appropriate graphics) to City Staff for review and approval within 90 days following the completion of monitoring. (a) The preconstruction Treatment Plan and Documentation Plan (photos and measured drawings) and Historical Commemorative Program, if applicable, shall be included and/or incorporated into the Draft Monitoring Report. (b) The PI shall be responsible for updating (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any existing site forms to document the partial and/or complete demolition of the resource. Updated forms shall be submitted to the South Coastal Information Center with the Final Monitoring Report. 			

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	<ol style="list-style-type: none"> 2. City Staff shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to City Staff for approval. 4. City Staff shall provide written verification to the PI of the approved report. 5. City Staff shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. <p>B. Final Monitoring Report(s)</p> <ol style="list-style-type: none"> 1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to City Staff (even if negative), within 90 days after notification from City Staff that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from City Staff. 			
Impact HIST-B.1: Development in downtown could impact significant buried archaeological resources. (Direct and Cumulative)	<p>Mitigation Measure HIST-B.1-1: If the potential exists for direct and/or indirect impacts to significant buried archaeological resources, the following measures shall be implemented in coordination with a Development Services Department designee and/or City Staff to the Historic Resources Board (HRB) ("City Staff") in accordance with Chapter 14, Article 3, Division 2, Historical Resources Regulations of the Land Development Code. Prior to issuance of any permit that could directly affect an archaeological resource, City Staff shall assure that all elements of the MMRP are performed in accordance with all applicable City regulations and guidelines by an Archaeologist meeting the qualifications specified in Appendix B of the San Diego Land Development Code, Historical Resources Guidelines. City Staff shall also require that the following steps be taken to determine: (1) the presence of archaeological resources and (2) the appropriate mitigation for any significant resources</p> <p>which may be impacted by a development activity. Sites may include residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with pre-historic Native American activities. Archeological resources which also meet the definition of historical resources or unique archaeological resources under CEQA or the SDMC shall be treated</p>	<p>Prior to Demolition or Grading Permit (Design)</p> <p>Prior to Certificate of Occupancy (Implementation)</p>	Developer	City Staff

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	<p>in accordance with the following evaluation procedures and applicable mitigation program:</p> <p>Step 1-Initial Evaluation</p> <p>An initial evaluation for the potential of significant subsurface archaeological resources shall be prepared to the satisfaction of City Staff as part of an Environmental Secondary Study for any activity which involves excavation or building demolition. The initial evaluation shall be guided by an appropriate level research design in accordance with the City's Land Development Code, Historical Resources Guidelines. The person completing the initial review shall meet the qualification requirements as set forth in the Historical Resources Guidelines and shall be approved by City Staff. The initial evaluation shall consist , at a minimum, of a review of the following historical sources: The 1876 Bird's Eye View of San Diego, all Sanborn Fire Insurance Company maps, appropriate City directories and maps that identify historical properties or archaeological sites, and a records search at the South Coastal Information Center for archaeological resources located within the property boundaries. Historical and existing land uses shall also be reviewed to assess the potential presence of significant prehistoric and historic archaeological resources. The person completing the initial review shall also consult with and consider input from local individuals and groups with expertise in the historical resources of the San Diego area. These experts may include the University of California, San Diego State University, San Diego Museum of Man, Save Our Heritage Organization (SOHO), local historical and archaeological groups, the Native American Heritage Commission (NAHC), designated community planning groups, and other individuals or groups that may have specific knowledge of the area. Consultation with these or other individuals and groups shall occur as early as possible in the evaluation process.</p> <p>When the initial evaluation indicates that important archaeological sites may be present on a project site but their presence cannot be confirmed prior to construction or demolition due to obstructions or spatially limited testing and data recovery, the applicant shall prepare and implement an archaeological monitoring program as a condition of development approval to the satisfaction of City Staff. If the NAHC Sacred Lands File search is positive for Native American resources within the project site, then additional evaluation must</p>			

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	<p>include participation of a local Native American consultant in accordance with CEQA Sections 15064.5(d), 15126.4(b)(3) and Public Resources Code Section 21083.2.</p> <p>No further action is required if the initial evaluation demonstrates there is no potential for subsurface resources. The results of this research shall be summarized in the Secondary Study.</p> <p>Step 2-Testing</p> <p>A testing program is required if the initial evaluation demonstrates that there is a potential for subsurface resources. The testing program shall be conducted during the hazardous materials remediation or following the removal of any structure or surface covering which may be underlain by potential resources. The removal of these structures shall be conducted in a manner which minimizes disturbance of underlying soil. This shall entail a separate phase of investigations from any mitigation monitoring during construction.</p> <p>The testing program shall be performed by a qualified Historical Archaeologist meeting the qualifications specified in Appendix B of the San Diego Land Development Code, Historical Resources Guidelines. The Historical Archaeologist must be approved by City Staff prior to commencement. Before commencing the testing, a treatment plan shall be submitted for City Staff approval that reviews the initial evaluation results and includes a research design. The research design shall be prepared in accordance with the City's Historical Resources Guidelines and include a discussion of field methods, research questions against which discoveries shall be evaluated for significance, collection strategy, laboratory and analytical approaches, and curation arrangements. All tasks shall be in conformity with best practices in the field of historic urban archaeology.</p> <p>A recommended approach for historic urban sites is at a minimum fills and debris along interior lot lines or other areas indicated on Sanborn maps.</p> <p>Security measures such as a locked fence or surveillance shall be taken to prevent looting or vandalism of archaeological resources as soon as demolition is complete or paved surfaces are removed. These measures shall be maintained during archaeological field investigations. It is recommended</p>			

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	<p>that exposed features be covered with steel plates or fill dirt when not being investigated.</p> <p>The results of the testing phase shall be submitted in writing to City Staff and shall include the research design, testing results, significance evaluation, and recommendations for further treatment. Final determination of significance shall be made in consultation with City Staff, and with the Native American community, if the finds are prehistoric. If no significant resources are found and site conditions are such that there is no potential for further discoveries, then no further action is required. If no significant resources are found but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required and shall be conducted in accordance with the provisions set forth in Step 4 - Monitoring. If significant resources are discovered during the testing program, then data recovery in accordance with Step 3 shall be undertaken prior to construction. If the existence or probable likelihood of Native American human remains or associated grave goods area discovered through the testing program, the Qualified Archaeologist shall stop work in the area, notify the City Building Inspector, City staff, and immediately implement the procedures set forth in CEQA Guidelines Section 15064.5 and the California Public Resources Code (PRC) Section 5097.98 for discovery of human remains. This procedure is further detailed in the Mitigation, Monitoring and Reporting Program (Step 4). City Staff must concur with evaluation results before the next steps can proceed.</p> <p>Step 3-Data Recovery</p> <p>For any site determined to be significant, a Research Design and Data Recovery Program (RDDRP) shall be prepared in accordance with the City's Historical Resources Guidelines, approved by City Staff, and carried out to mitigate impacts before any activity is conducted which could potentially disturb significant resources. The archaeologist shall notify City Staff of the date upon which data recovery will commence ten (10) working days in advance.</p> <p>All cultural materials collected shall be cleaned, catalogued and permanently</p>			

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	<p>curated with an appropriate institution. Native American burial resources shall be treated in the manner agreed to by the Native American representative or be reinterred on the site in an area not subject to further disturbance in</p> <p>accordance with CEQA section 15164.5 and the Public Resources Code section 5097.98. All artifacts shall be analyzed to identify function and chronology as they relate to the history of the area. Faunal material shall be identified as to species and specialty studies shall be completed, as appropriate. All newly discovered archaeological sites shall be recorded with the South Coastal Information Center at San Diego State University. Any human bones and associated grave goods of Native American origin encountered during Step 2-Testing, shall, upon consultation, be turned over to the appropriate Native American representative(s) for treatment in accordance with state regulations as further outlined under Step 4-Monitoring (Section IV. Discovery of Human Remains).</p> <p>A draft Data Recovery Report shall be submitted to City Staff within twelve months of the commencement of the data recovery. Data Recovery Reports shall describe the research design or questions, historic context of the finds, field results, analysis of artifacts, and conclusions. Appropriate figures, maps and tables shall accompany the text. The report shall also include a catalogue of all finds and a description of curation arrangements at an approved facility, and a general statement indicting the disposition of any human remains encountered during the data recovery effort (please note that the location of reinternment and/or repatriation is confidential and not subject to public disclosure in accordance with state law). Finalization of draft reports shall be subject to City Staff review.</p> <p>Step 4 – Monitoring</p> <p>If no significant resources are encountered, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required and shall be conducted in accordance with the following provisions and components:</p> <p>I. Prior to Permit Issuance</p> <p>A. Construction Plan Check</p> <p>1. Prior to Notice to Proceed (NTP) for any construction permits,</p>			

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	<p>including but not limited to, the first Grading Permit, Demolition Permits and Building Permits, but prior to the first Precon Meeting, whichever is applicable, City Staff shall verify that the requirements for Archaeological Monitoring and Native American monitoring, where the project may impact Native American resources, have been noted on the appropriate construction documents.</p> <p>B. Letters of Qualification have been submitted to City Staff</p> <ol style="list-style-type: none"> 1. The applicant shall submit a letter of verification to City Staff 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. 2. City Staff will provide a letter to the applicant confirming that the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG. 3. Prior to the start of work, the applicant must obtain written approval from City Staff for any personnel changes associated with the monitoring program. <p>II. Prior to Start of Construction</p> <p>A. Verification of Records Search</p> <ol style="list-style-type: none"> 1. The PI shall provide verification to City Staff that a site-specific records search (1/4 mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. 3. The PI may submit a detailed letter to City Staff requesting a reduction to the 1/4 mile radius. <p>B. PI Shall Attend Precon Meetings</p> <ol style="list-style-type: none"> 1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the 			

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	<p>PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), the Native American representative(s) (where Native American resources may be impacted), Building Inspector (BI), if appropriate, and City Staff. The qualified Archaeologist and the Native American consultant/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.</p> <p>(a) If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with City Staff, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.</p> <p>2. Archaeological Monitoring Plan (AMP)</p> <p>(a) Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Plan (with verification that the AMP has been reviewed and approved by the Native American consultant/monitor when NA resources may be impacted) which describes how the monitoring would be accomplished for approval by City Staff and the Native American monitor. The AMP shall include an Archaeological Monitoring Exhibit (AME) based on the appropriate construction documents (reduced to 11x17) to City Staff identifying the areas to be monitored including the delineation of grading/excavation limits.</p> <p>(b) 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).</p> <p>(c) Prior to the start of any work, the PI shall also submit a construction schedule to City Staff through the RE indicating when and where monitoring will occur.</p> <p>(d) The PI may submit a detailed letter to City Staff 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</p>			

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	<p>to bedrock, etc., which may reduce or increase the potential for resources to be present.</p> <p>III. During Construction</p> <p>A. Monitor(s) Shall be Present During Grading/Excavation/Trenching</p> <ol style="list-style-type: none"> 1. The Archaeological monitor shall be present full-time during all soil disturbing and grading/excavation /trenching activities which could result in impacts to archaeological resources as identified on the AME. The Construction Manager is responsible for notifying the RE, PI, and City Staff of changes to any construction activities. 2. The Native American consultant/monitor shall determine the extent of their presence during soil disturbing and grading/excavation/trenching activities based on the AME, and provide that information to the PI and City Staff. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Processes detailed in Sections III.B-C, and IVA-D. shall commence. 3. The archeological and Native American consultant/monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVR's 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 City Staff. 4. The PI may submit a detailed letter to City Staff 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 that may reduce or increase the potential for resources to be present. <p>B. Discovery Notification Process</p> <ol style="list-style-type: none"> 1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and 			

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	<p>immediately notify the RE or BI, as appropriate.</p> <ol style="list-style-type: none"> 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify City Staff by phone of the discovery, and shall also submit written documentation to City Staff within 24 hours by fax or email with photos of the resource in context, if possible. 4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered. <p>C. Determination of Significance</p> <ol style="list-style-type: none"> 1. The PI and Native American consultant/monitor, where Native American resources are discovered, shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below. <ol style="list-style-type: none"> (a) The PI shall immediately notify City Staff by phone to discuss significance determination and shall also submit a letter to City Staff indicating whether additional mitigation is required. (b) If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) which has been reviewed by the Native American consultant/monitor when applicable, and obtain written approval from City Staff and the Native American representative(s), if applicable. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. (c) If the resource is not significant, the PI shall submit a letter to City Staff 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. <p>IV. Discovery of Human Remains If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made</p>			

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	<p>regarding the provenance of the human remains; and the following procedures set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:</p> <p>A. Notification</p> <ol style="list-style-type: none"> 1. Archaeological Monitor shall notify the RE or BI as appropriate, City Staff, and the PI, if the Monitor is not qualified as a PI. City Staff will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS) of the Development Services Department to assist with the discovery process. 2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone. <p>B. Isolate discovery site</p> <ol style="list-style-type: none"> 1. 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 provenance of the remains. 2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance. 3. 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. <p>C. If Human Remains are determined to be Native American</p> <ol style="list-style-type: none"> 1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, ONLY the Medical Examiner can make this call. 2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information. 3. 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 CEQA Section 15064.5(e) and the California Public Resources and Health & Safety Codes. 4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition 			

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	<p>with proper dignity, of the human remains and associated grave goods.</p> <p>5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and if:</p> <ul style="list-style-type: none"> (a) 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; (b) 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, THEN, (c) In order to protect these sites, the Landowner shall do one or more of the following: <ul style="list-style-type: none"> (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. <p>6. 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 Section 5.c., above.</p> <p>D. If Human Remains are not Native American</p> <ul style="list-style-type: none"> 1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial. 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98). 3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with City Staff, the 			

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	<p>applicant/landowner and the San Diego Museum of Man.</p> <p>V. Night and/or Weekend Work</p> <p>A. If night and/or work is included in the contract</p> <ol style="list-style-type: none"> 1. 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. 2. The following procedures shall be followed. <ol style="list-style-type: none"> (a) No Discoveries In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSV and submit to City Staff via fax by 8 am of the next business day. (b) Discoveries All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery. (c) Potentially Significant Discoveries If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed. (d) The PI shall immediately contact City Staff, or by 8 am of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. <p>B. If night and/or weekend work becomes necessary during the course of construction</p> <ol style="list-style-type: none"> 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify City Staff immediately. <p>C. All other procedures described above shall apply, as appropriate.</p>			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>VI. Post Construction</p> <p>A. Submittal of Draft Monitoring Report</p> <ol style="list-style-type: none"> 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) prepared in accordance with the Historical Resources Guidelines and Appendices which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to City Staff, for review and approval within 90 days following the completion of monitoring. <ol style="list-style-type: none"> (a) For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report. (b) Recording sites with State of California Department of Parks and Recreation 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. 2. City Staff shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to City Staff for approval. 4. City Staff shall provide written verification to the PI of the approved report. 5. City Staff shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. <p>B. Handling of Artifacts and Submittal of Collections Management Plan, if applicable</p> <ol style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued. 2. The PI shall be responsible for ensuring that all artifacts are 			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>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.</p> <p>3. The PI shall submit a Collections Management Plan to City Staff for review and approval for any project which results in a substantial collection of historical artifacts.</p> <p>C. Curation of artifacts: Accession Agreement and Acceptance Verification</p> <p>1. 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 City Staff and the Native American representative, as applicable.</p> <p>2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and City Staff.</p> <p>3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance in accordance with section IV – Discovery of Human Remains, subsection 5.(d).</p> <p>D. Final Monitoring Report(s)</p> <p>1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to City Staff (even if negative), within 90 days after notification from City Staff that the draft report has been approved.</p> <p>2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from City Staff which includes the Acceptance Verification from the curation institution.</p>			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
LAND USE (LND)				
Impact LU-B.1: Noise generated by major ballpark events could cause interior noise levels in noise-sensitive uses (e.g. residential and hotels) within four blocks of the ballpark to exceed the 45 dB(A) limit mandated by Title 24 of the California Code. (Direct)	Implementation of the noise attenuation measures required by Mitigation Measure NOI-B.2-1 would reduce interior noise levels to 45 dB (A) CNEL and reduce potential impacts to below a level of significance.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	CCDC/City
NOISE (NOI)				
Impact NOI-B.1: Noise generated by I-5 and highly traveled grid streets could cause interior noise levels in noise-sensitive uses (exclusive of residential and hotel uses) to exceed 45 dB(A). (Direct)	Mitigation Measure NOI-B.1-1: Prior to approval of a Building Permit for any residential, hospital, or hotel within 475 feet of the centerline of Interstate 5 or adjacent to a roadway carrying more than 7,000 ADT, an acoustical analysis shall be performed to confirm that architectural or other design features are included which would assure that noise levels within habitable rooms would not exceed 45 dB(A) CNEL.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	CCDC/City
Impact NOI-C.1: Exterior required outdoor open space in residential could experience traffic noise levels in excess 65 dB(A) CNEL. (Direct)	Mitigation Measure NOI-C.1-1: Prior to approval of a Development Permit for any residential development within 475 feet of the centerline of Interstate 5 or adjacent to a roadway carrying more than 7,000 ADT, an acoustical analysis shall be performed to determine if any required outdoor open space areas would be exposed to noise levels in excess of 65 dB(A) CNEL. Provided noise attenuation would not interfere with the primary purpose or design intent of the exterior use, measures shall be included in building plan, to the extent feasible.	Prior to Development Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	City

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
PALEONTOLOGICAL RESOURCES (PAL)				
Impact PAL-A.1: Excavation in geologic formations with a moderate to high potential for paleontological resources could have an significant impact on these resources, if present. (Direct)	<p><i>Mitigation Measure PAL-A.1-1:</i> In the event the Secondary Study indicates the potential for significant paleontological resources, the following measures shall be implemented as determined appropriate by CCDC.</p> <p>I. Prior to Permit Issuance</p> <p>A. Construction Plan Check</p> <ol style="list-style-type: none"> 1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Permits and Building Permits, but prior to the first preconstruction meeting, whichever is applicable, Centre City Development Corporation (CCDC) shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents. <p>B. Letters of Qualification have been submitted to CCDC</p> <ol style="list-style-type: none"> 1. The applicant shall submit a letter of verification to CCDC identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines. 2. CCDC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project. 3. Prior to the start of work, the applicant shall obtain approval from CCDC for any personnel changes associated with the monitoring program. <p>II. Prior to Start of Construction</p> <p>A. Verification of Records Search</p> <ol style="list-style-type: none"> 1. The PI shall provide verification to CCDC that a site-specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was 			

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	<p>in-house, a letter of verification from the PI stating that the search was completed.</p> <ol style="list-style-type: none"> 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. <p>B. PI Shall Attend Precon Meetings</p> <ol style="list-style-type: none"> 1. 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 CCDC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor. <ol style="list-style-type: none"> a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with CCDC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring. 2. Identify Areas to be Monitored <ol style="list-style-type: none"> a. Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to CCDC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation). 3. When Monitoring Will Occur <ol style="list-style-type: none"> a. Prior to the start of any work, the PI shall also submit a construction schedule to CCDC through the RE indicating when and where monitoring will occur. b. The PI may submit a detailed letter to CCDC prior to the start of work or during construction requesting a 			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.</p> <p>III. During Construction</p> <p>A. Monitor Shall be Present During Grading/Excavation/Trenching</p> <ol style="list-style-type: none"> 1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and CCDC of changes to any construction activities. 2. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's 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 CCDC. 3. The PI may submit a detailed letter to CCDC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present. <p>B. Discovery Notification Process</p> <ol style="list-style-type: none"> 1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify CCDC by phone of the discovery, and shall also submit written documentation to CCDC within 24 hours by fax or email with photos of the 			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>resource in context, if possible.</p> <p>C. Determination of Significance</p> <ol style="list-style-type: none"> 1. The PI shall evaluate the significance of the resource. <ol style="list-style-type: none"> a. The PI shall immediately notify CCDC by phone to discuss significance determination and shall also submit a letter to CCDC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI. b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from CCDC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to CCDC unless a significant resource is encountered. d. The PI shall submit a letter to CCDC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required. <p>IV. Night Work</p> <ol style="list-style-type: none"> A. If night work is included in the contract <ol style="list-style-type: none"> 1. When night work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting. 2. The following procedures shall be followed. <ol style="list-style-type: none"> a. No Discoveries <ol style="list-style-type: none"> (1) In the event that no discoveries were encountered during night work, The PI shall record the information on the CSV and submit to CCDC via fax by 9am the following morning, if possible. 			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<ul style="list-style-type: none"> b. Discoveries <ul style="list-style-type: none"> (1)All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction. c. Potentially Significant Discoveries <ul style="list-style-type: none"> (1)If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed. d. The PI shall immediately contact CCDC, or by 8AM the following morning to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. B. If night work becomes necessary during the course of construction <ul style="list-style-type: none"> 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify CCDC immediately. C. All other procedures described above shall apply, as appropriate. V. Post Construction <ul style="list-style-type: none"> A. Submittal of Draft Monitoring Report <ul style="list-style-type: none"> 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to CCDC for review and approval within 90 days following the completion of monitoring, <ul style="list-style-type: none"> a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report. b. Recording Sites with the San Diego Natural History Museum <ul style="list-style-type: none"> (1)The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with 			

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	<p>the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.</p> <ol style="list-style-type: none"> 2. CCDC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to CCDC for approval. 4. CCDC shall provide written verification to the PI of the approved report. 5. CCDC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. <p>B. Handling of Fossil Remains</p> <ol style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued. 2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate <p>C. Curation of fossil remains: Deed of Gift and Acceptance Verification</p> <ol style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and CCDC. <p>D. Final Monitoring Report(s)</p> <ol style="list-style-type: none"> 1. The PI shall submit two copies of the Final Monitoring Report to CCDC (even if negative), within 90 days after notification from CCDC that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from CCDC which includes the Acceptance Verification from the curation institution. 			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
TRAFFIC AND CIRCULATION (TRF)				
Impact TRF-A.1.1: Increased traffic on grid streets from downtown development would result in unacceptable levels of service on specific roadway intersections and/or segments within downtown. (Direct)	<p>Mitigation Measure TRF-A.1.1-1: At five-year intervals, commencing upon adoption of the proposed Community Plan, CCDC shall conduct a downtown-wide evaluation of the ability of the grid street system to accommodate traffic within downtown as well as the following roadway segment in the surrounding neighborhood: Imperial Avenue (between 25th Street and of 28th Street). In addition to identifying roadway intersections or segments which may need immediate attention, the evaluation shall identify roadways which may warrant interim observation prior to the next 5-year evaluation. The need for roadway improvements shall be based upon deterioration to Level of Service F and/or other standards established by CCDC, in cooperation with the City Engineer. In completing these studies, the potential improvements identified in Appendix C of the traffic study and Tables 5.2-20 and 21 of the EIR will be reviewed to determine whether these or other actions are required to improve traffic flow along affected roadway corridors. As necessary, potential improvements shall also be determined for the identified roadway segments within the surrounding neighborhoods. In selecting improvements, CCDC shall review the effect the improvement may have on pedestrian or bicycle activities whenever pedestrians must traverse any of the following roadway conditions:</p> <ul style="list-style-type: none"> • Five or more lanes at any intersection (excepting boulevards); • Three or more travel lanes on residential streets, or crossing roadways with four or more lanes; • Four or more travel lanes on multi-function streets, or crossing roadways with four or more travel lanes; or • Dual right-turn lanes. <p>Following the completion of each five-year monitoring event, CCDC shall incorporate needed roadway improvements into its Capital Improvement Program (CIP) or identify another implementation strategy.</p> <p>In order to determine if the roadway improvements included in the current five-year CIP, or the equivalent, are sufficient to accommodate developments, a traffic study would be required for large projects. The threshold to be used for determining the need for a traffic study shall reflect</p>	Every five years	CCDC/City	CCDC/City

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	the traffic volume threshold used in the Congestion Management Program (CMP). The CMP stipulates that any activity forecasted to generate 2,400 or more daily trips (200 or more equivalent peak hour trips).			
Impact TRF-A.1.2: Increased traffic from downtown development on certain streets surrounding downtown would result in an unacceptable level of service. (Direct and Cumulative)	Implementation of Mitigation Measure TRF-A.1.1-1 would also reduce impacts on surrounding roadways but not necessarily below a level of significance.	Every five years	CCDC/City	CCDC/City

PROJECT LOCATION

2101, 2119, 2151 & 2175 Kettner Blvd
Half-block East side of Kettner btw Hawthorn St and Ivy St
San Diego CA 92101

APN #533-124-01,02,04,10 & 11

PROJECT DIRECTORY

OWNER:

THE BEARDSLEY FAMILY TRUST 12-4-90
2025 ASPEN LANE
EL CAJON, CA 92019

JAMES E. BEARDSLEY, TRUSTEE
(619) 444-0169

DEVELOPER:

CITYMARK DEVELOPMENT
3818 Park Blvd
San Diego, CA 92103

Russ Haley
619-231-1161

ARCHITECT:

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1831 Powell Street
San Francisco, CA 94133

JAMES TANNER
619-233-9111

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415-979-1500

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PROJECT DESIGN CONSULTANTS
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MARK KESTEL
markk@projectdesign.com

DRAWING INDEX

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TP-10	DETAILS

TREATMENT PLAN

tannerhecht
architecture

www.tannerhecht.com

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San Francisco, CA
94133
T 415-979-1500
T 619-233-9111

Owner:
The Beardsley Family Trust 12-24-1990
2025 Aspen Lane
El Cajon, CA 92019
T 619-444-0169

Developer:
CityMark Development
3818 Park Blvd,
San Diego, CA 92103
T 619-231-1161
www.citymark.com

JOHN O'DAY COMMERCIAL BUILDING
HRB # 1162

2119 KETTNER BLVD., SAN DIEGO, CA

COVER SHEET		1/27/2015
PROJECT	TREATMENT PLAN	SCALE: N.T.S.
		TP-1

TREATMENT PLAN

Date: January 27, 2012
Project: John O'Day Commercial Building
Located at 2119 Kettner Blvd. San Diego, CA 92101
APN: #533-124-11-00
HRB Site #1162
Year Built: 1927
Period of Significance: 1927

Subject: Treatment Plan for partial demolition, stabilization and future restoration of façade

Project Team:
Developer: Russ Haley, CityMark Development
Project Architect: James L. Tanner, AIA, NCARB, TannerHecht Architecture Inc.
Historic Architect: James L. Tanner, AIA, NCARB, TannerHecht Architecture Inc.
Historic Monitor: John Eisenhart, Union Architecture Inc.
Historic Structural Engineer: Anthony B. Court, SE
Project Shoring Engineer: Ricardo Jordan PE, MS, Earth Support Systems
Principal Investigator: Marie Burke Lia, Attorney at Law
General Contractor: Tom Remensperger, Cannon Constructors

PROPERTY DESCRIPTION
The John O'Day Commercial Building located at 2119 Kettner Boulevard, east side between Juniper and Ivy Streets is in the Middletown Subdivision of the Downtown Community. It a designated historical resource with a period of significance of 1927 designated under HRB Criterion C. The subject resource is a One-Part Commercial Block type structure built in the Mission Revival style. The resource was built in 1927 of hollow clay tile construction on a reinforced concrete foundation with concrete pilasters at truss end points. The building exhibits a simple rectangular plan form and exterior stucco cladding on the front façade. Side walls are single wythe 8" hollow clay tile, painted interior and exterior where exposed. The arched roof is supported by light steel trusses and hidden behind a distinct, Mission Style arched parapet wall topped by a pair of original urns. A decorative quatrefoil-like roof vent element is located above the central entrance bay. Three arched openings make up the primary elevation. Original bulkheads are intact and the original storefront window and door configurations are still evident on the two outer entrance bays. Tri-partite transoms are elaborated with decorative mullions and the three bay openings are marked on either side with simple, decorative tile set in the stucco cladding. The Treatment Plan is prepared to maintain and restore the façade of the building according to The Secretary of the Interior Standards. This building is located in the Little Italy neighborhood, is zoned for mixed use development with a minimum FAR of 3.5. The developers intend to maintain and restore in place the most significant and visible aspect of this building as a major component of a new commercial and residential project. The façade of the John O'Day building will be stabilized to support its unreinforced masonry construction, protected from damage with structural members and temporary cladding during then restored according to US Secretary of the Interiors Standards for Rehabilitation, and incorporated into the new project.

INTRODUCTION

The implementation of the Treatment Plan for the stabilization, protection and restoration of the historic façade and the salvage of structural elements from the building will be facilitated by a qualified historic general contractor, under the supervision of the Project Architect, Historic Structural Engineer, and Historic Architect/Monitor in a manner consistent with the mitigation, monitoring, and reporting program for this project. This Treatment Plan is accompanied by a copy of HABS drawings of the property prepared by the Project Architect with the support of the Historic Architect/ Monitor and Historic Structural Engineer. These drawings outline the proposed stabilization and preparation of the façade in place for incorporation into the proposed new construction. This Treatment Plan and its related drawings will be included in all subsequent plans for the discretionary permit processing and construction documents.

STABILIZATION AND PROTECTION OF FAÇADE

1. Stabilization and Protection of Façade:
Remove operable hopper style casements and all glass from the façade. Decorative frosted glass as noted on the elevation in two of the hopper casements appears to be original and shall be protected for reinstallation. All other glass appears to be replacement glazing and may be disposed. Hopper windows and glazing shall be stored in a safe protected offsite storage facility for restoration and reinstallation
Historic Decorative Concrete Urns located at the façade corners shall be carefully removed and protected and shall be stored offsite in a secure location, restored and reinstalled during rehabilitation.
Prior to removal of the roof framing and its supporting structure, the façade is to be stabilized by application of a 7-1/2" thick shotcrete support wall, designed by the Historic Structural Engineer. This wall will cover the interior face of the existing brick wall including the parapet. It will be anchored to the masonry and formed at its edges to be set back 1-1/2" clear of interior edges, braced, and secured. See detail in the attached drawings. The exterior of the façade including all wall surfaces, features, casings, and openings shall be completely protected exterior and interior by a 4"x4" wood frame system with ¾" plywood cladding. The implementation of these procedures will occur only after review from Monitor. Consistent with Standards #1, #6 ,
2. Foundation for Façade:
Provide temporary underpinning for existing footing with soldier piles and a parallel Foundation Beam that supports the four piers where the façade lands at street level. This system is to be designed by the Historic engineer and the Project shoring engineer to tie in to new subterranean parking structure. The new foundation beam will be reinforced concrete, and is currently estimated to be approximately 2' wide x 4' deep. Consistent with Standards # 1, #6 .

PARTIAL DEMOLITION

3. Preparation Prior to Construction:
Current occupant shall remove all spray booths, ventilation systems, and plumbing and electrical equipment installed as a part of the automobile collision repair business.
4. Removal of Non historic features:
Non historic features including glass block infill, roll up door and metal screen door shall be removed and recycled to the extent feasible. Remove and recycle non historic glazing
A system of subgrade underpinning and a new foundation beam system to support existing façade shall be designed by a licensed shoring engineer to protect the façade during construction of the project. Consistent with Standards # 1.
The Contractor and Monitor will meet on site to review the scope of demolition and removal work. During demolition/removal, Contractor shall inform Monitor of discovery of any architectural elements discovered on site. Monitor to evaluate relevance of such materials. Consistent with Standards #1, #5.

5. Removal of roof:
Remove mechanical ventilation ductwork and equipment installed by tenant, recycle metal components to the extent feasible. Remove remaining skylights, evaluate for reuse. (Note, existing skylights are severely rusted sheet metal construction in marginal condition)
Remove steel angle parapet braces and attachment hardware, recycle metal. Remove all roofing materials and roof accessories including flashing, crickets, and parapet protection materials. Consistent with Standards # 1.
6. Removal of roof structure:
Disconnect and remove all electrical wiring and lighting from roof structural elements. Recycle to the extent possible. Remove and recycle all plumbing attached to roof structural elements. Remove and salvage 1x6 roof sheathing. Remove and salvage 2x10 roof joists. Remove roof trusses intact or separated at mid-point of span and store for potential reuse offsite. Temporarily brace walls prior to removing roof structure. Consistent with Standards # 1, #5.
7. Removal of site utilities and plumbing:
Disconnect and cap site utilities. Remove roof drainage and sub slab plumbing. There is no apparent residual plumbing left above the slab from the original construction of the building. Consistent with Standards # 1.
8. Removal of Concrete and Masonry
Remove Hollow Clay Tile infill material from side walls and demolish CMU rear wall. Remove concrete columns and perimeter beams, recycle rebar and waste concrete. Remove retaining wall/foundations recycle rebar and waste concrete. Remove slab grade and sub grade plumbing on along with sub-slab drainage trenches installed by current occupant. Recycle metal, rebar, and waste concrete. Consistent with Standards # 1.
9. Restoration of Façade, exterior finishes:
Reconstruct missing doors in side bays per historic photos.
Reconstruct central bay doors from historical photos.
Repair damaged door and window sills and casings per site information and historic photos.
Consistent with Standards #3, #5, #6, #7.

- 10.Exterior Electrical
Provide new incandescent source light sconces modeled on those seen in historical photos such as "Dayton" a small light fixture by Rejuvenation Hardware. Locate fixtures using existing through wall conduits. Provide electronic lighting controls with daylight sensors. Consistent with Standards # 6.

RESTORATION OF FAÇADE

- 11.Finish restoration
Remove elastomeric paint by hand using scrapers. Remove non original stucco from wood sills by hand. Inspection of the sills shows significant damage due to faulty installation of stucco. Sills will have to be replaced due to deterioration of wood from both dry rot and termite damage. Replicate wood sills with material of same species and same profile as existing when replacement occurs. If condition is repairable, remove all damaged area of wood and apply an epoxy-resin type wood binder (Milliput, DevCon, or equal) for repair of damaged area infill. Restore stucco features where damaged or missing. Consistent with Standards # 6, #7.
12.Decorative Urns
Preserve existing decorative urns (two) and replicate two new caps per photos and field measurement of existing urns. The two existing decorative urns are to be removed from the parapet of the façade and stored off site. Urns shall be manually separated from the capital at the base of the 9" square pedestal by hand, and prepared for offsite storage. Create new decorative caps in cast concrete to match the profiles as seen on the historical photographs taken in the late 1920's. Install these with the Urns in a compatible finish. Consistent with Standards #5, # 6, #7.
13.Repair and restore original wood windows, casings and trim, replace stored original glazing.
Reconstruct missing or altered trim and window stops.
The original transom hopper and fixed windows are in place and should be removed and protected in offsite storage. These window sashes shall be repaired and reinstalled in their former locations. New hardware is to be used and the operable sash shall be adjusted for smooth operation. Repair of window units shall use epoxy-resin type modelling putty (Milliput, DevCon, or equal) to infill missing profile. Sand, prime and paint. If a feature of the sash or frame is missing or deteriorated beyond repair (Monitor to determine condition) a replicated profile and species of the missing element shall be used. A single historic photo shows what appears to be an iron picket railing in front of the focal windows. There is no evidence of the attachment points or design of this feature visible in the existing conditions and there is insufficient information for reconstruction.
Consistent with Standards # 6, #7.

14. Reconstruct missing side entry doors and central arch doors based on historical photographs.
The side entry doors appear to have been wood construction stile and rail doors with single undivided light over a fixed wood panel on the lower portion of the door. The central arch doors are more complex and appear to be three leaves, each side hinged on its jamb and the third door hinged on the leading edge of the adjacent door in a bi-fold configuration. The doors consisted of a stile and rail design with true divided lights (3w x 3h) in the upper panel and vertical wood slats in the lower panel. Period appropriate hardware is to be installed. Consistent with Standards # 6, #7, #9.
Clean in-place and restore decorative tiles in diamond pattern on the façade with non-abrasive methods: (CitriStrip Paint & Varnish Stripping Gel or equal non-toxic biodegradable product, to be approved by Monitor).
Consistent with Standards # 7.

RECONSTRUCTION/REHABILITATION

The cleaning of all historic material/fabric shall occur through using the gentlest means possible. An appropriate means of control and disposal of lead or other chemicals shall be provided. Historic fabric shall be retained as much as possible. Do not sandblast or water power wash materials. Consistent with Standards # 7.
The character defining massing/form of the structure is that of a one-story commercial building with a Mission Revival façade. The façade is divided into three sections including an arched parapet roof element and square columns, topped by urns, at the ends of the roof system, and a decorative quatrefoil vent element located above the central bay of the three part composition. Decorative tiles in a diamond pattern occur at each pier. Each of the side sections of the composition contain a tri-part transom with one fixed pane central window flanked by two operable hopper windows above the lower focal window, and a door opening. Consistent with Standards # 1, #2.

Attachment of materials shall be similar to the original, historic method subject to prior approval by Monitor. Should damage occur to the resource, it shall be repaired in conformance with the Secretary of the Interior's Standards for Rehabilitation or Reconstruction. Consistent with Standards #6, #7.

ATTACHMENTS:

Treatment Drawings.

THE SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION

The Standards (Department of Interior regulations, 36 CFR 67) pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and the interior, relocated landscape features and the building's site and environment as well as attached, adjacent, or related new construction. The Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5.Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

HISTORICAL MONITORING PLAN

DATE: January 27th , 2015
PROJECT: John O'Day Commercial Building
Located at 2119 Kettner, San Diego, CA 92101
APN - 533-124-11
City of San Diego Historic resource # 1162

SUBJECT: Historical Monitoring Plan based on Treatment Plan and Historic American Building Survey.

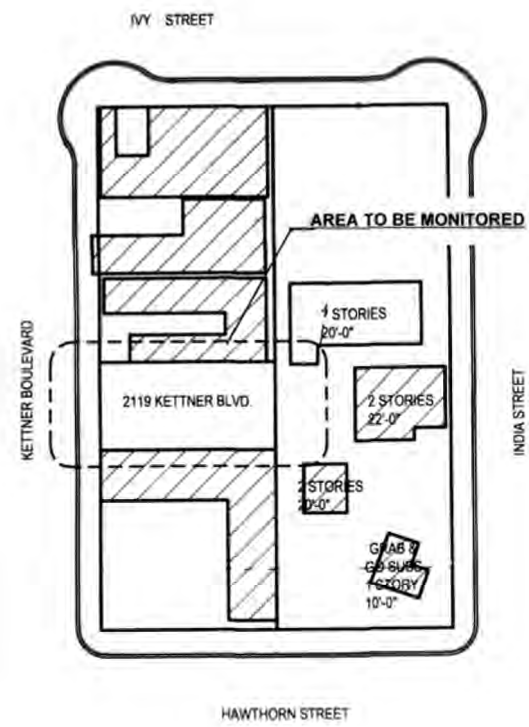
PROJECT TEAM:
Developer: Russ Haley, CityMark Development
Historic Architect Monitor: Union Architecture Inc., John Eisenhart Architect
PI: Principal Investigator: Law Office of Marie Burke Lia. Marie Burke Lia Attorney
PA: Project Architect: Tanner Hecht Architecture, Jim Tanner Architect
HA: Historic Architect: Tanner Hecht Architecture, Jim Tanner Architect
CM and RE: Tom Remensperger, Cannon Constructors.
Historic Strucutral Engineer: Anthony B. Court S.E.
Project Shoring Engineer: Ricardo Jordan P.E.
BI: Building Inspector: City of San Diego Developmental Services:Environmental. City of San Diego Planning: Historical.

PROPERTY DESCRIPTION:
The John O'Day Commercial Building is a historically designated example of a one story One -Part Commercial Block type in the Mission Revival Style. The building is designated under HRB Criterion C with a period of significance is 1927. The resource was built in 1927 of hollow clay tile, brick infill construction with concrete piers on a reinforced concrete foundation. The building exhibits a simple rectangular plan form (50'x100') with principle decorative West elevation of stucco with other three elevation being more utilitarian composed of exposed masonry and concrete.The arched roof is supported by (4) light steel bow trusses @ 20'-0" o.c. At the west elevation a distinct Mission Style arched parapet wall topped by a pair of original urns at the corner parapet. A decorative qua trefoil-like roof vent element is located above the central entrance bay. Three corbeled formed openings make up the lower west elevation. Original bulkheads are intact and the original storefront window and door configurations are still evident on the two outer entrance bays including original tri-partite transoms with decorative mullions. The three bay openings are marked on either side with simple, diamond shaped decorative tile set in the stucco cladding. Both the partial demolition and rehabilitation/ restoration of the remaining structure will be monitored at the current site. Other historic fabric items such as the urns should be stored and secured at the site. The following monitoring dates are as follows.

Monitoring at 2119 Kettner Blvd. See 11x17 Documents : HA1 through HA8 and Treatment Plan. Area to be monitored is listed below.

1. Pre-construction meeting (HAM, PI, PA, CM, BI)
Issue: Overview of Treatment Plan and Monitoring Plan as related to historic resource on site.
2. Review area of structure for demolition and area to be retained.(HAM,CM,PA)
Issue: Appropriate techniques for the implementation of bracing, construction activity required to retain portion of West area of structure to remain. Review and approve areas to be demolished with retention of historic fabric as directed by monitor.
3. Post stabilization and demolition review. (HAM,CM,PA)
Issue: Review work involved by CM to brace and protect structure during larger project activity. Review retention of historic fabric items.
4. Continuing Monitoring of Protection and Rehabilitation of structure. Monthly or as required by construction activity. (HAM, CM, PA)
Issue: Review rehabilitation of resource in accordance with Treatment Plan and Architectural, Engineering Construction Documents.
5. Final Monitoring. (HAM, CM,PA)
Issue: Final punch list of items to complete according Treatment Plan and Architectural, Landscaping and Engineering Documents.
6. Draft Report. (HAM, BI)
Issue: Draft report of monitor process to be submitted to BI for review.
7. Final Report (HAM, BI, PI)
Issue: Final report of monitor process, updating of HABS documents to be submitted to PI for distribution to Developmental Services. San Diego Historical Society for archives.

MONITORING AREA MAP



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Developer:
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San Diego, CA 92013
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JOHN O'DAY COMMERCIAL BUILDING
HRB # 1162
2119 KETTNER BLVD., SAN DIEGO, CA

COVER SHEET

01/27/2015

PROJECT TREATMENT PLAN

SCALE: N.T.S.

SHEET TP-1.1



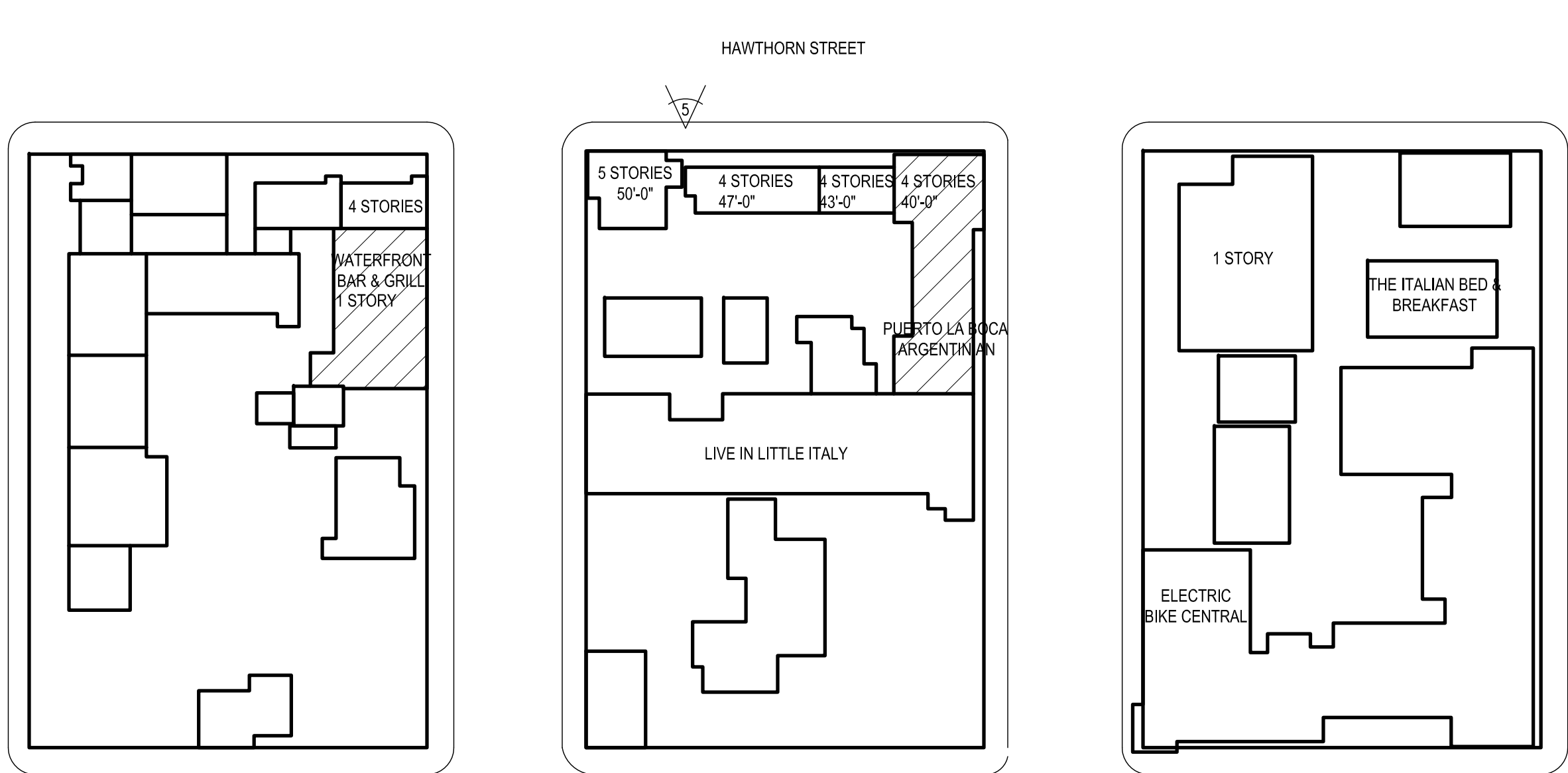
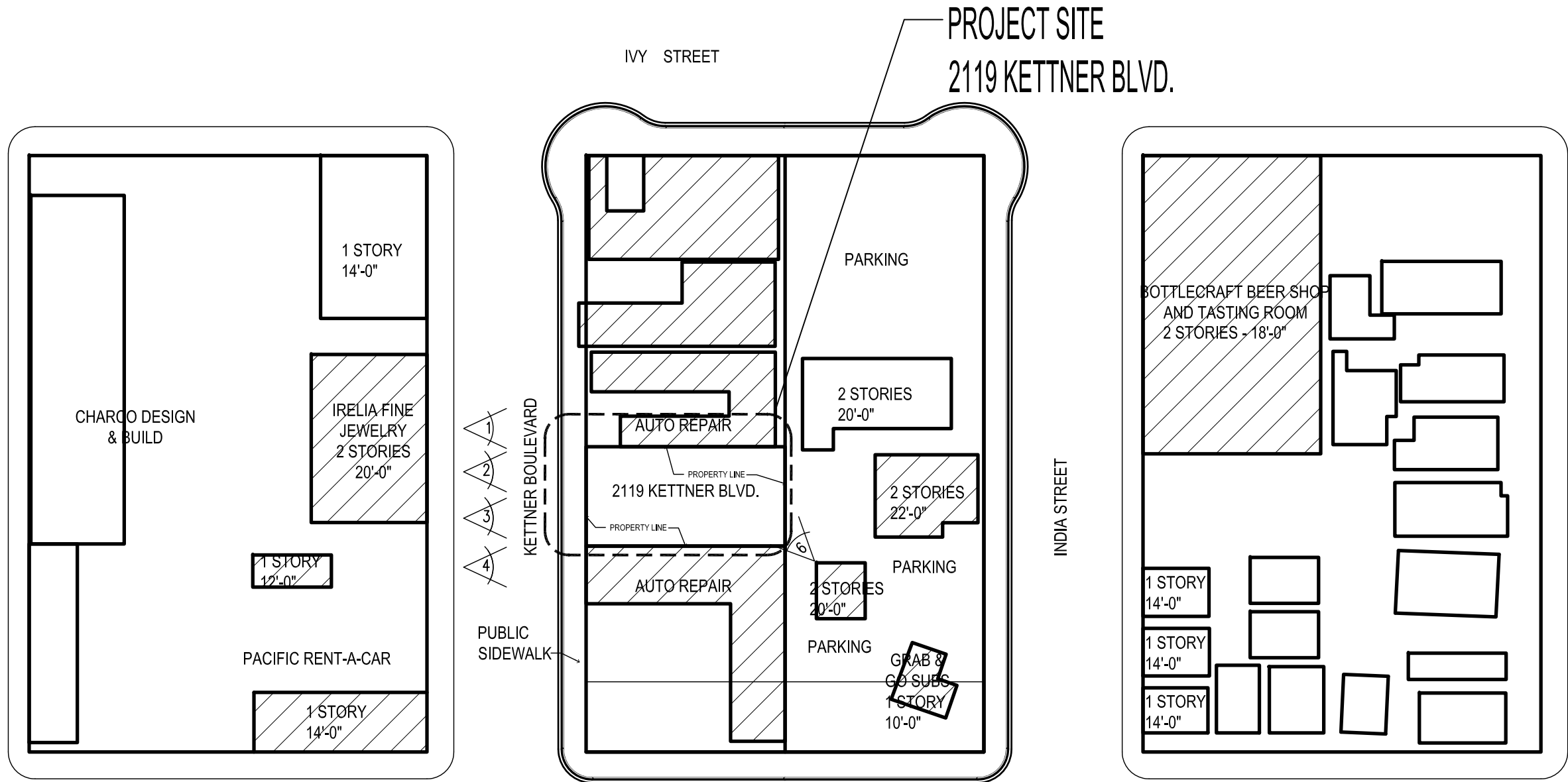
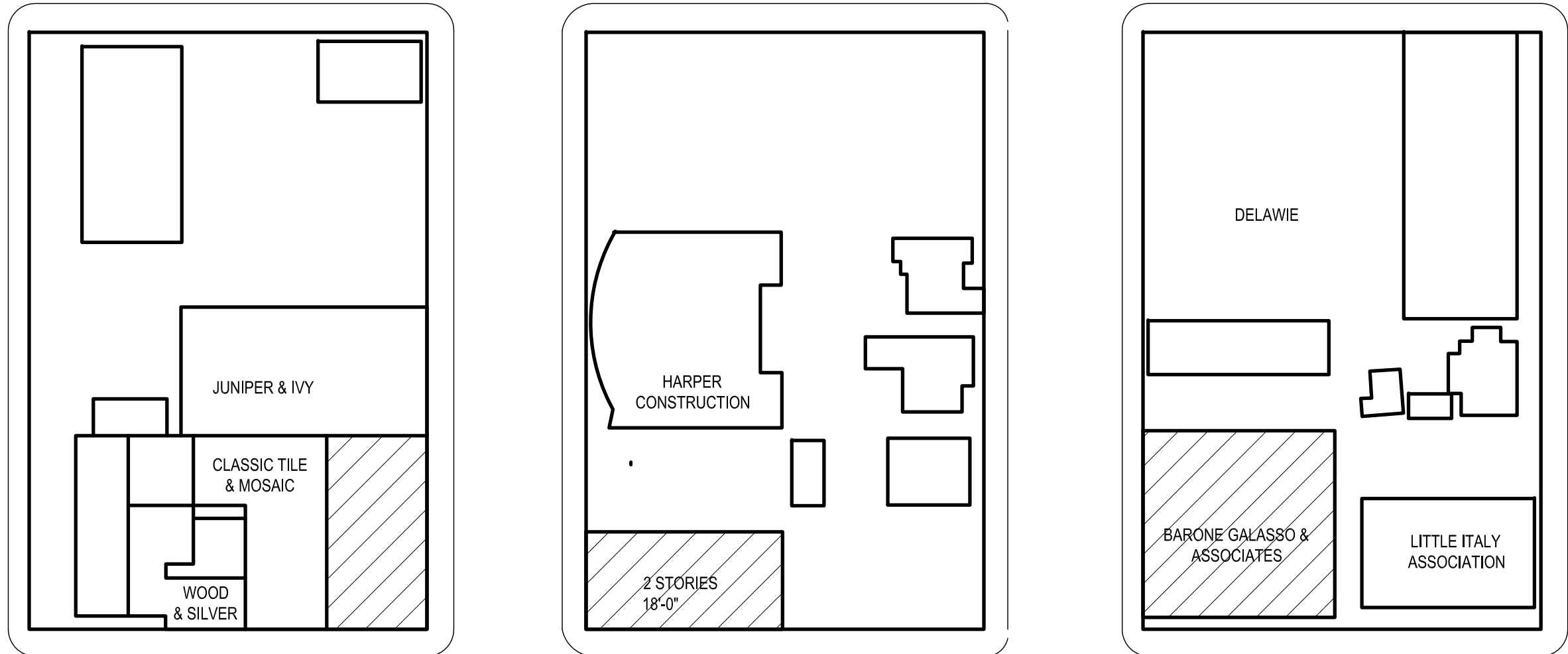
4
TP-2
KETTNER BLVD (facing East)



5
TP-2
KETTNER BLVD (facing North)



6
TP-2
KETTNER BLVD (facing Northwest)



VICINITY PLAN

8 : EXISTING VIEW

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



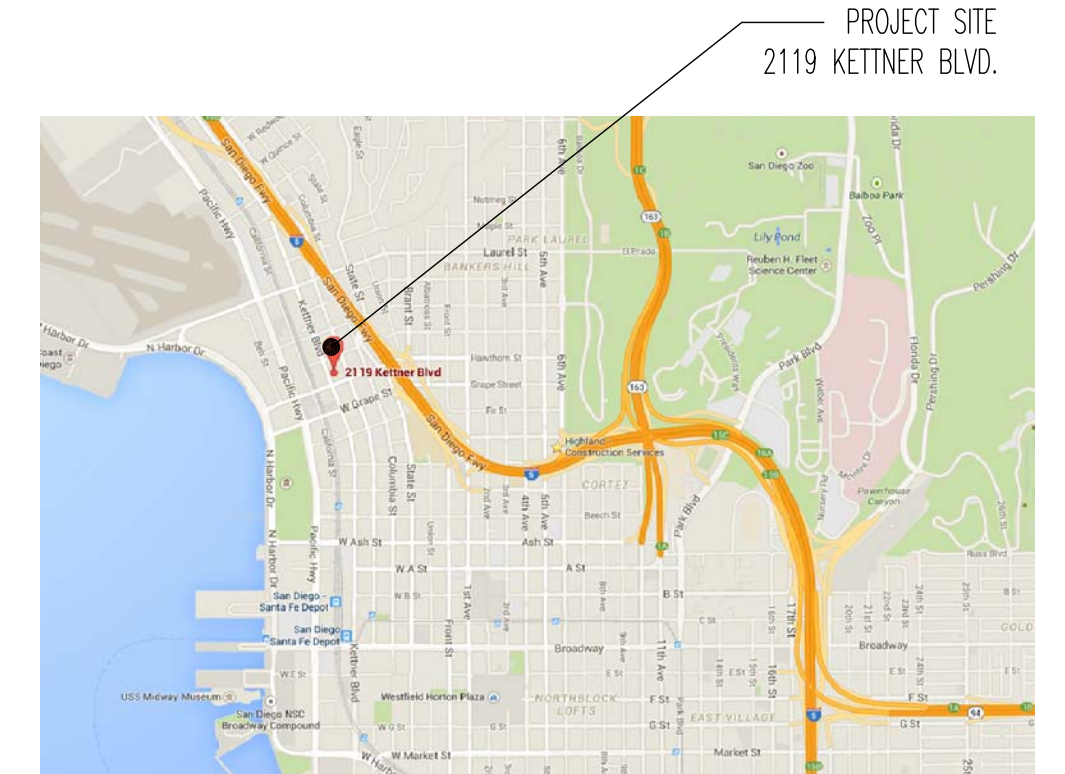
1
TP-2
KETTNER BLVD (facing East)



2
TP-2
KETTNER BLVD (facing East)



3
TP-2
KETTNER BLVD (facing East)



VICINITY MAP



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VICINITY MAP

01/27/2015

TREATMENT PLAN

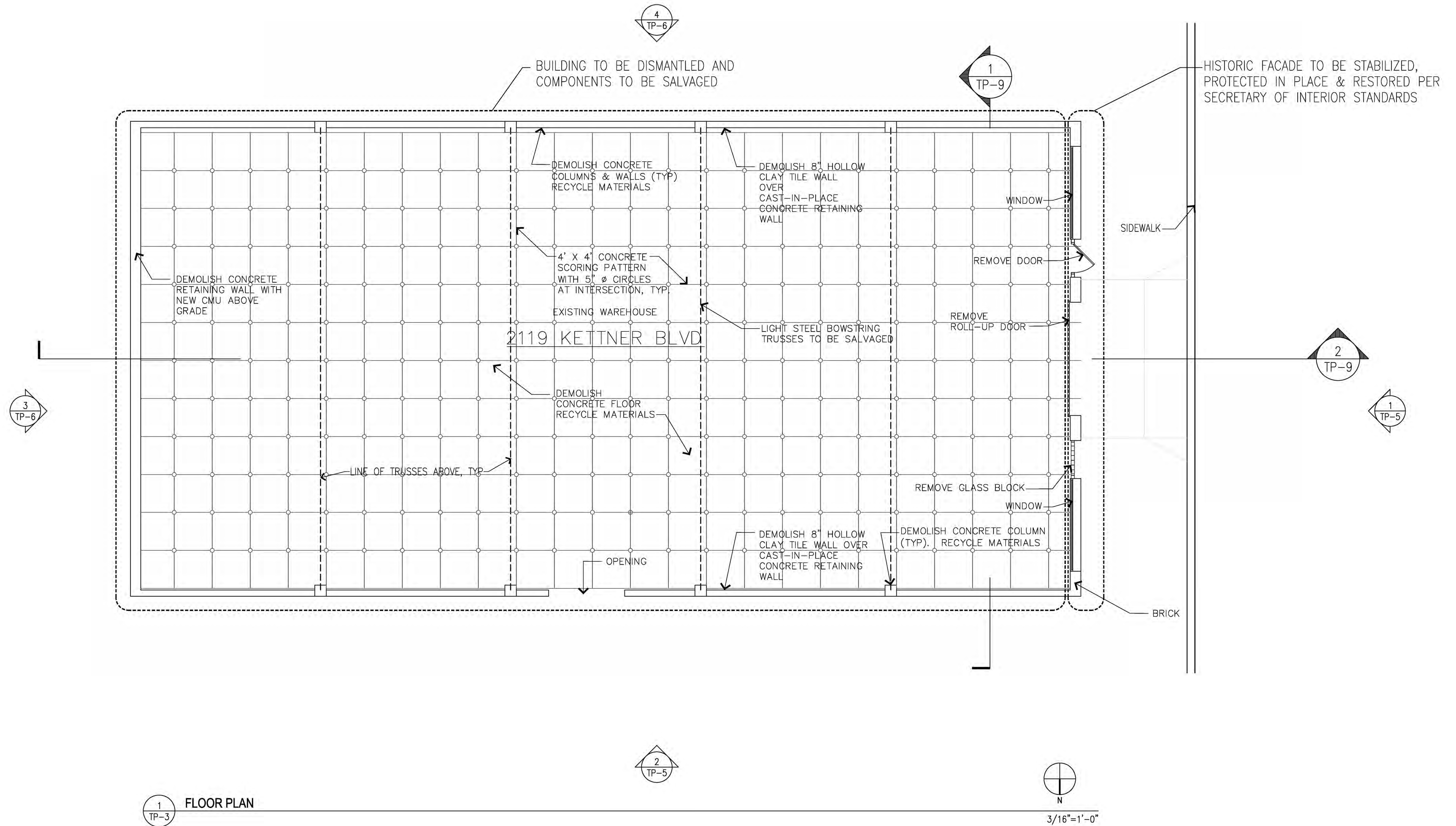
SCALE: AS NOTED

PROJECT

SHEET

TP-2

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EXISTING FLOOR PLAN

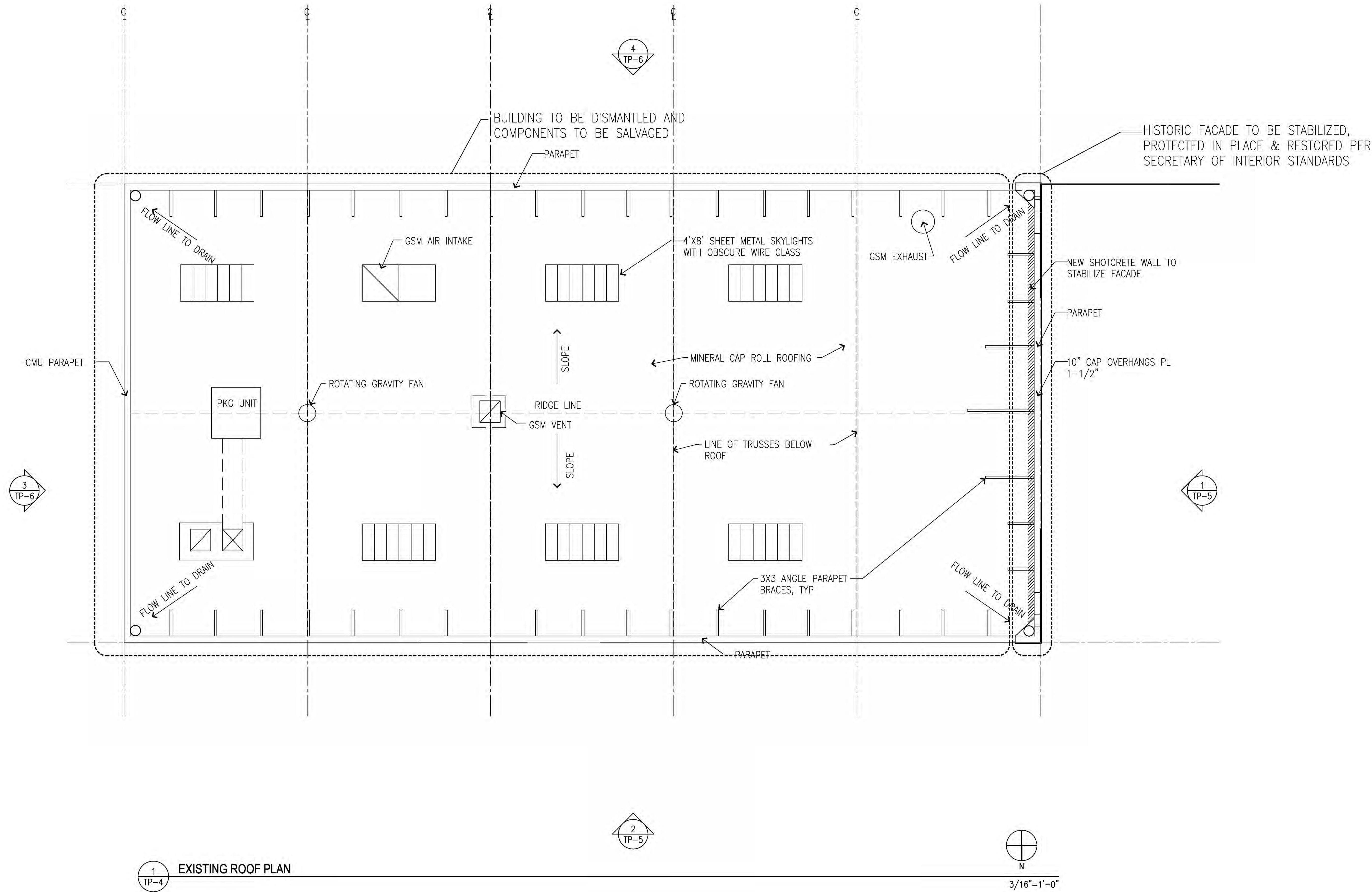
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TREATMENT PLAN

SCALE: 3/16" = 1'-0"

SHEET

TP-3



1/TP-4 EXISTING ROOF PLAN

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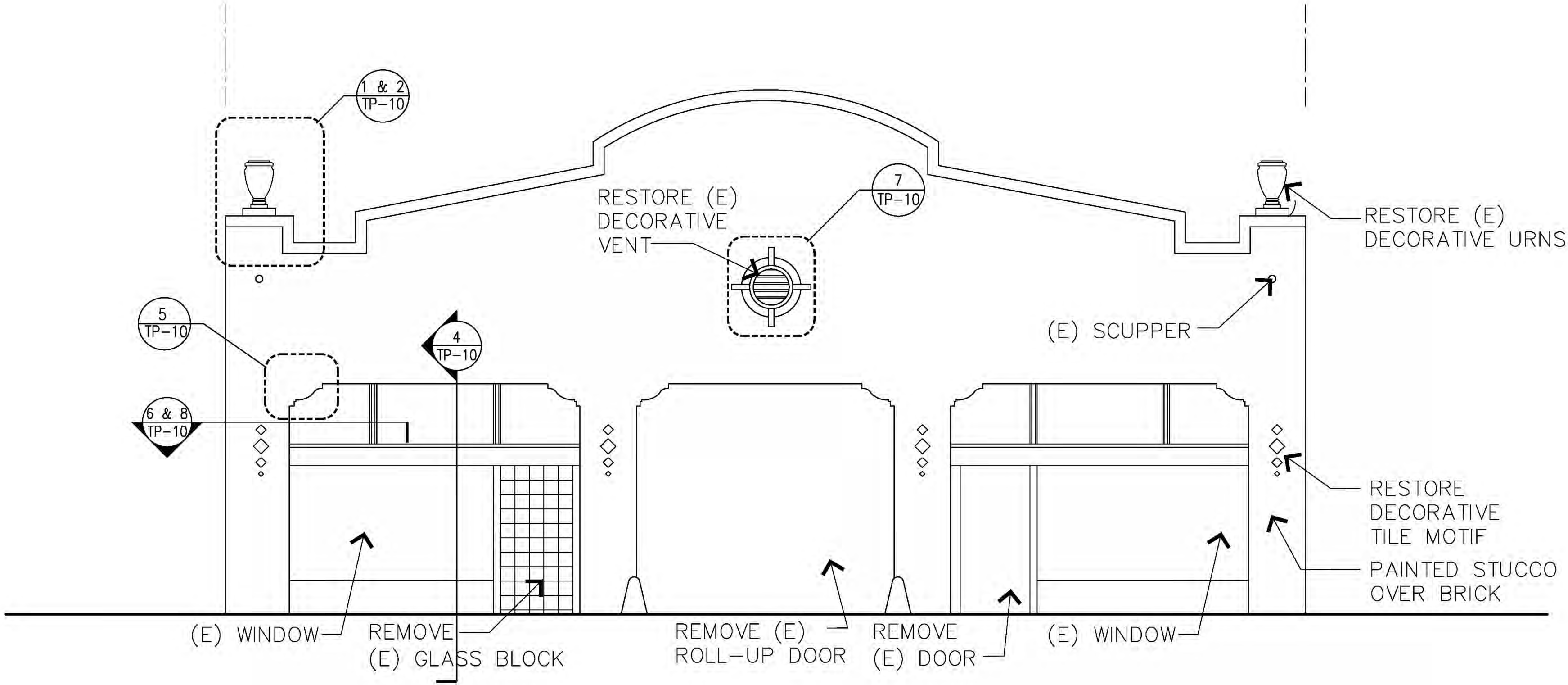
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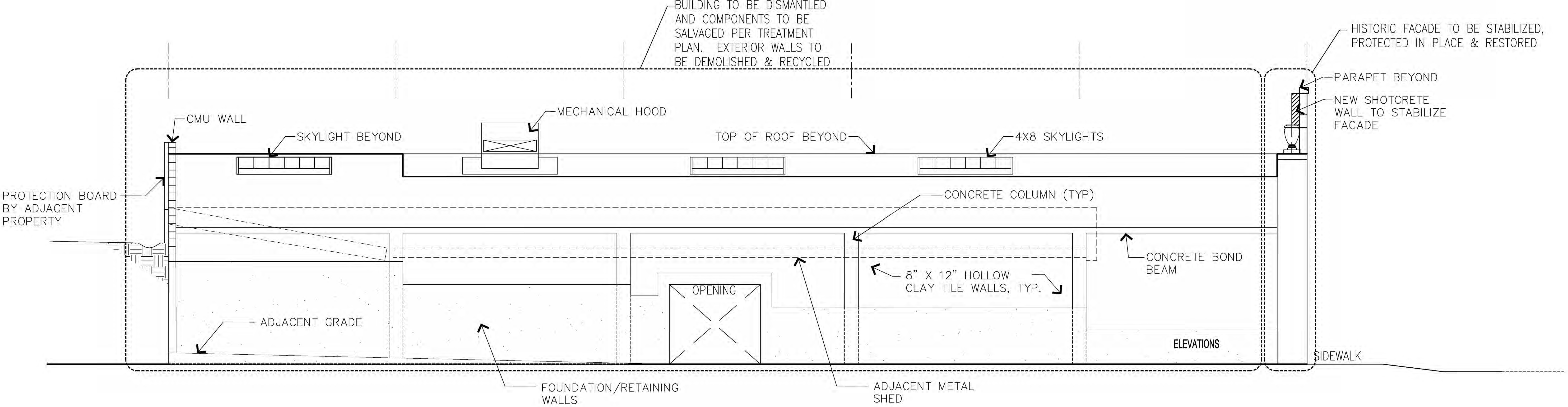
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EXISTING ROOF PLAN		01/27/2015
PROJECT	TREATMENT PLAN	
	SCALE:	3/16" = 1'-0"
SHEET	TP-4	
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1
TP-5
EXISTING WEST ELEVATION TO BE STABILIZED, PROTECTED & RESTORED

1/4" = 1'-0"



2
TP-5
EXISTING NORTH ELEVATION

1/4" = 1'-0"

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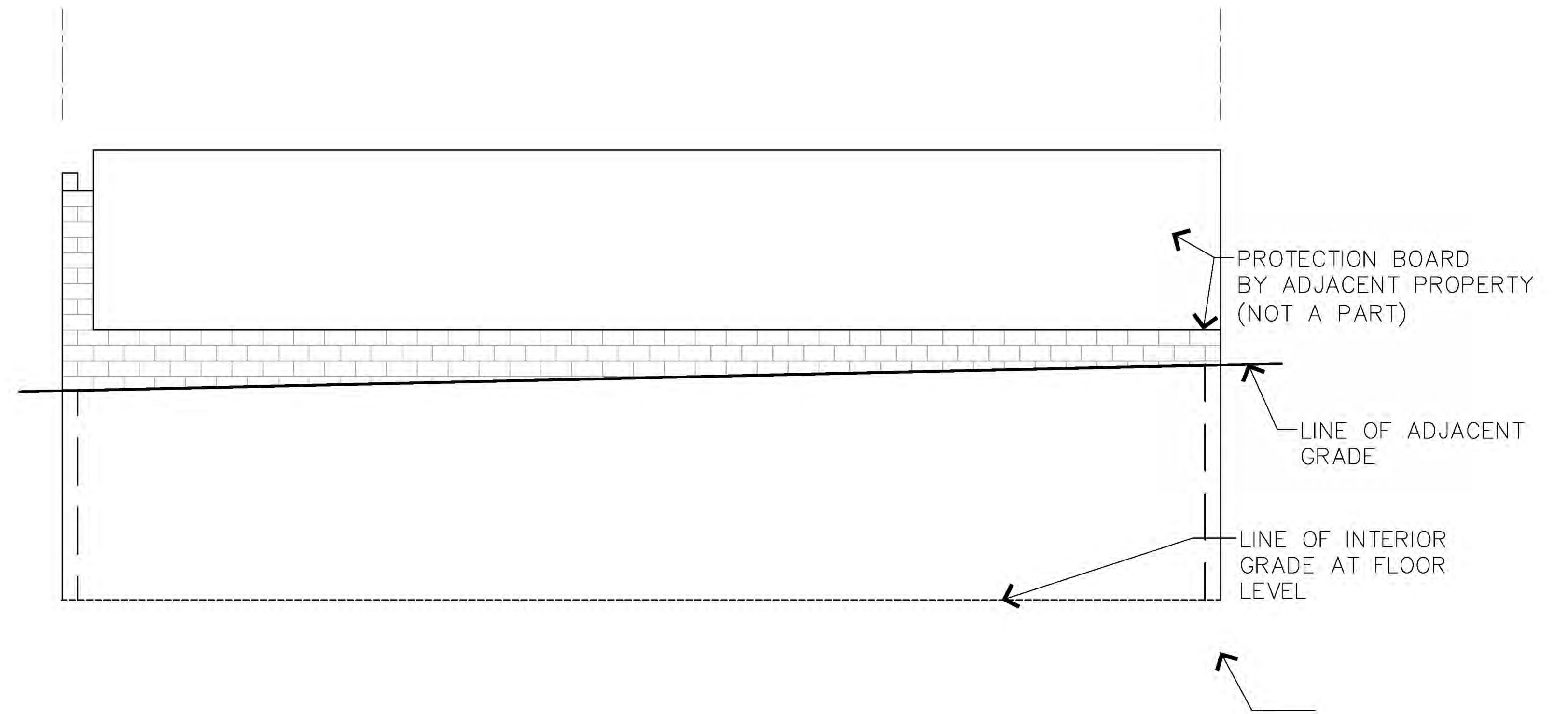
PROJECT TREATMENT PLAN

01/27/2015

SCALE: 1/4" = 1'-0"

SHEET TP-5

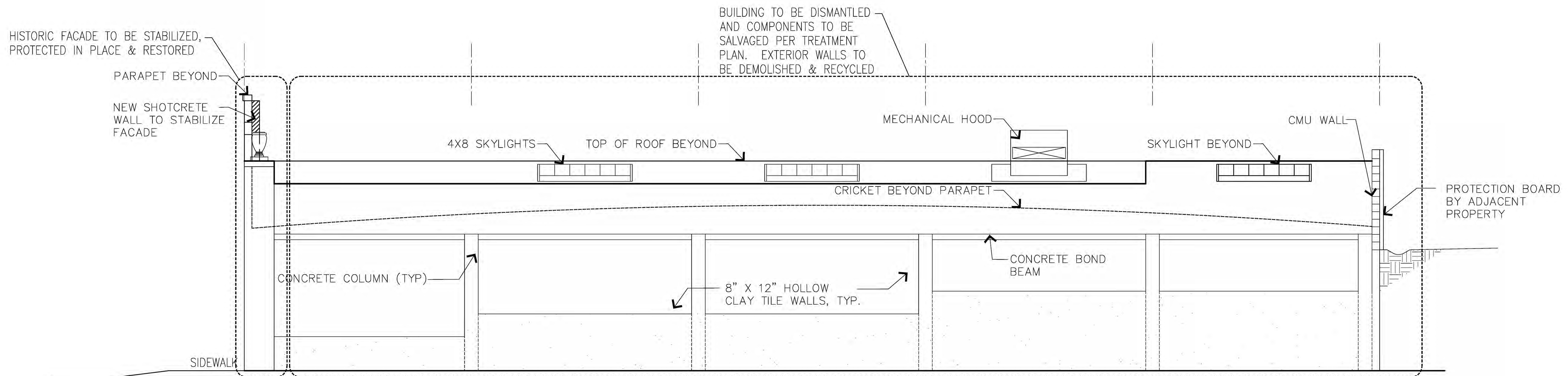
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3
TP-6

EXISTING EAST ELEVATION TO BE DEMOLISHED AND RECYCLED

1/4" = 1'-0"



4
TP-6

ASSUMED SOUTH ELEVATION (BASED ON EXISTING FEATURES; WALL IS COVERED BY ADJACENT BUILDING)

1/4" = 1'-0"

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ELEVATIONS

01/27/2015

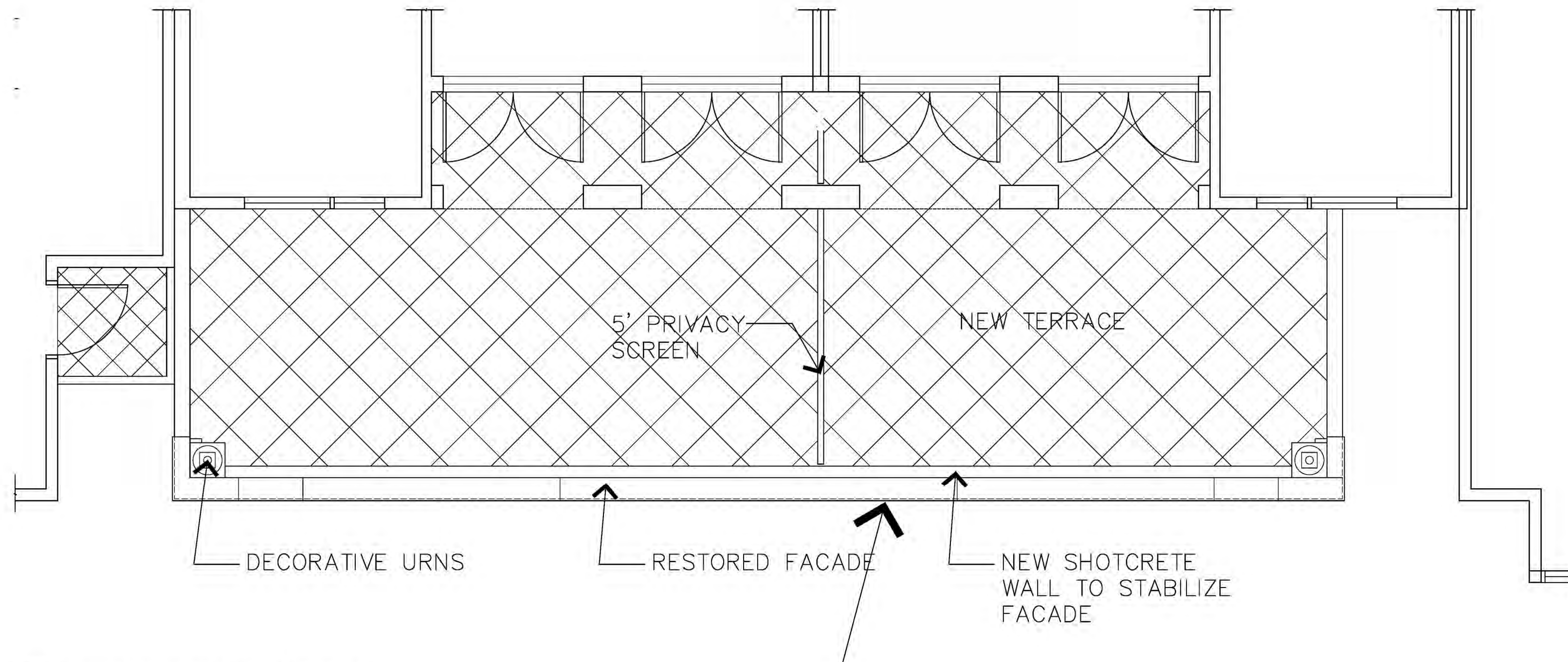
TREATMENT PLAN

SCALE: 1/4" = 1'-0"

SHEET

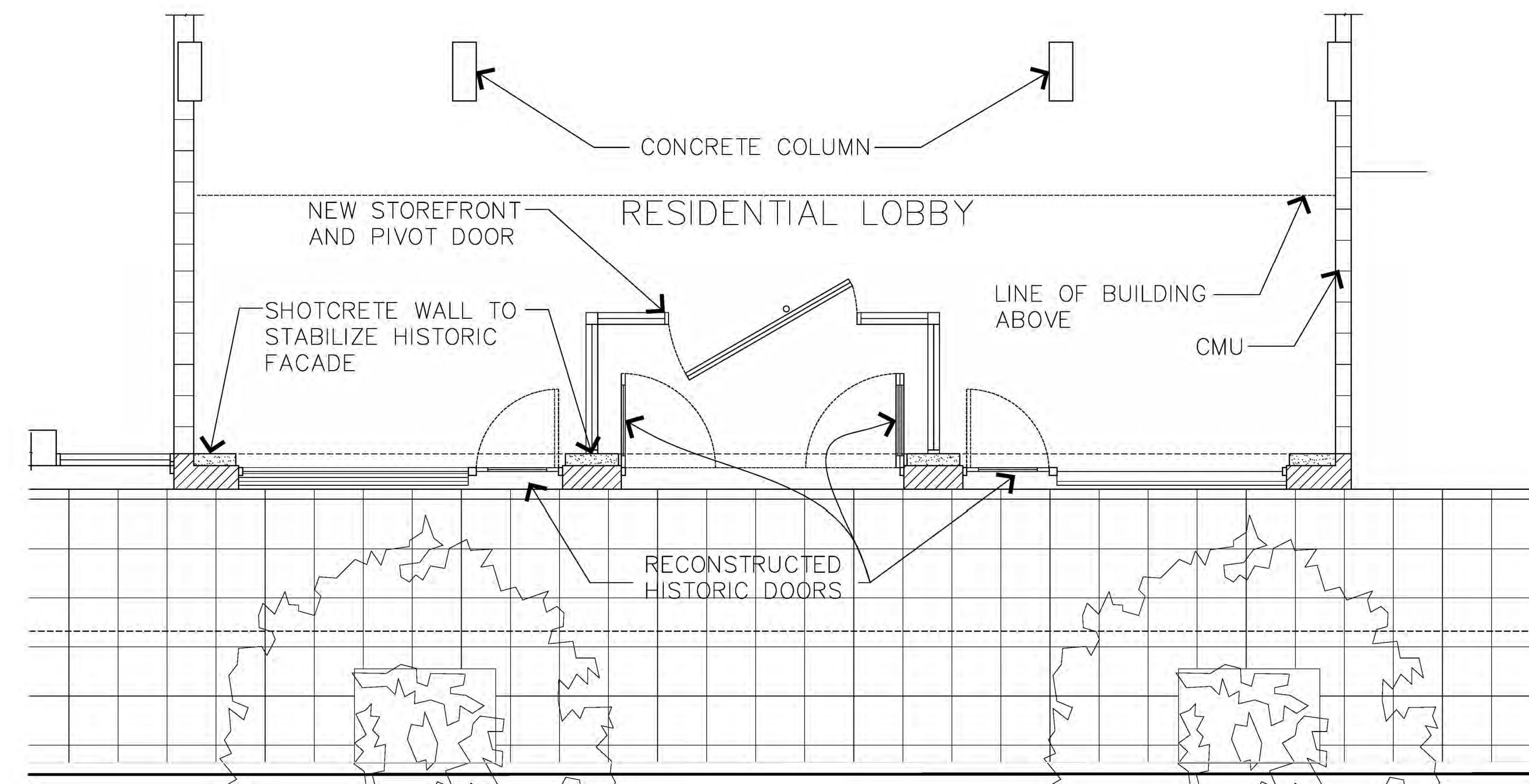
TP-6

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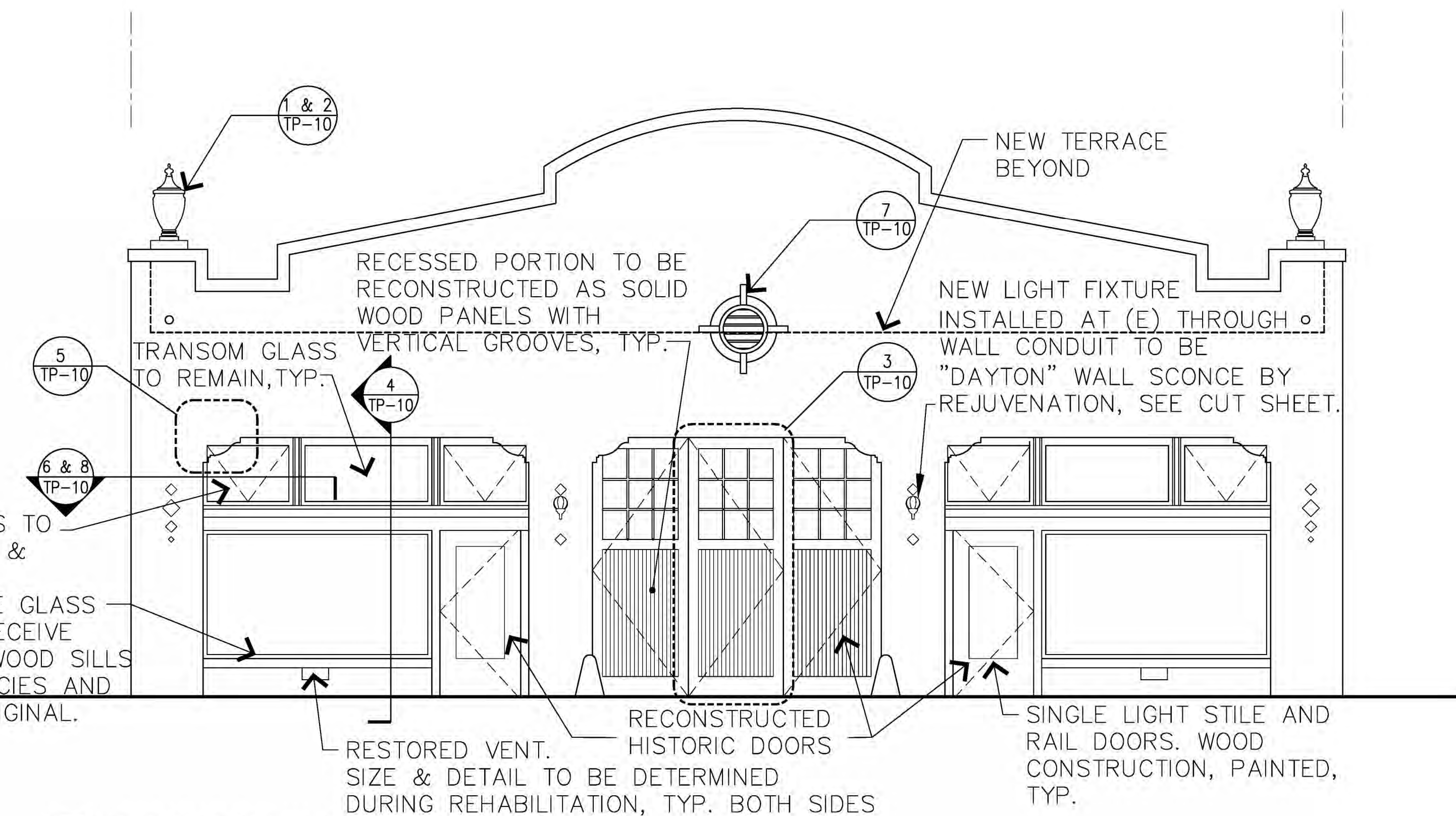
3
TP-7 TREATMENT PLAN - LEVEL 2

1/4" = 1'-0"



2
TP-7 TREATMENT PLAN - LEVEL 1

1/4" = 1'-0"



1
TP-7 TREATMENT PLAN - WEST FACADE

1/4" = 1'-0"

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DETAILED PLANS & ELEVATIONS

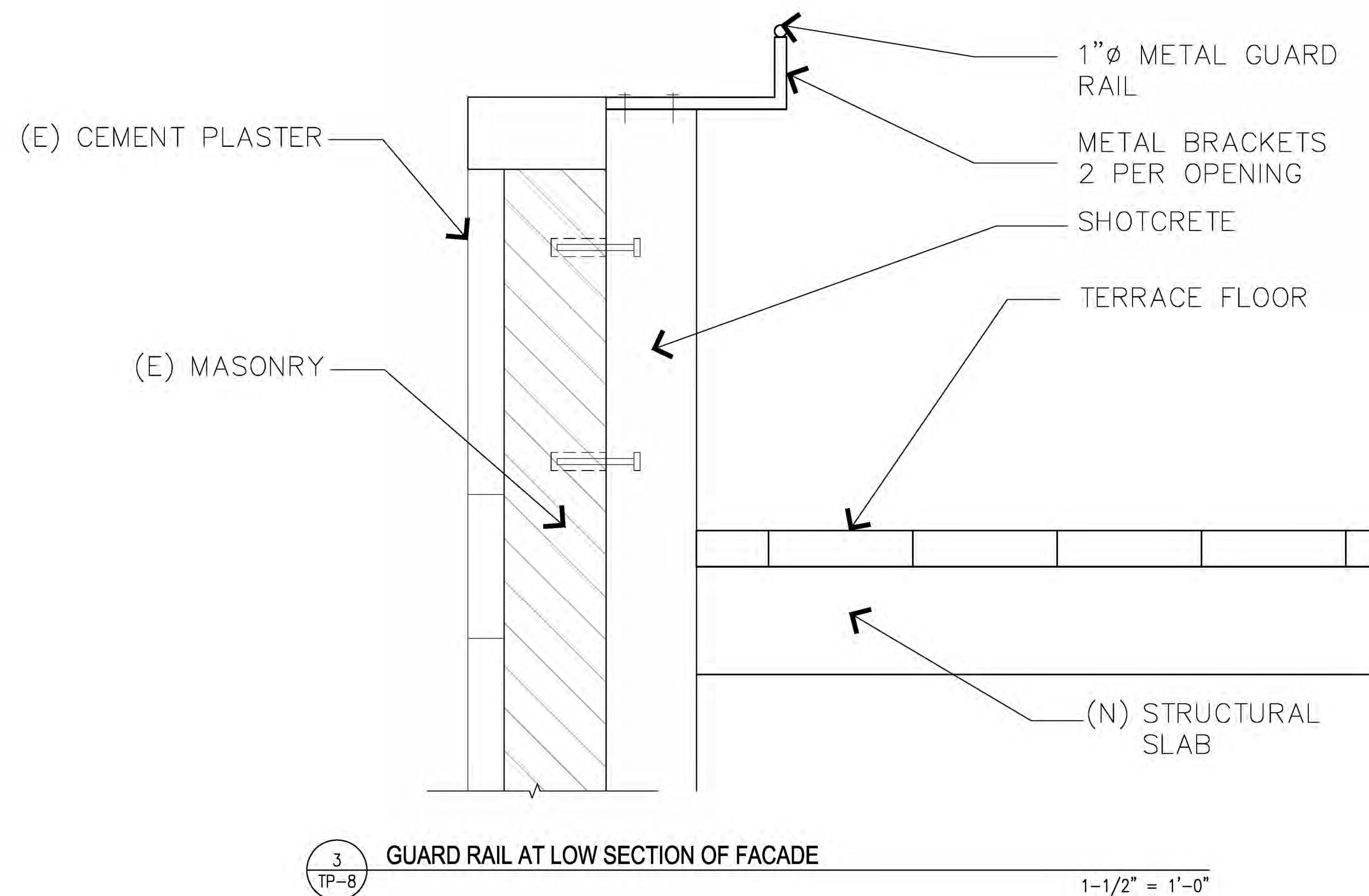
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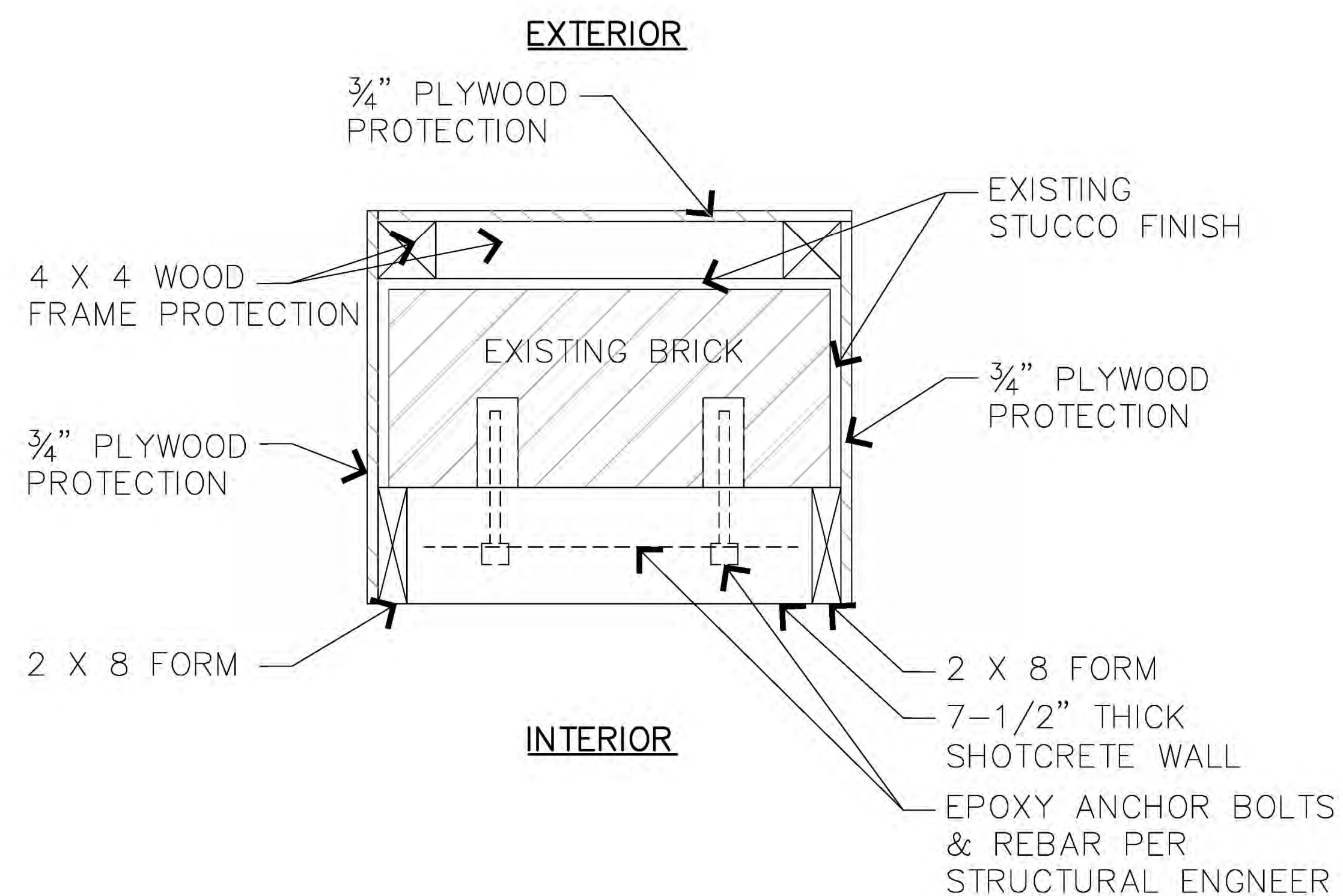
SCALE: 1/4" = 1'-0"

SHEET

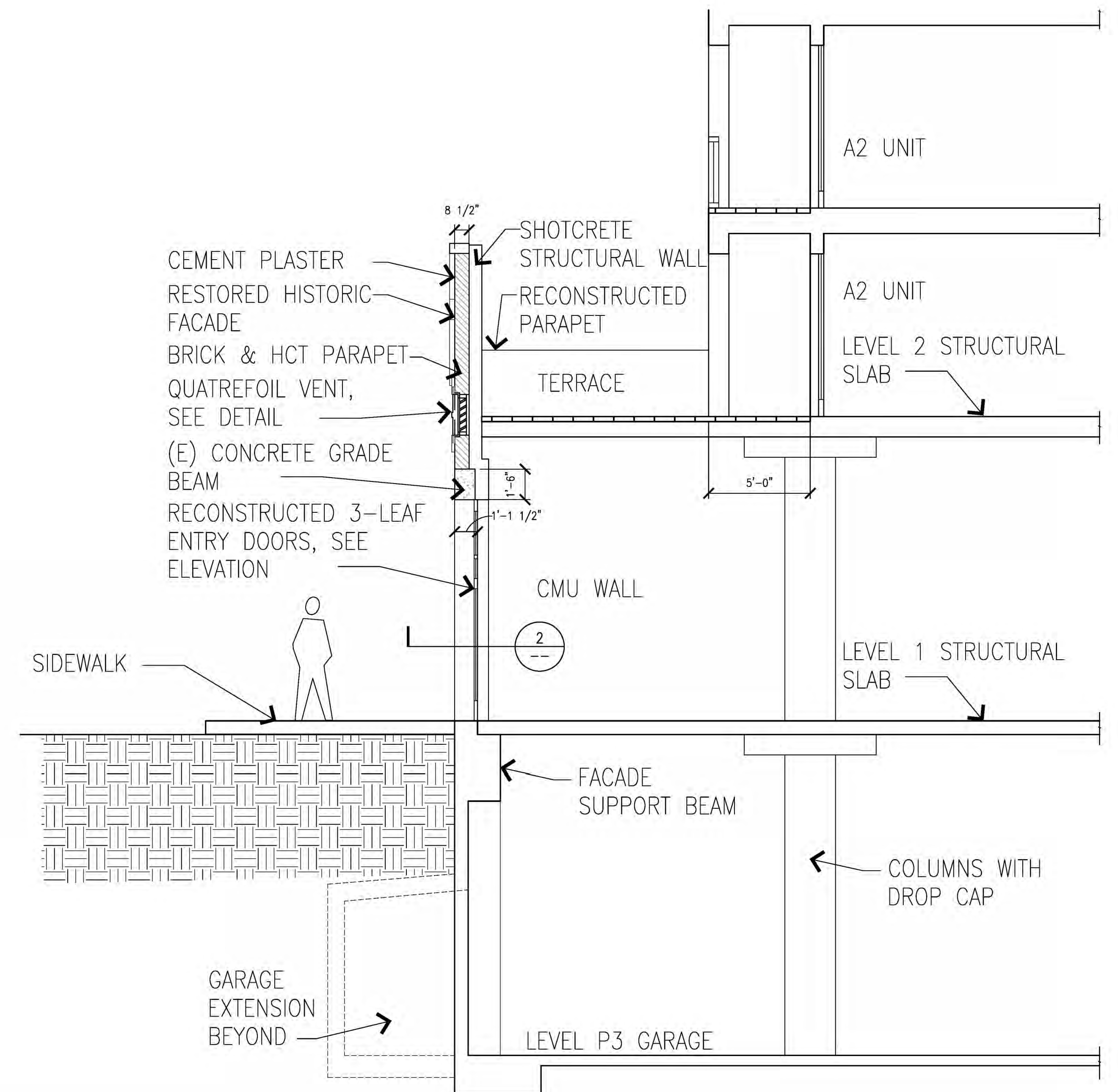
TP-7



3 TP-8 GUARD RAIL AT LOW SECTION OF FACADE 1-1/2" = 1'-0"



2 TP-8 FACADE STABILIZATION & PROTECTION DETAIL 1-1/2" = 1'-0"



1 TP-8 TREATMENT PLAN - SECTION 1/4" = 1'-0"

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TREATMENT PLAN - SECTION

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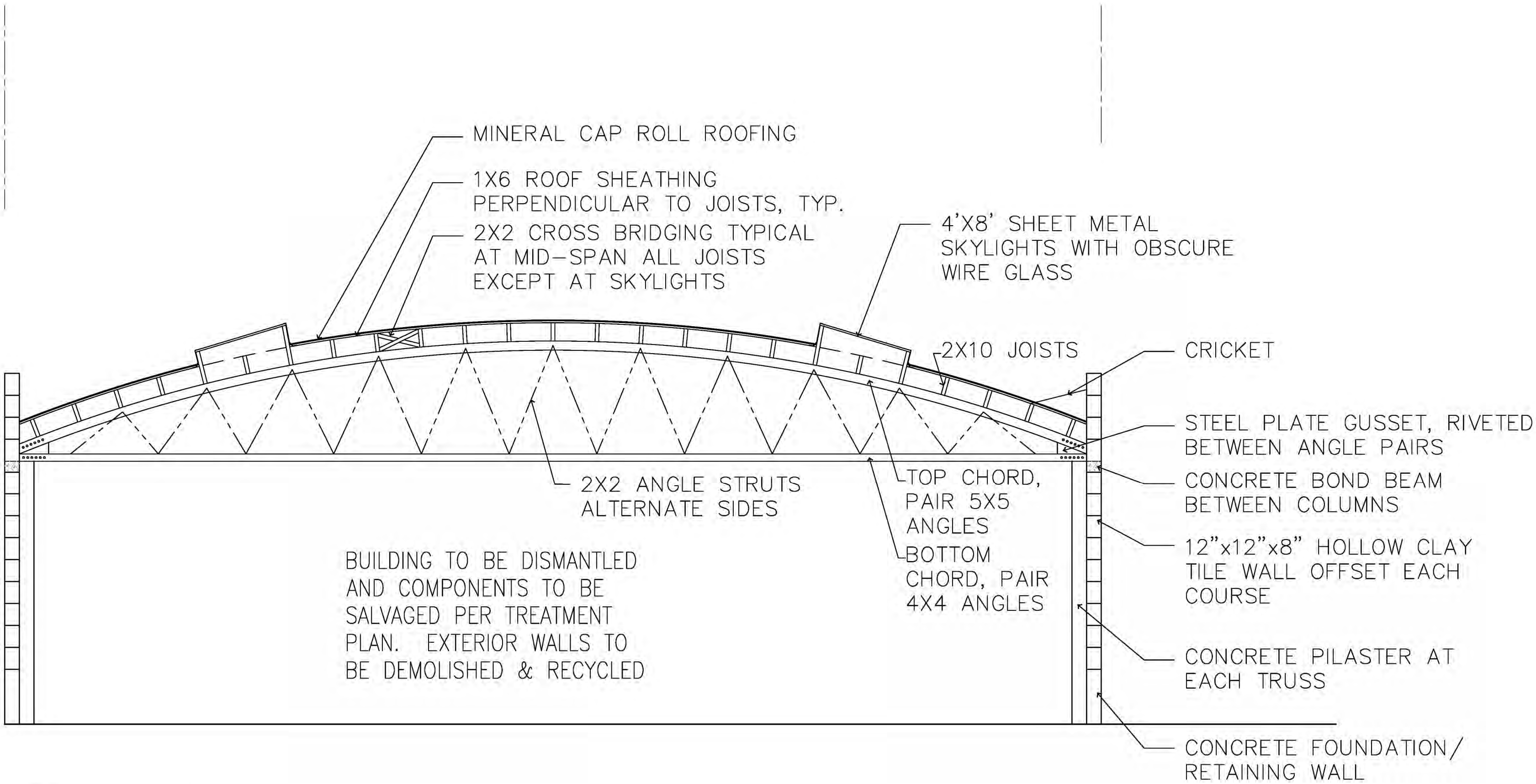
TREATMENT PLAN

SCALE: VARIES

SHEET

TP-8

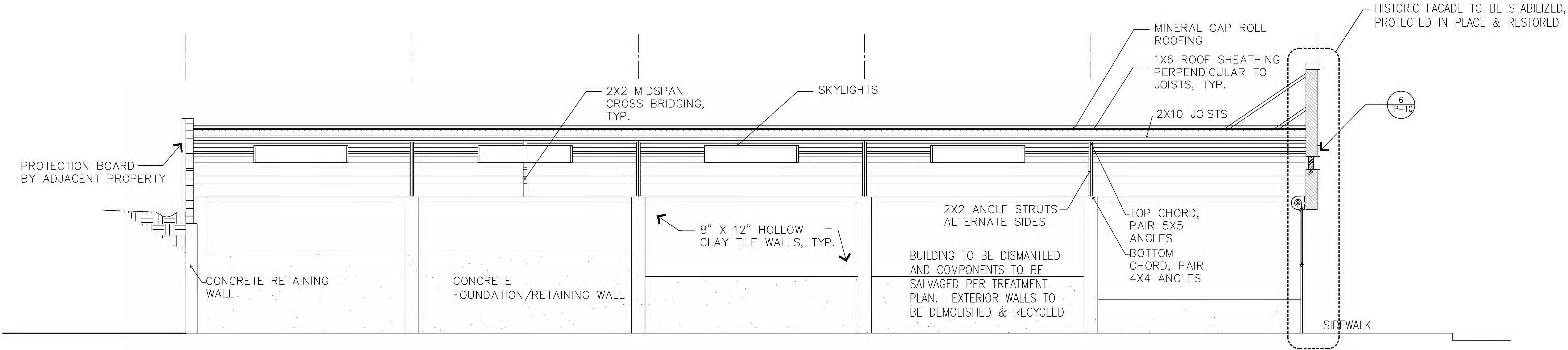
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1
TP-9

NORTH-SOUTH SECTION

1/8" = 1'-0"



2
TP-9

EAST-WEST SECTION

1/8" = 1'-0"

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SECTIONS

01/27/2015



TREATMENT PLAN

SCALE: 1/4" = 1'-0"

SHEET


TP-9

5
TP-10

$$1-1/2'' = 1'-0''$$

$$1-1/2'' = 1'-0''$$


NTS


EXISTING PORTION OF URN
TO BE REMOVED & STORED
OFFSITE DURING RESTORATION.




$$1 - 1/2'' = 1' - 0$$
$$1-1/2'' = 1'-0''$$

ELEVATION

SECTION

— EXISTING WOOD
SLATS TO
REMAIN



$$1-1/2'' = 1'-0''$$

$$1'' = 1' - 0'$$

$$1-1/2'' = 1'-0$$

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DETAILS

01/27/2015

TREATMENT PLAN

SCALE:	VARIABLES
--------	-----------

SHEET

TP-10

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PROJECT LOCATION

2101, 2119, 2151 & 2175 Kettner Blvd
Half-block East side of Kettner btw Hawthorn St and Ivy St
San Diego CA 92101

APN #533-124-01,02,04,10 & 11

PROJECT DIRECTORY

OWNER:	
THE BEARDSLEY FAMILY TRUST 12-4-90 2025 ASPEN LANE EL CAJON, CA 92019	JAMES E. BEARDSLEY, TRUSTEE (619) 444-0169
DEVELOPER:	
CITYMARK DEVELOPMENT 3818 Park Blvd San Diego, CA 92103	Russ Haley 619-231-1161
ARCHITECT:	
TANNERHECHT ARCHITECTURE, INC. 1831 Powell Street San Francisco, CA 94133	JAMES TANNER 619-233-9111 DAVID HECHT 415-979-1500
CIVIL ENGINEER:	
PROJECT DESIGN CONSULTANTS 701 B Street, Suite 800 San Diego, CA 92101	MARK KESTEL markk@projectdesign.com

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A2.0	WEST & SOUTH ELEVATIONS (3/32"=1'-0")
A2.1	EAST & NORTH ELEVATIONS (3/32"=1'-0")
A2.2	WEST ELEVATION (1/8"=1'-0")
A2.3	SOUTH & NORTH ELEVATION (1/8"=1'-0")
A2.4	EAST ELEVATION (1/8"=1'-0")
A2.5	TRANSVERSE SECTION WITH LISA LINE
A2.6	LONGITUDINAL SECTION
A3.0	PERSPECTIVE VIEWS: KETTNER & HAWTHORN (SOUTH WEST)
A3.1	PERSPECTIVE VIEWS: IVY & KETTNER (NORTH WEST)
A3.2	PERSPECTIVE VIEW: IVY & INDIA VIEW (NORTH EAST)
A3.3	PERSPECTIVE VIEW: HAWTHORN & INDIA (SOUTH EAST)
A3.3b	PERSPECTIVE VIEW: HAWTHORN & INDIA (SOUTH EAST)
A3.4	PERSPECTIVE VIEW: KETTNER & HAWTHORN (SOUTH WEST)
A3.5	PERSPECTIVE VIEW: KETTNER ST/ HISTORICAL BUILDING VIEW
A3.6	PERSPECTIVE VIEW: KETTNER ST/ LOBBY ENTRY VIEW
A3.7	MATERIALS BOARD PHOTOGRAPH



KETTNER LOFTS
CIVIC SAN DIEGO DEVELOPMENT PERMIT APPLICATION

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COVER SHEET

1/20/2014

PROJECT

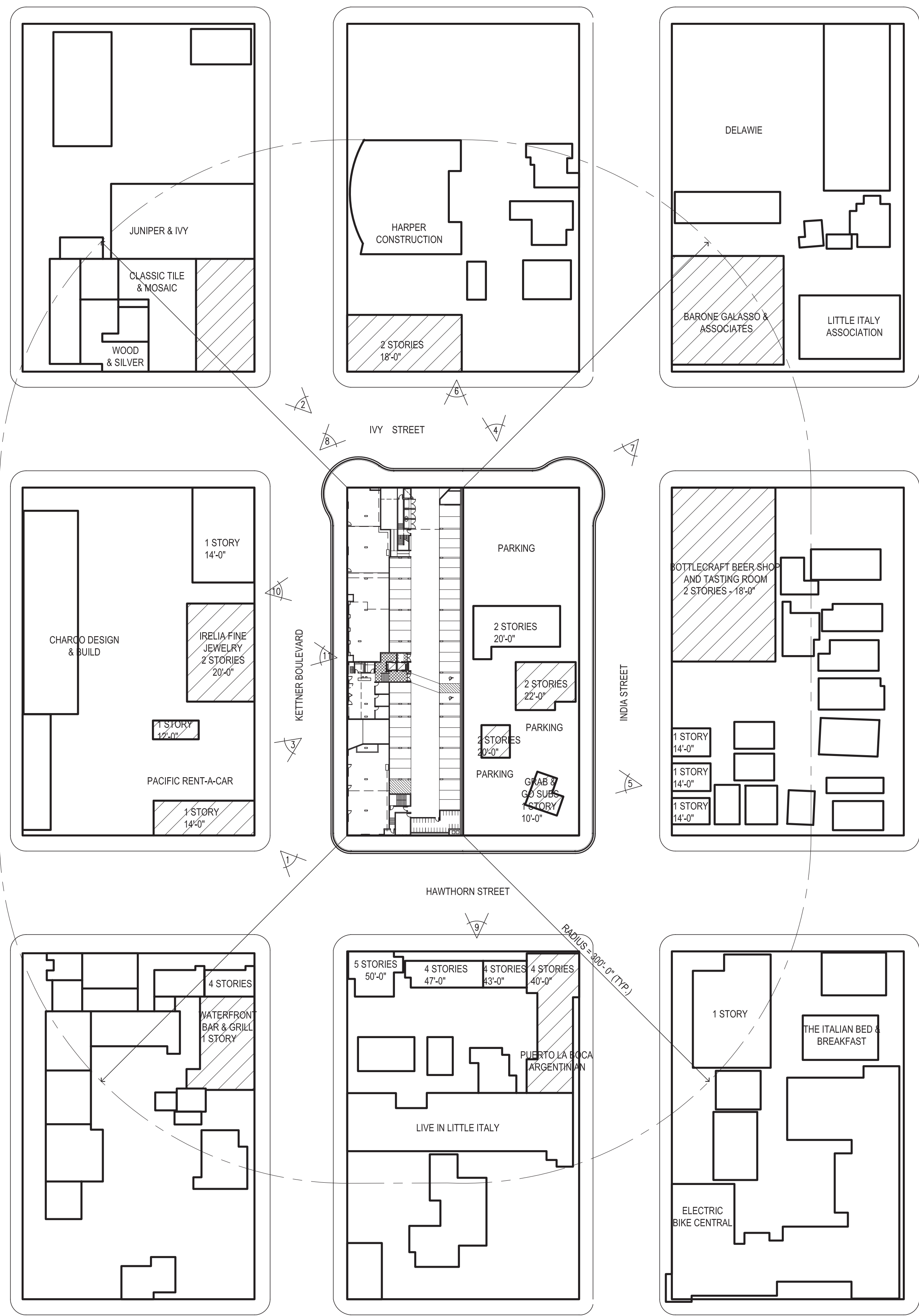
KETTNER LOFTS

KETTNER & HAWTHORN
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SHEET

SCALE: N.T.S.

A0.0



6
A01 VICINITY PLAN

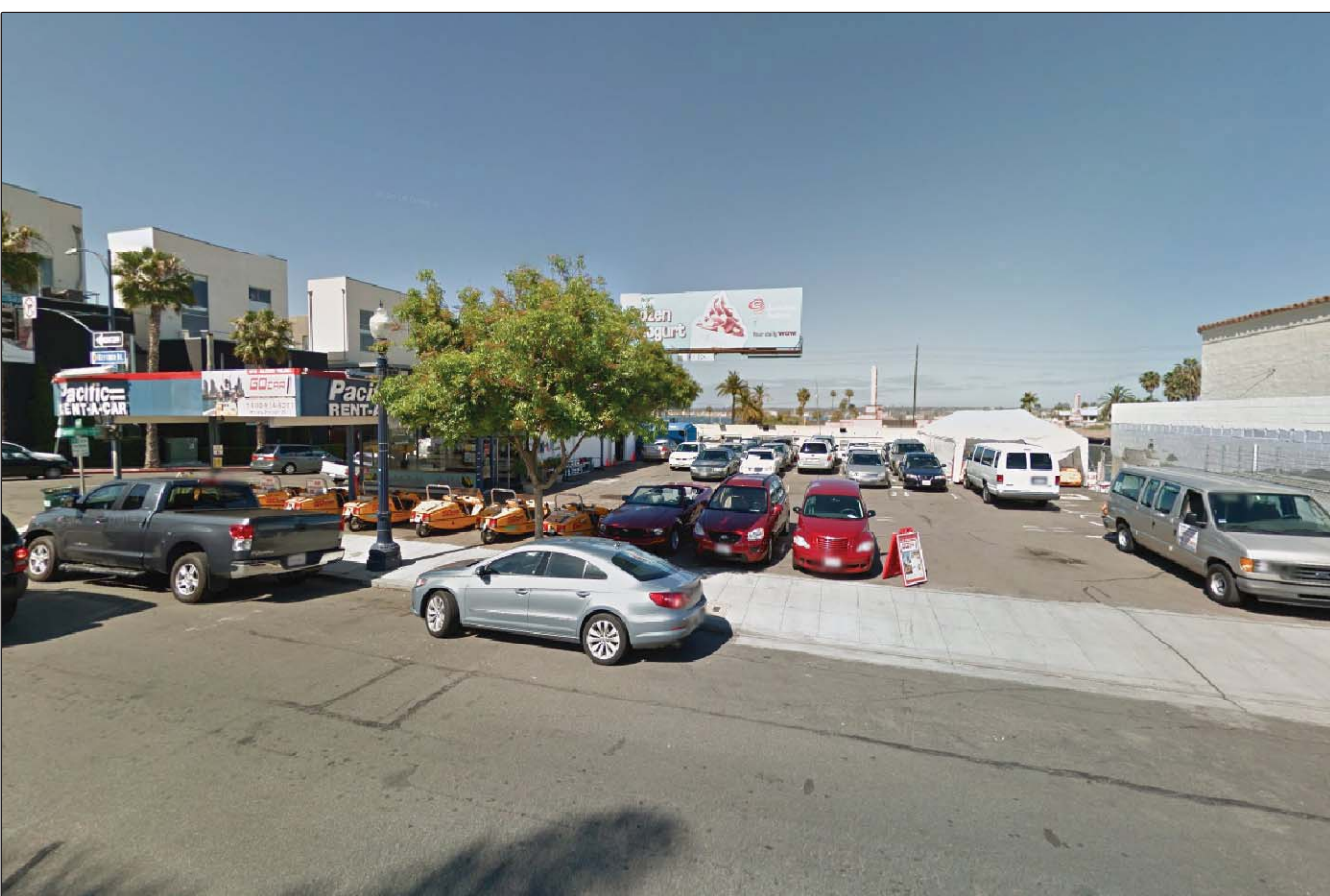
SCALE: 1/64" = 1'-0"



1
A01 HAWTHORN ST & KETTNER BLVD (South East view)



2
A01 IVY ST & KETTNER BLVD (North West view)



3
A01 KETTNER BLVD (facing West)



4
A01 IVY STREET (facing North)



5
A01 INDIA ST (facing the East side of the site)

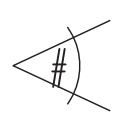
(SEE SHEET A02 FOR ADDITIONAL PHOTOGRAPHS)

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LEGEND:



: EXISTING VIEW

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VICINITY MAP & PHOTOGRAPHS

1/20/2015

KETTNER LOFTS

SCALE: AS NOTED

KETTNER & HAWTHORN
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SHEET

A0.1

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6
A02
IVY ST - EXISTING SITE (FACING SOUTH)



7
A02
IVY ST & INDIA ST - EXISTING SITE (FACING WEST)



8
A02
IVY STREET (FACING NORTH)



9
A02
HAWTHORN ST - EXISTING SITE (FACING NORTH)



10
A02
KETTNER BOULEVARD - EXISTING SITE (FACING EAST)



11
A02
KETTNER BOULEVARD (FACING WEST)

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VICINITY PHOTOGRAPHS

1/20/2015

KETTNER LOFTS

SCALE: N/A

KETTNER & HAWTHORN
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A0.2

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1
A0.3

IVY STREET - NORTH ELEVATION

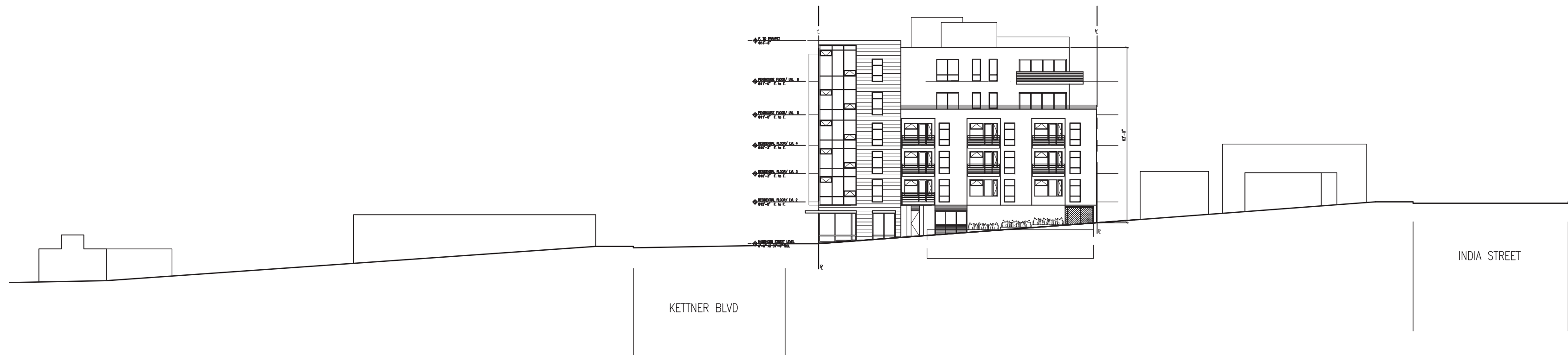
SCALE: 1/32" = 1'-0"



2
A0.3

KETTNER BOULEVARD - WEST ELEVATION

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



3
A0.3

HAWTHORN STREET - SOUTH ELEVATION

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

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VICINITY ELEVATIONS

1/20/2015

KETTNER LOFTS

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

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A0.3

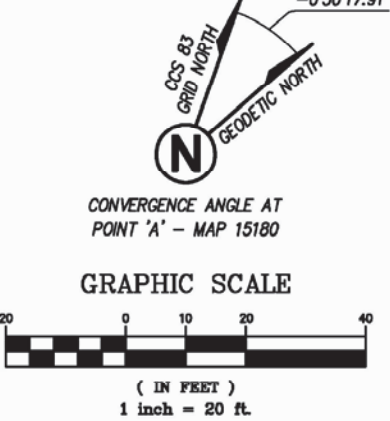
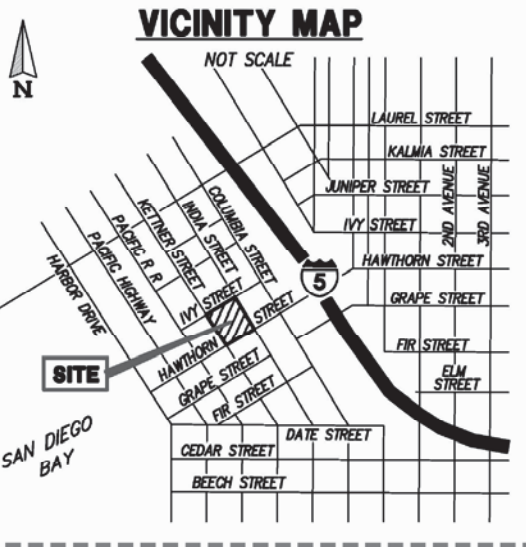
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PROJECT STATISTICS

PROJECT DATA

KETTNER LOFTS			Street Level	leasable area	Level 2	leasable area	Level 3	leasable area	Level 4	leasable area	Level 5	leasable area	Level 6	leasable area	UNITS	AREA	% of Units	% of Area
ID	TYPE	UNIT AREA																
20-Jan-15																		
A	1BD/1BA 20'	720			10	7200	10	7200	10	7200	7	5040	7	5040	44	31680	33.8%	32.5%
A2	2BR/BA	910			2	1820	2	1820	2	1820	2	1820		0	8	7280	6.2%	7.5%
A3	1BR/1BA	765											2	1530	2	1530	1.5%	1.6%
B	1BD/1BA 24'	705			6	4230	6	4230	6	4230	2	1410	2	1410	22	15510	16.9%	15.9%
B1	1BD/1BA (INT)	820			1	820	1	820	1	820					3	2460	2.3%	2.5%
C	2BR/BA	1085			2	2170	2	2170	2	2170					6	6510	4.6%	6.7%
D	2BR/BA	1,150			2	2300	2	2300	2	2300	1		1		8	6900	6.2%	7.1%
E	1BR/1BA (INT)	810			5	3050	5	3050	5	3050	3	1830	3	1830	21	12810	16.2%	13.1%
E2	STUDIO/1BA	530			1	530	1	530	1	530					3	1590	2.3%	1.6%
F	STUDIO/1BA	565			1	565	1	565	1	565	2	1130	2	1130	7	3955	5.4%	4.1%
PH-1	2BR/BA	1,170									1	1170	1	1170	2	2340	1.5%	2.4%
PH-3	2BR/BA	1151									1	1151	1	1151	2	2302	1.5%	2.4%
PH-4	2BR/BA	1,290											1	1290	1	1290	0.8%	1.3%
PH-5	2BR/BA	1308											1	1308	1	1308	0.8%	1%
RESIDENTIAL TOTALS					30	22685	30	22685	30	22685	19	13551	21	13261	130	97,465	100.0%	100.0%
Circulation, Stairs, elevators, trash and electrical						2950		2950		2950		2000		2000				
Gross Enclosed Areas						25635		25635		25635		15551		15261				
RETAIL																		
Retail South		2,900			1													
Retail Historic		1,750			1													
Retail North		4,450			1													
RETAIL TOTAL		9,100			3													

CITYMARK KETTNER LOFTS PROJECT, SAN DIEGO, CA



NOTES

- [illegible]

LEGAL DESCRIPTION

LOTS 1 THROUGH 6 IN BLOCK 54 OF MIDDLETOWN, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO PARTITION MAP THEREOF MADE BY J.E. JACKSON, ON FILE IN THE OFFICE OF THE COUNTY CLERK.

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE NAD 83 CALIFORNIA COORDINATE SYSTEM, ZONE 6, EPOCH 1991.35 GRID BEARING BETWEEN POINTS "A" AND "B" AS SHOWN ON MAP NO. 15180. SAID POINTS ARE ADJUSTED TO G.P.S. STATION 1135 AND G.P.S. STATION 1132 PER RECORD OF SURVEY NO. 14482.

BEARING "A"-"B": N19°30'58"W

THE QUOTED BEARINGS FROM REFERENCE MAPS OR DEEDS MAY OR MAY NOT BE IN TERMS OF SAID SYSTEM. THE COMBINED GRID FACTOR AT POINT "A" IS 1.0000130 GRID DISTANCE = GROUND DISTANCE X COMBINED GRID FACTOR.

BENCHMARK

THE BENCHMARK FOR THIS PROJECT IS PER THE CITY OF SAN DIEGO
VERTICAL CONTROL BOOK.

LOCATION: TOP OF INLET AT SOUTHEAST CORNER OF THE INTERSECTION OF
KETTNER BOULEVARD & IVY STREET

DESC.: BRASS PLUG

ELEV.: 35.826 M.S.L. DATUM

EASEMENTS/ENCUMBRANCES



















THIS SURVEY IS BASED ON PRELIMINARY REPORT NO. 00007573-996-US01
ISSUED BY CHICAGO TITLE COMPANY DATED JANUARY 16, 2014. EXCEPTIONS
SUCH AS TAXES, LIENS, DOCUMENTS, FACTS, LEASES, RIGHTS, INTERESTS,
CLAIMS, DEEDS OF TRUST, ASSIGNMENTS AND MATTERS APPEARING IN SAID
POLICY AS ITEMS NO. 1-14 HAVE BEEN REVIEWED AND ARE CONSIDERED
NOT SURVEY RELATED AND HAVE NOT BEEN SHOWN HEREON.

NO EASEMENTS OR ENCUMBRANCES PER SAID PRELIMINARY REPORT.

PROJECT DESIGN CONSULTANTS
Planning | Landscape Architecture | Engineering | Surveying

P:\4064\Survey Boundary\ALTA\4064_ALTA-sh101.dwg
Feb 10, 2014 - 3:17pm

LEGEND

- | | |
|---|---|
|  | INDICATES ALTA FEE TITLE BOUNDARY |
|  | INDICATES FOUND MOUND AS NOTED |
|  | INDICATES CHAINLINK FENCE |
|  | INDICATES STREET LIGHT |
|  | INDICATES TRAFFIC SIGNAL |
|  | INDICATES FIVE FOOT |
| STY 10/11 | INDICATES STREET LIGHT HAND HOLE |
|  | INDICATES STORM DRAIN MANHOLE |
| DAY(0) | INDICATES GENIE MANHOLE |
|  | INDICATES WATER VALVE |
| PM-40 | INDICATES PARKING METER |
| MA(0) | INDICATES WATER METER |
|  | INDICATES SEWER LINE |
|  | INDICATES WATER LINE |
|  | INDICATES DETECTED BUILDING |
|  | INDICATES CONCRETE RETAINING WALL |
|  | INDICATES CONCRETE |
|  | INDICATES SPOT ELEVATION |
|  | INDICATES PLANTS OR SHRUBS |
|  | INDICATES RECORD DATA FOR MIDDLETON TOWN |
|  | INDICATES RECORD DATA FOR CITY TIE-POINT SHEETS |
|  | INDICATES |

CURRENT VESTED OWNER

GARY BEARDSLEY AND NANCY BEARDSLEY, TRUSTEES, OR THEIR
SUCCESSORS IN TRUST, U/D DATED DECEMBER 4, 1990, F/B/O THE
BEARDSLEY FAMILY TRUST

SURVEYOR'S STATEMENT

TO: CITYMARK COMMUNITIES, LLC AND CHICAGO TITLE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 3, 4, 5, 6, 8, 11(a)(b), 13, 14, 15 AND 16 OF TABLE A THEREOF. THE FIELD SURVEY WAS COMPLETED IN FEBRUARY, 2014.

DATE OF PLAT OR MAP:

NOTE: SECTION 8770.8 OF THE PROFESSIONAL LAND SURVEYORS ACT IN THE BUSINESS AND PROFESSIONS CODE OF THE STATE OF CALIFORNIA STATES THAT THE USE OF THE WORD "CERTIFY" OR "CERTIFICATION" HEREON ONLY CONSTITUTES AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THOSE FACTS OR FINDINGS WHICH ARE THE SUBJECT OF THE CERTIFICATION, AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED.

PRELIMINARY

GARY L. HUS, L.S. 7019

SHEET 1 OF 1

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ALTA SURVEY

1/20/2015

KETTNER LOFTS

KETTNER & HAWTHORN
SAN DIEGO, CA

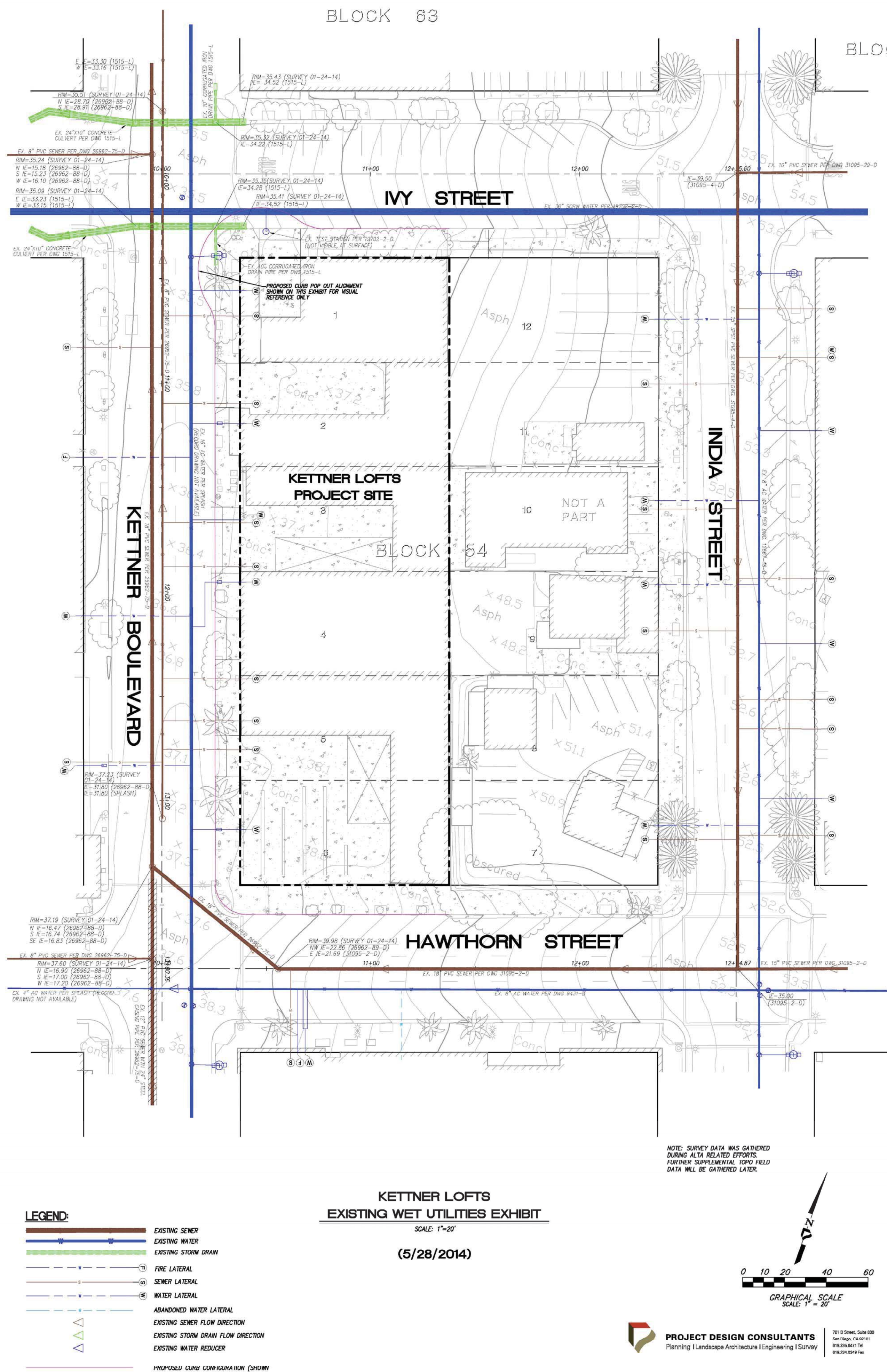
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SCALE: 1/32" = 1'-0"

A0.5

SHEET

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1
A0.7
EXISTING UTILITIES EXHIBIT

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

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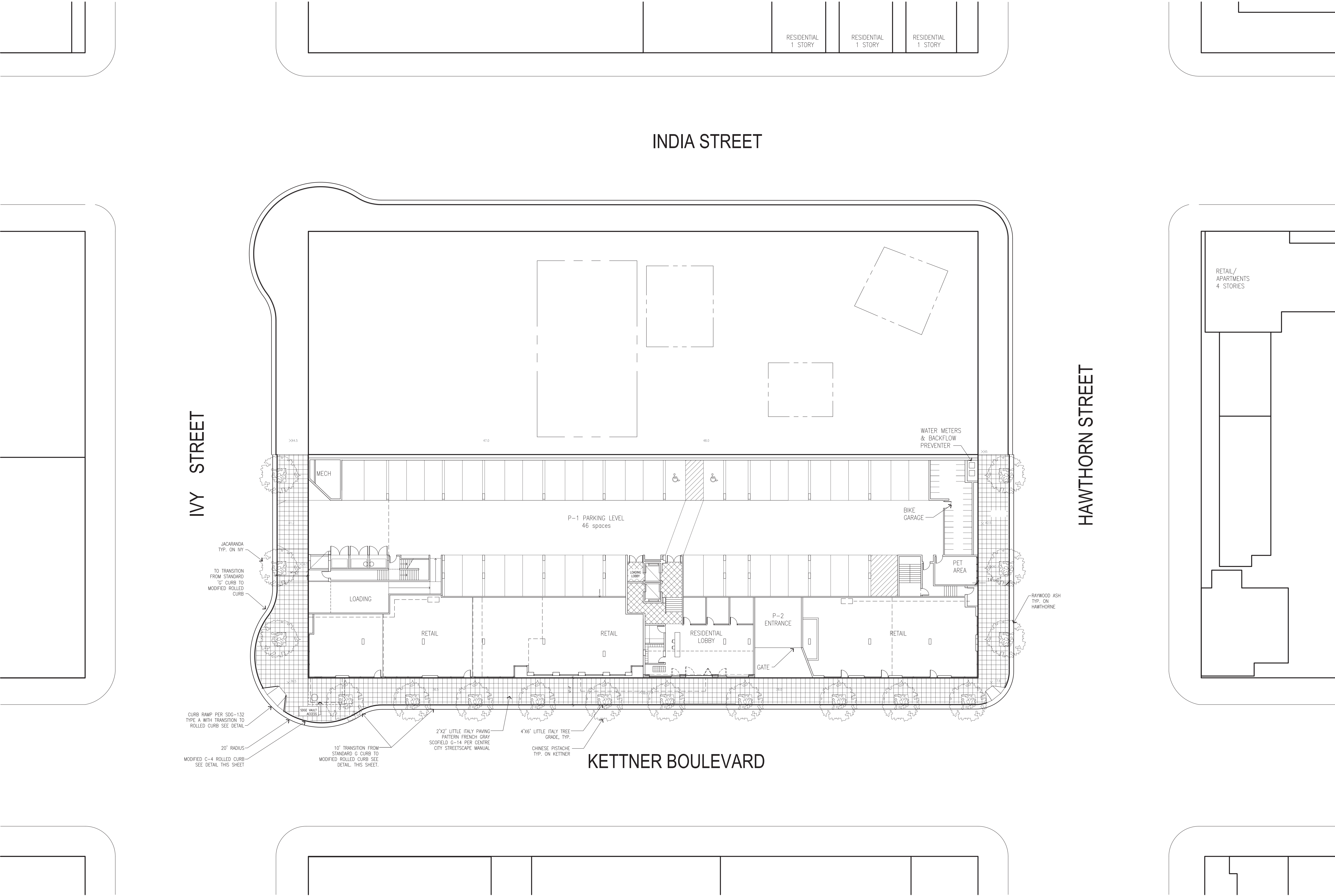
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PROJECT	EXISTING UTILITIES EXHIBIT		1/20/2015
	KETTNER LOFTS		SCALE: 1/32" = 1'-0"
	KETTNER & HAWTHORN SAN DIEGO, CA CIVIC SAN DIEGO DEVELOPMENT PERMIT APPLICATION		A0.7



1
A0.8

SITE PLAN

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

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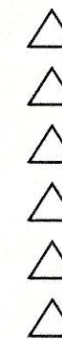
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SITE PLAN		1/20/2015
PROJECT	KETTNER LOFTS	
	KETTNER & HAWTHORN SAN DIEGO, CA	
	CIVIC SAN DIEGO DEVELOPMENT PERMIT APPLICATION	
SHEET	SCALE: 1/16"=1'-0"	A0.8

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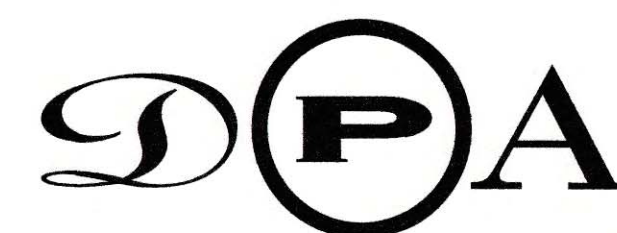
2305 EL CAJON BLVD.

SAN DIEGO, CA 92104

TEL. 619.294.9042

FAX. 619.294.9028

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PROPOSED LANDSCAPE DESIGN STATEMENT

THE LANDSCAPE AT THE PROPOSED KETTNER LOFTS PROJECT HAS BEEN DESIGNED TO COMPLY WITH THE CITY'S LANDSCAPE STANDARDS FOR THE LITTLE ITALY AREA, INCLUDING STREET TREES, LIGHTING, STREET FURNISHINGS AND PAVING. ADDITIONAL STREET-SIDE COLOR PLANTING HAS BEEN PROVIDED AT THE SIDEWALK POP-OUT AT KETTNER AND IVY. TALL SHRUB PLANTINGS ARE SHOWN AT THE NORTHEAST AND SOUTHEAST CORNERS OF THE BUILDING TO SOFTEN THE ARCHITECTURAL WALLS. PERMANENT PLANTERS ON THE EASTERN FACING PATIOS WILL SOFTEN BUILDING EDGES AND PROVIDE VISUAL SEPARATION BETWEEN THE CORNER UNITS AND ADJACENT PATIOS. POTTED PLANTS WILL BE INSTALLED ON THE 5TH FLOOR COMMON OUTDOOR DECK.

MAINTENANCE NOTE

ALL REQUIRED LANDSCAPE AS SHOWN ON THESE PLANS SHALL BE MAINTAINED IN A DISEASE, WEED AND LITTER FREE CONDITION AT ALL TIMES CONSISTENT WITH THE CITY OF SAN DIEGO LAND DEVELOPMENT MANUAL LANDSCAPE STANDARDS BY THE OWNER / DEVELOPER.

PLANT LEGEND

BOTANICAL NAME	COMMON NAME	SIZE	SPACING
EXISTING TREES TO REMAIN			
(A) PISTACHIA CHINENSIS	CHINESE PISTACHE	6"-8"	AS SHOWN

PROPOSED PLANTING

TREES			
(B) NOT USED			
(C) NOT USED			
(D) TRIADACA (SAPIUM) SEBIFERA	CHINESE TALLOW TREE	24" BOX	AS SHOWN
(E) JACARANDA MIMOSIFOLIA	JACARANDA	24" BOX	AS SHOWN
(F) PISTACHIA CHINENSIS	CHINESE PISTACHE	24" BOX	AS SHOWN
(G) ERIOBOTRYA DEFLEXA	BRONZE LOQUAT	24" BOX	AS SHOWN
SHRUBS & GROUND COVERS			
(H) STRELITZIA REGINAE	BIRD OF PARADISE	5 GAL	3' O.C.
(I) ROSA 'FLOWER CARPET WHITE'	WHITE FLOWER CARPET ROSE	2 GAL	18" O.C.
(J) LIRIOPE 'SILVER SUNPROOF'	LILY TURF	1 GAL	18" O.C.
(K) PENNISTETUM 'EATON CANYON'	DWARF PURPLE FOUNTAIN GRASS	1 GAL	18" O.C.
(L) TRACHELOSPERMUM JAS.	STAR JASMINE	1 GAL	18" O.C.
(M) PHORMIUM T. MONROVIA RED	RED NEW ZEALAND FLAX	15 GAL	3' O.C.
(N) Equisetum hyemale	HORSETAIL	1 GAL	18" O.C.
(P) GREWIA CAFFERA	STARFLOWER	15 GAL	3' O.C.
(Q) FICUS PUMILA	FIG VINE	1 GAL	8' O.C.

HARDSCAPE LEGEND

1	CONCRETE WALK - 2 x 2 LITTLE ITALY PATTERN, FRENCH GREY, WASHED BROOM FINISH
2	TREE GRATE - 4 x 6 URBAN ACCESSORIES, CHINOOK
3	GATEWAY STREET LIGHT - VALLEY IRON & STEEL V1-C-C2-F/16, DK. GREEN
4	STREET LIGHT - TIGER DRYLAC RAL #6005, DK. GREEN
5	TRASH & RECYCLE CONTAINERS - VICTOR STANLEY SD-42
6	3' RAISED PATIO PLANTER
7	PATIO SEPARATION WALL
8	4' SQ. FIBERGLASS TREE CONTAINER
9	2'-6" x 6' FIBERGLASS SHRUB CONTAINER
10	COMMONS FURNISHINGS PER INTERIOR DESIGN PLANS
11	DRIVE ENTRY PER CIVIL ENGR'S PLANS
12	UTILITY VAULT
13	UTILITY ENCLOSURE
14	SIDEWALK RAMP PER CIVIL ENGR'S PLANS
15	PRIVATE PATIO
16	CITY STANDARD CORNER STREET LIGHT
17	FIRE HYDRANT
18	GREEN SCREEN VINE WALL

THIS PLAN IS CONCEPTUAL AND SCHEMATIC IN NATURE ONLY. IT IS NOT INTENDED TO BE A FINAL CONSTRUCTION PLAN. THIS PLAN DOES NOT SHOW FINAL CONSTRUCTION DETAILS, STRUCTURAL OR DRAINAGE REQUIREMENTS, FINAL PLANTING LOCATIONS, OR IRRIGATION DESIGN. ADDITIONAL DETAIL MUST BE DEVELOPED IN THESE AREAS PRIOR TO CONSTRUCTION. DPA, INC. ASSUMES NO LIABILITY FOR CONSTRUCTION PURSUANT TO THIS PLAN.

STREET TREE CALCULATIONS

IVY STREET	
LENGTH OF STREET FRONTAGE:	100 L.F.
STREET TREES REQUIRED:	3.1
STREET TREES PROVIDED:	3 TREES

KETTNER BOULEVARD	
LENGTH OF STREET FRONTAGE:	300 L.F.
STREET TREES REQUIRED:	10
STREET TREES PROVIDED:	6 PALMS 3 TREES 2 EX. TREES

HAWTHORNE STREET	
LENGTH OF STREET FRONTAGE:	100 L.F.
STREET TREES REQUIRED:	3.1
STREET TREES PROVIDED:	4

TREE SEPARATION
DISTANCE REQUIREMENTS

IMPROVEMENT / MINIMUM DISTANCE TO STREET TREE:	
TRAFFIC SIGNAL, STOP SIGN	20'
UNDERGROUND UTILITY LINES (EXCEPT SEWER)	5'
SEWER LINES	10'
ABOVE GROUND UTIL. STRUCTURES	10'
DRIVEWAYS	10'
INTERSECTIONS	25'

PLANTING NOTES

- ALL SHRUB BEDS ARE TO BE MULCHED WITH A MINIMUM OF 3" OF WOOD CHIPS OR DECORATIVE GRAVEL AFTER PLANTING.
- ALL TREES PLANTED WITHIN 5' OF PAVING ARE TO HAVE LINEAR ROOT BARRIERS PLACED AT THE EDGE OF PAVING AND EXTENDING 6' MINIMUM EACH SIDE OF THE CENTER OF THE TREE.
- NO TREES OR SHRUBS EXCEEDING THREE FEET IN HEIGHT AT MATURITY SHALL BE INSTALLED WITHIN TEN FEET OF ANY WATER AND SEWER FACILITIES.

IRRIGATION NOTES

- ALL AREAS SHOWN TO BE PLANTED WILL BE IRRIGATED WITH A FULLY AUTOMATIC, UNDERGROUND IRRIGATION SYSTEM. THIS SYSTEM WILL USE LOW GALLONAGE, LOW PRECIPITATION RATE SPRAY HEADS, ALONG WITH BUBBLER HEADS IN SMALLER AREAS AND DRIP EMITTERS FOR POTTED PLANTS. HEADS WILL BE GROUPED INTO ZONES BASED ON EXPOSURE AND PLANT TYPES. AUTOMATIC VALVES WILL CONTROL THE FLOW OF WATER TO EACH ZONE.
- THE SYSTEM WILL BE CONNECTED TO THE EXISTING DOMESTIC IRRIGATION SYSTEM / POTABLE WATER SUPPLY THROUGH AN APPROVED REDUCED PRESSURE BACKFLOW PREVENTER.
- A "SMART CONTROLLER" WITH SCHEDULE ADJUSTED BY ACTUAL LOCAL EVAPOTRANSPIRATION (ET) RATES WILL BE USED TO CONTROL THE AUTOMATIC VALVES.
- AN AUTOMATIC RAIN SENSING OVER-RIDE WILL BE CONNECTED TO THE CONTROLLER.
- INDIVIDUAL HEADS AND ZONES WILL BE ADJUSTED TO MINIMIZE OVERSPRAY ONTO BUILDINGS, WALLS, WALKS AND PAVEMENTS. THE SYSTEM WILL ALSO BE PROGRAMMED TO BE RESPONSIVE TO SEASONAL PLANT NEEDS.

LANDSCAPE CONCEPT PLAN

KETTNER LOFTS

SAN DIEGO, CALIFORNIA

DATE

9.22.14

SCALE

1" = 20'-0"

DRAWN

JLP

JOB NO.

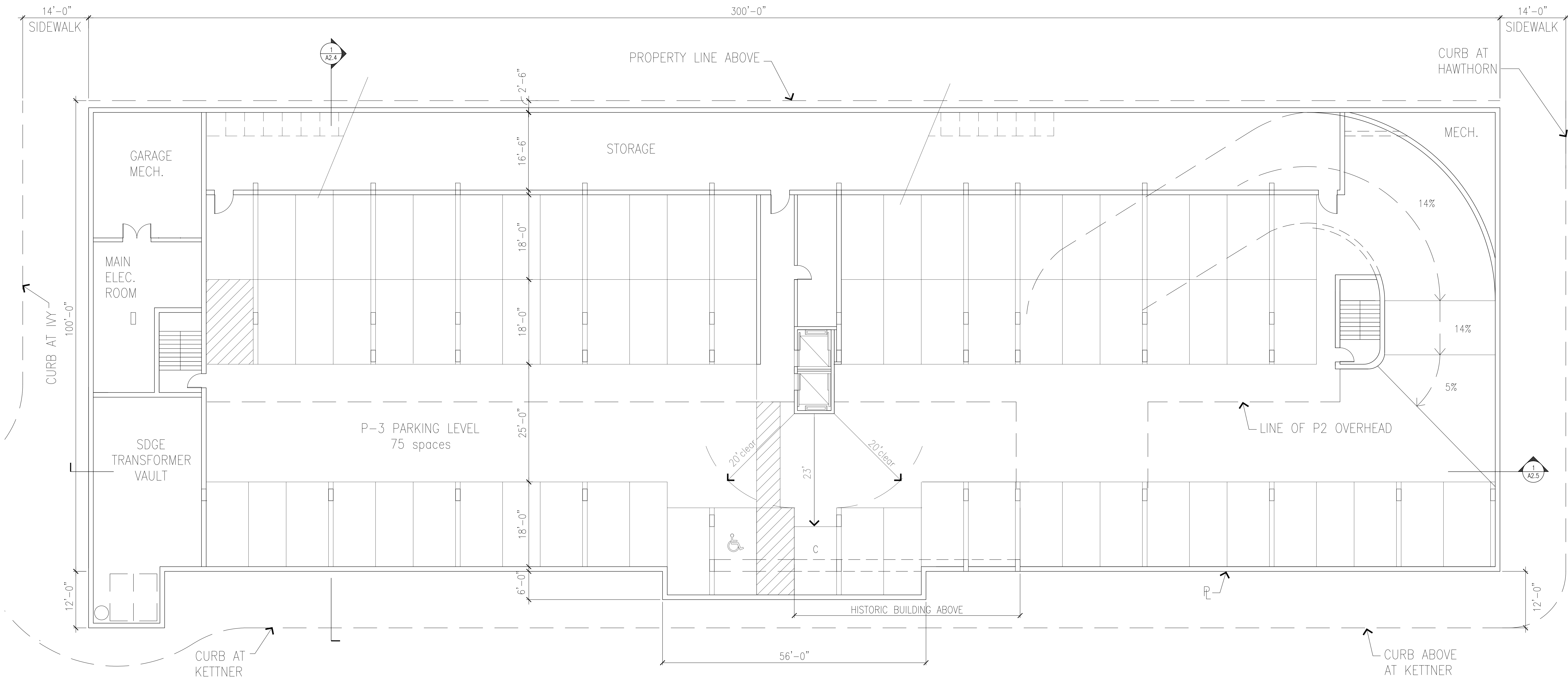
14-012

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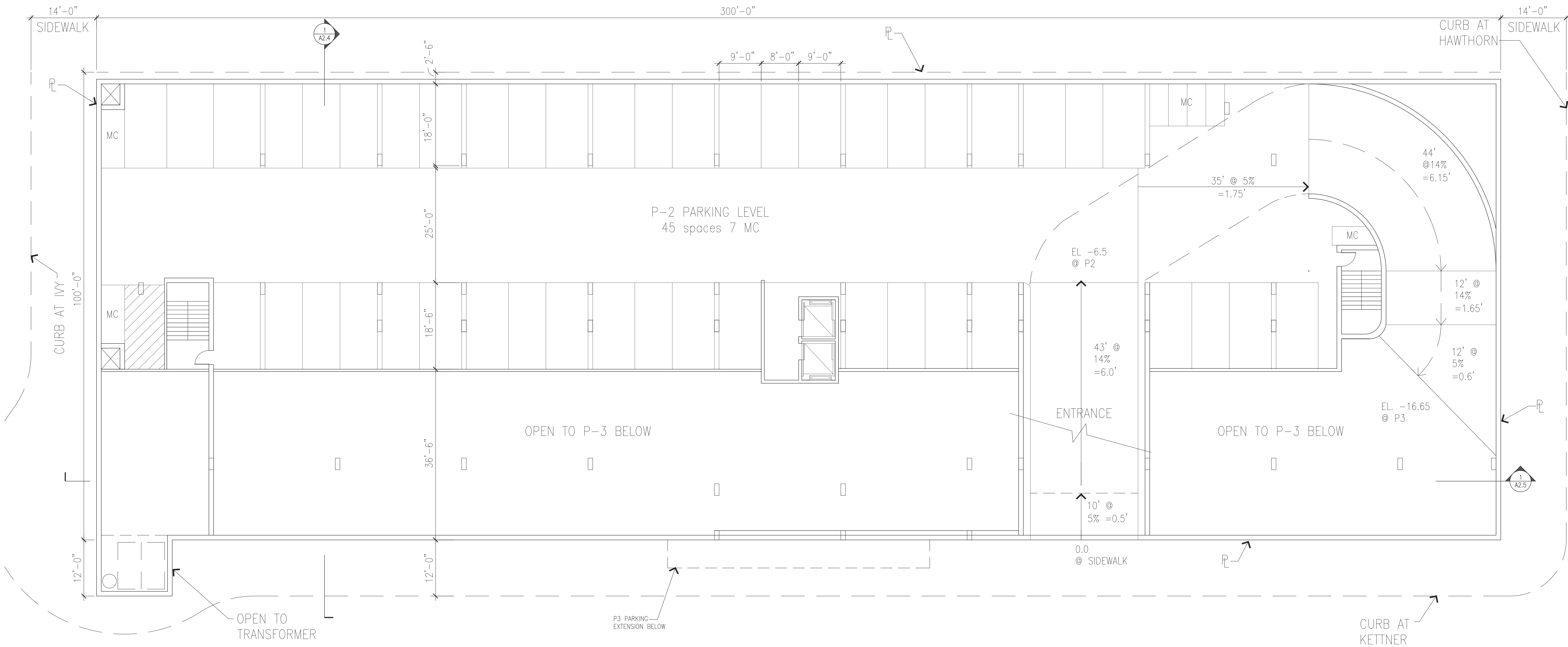
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0 4' 8' 16'

N

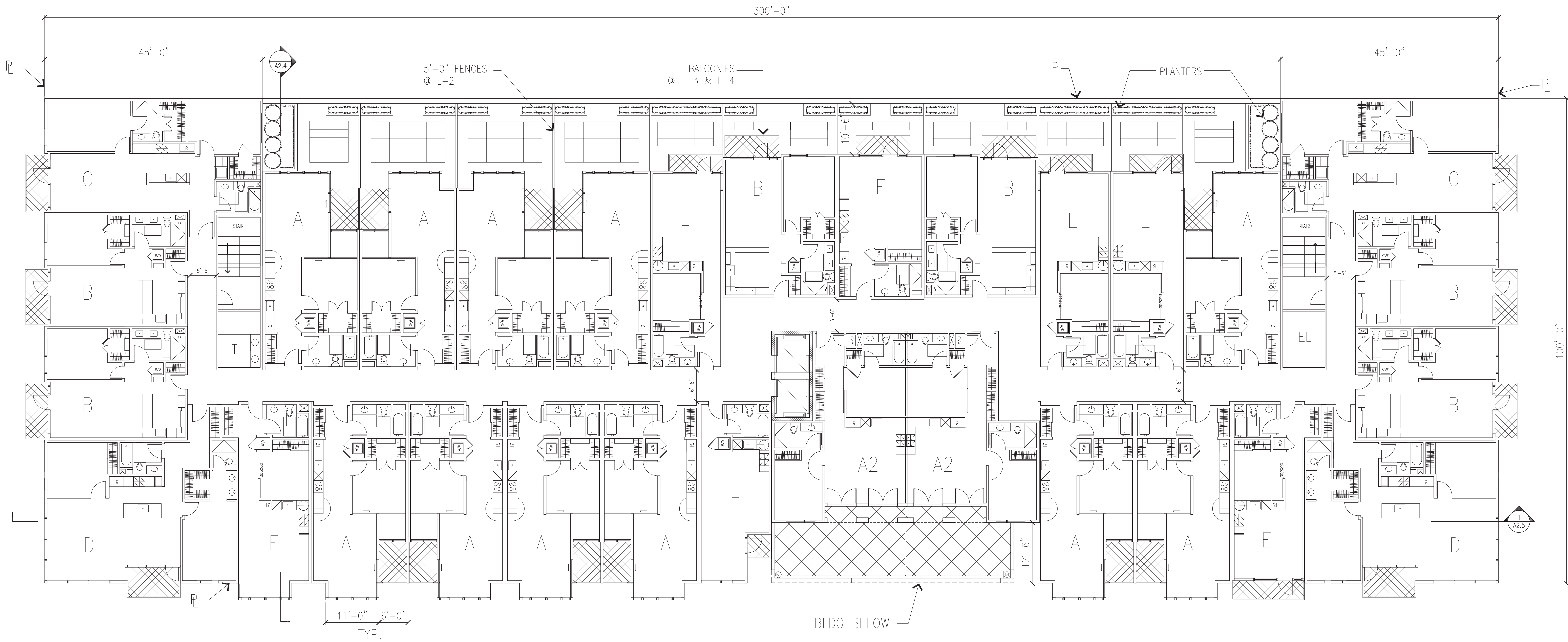
P-3 LEVEL PARKING PLAN		1/20/2015
KETTNER LOFTS		SCALE: 1/8" = 1'-0"
PROJECT	KETTNER & HAWTHORN SAN DIEGO, CA	
	CIVIC SAN DIEGO DEVELOPMENT PERMIT APPLICATION	
SHEET	A1.0	

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PROJECT	P-2 LEVEL PARKING PLAN	1/20/2015
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	KETTNER & HAWTHORN SAN DIEGO, CA CIVIC SAN DIEGO DEVELOPMENT PERMIT APPLICATION	
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0 4' 8' 16'



RESIDENTIAL FLOOR PLAN LEVEL 2-4

KETTNER LOFTS

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CIVIC SAN DIEGO DEVELOPMENT PERMIT APPLICATION

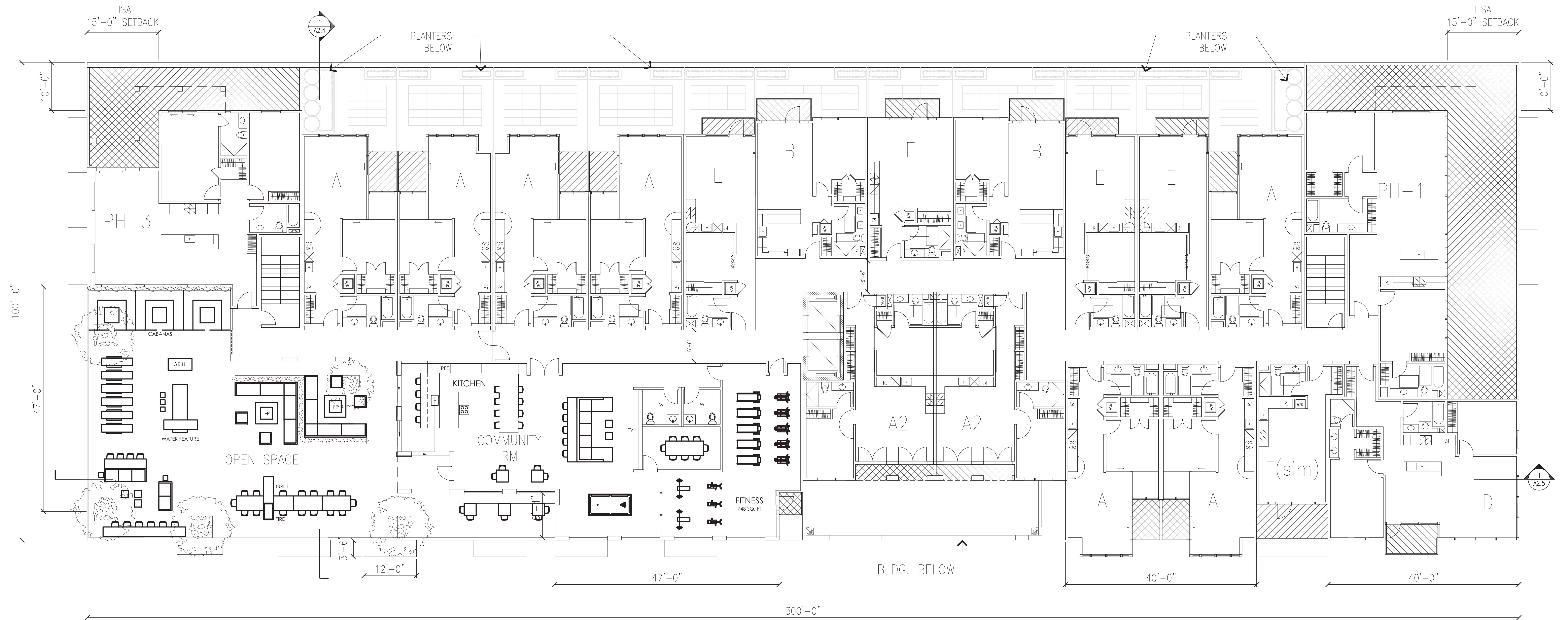
1/20/2015

SCALE: $\frac{1}{8}" = 1'-0"$

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0 4' 8' 16'



PENTHOUSE FLOOR PLAN LEVEL 5

KETTNER LOFTS

KETTNER & HAWTHORN
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CIVIC SAN DIEGO DEVELOPMENT PERMIT APPLICATION

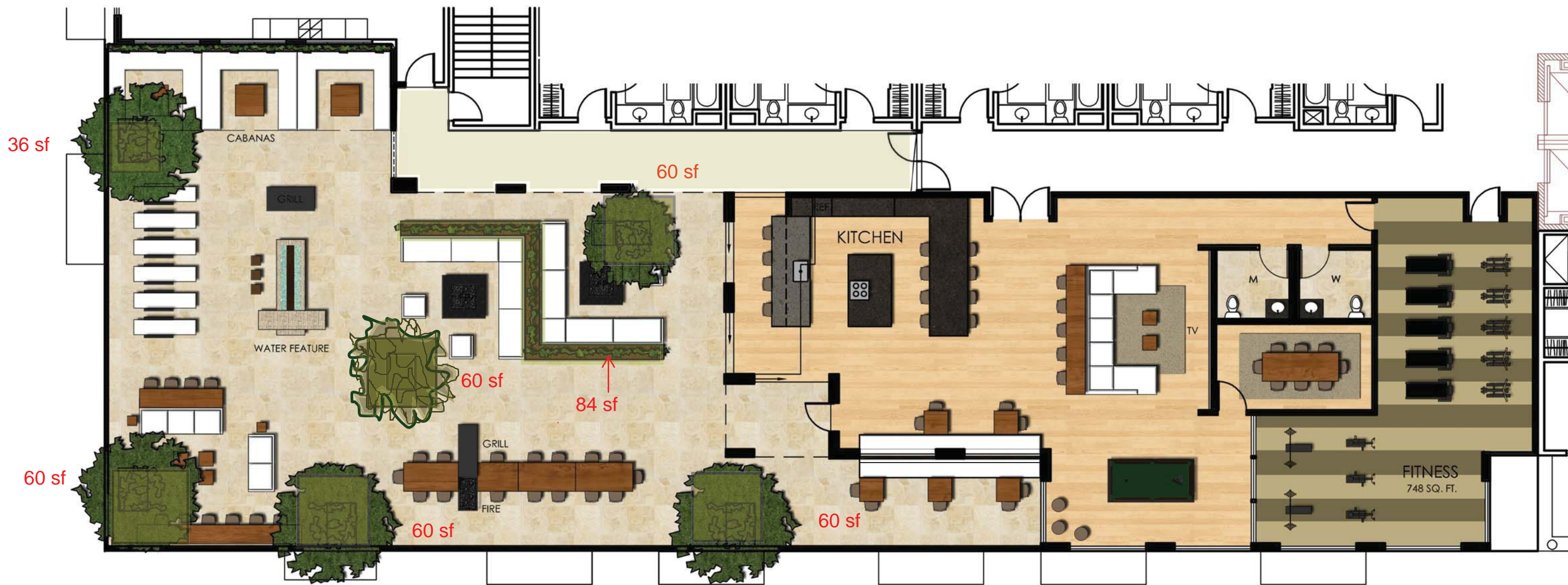
1/20/2015

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

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A1.4

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Landscape Planter Area = 420 sf

m. **MB** m. megan bryan studio: interiors

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KETTNER BLVD & HAWTHORN ST
SAN DIEGO, CA

CCDC DEVELOPMENT PERMIT APPLICATION



NORTH

KETTNER LOFTS

PROJECT

PENTHOUSE LEVEL FLOOR 5

1/16/2015

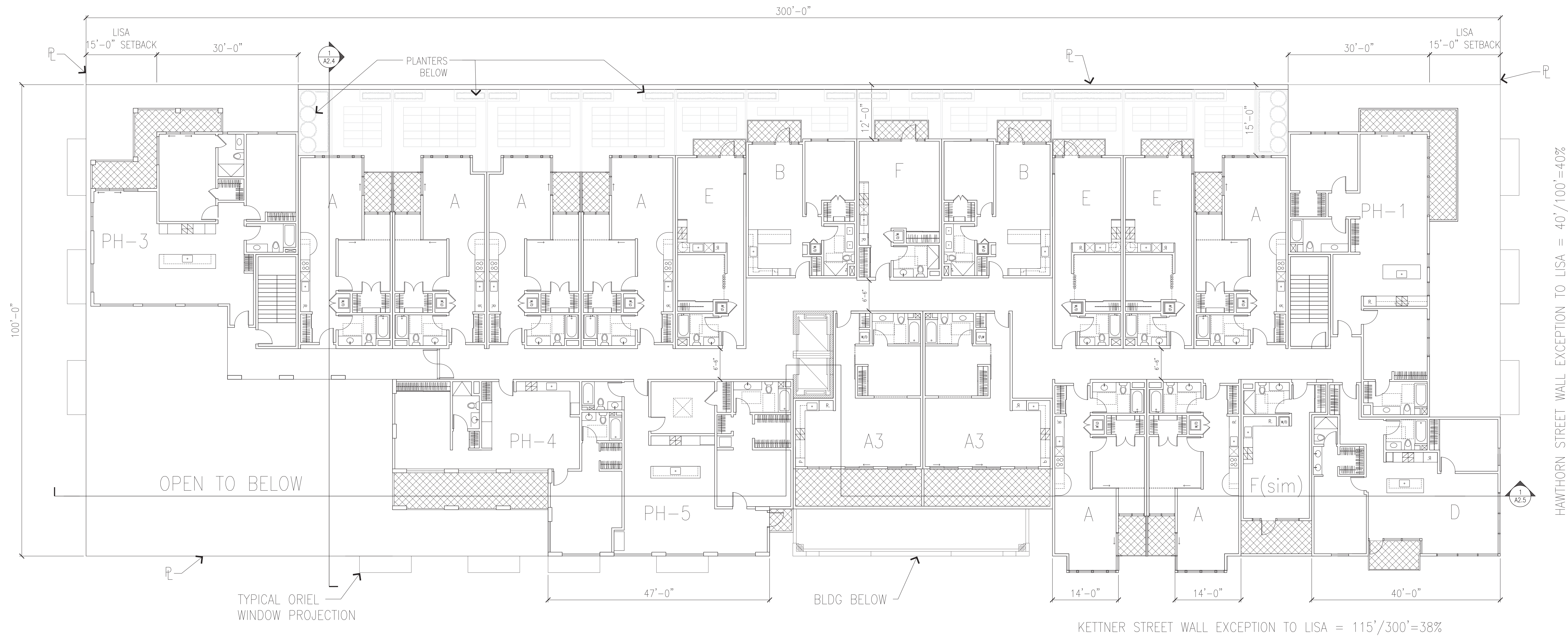
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SCALE: N.T.S.

SHEET

A1.4.1

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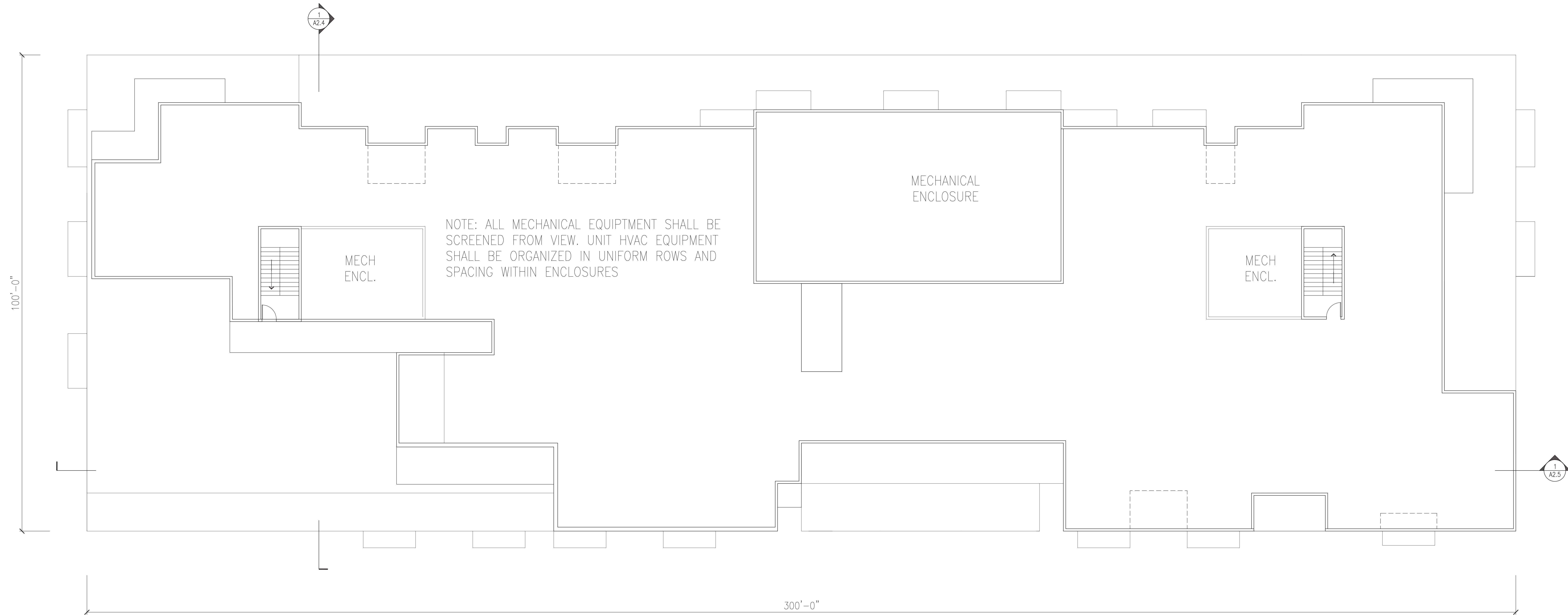
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0 4' 8' 16'

PENTHOUSE/TERRACE FLOOR PLAN LEVEL 6		1/20/2015
KETTNER LOFTS		SCALE: 1/8" = 1'-0"
PROJECT	KETTNER & HAWTHORN SAN DIEGO, CA	
	CIVIC SAN DIEGO DEVELOPMENT PERMIT APPLICATION	
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0 4' 8' 16'

N

ROOF PLAN		1/20/2015
PROJECT	KETTNER LOFTS	
	KETTNER & HAWTHORN SAN DIEGO, CA	
	CIVIC SAN DIEGO DEVELOPMENT PERMIT APPLICATION	
SHEET	SCALE: 1/8" = 1'-0"	A1.6
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1
A2.0

KETTNER STREET - WEST ELEVATION

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



2
A2.0

HAWTHORN STREET - SOUTH ELEVATION

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

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KETTNER & HAWTHORN ELEVATIONS

1/20/2015

KETTNER LOFTS

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

KETTNER & HAWTHORN
SAN DIEGO, CA

CIVIC SAN DIEGO DEVELOPMENT PERMIT APPLICATION

SHEET

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1
A2.1 INDIA STREET - EAST ELEVATION

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



2
A2.1 IVY STREET - NORTH ELEVATION

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

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INDIA & IVY ELEVATIONS

1/20/2015

KETTNER LOFTS

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

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CIVIC SAN DIEGO DEVELOPMENT PERMIT APPLICATION

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1
A2.2

KETTNER STREET - WEST ELEVATION

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

MATERIAL AND FINISH LEGEND:

- | | | | |
|---|---|---|--|
| 1. PRIMARY BODY PP529-7 MUSTANG | 6. STEEL FRAME AND RAILING 'ANUBIS' | 11. PAINTED METAL RAILING | 16. MILGARD ALUMINUM WINDOWS & DOORS 'WHITE' |
| 2. STEEL RAILINGS P&L 33-17 'ANUBIS' | 7. SECONDARY COLOR BM 1460 'SILVER DOLLAR' | 12. PRIMARY BODY GLAZING 'BLUEBERRY PATCH' | 17. HISTORIC FACADE BODY & TRIM: BM 905 'LILY OF THE VALLEY' WINDOWS & DOORS BM 2123-10 'ONYX' |
| 3. NATURAL GRAY CONCRETE | 8. SECONDARY BODY BMOC-57 'WHITE HERON' | 13. STEEL SCAPE 'VINTAGE' METAL PANELS | |
| 4. ANODIZED ALUMINUM STOREFRONT - BLACK | 9. PANTED RAILING P&L 33-17 'ANUBIS' | 14. SECOND BODY BM 2146-30 'SPLIT PEA' | |
| 5. GLASS WINDOWS WITH ANODIZED ALUMINUM FRAME | 10. HORIZONTAL METAL SUN SCREEN 'WHITE HERON' | 15. SECONDARY BODY PPG 1167-6 'BLUEBERRY PATCH' | |

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KETTNER STREET - WEST ELEVATION		1/20/2015
KETTNER LOFTS		SCALE: 1/8" = 1'-0"
PROJECT	KETTNER & HAWTHORN SAN DIEGO, CA	A2.2
	CIVIC SAN DIEGO DEVELOPMENT PERMIT APPLICATION	
SHEET		



1
A2.3
HAWTHORN STREET - SOUTH ELEVATION

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



2
A2.3
IVY STREET - NORTH ELEVATION

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

MATERIAL AND FINISH LEGEND:

- | | | | |
|---|---|---|--|
| 1. PRIMARY BODY PP529-7 MUSTANG | 6. STEEL FRAME AND RAILING 'ANUBIS' | 11. PAINTED METAL RAILING | 16. MILGARD ALUMINUM WINDOWS & DOORS 'WHITE' |
| 2. STEEL RAILINGS P&L 33-17 'ANUBIS' | 7. SECONDARY COLOR BM 1460 'SILVER DOLLAR' | 12. PRIMARY BODY GLAZING 'BLUEBERRY PATCH' | 17. HISTORIC FACADE BODY & TRIM: BM 905 'LILY OF THE VALLEY' WINDOWS & DOORS BM 2123-10 'ONYX' |
| 3. NATURAL GRAY CONCRETE | 8. SECONDARY BODY BMOC-57 'WHITE HERON' | 13. STEEL SCAPE 'VINTAGE' METAL PANELS | |
| 4. ANODIZED ALUMINUM STOREFRONT - BLACK | 9. PANTED RAILING P&L 33-17 'ANUBIS' | 14. SECOND BODY BM 2146-30 'SPLIT PEA' | |
| 5. GLASS WINDOWS WITH ANODIZED ALUMINUM FRAME | 10. HORIZONTAL METAL SUN SCREEN 'WHITE HERON' | 15. SECONDARY BODY PPG 1167-6 'BLUEBERRY PATCH' | |

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HAWTHORN & IVY STREET ELEVATIONS

1/20/2015

KETTNER LOFTS

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

KETTNER & HAWTHORN
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SHEET

A2.3

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1 INDIA STREET - EAST ELEVATION
A2.4

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

MATERIAL AND FINISH LEGEND:

- | | | | |
|---|---|---|--|
| 1. PRIMARY BODY PP529-7 MUSTANG | 6. STEEL FRAME AND RAILING 'ANUBIS' | 11. PAINTED METAL RAILING | 16. MILGARD ALUMINUM WINDOWS & DOORS 'WHITE' |
| 2. STEEL RAILINGS P&L 33-17 'ANUBIS' | 7. SECONDARY COLOR BM 1460 'SILVER DOLLAR' | 12. PRIMARY BODY GLAZING 'BLUEBERRY PATCH' | 17. HISTORIC FACADE BODY & TRIM: BM 905 'LILY OF THE VALLEY' WINDOWS & DOORS BM 2123-10 'ONYX' |
| 3. NATURAL GRAY CONCRETE | 8. SECONDARY BODY BMOC-57 'WHITE HERON' | 13. STEEL SCAPE 'VINTAGE' METAL PANELS | |
| 4. ANODIZED ALUMINUM STOREFRONT - BLACK | 9. PANTED RAILING P&L 33-17 'ANUBIS' | 14. SECOND BODY BM 2146-30 'SPLIT PEA' | |
| 5. GLASS WINDOWS WITH ANODIZED ALUMINUM FRAME | 10. HORIZONTAL METAL SUN SCREEN 'WHITE HERON' | 15. SECONDARY BODY PPG 1167-6 'BLUEBERRY PATCH' | |

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INDIA STREET - EAST ELEVATION

1/20/2015

KETTNER LOFTS

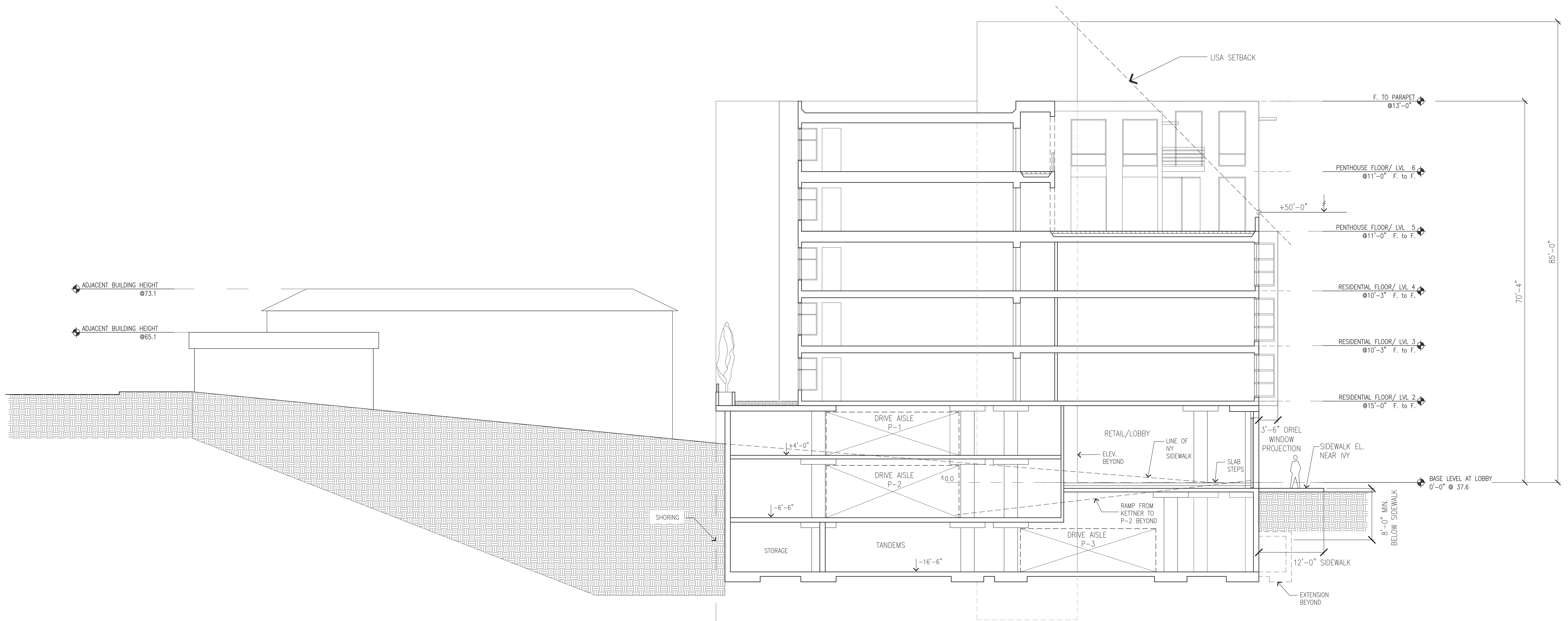
SCALE: 1/8" = 1'-0"

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1
A2.5 TRANSVERSE SECTION

SCALE 1/8" = 1'-0"

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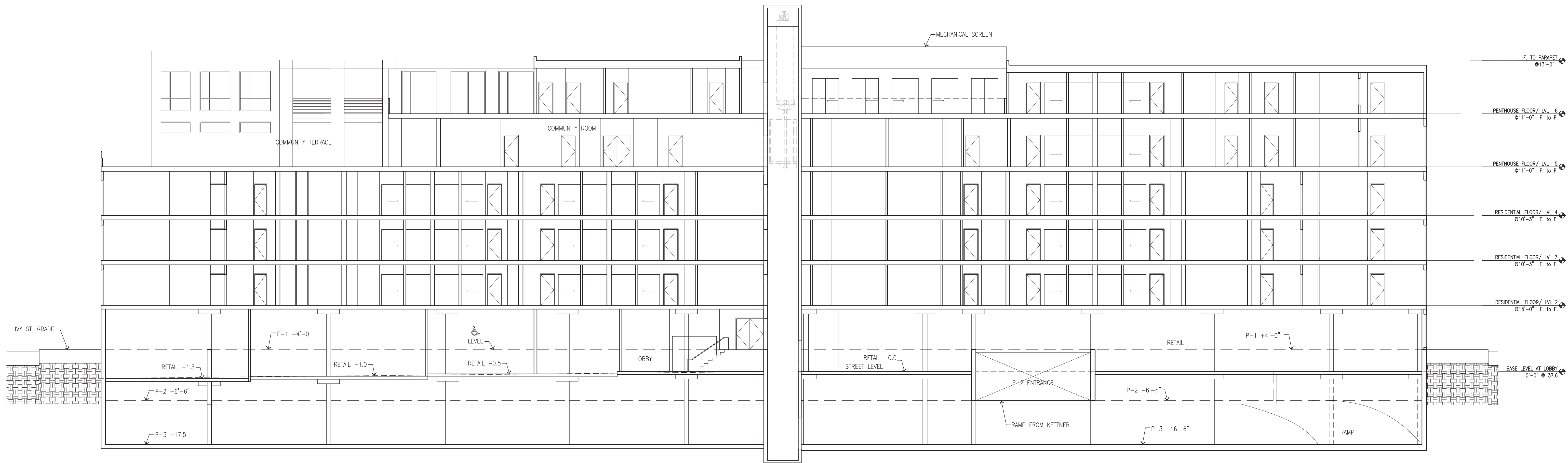
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TRANSVERSE SECTION WITH LISA LINES		1/20/2015
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1
A2.6 LONGITUDINAL SECTION

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LONGITUDINAL SECTION

KETTNER LOFTS

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1/20/2015

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

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1
A3.0

KETTNER & HAWTHORN STREETS: SOUTH WEST VIEW

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PERSPECTIVE VIEWS

1/20/2015

KETTNER LOFTS

SCALE: N.T.S.

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1
A3.1
IVY & KETTNER STREETS: NORTH WEST VIEW

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PERSPECTIVE VIEWS

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1
A3.2 IVY & INDIA STREETS: NORTH EAST VIEW



1
A3.3
HAWTHORN & INDIA STREETS: SOUTH EAST VIEW



1
A3.3 HAWTHORN & INDIA STREETS: SOUTH EAST VIEW



1
A3.4

KETTNER & HAWTHORN STREETS: SOUTH WEST VIEW

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PERSPECTIVE VIEWS

1/20/2015

KETTNER LOFTS

SCALE: N.T.S.

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1 KETTNER STREET: HISTORIC BUILDING VIEW
A3.5



1
A3.6

KETTNER STREET: LOBBY ENTRY VIEW

KETTNER LOFTS

SAN DIEGO, CA



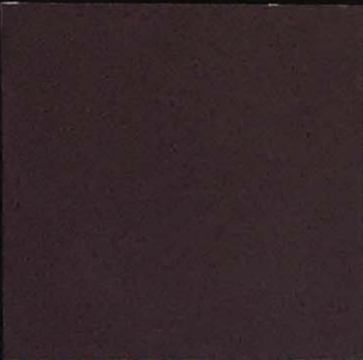
1. PRIMARY BODY
PPG 1167-6 'BLUEBERRY PATCH'



4. SECONDARY BODY
BM 2146-30 'SPLIT PEA'



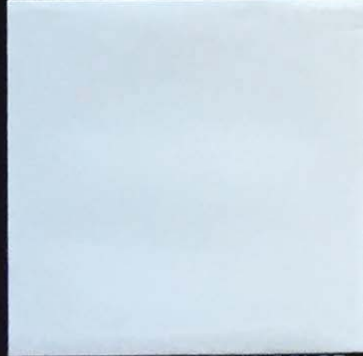
7. ALUMINUM STOREFRONT
BM 2133-10 'ONYX'



2. PRIMARY BODY
PPG 529-7 'MUSTANG'



5. SECONDARY BODY
BM 1460 'SILVER DOLLAR'



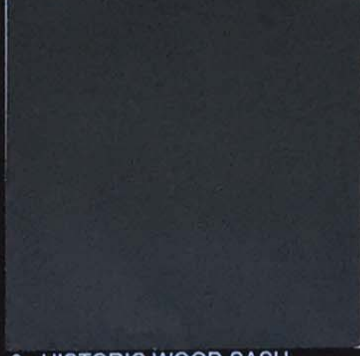
8. HISTORIC BUILDING COLOR
BM 905 'LILY OF THE VALLEY'



3. PRIMARY BODY
BM OC-57 'WHITE HERON'



6. SECONDARY BODY
BM AF-500 'ATMOSPHERIC'



9. HISTORIC WOOD SASH
P & L 32-17 'ANUBIS'



10. NATURAL PORTLAND CEMENT



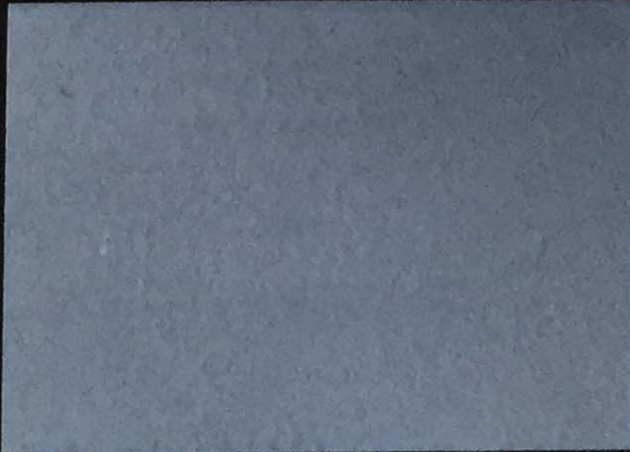
11. CLEAR LOW-E INSULATED GLASS



12. NEOLITH STONE
'ARCTIC WHITE'



13. SILVER VINYL
WINDOW FRAMES



14. SUNSHADE FINS - NATURAL GALVANIZED



15. STEELSCAPE 'VINTAGE' METAL PANELS



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1000 Kettner Lofts
San Diego, CA 92101
www.kettnerlofts.com
Kettner Lofts is a new
residential development
located in the heart of
San Diego's historic
downtown. The building
features a mix of
studio, one, and two
bedroom units, all with
modern finishes and
amenities. The building
is a prime example of
adaptive reuse, as it was
converted from a former
warehouse. The building
is a great example of
how old buildings can be
rehabilitated and turned
into modern living spaces.

MATERIALS BOARD		11.05.2014
PROJECT	KETTNER LOFTS	
	KETTNER & HAWTHORN	
	SAN DIEGO, CA	
	CIVIC SAN DIEGO DEVELOPMENT PERMIT APPLICATION	
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CITYMARK / KETTNER LOFTS / 09.23.14

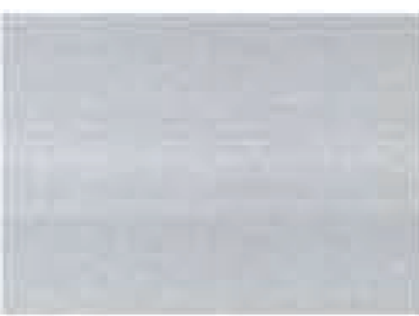
PROJECT TYPICAL



PRIMARY BODY
BM OC-57 'WHITE HERON'



MILGARD WINDOWS &
DOORS 'WHITE'



CLEAR ANODIZED ALUMINUM
RAILING



PAINTED RAILINGS
P&L 32-17 'ANUBIS'

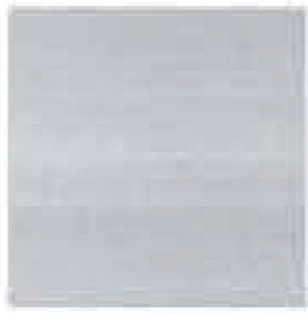


NATURAL GRAY CONCRETE
BASE

KETTNER / WEST ELEVATION (NORTH END) - WRAPS TO IVY / NORTH ELEVATION



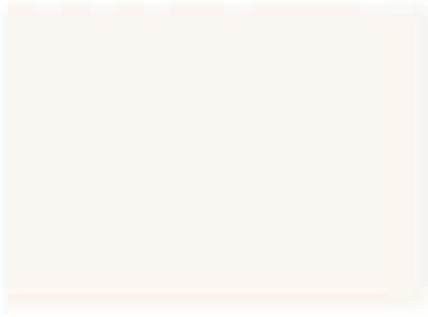
GLASS CURTAIN WALL



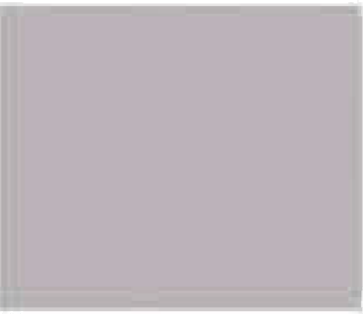
CLEAR ANODIZED
STOREFRONT



PRIMARY BODY
PP 529-7 'MUSTANG'



SECONDARY BODY
BM OC-57 'WHITE HERON'



SECONDARY BODY
BM 1460 'SILVER DOLLAR'

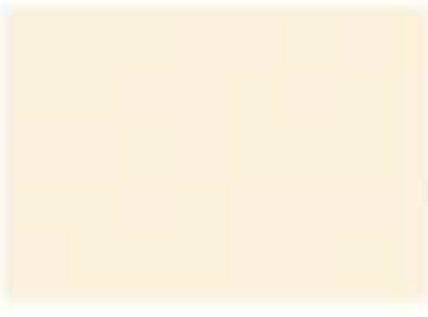


STEEL FRAME &
RAILING
P&L 33-17 'ANUBIS'



STEELSCAPE 'VINTAGE'
METAL PANELS

KETTNER / HISTORIC



BODY & TRIM
BM 905 'LILY OF THE VALLEY'



WINDOWS & DOORS
BM 2133-10 'ONYX'

KETTNER / WEST ELEVATION (MIDDLE)



PRIMARY BODY
PPG 1167-6 'BLUEBERRY PATCH'



PLASTER COLUMNS AT CURTAIN
WALL & SECONDARY BODY
BM OC-57 'WHITE HERON'



SECONDARY BODY
BM 2146-30 'SPLIT PEA'



STEELSCAPE 'VINTAGE'
METAL PANELS



RAILING
P&L 33-17 'ANUBIS'

KETTNER / WEST ELEVATION (SOUTH END) WRAPS TO HAWTHORN / SOUTH ELEVATION



GLASS CURTAIN WALL



CLEAR ANODIZED
STOREFRONT



TOWER BODY
STEELSCAPE 'VINTAGE'
METAL PANELS



SECONDARY BODY
BM 1460 'SILVER DOLLAR'

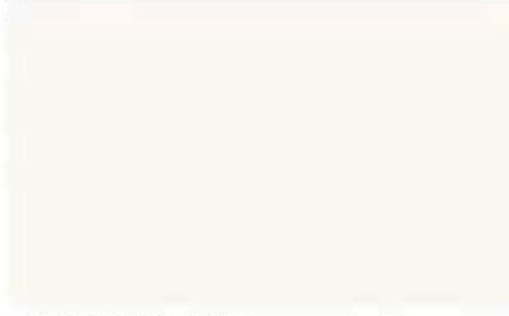


SECONDARY BODY
BM OC-57 'WHITE HERON'



RAILING
P&L 33-17 'ANUBIS'

INDIA / EAST ELEVATION



PRIMARY BODY
BM OC-57 'WHITE HERON'



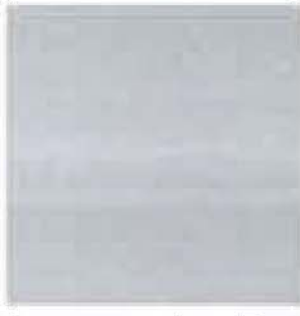
SECONDARY BODY
PPG 1167-6 'BLUEBERRY PATCH'



SECONDARY BODY
PP 529-7 'MUSTANG'



MILGARD WINDOW
'WHITE'



CLEAR ANODIZED
ALUMINUM RAILING

1
A3.4

MATERIAL BOARD PHOTOGRAPH

tannerhecht
architecture

www.tannerhecht.com

1831 Powell Street
San Francisco, CA
94133
T 415-979-1500
T 619-233-9111

Owner:
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2025 Aspen Lane
El Cajon, CA 92019
T 619-444-0169

Developer:
CityMark Development
3818 Park Blvd,
San Diego, CA 92103
T 619-231-1161
www.citymark.com

MATERIAL BOARD PHOTOGRAPHS

1/20/2015

KETTNER LOFTS

KETTNER & HAWTHORN
SAN DIEGO, CA
CIVIC SAN DIEGO DEVELOPMENT PERMIT APPLICATION

SHEET

A3.7

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ENERGY EFFICIENCY AND SUSTAINABLE DESIGN FEATURES FOR KETTNER LOFTS
BY CITYMARK DEVELOPMENT

Green Building Measurement Systems:

- 2013 Title 24
 - Project baseline will be 20% - 30% more efficient than projects that were approved just months ago.
- CalGreen
 - Applies to multi-family as of June 1, 2014
- Kettner Lofts to surpass Title 24 requirements by 10%

Building Site Construction Measures

- Demolition Waste Reduction Recycling and Disposal Plan
- Construction period storm water drainage and retention
- Filtration of water released to public drainage
- Interior moisture control monitoring of building materials

Building Features include:

- Solar Thermal Domestic Hot Water 50% Net Gas Fraction
- Photovoltaic Solar Panels will be installed on available roof area to offset Common Area electricity as feasible
- 95% high-efficiency gas water heating boiler system
- Storm water management strategies include building water filtration through landscape planters and mechanical filters.
- Low VOC materials and finishes,
- Indoor air quality and exhaust with Energy Star compliant fans
- Tenant Bicycle Storage and Maintenance facility for 65% more bicycles than code requirement
- Electronic Bulletin Board in Lobby to provide current updates of public transportation, carpool and bike sharing status
- Separate oversized recycle and trash chutes
- Energy Star rated appliances
- Lighting primarily with LED sources
- Acoustically ducted outside air to each unit
- Two Electric Vehicle Charging Stations

Exterior Architectural Shading devices:

- Horizontal and vertical shading fins on west facing residential windows.
- Extended canopy at retail level to shade west facing storefront glass
- Recessed balconies at some units, stacked balconies at others provide shaded glass areas
- Horizontal Sunshades at west facing penthouse units
- Low-e dual-pane glazing and high efficiency premium vinyl windows throughout provide thermal and acoustical enhancement

Water Conservation

Indoor: Newly stringent water flow plumbing fixtures:

- | | |
|---------------------------------------|----------------|
| ○ Shower Heads | 2.0GPM |
| ○ Lavatory faucets (Res) | 1.5 GPM |
| ○ Lavatory faucets (Common & Public)) | 0.5 GPM |
| ○ Kitchen faucets | 1.8 GPM |
| ○ Metering faucets | 0.25 gal/cycle |
| ○ Water Closets | 1.28 gal/flush |
| ○ Urinals | 0.5 gal/flush |

Outdoor Water Use:

- Automatic irrigation system
- Soil Moisture based controllers