THE CITY OF SAN DIEGO

Report to the Planning Commission

DATE ISSUED: December 2, 2021 REPORT NO. PC-21-063

HEARING DATE: December 9, 2021

SUBJECT: 929 WEST GRAPE CDP/TM. Process Four Decision

PROJECT NUMBER: 661279

OWNER/APPLICANT: Iida Sangyo Company, Limited, Owner
De Bartolo Rimanic Design Studio, Applicant

SUMMARY

Issue: Should the Planning Commission approve a request for a Coastal Development Permit (CDP) for the construction of a 12-story, 129-foot tall residential development with 49 dwelling units (DU), including five affordable DU, and 49 parking spaces and a Tentative Map (TM) for the creation of 49 residential condominium units ("Project") on the 13,001 square-foot (SF) site located at 929 West Grape Street at the southeast corner of Pacific Highway and West Grape Street in the Little Italy neighborhood of the Downtown Community Plan (DCP) area ("Downtown")?

Staff Recommendation: Approve CDP/TM No. 661279 for the Project.

Community Planning Group Recommendation: On September 15, 2021, the Downtown Community Planning Council (DCPC) voted 9-3 to recommend approval of the Project.

Environmental Review: Development within the DCP area is covered under the following documents, all referred to as the "Downtown FEIR": Final Environmental Impact Report (FEIR) for the San Diego Downtown Community Plan, Centre City Planned District Ordinance, and 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); 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), July 14, 2014 (City Council Resolution R-309115), and November 17, 2020 (City Council Resolution R-313302); and, the Final Supplemental Environmental Impact Report for the Downtown San Diego Mobility Plan certified by the City Council on June 21, 2016 (Resolution R-310561). Development within the DCP area is also covered under the following

documents, all referred to as the "CAP FEIR": FEIR for the City of San Diego Climate Action Plan (CAP), certified by the City Council on December 15, 2015 (City Council Resolution R-310176), and the Addendum to the CAP, certified by the City Council on July 12, 2016 (City Council Resolution R-310595). Development within the DCP area is also consistent with the FEIR for Complete Communities: Housing Solutions and Mobility Choices (SCH No. 2019060003) certified by the San Diego City Council on November 9, 2020 (Resolution R313279). The Downtown FEIR, CAP FEIR, and Complete Communities FEIR are "Program EIRs" prepared in compliance with California Environmental Quality Act (CEQA) Guidelines Section 15168. The information contained in the Downtown FEIR, CAP FEIR, and Complete Communities FEIR reflects the independent judgement of the City of San Diego as the Lead Agency. The environmental impacts of the Project were adequately addressed in the Downtown FEIR, CAP FEIR, and Complete Communities FEIR; the Project is within the scope of the development program described in the Downtown FEIR, CAP FEIR, and Complete Communities FEIR and are adequately described within each document for the purposes of CEQA; and, none of the conditions listed in CEQA Guidelines Section 15162 exist. Therefore, no further environmental documentation is required under CEQA. All environmental documents for the DCP area are available here: https://www.sandiego.gov/development-services/news-programs/downtown-development/eirs, the CAP FEIR is available here: https://www.sandiego.gov/ceqa/final, and the Complete Communities FEIR is available here: https://www.sandiego.gov/complete-communities. The Project Consistency Evaluation is attached to this staff report (Attachment 9) for informational purposes only; no action regarding the Evaluation is required by the decision maker.

Fiscal Impact Statement: None with this action. All costs associated with the processing of the Project are paid from the deposit account maintained by the Applicant.

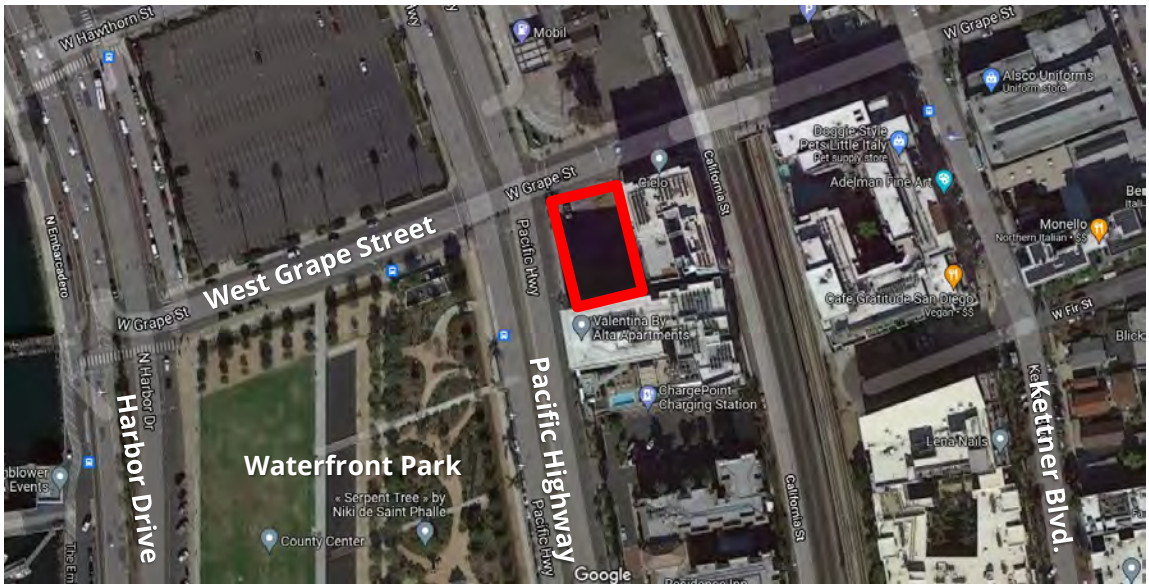
Code Enforcement Impact: None.

Housing Impact Statement: The Project proposes the construction of a net increase of 49 DU on a 13,001 SF site previously occupied by a vacant motel building. Compliance with the Inclusionary Housing Ordinance will be provided on-site with five very low-income DU. According to 2020 Housing Inventory Report data, there were a total of 5,141 active deed-restricted affordable housing units within the DCP area. According to SANDAG, there are approximately 30,622 housing units within the DCP area.

BACKGROUND

The Project site is located at 929 West Grape Street at the southeast corner of Pacific Highway and West Grape Street (Attachment 1) in the Little Italy neighborhood of the DCP area and the Employment/Residential Mixed-Use land use district and the non-appealable area of the Coastal Overlay Zone of the Centre City Planned District Ordinance (CCPDO). The Project site is currently vacant, but was previously occupied by a two-story motel building, which was demolished in 2019. The site is surrounded by a mix of uses, including mid-rise residential to the east and south and a gas station and surface parking lot to the north, likely to redevelop in the future (see aerial image below). Many Downtown amenities and attractions are located within walking distance of the site, including the CAC and Waterfront Park directly across Pacific Highway to the west, the India Street

commercial corridor of Little Italy two blocks to the east, and the County Center/Little Italy Trolley Station three blocks to the south.



The Project site is also subject to the following overlay zones: 1) the CAC Design Zone Overlay, which ensures that new development surrounding the historic CAC is sympathetic in scale, character, and height, 2) the Limited Vehicle Access Overlay on Pacific Highway and West Grape Street, which prohibits curb cuts, unless driveway access is not feasible on adjacent streets, and 3) the View Corridor Overlay requiring a 25-foot building stepback between 45-130 feet in height on Pacific Highway and a 15-foot stepback at 30 feet in height on West Grape Street.

The Project requires a Process 2 CDP for the construction of the residential development per San Diego Municipal Code (SDMC) Section 126.0702(a) and a Process 4 TM for the creation of 49 residential condominium units per Section 125.0410. Pursuant to Section 112.0103 of the SDMC, 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 Planning Commission under a Process Four review. The decision is appealable to the City Council.

DISCUSSION

Project Description:

The Project proposes construction of a 12-story, 129-foot, six-inch tall residential development comprised of 49 DU on the 13,001 SF site. The ground level of the residential development contains an entry plaza at the corner, as well as a 1,969 SF common room for use by the building's residents (Attachment 12, Sheet 12). The upper levels contain the 49 DU, which are proposed to be condominiums, for which a TM is requested. Parking for the development totals 49 spaces and is

provided in two subterranean garage levels accessed by a driveway on Pacific Highway. The parking garage also includes motorcycle parking and bicycle storage. Additionally, although not required for residential development with less than 50 DU, personal storage is provided in the parking garage for all 49 DU.

The Project proposes utilization of the Affordable Housing Regulations (AHR) of Chapter 14, Article 3, Division 7 of the SDMC by restricting five DU (15% of the number of DU in the pre-AHR Bonus FAR) to persons qualifying as very low-income residents with rents of no more than 30% of 50% of area median income (AMI). The purpose of the AHR is to provide incentives for development that provides affordable housing and implement the provisions of the State of California Density Bonus Law. Based on the AHR, this Project is entitled to the following:

1. A 50% FAR Bonus (an additional 2.0 above the Base Maximum FAR of 4.0); and
2. Five incentives from development regulations

The AHR states that an incentive can mean a deviation to a development regulation. The Applicant is requesting four incentives described below and in the Applicant's Incentives Report (Attachment 10).

1. **Building Height** - SDMC Sec. 156.0310(c) – Increase the maximum building height by 52% from 85 feet to 129-feet, six inches.
2. **Street Wall** – SDMC Sec. 156.0310(d)(1) – Decrease the minimum street wall height from 30 feet to 21 feet for a portion of the West Grape Street frontage and increase the setback for the remaining West Grape Street frontage from five feet to 15 feet for the corner plaza.
3. **Tower Setback** – SDMC Sec. 156.0310(d)(3)(E) – Reduce the tower setback along the south property line adjacent to the Valentina development from ten feet to one-foot, six inches for the portions of the tower above 85 feet in height (Levels 9-12).
4. **Ground Level Transparency** – SDMC Sec. 156.0311(d)(1) – Reduce the transparency requirement along ground level of Pacific Highway from 60% to 43% of the street-facing building façade between three and 12 feet above the sidewalk.

The AHR further states that, upon an applicant's request, development that meets the applicable requirements of Sections 143.0720 and 143.0725 shall be entitled to incentives pursuant to Section 143.0740 unless the City makes written finding of denial based on substantial evidence of any of the findings in the Section 143.0740(c)(1). If the findings for the applicable sections cannot be made, the incentives must be granted. Staff did not make the findings of denial for the proposed incentives.

The design of the Project exhibits a modern architectural aesthetic with a light color palette and high-quality materials, such as the white mosaic tiles on the balconies (Attachment 12, Sheet 34). The ground level also includes the use of thin-brick veneer siding and decorative perforated metal screening framing the lobby and common room windows. A key design feature is the soft, curving lines of the balconies throughout the tower (Attachment 12, Sheet 24). Due to the Project's location within the CAC Design Zone Overlay, it's massing and character was designed to be compatible with the nearby historic CAC (Attachment 12, Sheet 33). The County of San Diego Department of General Services provided a letter with architectural design comments on the Project's relationship to the CAC (Attachment 11). Additionally, the Project complies with the Grape Street View Corridor requirement of the CCPDO by providing a 15-foot building stepback above 30 feet in height

(Attachment 12, Sheet 14). Three-dimensional renderings of the Project can be found on Sheet 28 of the Development Plans (Attachment 12).

Community Plan Analysis:

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

The Project is located within the Little Italy neighborhood of the DCP area. Redevelopment in Little Italy will underscore the neighborhood's historic and contemporary qualities, with strategic intensification to accomplish population goals and increase neighborhood vitality. Ultimately, Little Italy is projected to contain up to 12,000 residents and 12,000 employees. The following are some key applicable DCP Goals and Policies with which the Project is consistent:

- 3.3-G-1: Provide a range of housing opportunities suitable for urban environments and accommodating a diverse population.
- 3.4-G-1: Continue to promote the production of affordable housing in all of Downtown's neighborhoods and districts.
- 3.4-G-3: Increase the supply of rental housing affordable to low-income persons.
- 5.1-G-1: Protect public views of San Diego Bay by establishing view corridors which accentuate key public rights-of-way with appropriate setbacks, stepbacks, and design standards, and capture new public views where possible as waterfront sites are redeveloped.
- 6.7-G-1: Facilitate Little Italy's continued evolution as a cohesive, mixed-use waterfront neighborhood.

Project-Related Issues:

Land Dedication – Currently the sidewalk along Pacific Highway is eight feet in width. As a condition of approval, Transportation Development has required the dedication of six feet along Pacific Highway to achieve a 14-foot right-of-way, as is the standard sidewalk width throughout Downtown. The sidewalk will include all required public improvements pursuant to the Centre City Streetscape Manual, including Little Italy sidewalk paving, Gateway street lights, and Jacaranda street trees. Over the years, there have been various regulatory documents governing the right-of-way design of Pacific Highway. The Downtown Mobility Plan was adopted in 2016, which called for Pacific Highway to have two travel lanes, a parking lane, and a protected cycleway on the east side, which has been installed. This design keeps the existing curb line in place, which results in the need for additional sidewalk width on the east side of the curb line, thereby requiring additional dedication of public rights-of-way along project frontages, such as this Project. The Applicant has agreed to this condition and designed the Project to accommodate the dedication (Attachment 12, Sheet 9).

Tower Setback – In the first presentation to the Downtown Community Planning Council (DCPC), members had originally raised concerns about the Project's AHR incentive request to reduce the

tower setback from ten feet to one-foot, six inches on the south side (Attachment 12, Sheet 16) due to the proximity of the residential apartment development to the south, known as Valentina.



Tower setbacks apply to the portions of the building above 85 feet in height (which defines the "tower" per the CCPDO), which encompasses Levels 9 through 12 of the Project. The Valentina development reaches a height that is approximately equal with Level 9 of the Project, meaning the tower setback reduction of the Project affects one level of the two developments. Everything below Level 9 (below 85 feet) of the Project is the "building base", which has no required setbacks and may be constructed at the property line. Setbacks of no more than ten feet are only required for the building base when a Project is adjacent to an existing residential development and accommodations need to be made to maintain minimum provisions for light and air, pursuant to Section 156.0310(b) of the CCPDO.

Valentina was constructed with a 15-foot setback between the windows of the north-facing residential units to the interior property line to its north (adjoining the Project site). In the photo above, the Project site is the vacant lot between the two buildings, Valentina on the right and the recently constructed Cielo residential apartment development on the left. The Project is providing a 12-foot setback along the east property line adjoining Cielo.

At the south property line adjoining Valentina, the Project is proposing a 1'-6" setback from the property line (Attachment 12, Sheet 16), which creates a total separation at Level 9 between the residential units of Valentina and the Project of 16'-6", which is more than the minimum provisions for light and air applied to the Project's lower levels. The Project has no impact above Level 9 because Valentina does not exceed Level 9 of the Project in height. Further, to ensure privacy is maintained between the residential units in both developments, the Project has no south-facing windows. Additionally, the Project's south elevation wall facing Valentina has been articulated for visual interest with a textured pattern featuring alternating white plaster panels and light-brown fiber cement siding (Attachment 12, Sheet 27). Ultimately, after the additional 1'-6" setback was provided and the blank wall was enhanced, DCPC voted 9-3 to recommend approval of the Project when presented for a second time.

Please note that pursuant to Section 143.0740 of the AHR, projects are entitled to the requested incentives unless the City makes written finding of denial based on substantial evidence of any of the findings referenced above and in the Section 143.0740(c)(1). Staff did not make the findings of denial for the incentives.

Conclusion:

City staff has reviewed the proposed Project and all issues identified through the review process have been resolved in conformance with adopted policies and regulations of the DCP and SDMC. Staff has provided draft findings to support approval of the Project (Attachment 5 and 7) and draft conditions of approval (Attachment 6 and 8). Staff recommends that the Planning Commission approve CDP/TM No. 661279 for the Project.

ALTERNATIVES

1. Approve CDP/TM No. 661279, with modifications.

2. Deny CDP/TM No. 661279, if the findings required to approve the Project cannot be affirmed and the written findings required under SB 330 can be made.

Respectfully submitted,

Brian Schoenfisch
Deputy Director, Urban Division
Development Services Department

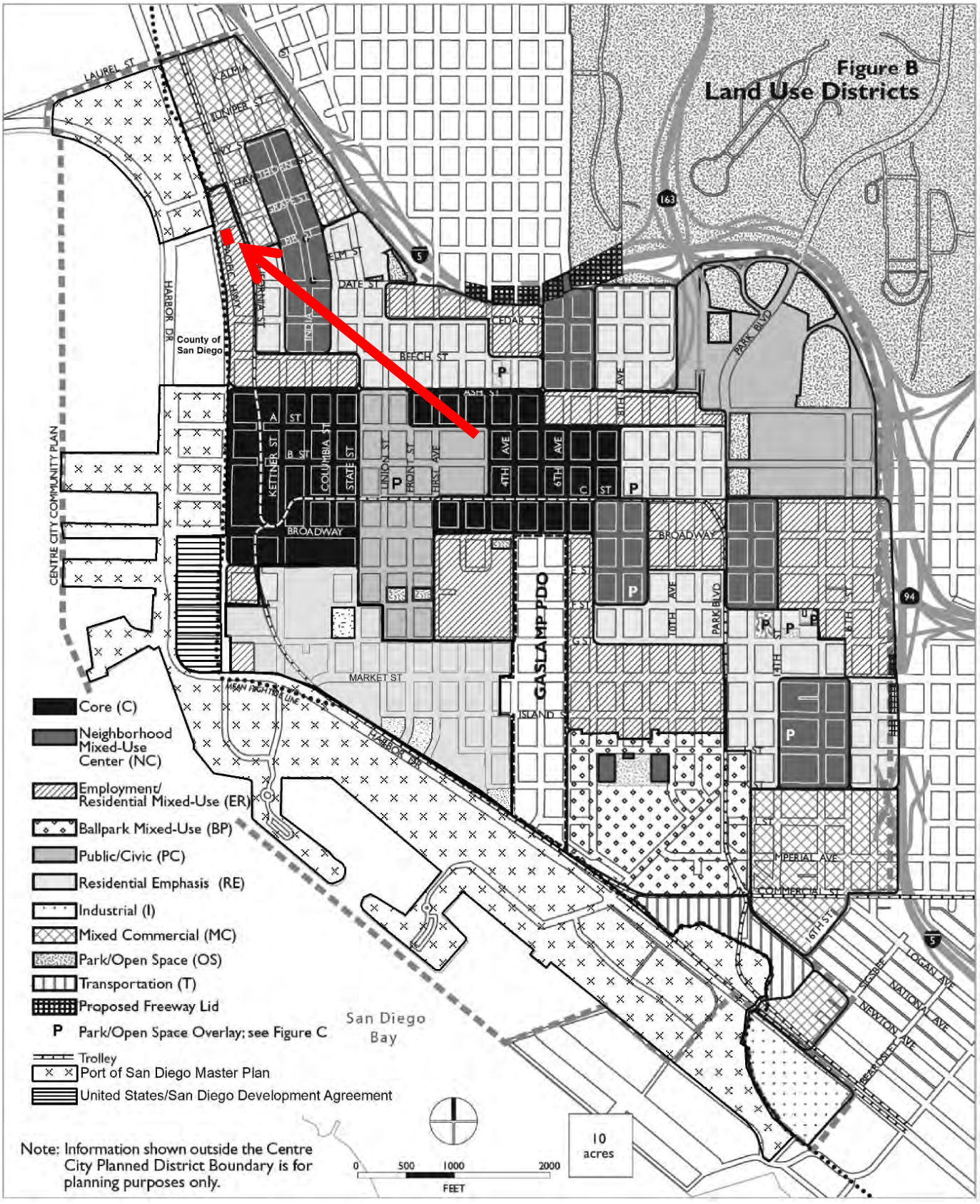
James Alexander
Senior Planner, Urban Division
Development Services Department

Attachments:

1. Project Location Map
2. Project Data Sheet
3. Project Site Photos
4. Ownership Disclosure Statement
5. Draft Permit Resolution with Findings
6. Draft Permit with Conditions
7. Draft Tentative Map Resolution with Findings
8. Draft Tentative Map Conditions
9. Downtown FEIR Consistency Evaluation & MMRP
10. Applicant Affordable Housing Incentives Report
11. County of San Diego Letter
12. Development Plans
13. Tentative Map Exhibit

ATTACHMENT 1

PROJECT LOCATION MAP
929 WEST GRAPE – PROJET NO. 661279



ATTACHMENT 2

PROJECT DATA SHEET
929 WEST GRAPE – PROJECT NO. 661279

Site Area	13,001 SF
Minimum FAR Base Maximum FAR	2.5 4.0
FAR Bonuses Proposed	2.0 – Affordable Housing (15% very-low income)
Proposed FAR	6.0
Total Above-Grade Gross Floor Area	77,841 SF
Stories/Height	12 stories / 129'-6"
Number of Dwelling Units	49
Amount of Commercial Lease Space	None
Housing Units Summary Total 1 Bedroom 2 Bedroom	# / Size Range 49 15 — 582 – 672 SF 34 — 1,203 – 1,738 SF
Number of Buildings over 45 Years Old	None
Inclusionary Affordable Housing Compliance	Compliance with the Inclusionary Housing Ordinance will be provided on-site with five affordable units.
Parking Spaces Automobile Parking Motorcycle Parking Bicycle Parking	(Required/Proposed) 0 / 49 (0 spaces/DU) 5 / 5 (1 space/10 residential spaces provided) 10 / 12 (1 space/5 DU)
Common Indoor Space	Required: 0 SF* Proposed: 1,969 SF
Common Outdoor Open Space	Required: 0 SF* Proposed: 800 SF
Private Open Space (Balconies & Decks)	Required: 0 DU* Proposed: 49 DU (100% of DU)
Pet Open Space	Required: 0 SF* Proposed: 100 SF
Residential Storage Areas	Required: 0* Proposed: 240 cubic feet for 100% of DU (49 DU)
Assessor's Parcel Nos.	533-213-16-00

* Not required for developments that contain less than 50 residential dwelling units per Section 156.0310(g) of the Centre City Planned District Ordinance.

ATTACHMENT 3

PROJECT SITE PHOTOS
929 WEST GRAPE – PROJET NO. 661279


View looking east on West Grape Street


View looking northeast on Pacific Highway


View looking south towards CAC


View looking east from Waterfront Park


Current site condition


Current site condition

ATTACHMENT 4

City of San Diego
Development Services
1222 First Ave., MS 302
San Diego, CA 92101
(619) 446-5000

Ownership Disclosure Statement

FORM DS-318 October 2017

Approval Type: *Check appropriate box for type of approval(s) requested:* ☐ Neighborhood Use Permit ☒ Coastal Development Permit ☐ Neighborhood Development Permit ☐ Site Development Permit ☐ Planned Development Permit ☐ Conditional Use Permit ☐ Variance ☒ Tentative Map ☐ Vesting Tentative Map ☐ Map Waiver ☐ Land Use Plan Amendment ☐ Other _____

Project Title: Pacific Residence Project No. *For City Use Only:* 6001279

Project Address: 929 Grape Street (1943 PCH)

Specify Form of Ownership/Legal Status (please check):

☐ Corporation ■ Limited Liability -or- ☐ General - What State? _____ Corporate Identification No. _____

☐ Partnership ☐ Individual

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter will be filed with the City of San Diego on the subject property with the intent to record an encumbrance against the property. Please list below the owner(s), applicant(s), and other financially interested persons of the above referenced property. A financially interested party includes any individual, firm, co-partnership, joint venture, association, social club, fraternal organization, corporation, estate, trust, receiver or syndicate with a financial interest in the application. If the applicant includes a corporation or partnership, include the names, titles, addresses of all individuals owning more than 10% of the shares. If a publicly-owned corporation, include the names, titles, and addresses of the corporate officers. (A separate page may be attached if necessary.) If any person is a nonprofit organization or a trust, list the names and addresses of ANY person serving as an officer or director of the nonprofit organization or as trustee or beneficiary of the nonprofit organization. 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.

Property Owner

Name of Individual: IIDA SANGYO CO. LTD ■ Owner ☐ Tenant/Lessee ☐ Successor Agency

Street Address: 2-2-2 Sakai Japan

City: Musashino-shi State: Tokyo Zip: 180-0022

Phone No.: 619-931-1600 Fax No.: _____ Email: ken@mori-1.com

Signature: 千葉雄二郎 Date: 3/3/2020

Additional pages Attached: ☐ Yes ☐ No

Applicant

Name of Individual: _____ ☐ Owner ☐ Tenant/Lessee ☐ Successor Agency

Street Address: _____

City: _____ State: _____ Zip: _____

Phone No.: _____ Fax No.: _____ Email: _____

Signature: _____ Date: _____

Additional pages Attached: ☐ Yes ☐ No

Other Financially Interested Persons

Name of Individual: _____ ☐ Owner ☐ Tenant/Lessee ☐ Successor Agency

Street Address: _____

City: _____ State: _____ Zip: _____

Phone No.: _____ Fax No.: _____ Email: _____

Signature: _____ Date: _____

Additional pages Attached: ☐ Yes ☐ No

ATTACHMENT 5

PLANNING COMMISSION
RESOLUTION NO. _____

COASTAL DEVELOPMENT PERMIT NO. 2411967
929 WEST GRAPE - PROJECT NO. 661279

WHEREAS, IIDA SANGYO COMPANY, LIMITED, Owner/Permittee, filed an application with the City of San Diego for a permit to construct a 12-story, 129-foot, six-inch tall residential development comprised of 49 dwelling units and 49 parking spaces ("Project") (as described in and by reference to the approved plans on file at the City of San Diego and corresponding conditions of approval for the associated Permit No. 661279), on a 13,001 square foot (SF) site;

WHEREAS, the Project site is located at 929 West Grape Street in the Employment/Residential Mixed-Use land use district of the Centre City Planned District Ordinance (CCPDO) and the Little Italy neighborhood of the Downtown Community Plan (DCP) area ("Downtown");

WHEREAS, the project site is legally described as Lots 1, 2, and 3 in Block 284 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 Recorder of San Diego County.;

WHEAREAS, Development within the Downtown Community Planning area is covered under the following documents, all referred to as the "Downtown FEIR": Final Environmental Impact Report (FEIR) for the San Diego Downtown Community Plan, Centre City Planned District Ordinance, and 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); 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), July 14, 2014 (City Council Resolution R-309115), and November 17, 2020 (City Council Resolution R-313302); and, the Final Supplemental Environmental Impact

Report for the Downtown San Diego Mobility Plan certified by the City Council on June 21, 2016 (Resolution R-310561). Development within the Downtown Community Planning area is also covered under the following documents, all referred to as the "CAP FEIR": FEIR for the City of San Diego Climate Action Plan (CAP), certified by the City Council on December 15, 2015 (City Council Resolution R-310176), and the Addendum to the CAP, certified by the City Council on July 12, 2016 (City Council Resolution R-310595). Development within the DCP area is also consistent with the FEIR for Complete Communities: Housing Solutions and Mobility Choices (SCH No. 2019060003) certified by the San Diego City Council on November 9, 2020 (Resolution R313279). The Downtown FEIR, CAP FEIR, and Complete Communities FEIR are "Program EIRs" prepared in compliance with California Environmental Quality Act (CEQA) Guidelines Section 15168. The information contained in the Downtown FEIR, CAP FEIR, and Complete Communities FEIR reflects the independent judgement of the City of San Diego as the Lead Agency. The environmental impacts of the Project were adequately addressed in the Downtown FEIR, CAP FEIR, and Complete Communities FEIR; the Project is within the scope of the development program described in the Downtown FEIR, CAP FEIR, and Complete Communities FEIR and are adequately described within each document for the purposes of CEQA; and, none of the conditions listed in CEQA Guidelines Section 15162 exist. Therefore, no further environmental documentation is required under CEQA; and

WHEREAS, on December 9, 2021, the Planning Commission of the City of San Diego considered Coastal Development Permit (CDP) No. 2411967 pursuant to the Land Development Code (LDC) of the City of San Diego; and

BE IT RESOLVED by the Planning Commission of the City of San Diego, that it adopts the following findings with respect to CDP No. 2411967:

A. <u>COASTAL DEVELOPMENT PERMIT [San Diego Municipal Code (SDMC) Section 126.0708]</u>

1. <u>Findings for all Coastal Development Permits:</u>

DRAFT

a. The proposed coastal development will not encroach upon any existing physical accessway that is legally used by the public or any proposed public accessway identified in a Local Coastal Program land use plan; and the proposed coastal development will enhance and protect public views to and along the ocean and other scenic coastal areas as specified in the Local Coastal Program land use plan.

The Project site is located on a 13,001 SF site that is within the Downtown Community Plan (DCP) area and the Centre City Planned District, which together comprise the Local Coastal Program land use plan applicable to the Project site. The Project includes the construction of a 12-story, 129'-6" residential development containing 49 dwelling units at 929 West Grape Street at the southeast corner of West Grape Street and Pacific Highway. The Project site is approximately 650 feet (0.12 mile) east of San Diego Bay, therefore it will not encroach upon any existing physical public accessway.

Both West Grape Street and Pacific Highway are subject to the View Corridor Overlay, as shown in Figure 5-1 of the DCP. Along West Grape Street, the Project steps back 15 feet at 20 feet in height on the building, which complies with the View Corridor requirement for West Grape Street, as shown in Table 156-0310-B of the CCPDO. As shown in the same table, the View Corridor Overlay on Pacific Highway is required between 45 to 130 feet in height, so since the Project measures 129'-6" tall, no View Corridor stepback is required along Pacific Highway. Therefore, the Project complies with the View Corridor Overlay requirements and would not cause a significant impact to public views from designated open space areas, roads, and parks or to significant visual landmarks or a scenic vista.

b. The proposed coastal development will not adversely affect environmentally sensitive lands.

The Project is located on a 13,001 SF site and includes the construction of a 12-story, 129'-6" residential development containing 49 dwelling units at 929 West Grape Street at the southeast corner of West Grape Street and Pacific Highway. The Project site was previously developed with a two-story motel that was demolished in 2019, so it does not contain any sensitive vegetation and is not located within or adjacent to the City's Multiple Habitat Planning Area. Therefore, the proposed development will not adversely affect environmentally sensitive lands.

c. The proposed coastal development is in conformity with the certified Local Coastal Program land use plan and complies with all regulations of the certified Implementation Program.

The Project site is located on a 13,001 SF site within the DCP area and the Centre City Planned District, which together comprise the Local Coastal Program land use plan applicable to the Project site. The Project includes the construction of a 12-story, 129'-6" residential development containing 49 dwelling units at 929 West Grape Street at the southeast corner of West Grape Street and Pacific Highway.

The Project site is located within the Employment/Residential Mixed-Use (ER) land use district of the CCPDO (CCPDO Figure B). Multi-family residential developments are a permitted land use in the ER district (CCPDO Table 156-0308-A). The Base Maximum Floor Area Ratio (FAR) of the Project site is 4.0 (CCPDO Figure H), which may be increased through utilization of FAR Bonuses. The Project is utilizing the Affordable Housing Regulations (AHR) of Chapter 14, Article 3, Division 7 of the SDMC by restricting five DU (15% of the number of DU in the pre-AHR Bonus FAR) to persons qualifying as very low-income residents with rents of no more than 30% of 50% of area median income (AMI) to earn a 50% FAR Bonus to achieve a 6.0 FAR and four incentives to deviate from the development regulations of the CCPDO. The requested incentives are as follows: 1) increasing the maximum building height from 85 feet to 129'-6", 2) reducing the minimum street wall height from 30 feet to 21 feet for a portion of the West Grape Street frontage and increase the setback for the remaining West Grape Street frontage from five feet to 15-feet to allow for the proposed corner plaza, 3) reducing the tower setback along the south property line from ten feet to 1'-6", and 4) reducing the transparency requirement along ground level of Pacific Highway from 60% to 43%. The Project is entitled to the requested incentives unless the City makes written finding of denial based on substantial evidence of any of the findings in Section 143.0740(c)(1), which have not been made. With the AHR incentives, the Project complies with all applicable development regulations of the CCPDO.

The Project is located within the Little Italy neighborhood of the DCP area. Redevelopment in Little Italy will underscore the neighborhood's historic and contemporary qualities, with strategic intensification to accomplish population goals and increase neighborhood vitality. Ultimately, Little Italy is projected to contain up to 12,000 residents and 12,000 employees. Pursuant to the goals established by the DCP for the Little Italy neighborhood (DCP Goal No. 6.7-G-1), the Project facilitates Little Italy's continued evolution as a cohesive, mixed-use waterfront neighborhood by constructing 49 residential units, which will add residents to the neighborhood, advancing the DCP's population goals, and adding activity to a currently vacant site that will increase the neighborhood's vitality. Per the housing goals of the DCP, the Project will add to the range of available housing opportunities in Downtown to accommodate a diverse population (DCP Goal No. 3.3-G-1) by providing five affordable dwelling units for very low-income residents. The provision of these affordable housing units will increase the supply of rental housing affordable to low-income persons (DCP Goal No. 3.4-G-3). Additionally, the Project observes the View Corridor requirement on West Grape Street by stepping back the building by 15 feet at 20 feet in height, which protects public views of San Diego Bay (DCP Goal No. 5.1-G-1).

As described above, the Project complies with the CCPDO and advances the goals of the DCP; therefore, the Project is in conformity with the certified Local Coastal Program land use plan and complies with all regulations of the certified Implementation Program.

d. For every Coastal Development Permit issued for any coastal development between the nearest public road and the sea or the shoreline of any body of water located within the Coastal Overlay Zone the coastal development is in conformity with the

public access and public recreation policies of Chapter 3 of the California Coastal Act.

The Project site is located at 929 West Grape Street at the southeast corner of West Grape Street and Pacific Highway, approximately 650 feet (0.12 mile) east of the shoreline of San Diego Bay and is not between the nearest public road and the shoreline. Therefore, the Project has no adverse impact on the public access and public recreation policies of Chapter 3 of the California Coastal Act.

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

BE IT FURTHER RESOLVED that, based on the findings hereinbefore adopted by the Planning Commission, CDP No. 2411967 is hereby GRANTED by the Planning Commission to the referenced Owner/Permittee, in the form, exhibits, terms and conditions as set forth in CDP No. 2411967, a copy of which is attached hereto and made a part hereof.

DRAFT

James Alexander
Senior Planner, Urban Division
Development Services Department

Adopted on: December 9, 2021

IO#: 24008580

Attachments: CDP No. 2411967

RECORDING REQUESTED BY
CITY OF SAN DIEGO
URBAN DIVISION
DEVELOPMENT SERVICES
MAIL STATION 301

WHEN RECORDED MAIL TO
PROJECT MANAGEMENT
PERMIT CLERK
MAIL STATION 501

INTERNAL ORDER NUMBER: 24008580 SPACE ABOVE THIS LINE FOR RECORDER'S USE

COASTAL DEVELOPMENT PERMIT NO. 2411967
929 WEST GRAPE - PROJECT NO. 661279
PLANNING COMMISSION

This Coastal Development Permit No. 2411967 is granted by the Planning Commission of the City of San Diego ("City") to Iida Sangyo Company, Limited, Owner/Permittee, pursuant to San Diego Municipal Code (SDMC) Section 126.0702 to construct a residential development ("Project") on the 13,001 square foot (SF) site located at 929 West Grape Street at the southeast corner of West Grape Street and Pacific Highway in the Little Italy neighborhood of the Downtown Community Plan (DCP) area ("Downtown"). The Project site is legally described as Lots 1, 2, and 3 in Block 284 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 Recorder of San Diego County.

Subject to the terms and conditions set forth in this Permit, permission is granted to Owner/Permittee as described and identified by size, dimension, quantity, type, and location on the approved exhibits (Exhibit "A") dated August 23, 2021, on file in the Development Services Department (DSD).

The Project shall include:

a. Construction of a 12-story, 129-foot, six-inch tall residential development, totaling approximately 77,841 square feet (SF), comprised of 49 total residential dwelling units (DU), including five DU affordable to persons qualifying as very low-income residents, or those earning less than or equal to 50% of the area median income (AMI), and two levels of below-grade parking containing 49 parking spaces.

b. Deviations from the following development regulations as incentives earned through the utilization of the Affordable Housing Regulations (AHR) of Chapter 14, Article 3, Division 7 of the SDMC:

    1. Building Height - SDMC Sec. 156.0310(c) – Increase the maximum building height from 85 feet to 129-feet, six inches.
    2. Street Wall – SDMC Sec. 156.0310(d)(1) – Decrease the minimum street wall height from 30 feet to 21 feet for a portion of the West Grape Street frontage and increase the

setback for the remaining West Grape Street frontage from five feet to 15-feet to allow for the proposed corner plaza.

3. Tower Setback – SDMC Sec. 156.0310(d)(3)(E) – Reduce the tower setback along the south property line adjacent to the Valentina development from ten feet to one-foot, six inches.
4. Ground Level Transparency – SDMC Sec. 156.0311(d)(1) – Reduce the transparency requirement along ground level of Pacific Highway from 60% to 43%.

c. Landscaping consistent with the Centre City Streetscape Manual including street trees and irrigation.

d. Public and private accessory improvements determined by DSD to be consistent with the land use and development standards for this site in accordance with the adopted community plan, the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the City Engineer's requirements, zoning regulations, conditions of this Permit, and any other applicable regulations of the SDMC.

STANDARD REQUIREMENTS:

1. This permit must be utilized within thirty-six (36) months after the date on which all rights of appeal have expired. If this permit is not utilized in accordance with Chapter 12, Article 6, Division 1 of the SDMC within the 36-month period, this permit shall be void unless an Extension of Time has been granted. Any such Extension of Time must meet all SDMC requirements and applicable guidelines in effect at the time the extension is considered by the appropriate decision maker. This permit must be utilized by **December 23, 2024**.

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

   a. The Owner/Permittee signs and returns the Permit to DSD; and

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

3. While this Permit is in effect, the subject property shall be used only for the purposes and under the terms and conditions set forth in this Permit unless otherwise authorized by the appropriate City decision maker.

4. This Permit is a covenant running with the subject property and all of the requirements and conditions of this Permit and related documents shall be binding upon the Owner/Permittee and any successor(s) in interest.

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

6. Issuance of this Permit by the City of San Diego does not authorize the Owner/Permittee for this Permit to violate any Federal, State or City laws, ordinances, regulations or policies including, but not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.).

7. The Owner/Permittee shall secure all necessary building permits. The Owner/Permittee is informed that to secure these permits, substantial building modifications and site improvements may be required to comply with applicable building, fire, mechanical, and plumbing codes, and State and Federal disability access laws.

8. Construction plans shall be in substantial conformity to Exhibit "A." Changes, modifications, or alterations to the construction plans are prohibited unless appropriate application(s) or amendment(s) to this Permit have been granted.

9. All of the conditions contained in this Permit have been considered and were determined necessary to make the findings required for approval of this Permit. The Permit holder is required to comply with each and every condition in order to maintain the entitlements that are granted by this Permit.

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

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

11. This Permit may be developed in phases. Each phase shall be constructed prior to sale or lease to individual owners or tenants to ensure that all development is consistent with the conditions and exhibits approved for each respective phase per the approved Exhibit "A."

ENVIRONMENTAL/MITIGATION REQUIREMENTS:

12. The Project shall comply with all applicable Mitigation, Monitoring, and Reporting Program (MMRP) measures from the 2006 Downtown Final Environmental Impact Report (Downtown FEIR) for the DCP and as amended by subsequent addenda to the satisfaction of DSD and the City Engineer. Prior to issuance of any construction permit, all conditions of the MMRP shall be adhered to, to the satisfaction of the City Engineer. All mitigation measures described in the MMRP shall be implemented for the following issue areas:

    AQ-B.1-1; HIST-B.1-1; NOI-B.1-1; TRF-A.1.1-2

CLIMATE ACTION PLAN REQUIREMENTS:

13. Owner/Permittee shall comply with the Climate Action Plan (CAP) Consistency Checklist stamped as Exhibit "A." Prior to issuance of any construction permit, all CAP strategies shall be noted within the first three (3) sheets of the construction plans under the heading "Climate Action Plan Requirements" and shall be enforced and implemented to the satisfaction of DSD.

AFFORDABLE HOUSING REQUIREMENTS:

14. Prior to issuance of any building permit associated with this Project, the Owner/Permittee shall demonstrate compliance with the provisions of the Affordable Housing Density Bonus Regulations of Ch. 14, Art. 3, Div. 7 of the SDMC and Inclusionary Affordable Housing Regulations of SDMC Ch. 14, Art. 2, Div. 13. The Owner/Permittee shall enter into a written Agreement with the San Diego Housing Commission (SDHC) which shall be drafted and approved by the SDHC, executed by the Owner/Permittee, and secured by a deed of trust which incorporates applicable affordability conditions consistent with the SDMC. The Agreement will specify that in exchange for the City's approval of the Project, which contains an affordable housing FAR bonus (2.0 FAR in addition to what is permitted by the underlying zoning regulations), alone or in conjunction with any incentives or concessions granted as part of Project approval, the Owner/Permittee shall provide five affordable units with rents of no more than 30% of 50% of AMI for no fewer than 55 years. Prior to issuance of any building permit associated with this Project, the Owner/Permittee shall submit the Housing Commission Density Bonus Application with required documentation for processing.

AIRPORT REQUIREMENTS:

15. The Owner/Permittee shall comply with conditions established for the Project by the City Airport Approach Overlay Zone (and any successor or amendment thereto) approved by the Airport Land Use Commission (ALUC) on January 5, 2021. The ALUC Board made the determination that the

project is conditionally consistent with the San Diego International Airport Land Use Compatibility Plan. Owner/Permittee shall comply with the following ALUC conditions:

a. The temporary construction crane shall be marked and lighted in accordance with Federal Aviation Administration (FAA) procedures.

b. The residential units of the Project shall be sound attenuated to 45 dB CNEL interior noise level.

c. An avigation easement for aircraft noise and height shall be recorded with the County Recorder prior to building permit issuance.

16. Prior to submitting building plans to the City for review, the Owner/Permittee shall place a note on all building plans indicating that an avigation easement has been granted across the property to the airport operator. The note shall include the County Recorder's recording number for the avigation easement.

ENGINEERING REQUIREMENTS:

17. The Coastal Development Permit shall comply with all conditions of the Final Map for the Tentative Map No. 2411968.

18. Prior to the issuance of any building permits, the Owner/Permittee shall dedicate an additional six feet right-of-way (ROW) on Pacific Highway satisfactory to City Engineer.

19. Prior to the issuance of any building permits, the Owner/Permittee shall assure by permit and bond the construction of City Standard curb and gutter, adjacent to the site on Pacific Highway and West Grape Street satisfactory to the City Engineer.

20. Prior to the issuance of any building permits, the Owner/Permittee shall assure by permit and bond the construction of new sidewalk per current City Standards adjacent to the site on Pacific Highway and West Grape Street , satisfactory to the City Engineer.

21. Prior to the issuance of any building permits, the Owner/Permittee shall assure by permit and bond the construction of a 18-inch storm drain pipe and associated curb inlets per current City Standards adjacent to the site on West Grape Street, satisfactory to the City Engineer.

22. Prior to the issuance of any building permits, the Owner/Permittee shall assure by permit and bond the construction of new standard curb ramp on southeast corner of Pacific Highway and Grape Street, satisfactory to the City Engineer.

23. Prior to the issuance of any building permits, the Owner/Permittee shall assure by permit and bond the construction of a 20-foot driveway per current City Standard SDG-160 on Pacific Highway, to the satisfaction of the City Engineer.

24. Prior to the issuance of any building permits, the Owner/Permittee shall obtain an Encroachment Removal Agreement from the City Engineer for Private Storm Drain pipes, enhanced pavers, landscaping/street trees, and tree grates adjacent to the Site.

25. Prior to the issuance of any building permits, the Owner/Permittee shall obtain a ROW Permit for proposed shoring in Pacific Highway public ROW satisfactory to City Engineer.

26. The drainage system for this Project shall be private and will be subject to approval by the City Engineer.

27. Prior to the issuance of any construction permit, the Owner/Permittee shall enter into a Maintenance Agreement for the ongoing permanent BMP maintenance, satisfactory to the City Engineer.

28. Prior to the issuance of any construction permit, the Owner/Permittee shall submit a Technical Report that will be subject to final review and approval by the City Engineer, based on the Storm Water Standards in effect at the time of the construction permit issuance.

29. Prior to the issuance of any construction permit the Owner/Permittee shall submit a Water Pollution Control Plan (WPCP). The WPCP shall be prepared in accordance with the guidelines in Part 2 Construction BMP Standards Chapter 4 of the City's Storm Water Standards.

GEOLOGY REQUIREMENTS:

30. Prior to the issuance of any construction permits (either grading or building), the Owner/Permittee shall submit a geotechnical investigation report or update letter prepared in accordance with the City's "Guidelines for Geotechnical Reports" that specifically addresses the proposed construction plans. The geotechnical investigation report or update letter shall be reviewed for adequacy by the Geology Section of DSD prior to issuance of any construction permits.

31. The Owner/ Permittee shall submit an as-graded geotechnical report prepared in accordance with the City's "Guidelines for Geotechnical Reports" following completion of the grading. The as-graded geotechnical report shall be reviewed for adequacy by the Geology Section of DSD prior to exoneration of the bond and grading permit close-out.

LANDSCAPE REQUIREMENTS:

32. Prior to issuance of any grading permit, the Owner/Permittee shall submit complete construction documents for the revegetation and hydro-seeding of all disturbed land in accordance with the City of San Diego Landscape Standards, Storm Water Design Manual, and to the satisfaction of DSD. All plans shall be in substantial conformance to this permit (including Environmental conditions) and Exhibit "A," on file at DSD.

33. Prior to issuance of any public improvement permit, the Owner/Permittee shall submit complete landscape construction documents for right-of-way improvements to DSD for approval.

Improvement plans shall show, label, and dimension a 40-square-foot area around each tree which is unencumbered by utilities. Driveways, utilities, drains, water and sewer laterals shall be designed so as not to prohibit the placement of street trees.

34. Prior to issuance of any building permit (including shell), the Owner/Permittee shall submit complete landscape and irrigation construction documents, which are consistent with the Landscape Standards, to DSD for approval. The construction documents shall be in substantial conformance with Exhibit "A," Landscape Development Plan, on file at DSD. Construction plans shall provide a 40-square-foot area around each tree that is unencumbered by hardscape and utilities unless otherwise approved per SDMC Section 142.0403(b)6.

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

36. The Owner/Permittee shall be responsible for the maintenance of all landscape improvements shown on the approved plans, including in the ROW, unless long-term maintenance of said landscaping will be the responsibility of another entity approved by DSD. All required landscape shall be maintained consistent with the Landscape Standards in a disease, weed, and litter free condition at all times. Severe pruning or "topping" of trees is not permitted.

37. If any required landscape (including existing or new plantings, hardscape, landscape features, etc.) indicated on the approved construction documents is damaged or removed, the Owner/Permittee shall repair and/or replace in kind and equivalent size per the approved documents to the satisfaction of DSD within 30 days of damage or Certificate of Occupancy.

PLANNING/DESIGN REQUIREMENTS:

38. Floor Area Ratio (FAR) Bonus: The Project achieves a FAR of **6.0** through the following FAR bonus to increase the Project FAR above the Base Maximum of 4.0 pursuant to the SDMC:

    a. *SDMC Sec. 143.0710 Affordable Housing* – The Project is entitled to a 50% FAR Bonus of **2.0** FAR (26,002 SF) through the provision of five DU (15% of the number of DU in the Base Maximum FAR) restricted to persons qualifying as very low-income residents with rents of no more than 30% of 50% of area median income (AMI).

39. Parking: No on-site parking is required for the residential DU and the Project shall not provide more than 49 parking spaces for the residential DU (one space per DU, excluding tandem spaces). The Project proposes 49 total parking spaces. The parking spaces shall be designed to City standards, except as permitted in SDMC Sec. 156.0313(k), and subject to the following provisions:

    a. The residential off-street parking spaces shall consist only of unbundled parking. All parking spaces shall be sold or leased separately from the sale or lease of any residential unit.

b. The number of accessible off-street parking spaces shall be provided in accordance with Title 24 of the California Code of Regulations (California Building Standards Code).

c. The number of off-street electric vehicle charging spaces shall be provided in accordance with the California Green Building Standards Code, which requires 10% of total parking spaces to be capable of supporting electric vehicle charging stations, or five spaces with the 49 parking spaces as proposed.

d. One motorcycle parking space shall be provided for every ten parking spaces provided for the residential DU, or five spaces with the 49 parking spaces as proposed.

40. Bicycle Parking: Secured bicycle storage shall be provided to accommodate a minimum of ten bicycles (one bicycle for every five DU). Bicycle storage areas shall be within a secured enclosure with access restricted to authorized persons and provide devices for the locking of individual bicycles.

41. Urban Design Standards: The Project, including its architectural design concepts and off-site improvements, shall be consistent with the Centre City Planned District Ordinance (CCPDO) and Centre City Streetscape Manual (CCSM). These standards, together with the following specific conditions, will be used as a basis for evaluating the development through all stages of the development process.

42. Architectural Standards: The architecture of the development shall establish a high quality of design and complement the design and character of the Civic/Core neighborhood as shown in the approved Exhibit "A," on file at DSD. The development shall utilize a coordinated color scheme consistent with the approved Exhibit "A," on file at DSD.

43. Form and Scale: The development shall consist of a 12-story residential development (approximately 129 feet tall) measured to the top of the roofline, with roof equipment enclosures, elevator penthouses, and mechanical screening above this height permitted per the CCPDO and the FAA. All building elements shall be complementary in form, scale, and architectural style.

44. Building Materials: All building materials shall be of a high quality as shown in Exhibit "A," on file at DSD 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 Exhibit "A," on file at DSD. 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, as shown in the approved Exhibit "A," on file at DSD, and executed to minimize weathering, eliminate staining, and not cause deterioration of materials on adjacent properties or the ROW. No materials/colors substitutions shall be permitted without prior written City consent.

45. Street Level Design: Street level windows shall be clear glass and may be lightly tinted. Architectural features such as awnings and other design features which add human scale to the streetscape are encouraged where they are consistent with the design theme of the structure. Exit corridors including garage entrances shall provide a finished appearance to the street with street level exterior finishes wrapping into the openings a minimum of ten feet, or the garage door, whichever is deeper. All exhaust caps, lighting, sprinkler heads, and other elements on the undersides of all balconies and surfaces shall be logically composed and placed to minimize their visibility, while meeting code requirements. All soffit materials shall be high quality and consistent with adjacent elevation materials and incorporate drip edges and other details to minimize staining and ensure long-term durability.

46. Utilitarian Areas: Areas housing trash, storage, or other utility services shall be completely concealed from view of the ROW and adjoining developments, except for utilities required to be exposed by the City or utility company. The development shall provide trash and recyclable material storage areas per SDMC Sec. 142.0810 and 142.0820. Such areas shall be provided within an enclosed building area and kept clean and orderly at all times.

47. Mail and Delivery Locations: It is the Owner/Permittee's responsibility to coordinate mail service and mailbox locations with the United States Postal Service and to minimize curb spaces devoted to postal and loading use. The Owner/Permittee shall locate all mailboxes and parcel lockers outside of the ROW either within the building or recessed into a building wall.

48. Circulation and Parking: Owner/Permittee shall prepare a plan which identifies the location of curbside parking control zones, parking meters, fire hydrants, valet services if any, trees, street lights to the satisfaction of the City, and consistent with the performance standards in the CCPDO and CCSM. Such plan shall be submitted in conjunction with Construction Permits. All parking shall meet the requirements of the Building Department, Fire Department and City Engineer. All parking shall be mechanically ventilated. The exhaust system for mechanically ventilated structures shall be located to mitigate noise and exhaust impacts on the public ROW. The garage doors shall be a minimum 80% opaque to prevent views into the garage areas.

49. Underground Parking Structures: Any subterranean storage and parking facilities encroaching into the public ROW shall be located: 1) a minimum of three feet behind the face of curb; 2) three feet below the finished sidewalk level; and, 3) eight feet below grade within six feet from the face of curb, all measured to the outside of any shoring. An EMRA shall be obtained from the City to allow any encroachment of the subterranean garage into the ROW.

50. Open Space and Development Amenities: A landscape plan that illustrates the relationship of the proposed on and off-site improvements and the location of water, and electrical hookups to the satisfaction of the City and consistent with the performance standards in the CCPDO, shall be submitted with construction drawings.

51. Roof Tops: A rooftop equipment and appurtenance location and screening plan and consistent with the performance standards in the CCPDO shall be prepared and submitted to the

satisfaction of the City with construction drawings. Any roof-top mechanical equipment shall be grouped, enclosed, and screened from surrounding views.

52. Signage: All signs shall comply with the City Sign Regulations and the CCPDO.

53. Lighting: A lighting plan, which highlights the architectural qualities of the proposed development and also enhances the lighting of the public ROW, shall be submitted with construction drawings. All lighting shall be designed to avoid illumination of, or glare to, adjoining properties, including those across any street.

54. Noise Control: All mechanical equipment, including but not limited to, air conditioning, heating and exhaust systems, shall comply with the City Noise Ordinance and California Noise Insulation Standards as set forth in Title 24. The Owner/Permittee shall provide evidence of compliance with construction drawings.

55. Street Address: Building address numbers shall be provided that are visible and legible from the ROW.

56. On-Site Improvements: All on-site improvements shall be designed as part of an integral site development. An on-site improvement plan shall be submitted to the satisfaction of the City with construction drawings.

57. Off-Site Improvements: Public improvements shall be installed in accordance with the City Street Design Manual and Centre City Streetscape Manual (CCSM) as follows:

	West Grape Street	Pacific Highway
Sidewalk Paving	Little Italy	Little Italy
Street Lights	Gateway (Little Italy green)	Gateway (blue)
Street Trees	Jacaranda	Mexican Fan Palm
Tree Grates	Gateway	Gateway

58. Street Trees: 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.

59. Street Lights: All existing lights shall be evaluated to determine if they meet current City requirements and shall be modified or replaced if necessary.

60. Sidewalk Paving: Any specialized paving materials require an approved EMRA with the City.

61. Litter Containers: The development shall include a trash receptacle at the corner.

62. Planters: Planters are allowed to encroach into the ROW a maximum of three feet. The planter encroachment shall be measured from the property line to the face of the curb/wall surrounding

the planter. A minimum five-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.

63. Franchise Public Utilities: The Owner/Permittee shall be responsible for the installation or relocation of franchise utility connections including, but not limited to, gas, electric, telephone and cable, to the development and all extensions of those utilities in public streets. Existing franchised utilities located above grade serving the property and in the sidewalk ROW shall be removed and incorporated into the adjoining development. All franchise utilities shall be installed as identified in Exhibit A. Any above grade devices shall be screened from public view.

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

65. 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 sign shall at a minimum include: 1) Color rendering of the development, 2) Development name, 3) Developer, 4) Completion Date, 5) 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 City for approval prior to installation.

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

PUBLIC UTILITIES REQUIREMENTS:

67. Prior to the issuance of any building permit, the Owner/Permittee shall assure, by permit and bond, the design and construction of new water and sewer service(s) outside of any driveway or drive aisle and the abandonment of any existing unused water and sewer services within the public ROW adjacent to the Project site, in a manner satisfactory to the Public Utilities Director and the City Engineer.

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

69. Prior to the issuance of any building permits, the Owner/Permittee shall assure by permit and bond, the design and construction of a 12-inch inline valve on the existing 12-inch diameter water main within Pacific Highway ROW as shown on the approved Exhibit "A", in a manner satisfactory to the Public Utilities Director and the City Engineer.

70. All proposed private water and sewer facilities located within a single lot are to be designed to meet the requirements of the California Plumbing Code and will be reviewed as part of the building permit plan check.

71. No trees or shrubs exceeding three feet in height at maturity shall be installed within ten feet of any sewer facilities and five feet of any water facilities.

72. Prior to final inspection, all public water and sewer facilities shall be complete and operational in a manner satisfactory to the Public Utilities Director and the City Engineer.

73. Prior to the issuance of any building permit, the Owner/Permittee shall obtain approval from Cross-Connection Control for location and installation of the BFPD.

74. The Owner/Permittee shall design and construct all proposed public water and sewer facilities, in accordance with established criteria in the current edition of the City of San Diego Water and Sewer Facility Design Guidelines and City regulations, standards and practices.

TRANSPORTATION REQUIREMENTS:

75. All automobile, motorcycle and bicycle parking spaces must be constructed in accordance with the requirements of the SDMC. All on-site parking stalls and aisle widths shall be in compliance with requirements of the City's Land Development Code and shall not be converted and/or utilized for any other purpose, unless otherwise authorized in writing by the appropriate City decision maker in accordance with the SDMC.

76. Prior to the issuance of any building permit, the Owner/Permittee shall dedicate six feet of right-of-way along the Project frontage along Pacific Highway and assure by permit and bond the construction of a 14-foot sidewalk, satisfactory to the City Engineer.

INFORMATION ONLY:

- The issuance of this discretionary permit alone does not allow the immediate commencement or continued operation of the proposed use on site. Any operation allowed by this discretionary permit may only begin or recommence after all conditions listed on this permit are fully completed and all required ministerial permits have been issued and received final inspection.

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

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

APPROVED by the Planning Commission of the City of San Diego on December 9, 2021 and Resolution No. ____-PC.

Approval No. 2411967
Project No. 661279
Date of Approval: December 9, 2021

AUTHENTICATED BY THE CITY OF SAN DIEGO URBAN DIVISION

_____
James Alexander
Senior Planner, Urban Division
Development Services Department

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

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

Iida Sangyo Company, Limited
Owner/Permittee

By _____
Iida Sangyo
Owner/Permittee

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

ATTACHMENT: Resolution No. ____-PC

PLANNING COMMISSION
RESOLUTION NO. R-_____

TENTATIVE MAP NO. 2411968
929 WEST GRAPE - PROJECT NO. 661279

WHEREAS, IIDYA SANGYO COMPANY, LIMITED, Owner/Permittee, filed an application with the City of San Diego for Tentative Map No. 2411968 for a 12-story, 129-foot, six-inch tall residential development ("Project") located at 929 West Grape Street at the southeast corner of West Grape Street and Pacific Highway in the Little Italy neighborhood of the Downtown Community Plan (DCP) area ("Downtown"). The property is legally described as Lots 1, 2, and 3 in Block 284 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 Recorder of San Diego County; and

WHEREAS, the Tentative Map proposes the subdivision of a 0.30 acre site into one (1) lot for a 49 dwelling unit residential condominium; and

WHEAREAS, development within the Downtown Community Planning area is covered under the following documents, all referred to as the "Downtown FEIR": Final Environmental Impact Report (FEIR) for the San Diego Downtown Community Plan, Centre City Planned District Ordinance, and 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); 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), July 14, 2014 (City Council Resolution R-309115), and November 17, 2020 (City Council Resolution R-313302); and, the Final Supplemental Environmental Impact Report for the Downtown San Diego Mobility Plan certified by the City Council on June 21, 2016 (Resolution

R-310561). Development within the Downtown Community Planning area is also covered under the following documents, all referred to as the "CAP FEIR": FEIR for the City of San Diego Climate Action Plan (CAP), certified by the City Council on December 15, 2015 (City Council Resolution R-310176), and the Addendum to the CAP, certified by the City Council on July 12, 2016 (City Council Resolution R-310595). Development within the DCP area is also consistent with the FEIR for Complete Communities: Housing Solutions and Mobility Choices (SCH No. 2019060003) certified by the San Diego City Council on November 9, 2020 (Resolution R313279). The Downtown FEIR, CAP FEIR, and Complete Communities FEIR are "Program EIRs" prepared in compliance with California Environmental Quality Act (CEQA) Guidelines Section 15168. The information contained in the Downtown FEIR, CAP FEIR, and Complete Communities FEIR reflects the independent judgement of the City of San Diego as the Lead Agency. The environmental impacts of the Project were adequately addressed in the Downtown FEIR, CAP FEIR, and Complete Communities FEIR; the Project is within the scope of the development program described in the Downtown FEIR, CAP FEIR, and Complete Communities FEIR and are adequately described within each document for the purposes of CEQA; and, none of the conditions listed in CEQA Guidelines Section 15162 exist. Therefore, no further environmental documentation is required under CEQA; and

WHEREAS, the Project complies with the requirements of a preliminary soils and/or geological reconnaissance report pursuant to Subdivision Map Act sections 66490 and 66491(b)-(f) and San Diego Municipal Code Section 144.0220; and

WHEREAS, the subdivision is a condominium project as defined in California Civil Code section 4125 and filed pursuant to the Subdivision Map Act. The total number of condominium units is 49; and

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WHEREAS, on December 9, 2021, the Planning Commission of the City of San Diego considered Tentative Map No. 2411968, and pursuant to San Diego Municipal Code section 125.0440 and Subdivision Map Act section 66428, received for its consideration written and oral presentations, evidence having been submitted, and testimony having been heard from all interested parties at the public hearing, and the Planning Commission having fully considered the matter and being fully advised concerning the same; NOW THEREFORE,

BE IT RESOLVED by the Planning Commission of the City of San Diego, that it adopts the following findings with respect to Tentative Map No. 2411968:

1. **The proposed subdivision and its design or improvement are consistent with the policies, goals, and objectives of the applicable land use plan.**

   The Project site is located on a 13,001 SF site within the DCP area and within the boundaries of the Centre City Planned District Ordinance (CCPDO). The Project includes the construction of a 12-story, 129'-6" residential development and creation of 49 residential condominiums at 929 West Grape Street at the southeast corner of West Grape Street and Pacific Highway.

   The Project site is located within the Employment/Residential Mixed-Use (ER) land use district of the CCPDO (CCPDO Figure B). Multi-family residential developments are a permitted land use in the ER district (CCPDO Table 156-0308-A). The Base Maximum Floor Area Ratio (FAR) of the Project site is 4.0 (CCPDO Figure H), which may be increased through utilization of FAR Bonuses. The Project is utilizing the Affordable Housing Regulations (AHR) of Chapter 14, Article 3, Division 7 of the SDMC by restricting five DU (15% of the number of DU in the pre-AHR Bonus FAR) to persons qualifying as very low-income residents with rents of no more than 30% of 50% of area median income (AMI) to earn a 50% FAR Bonus to achieve a 6.0 FAR and four incentives to deviate from the development regulations of the CCPDO. The requested incentives propose: 1) increasing the maximum building height from 85 feet to 129'-6", 2) reducing the minimum street wall height from 30 feet to 19'-8" for a portion of the West Grape Street frontage and increase the setback for the remaining West Grape Street frontage from five feet to 15-feet to allow for the proposed corner plaza, 3) reducing the tower setback along the south property line from ten feet to 1'-6", and 4) reducing the transparency requirement along ground level of Pacific Highway from 60% to 43%. The Project is entitled to the requested incentives unless the City makes written finding of denial based on substantial evidence of any of the findings in Section 143.0740(c)(1), which have not been made. With the AHR incentives, the Project complies with all applicable development regulations of the CCPDO.

   The Project is located within the Little Italy neighborhood of the DCP area. Redevelopment in Little Italy will underscore the neighborhood's historic and contemporary qualities, with strategic intensification to accomplish population goals and increase neighborhood vitality. Ultimately,

Little Italy is projected to contain up to 12,000 residents and 12,000 employees. Pursuant to the goals established by the DCP for the Little Italy neighborhood (DCP Goal No. 6.7-G-1), the Project facilitates Little Italy's continued evolution as a cohesive, mixed-use waterfront neighborhood by constructing a high-density project (49 dwelling units) on a relatively small lot (0.30 acre), which will add residents to the neighborhood, advancing the DCP's population goals, and adding activity to a currently vacant site that will increase the neighborhood's vitality. Per the housing goals of the DCP, the Project will add to the range of available housing opportunities in Downtown to accommodate a diverse population (DCP Goal No. 3.3-G-1) by providing five affordable dwelling units for very low-income residents. The provision of these affordable housing units will increase the supply of rental housing affordable to low-income persons (DCP Goal No. 3.4-G-3). Additionally, the Project observes the View Corridor requirement on West Grape Street by stepping back the building by 15 feet at 20 feet in height, which protects public views of San Diego Bay (DCP Goal No. 5.1-G-1).

Therefore, the proposed subdivision and its design/improvement are consistent with the policies, goals, and objectives of the applicable land use plan.

2. The proposed subdivision complies with the applicable zoning and development regulations of the Land Development Code, including any allowable deviations pursuant to the Land Development Code.

The subdivision proposes the creation of 49 residential condominium units in a residential development. Multi-family residential developments are a permitted land use in the ER district of the CCPDO.

The Project is utilizing the Affordable Housing Regulations (AHR) of Chapter 14, Article 3, Division 7 of the SDMC by restricting five DU (15% of the number of DU in the pre-AHR Bonus FAR) to persons qualifying as very low-income residents with rents of no more than 30% of 50% of area median income (AMI) to earn a 50% FAR Bonus and four incentives to deviate from the development regulations of the CCPDO. The requested incentives propose: 1) increasing the maximum building height from 85 feet to 129'-6", 2) reducing the minimum street wall height from 30 feet to 19'-8" for a portion of the West Grape Street frontage and increase the setback for the remaining West Grape Street frontage from five feet to 15-feet to allow for the proposed corner plaza, 3) reducing the tower setback along the south property line from ten feet to 1'-6", and 4) reducing the transparency requirement along ground level of Pacific Highway from 60% to 43%. The Project is entitled to the requested incentives unless the City makes written finding of denial based on substantial evidence of any of the findings in Section 143.0740(c)(1), which have not been made.

With the AHR incentives, the Project otherwise complies with all applicable development regulations of the CCPDO. Multi-family residential land uses are permitted in the ER land use district of the CCPDO, so the proposed development is consistent with the SDMC. The Project proposes the creation of 49 residential condominium units and complies with all development regulations of the Land Development Code; therefore, the proposed subdivision complies with the applicable zoning and development regulations of the Land Development Code including any allowable deviations pursuant to the Land Development Code.

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3. **The site is physically suitable for the type and density of development.**

   The site is located within the ER district of the CCPDO, which allows a wide range of land uses, including multi-family residential. Additionally, the DCP projects Little Italy will contain up to 12,000 residents and 12,000 employees by the year 2040 and will continue to evolve as a cohesive, mixed-use waterfront neighborhood (DCP Goal No. 6.7-G-1). The Project proposes a high-density project of 49 dwelling units, including five affordable dwelling units on a 13,001 SF site, thereby complying with the permitted land uses of the CCPDO and advancing the population goals of the DCP. Therefore, the site is physically suitable for the type and density of development.

4. **The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.**

   The Project was determined to be consistent with the previously certified Downtown Final Environmental Impact Report (Downtown FEIR) as amended. Therefore, per CEQA Guidelines section 15162, no subsequent or supplemental EIR is required for this project. The Project site is located within an urbanized environment where there are no watercourses or environmentally sensitive lands harboring fish or wildlife on or adjacent to the site. Therefore, the design of the subdivision will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

5. **The design of the subdivision or the type of improvement will not be detrimental to the public health, safety, and welfare.**

   The design of the subdivision will not have a detrimental impact upon the public's health, safety and general welfare. The Project is consistent with the plans for the Little Italy neighborhood as envisioned in the DCP by contributing to the Little Italy's continued evolution as a cohesive, mixed-use waterfront neighborhood by constructing a high-density project (49 dwelling units) on a relatively small lot (0.30 acre), which will add residents to the neighborhood, advancing the DCP's population goals, and adding activity to a currently vacant site. The Project will contribute to the neighborhood's vitality by creating new residential units that bring more people and activity to the area. Public improvements include new curb, gutter and sidewalks, reconstruction of existing curb ramps to meet City Standards, and landscaping around the site. The completion of the specified improvement to the satisfaction of the City Engineer will be required prior to the approval of the Certificate of Compliance to ensure public health, safety and welfare. The Project complies with the DCP and is providing public improvements; therefore, the design of the subdivision or the type of improvement will not be detrimental to the public health, safety, and welfare.

6. **The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.**

   The subdivision proposes the creation of 49 residential condominium units and has frontage on West Grape Street and Pacific Highway. The site does not contain any easements acquired by the public at large for access through or use of property within the subdivision. Therefore, the design

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of the subdivision and proposed improvement would not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

7. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

The subdivision proposes to create 49 residential condominium units for a proposed development within a single lot. Architectural features and techniques are incorporated into the proposed Project which including roofing materials with three-year aged solar reflection and thermal emittance values consistent with the voluntary measures under the California Green Building Standards Code to natural cool the roof and reduce heat absorption, solar-rated windows to reflect heat and open to allow for natural cooling opportunities. Passive cooling opportunities are provided with private exterior balconies for all 49 DU. Therefore, the design of the proposed subdivision provides sufficient future passive or natural heating and cooling opportunities.

8. The decision maker has considered the effects of the proposed subdivision on the housing needs of the region and that those needs are balanced against the needs for public services and the available fiscal and environmental resources.

The subdivision proposes to create 49 new residential condominium units. The 0.30-acre site is located at the southeast corner of West Grape Street and Pacific Highway in the Little Italy neighborhood of the DCP area. Development Impact Fees (DIF), school, water/sewer connection and other impact fees will be required at the building permit issuance. The Project will provide five DU on-site restrict to very low-income individuals for a minimum of 55 years and must execute an agreement with the San Diego Housing Commission prior to the issuance of any building permits. The Project is located in an urban, developed neighborhood and served by existing public infrastructure, including improved right-of-way and water and sewer lines. The previously certified Downtown FEIR, with which this Project has been deemed consistent, evaluated the environmental impacts of the Downtown area at full build-out of 90,000 residents including public service needs. The decision maker has reviewed the administrative record including the Project plans, environmental documentation, and public testimony to determine the effects of the proposed subdivision on the housing needs of the region. Those needs were balanced against the needs for public services and the available fiscal and environmental resources and it is found that the addition of seven commercial condominium units is consistent with the housing needs anticipated for Downtown.

BE IT FURTHER RESOLVED, that based on the Findings hereinbefore adopted by the Planning Commission, Tentative Map No. 24111968 is hereby granted to the referenced Subdivider/Engineer subject to the attached conditions which are made a part of this resolution by this reference.

By _____
James Alexander
Senior Planner, Urban Division

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Development Services Department

ATTACHMENT: Tentative Map Conditions

Internal Order No. 24008580

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PLANNING COMMISSION
CONDITIONS FOR TENTATIVE MAP NO. 2411968
929 WEST GRAPE - PROJECT NO. 661279
ADOPTED BY RESOLUTION NO. _____ ON DECEMBER 9, 2021

GENERAL:

1. This Tentative Map will expire on December 23, 2024.

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

3. Prior to the Tentative Map expiration date, a Final Map to consolidate the existing lots into one lot shall be recorded in the Office of the San Diego County Recorder.

4. Prior to the recordation of the Final Map, taxes must be paid on this property pursuant to Subdivision Map Act section 66492. To satisfy this condition, a tax certificate stating that there are no unpaid lien conditions against the subdivision must be recorded in the Office of the San Diego County Recorder.

5. The Tentative Map shall comply with the conditions of Coastal Development Permit No. 2411967.

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

AFFORDABLE HOUSING:

7. Prior to the recordation of the Final Map, the Subdivider shall enter into an affordable housing agreement with the San Diego Housing Commission to provide affordable housing units in compliance with the City's Inclusionary Affordable Housing Regulations (SDMC Sec. 142.0301 et seq.) and Density Bonus Affordable Housing Regulations (SDMC Sec. 143.0710 et seq.).

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AIRPORT:

8. The Subdivider shall comply with conditions established for the Project by the City Airport Approach Overlay Zone (and any successor or amendment thereto) approved by the Airport Land Use Commission (ALUC) on January 5, 2021. The ALUC Board made the determination that the project is conditionally consistent with the San Diego International Airport Land Use Compatibility Plan.

9. Prior to recordation of the Final Map, the Subdivider shall record an avigation easement for aircraft noise and height with the County Recorder prior to building permit issuance. The Subdivider shall place a note on the Final Map indicating that an avigation easement has been granted across the property to the airport operator. The note shall include the County Recorder's recording number for the avigation easement.

ENGINEERING:

10. The Subdivider shall comply with all current street lighting standards according to the City Street Design Manual and the amendment to Council Policy 200-18 approved by City Council satisfactory to the City Engineer. This may require (but not be limited to) installation of new street light(s), upgrading light and/or wattage.

11. The Subdivider shall underground any new service run to any new or proposed structures within the subdivision.

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

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

MAPPING:

14. Prior to the expiration of the Tentative Map, if approved, a Final Map to consolidate and subdivide the properties into forty-nine (49) residential condominium units shall be recorded at the San Diego County Recorder's Office.

15. Prior to the recordation of the Final Map, taxes must be paid or bonded for this property pursuant to section 66492 of the Subdivision Map Act. A current original tax certificate, recorded in the office of the San Diego County Recorder, must be provided to satisfy this condition. If a tax bond is required as indicated in the tax certificate, ensure that it is paid or posted at the County Clerk of the Board of Supervisors Office and supply proof prior to the recordation of the Final Map.

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16. The Final Map shall be based on field survey and all lot corners must be marked with durable survey monuments pursuant to Section 144.0311(d) of the City Land Development Codes and Subdivision Map Act Section 66495. All survey monuments shall be set prior to the recordation of the Final Map, unless the setting of monuments is deemed impractical due to the proposed improvements and/or grading associated with the project, in which case, delayed monumentation may be applied on the Final Map in accordance with Section 144.0130 of the City Land Development Codes.

17. All subdivision maps in the City are required to be tied to the California Coordinate System of 1983 (CCS83), Zone 6 pursuant to section 8801 through 8819 of the California Public Resources Code.

18. The Final Map shall:

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

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

INFORMATION:

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

- If the Subdivider makes any request for new water and sewer facilities (including services, fire hydrants, and laterals), the Subdivider shall design and construct such facilities in accordance with established criteria in the most current editions of the City water and sewer design guides and City regulations, standards and practices pertaining thereto. Off-site improvements may be required to provide adequate and acceptable levels of service and will be determined at final engineering.

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

- Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of the Tentative Map, may protest the imposition within ninety days

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of the approval of this Tentative Map by filing a written protest with the San Diego City Clerk pursuant to Government Code sections 66020 and/or 66021.

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

Internal Order No. 24008580

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ATTACHMENT 9

DOWNTOWN FEIR CONSISTENCY EVALUATION FOR THE 929 West Grape Project PTS No. 661279

November 2021

Prepared by: City of San Diego, Development Services Department
1222 First Avenue, MS 501
San Diego, California 92101

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APPENDIX A. Mitigation Monitoring and Reporting Program for the 929 West Grape Project

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LIST OF ACRONYMS AND ABBREVIATIONS

ACM	asbestos-containing material	
ADT	average daily trips	
ALUCP	Airport Land Use Combability Plan	
CAP FEIR	City of San Diego FEIR for the Climate Action Plan	CBC California Building Code
CCPDO	Centre City Planned District Ordinance	
CEQA	California Environmental Quality Act	
CNEL	community noise equivalent level	
CRHR	California Register of Historical Resources	
dB(A)	A-weighted decibels	
DCP	Downtown/Centre City Community Plan	
EIR	Environmental Impact Report	
ESA	Environmental Site Assessment	
FAR	floor-to-area ratio	
FEIR	Final Environmental Impact Report	
GHG	greenhouse gas	
HABS	Historic American Building Survey	
I-5	Interstate 5	
LBP	lead-based paint	
LOS	level of service	
MMRP	Mitigation, Monitoring and Reporting Program	
MTS	Metropolitan Transit System	
NRHP	National Register of Historic Places	
NS	Not Significant	
OPR	Office of Planning and Research	
PCB	polychlorinated biphenyl	
PRC	Public Resources Code	
SANDAG	San Diego Association of Governments	
SB	Senate Bill	
SDAPCD	San Diego Air Pollution Control District	
SDIA	San Diego International Airport	
SDMC	San Diego Municipal Code	
SM	Significant but Mitigated	
SNM	Significant and Not Mitigated	
SWPPP	Storm Water Pollution Prevention Plan	
TDM	Transportation Demand Management	
TPA	Transit Priority Area	
TSM	Traffic Study Manual	
VMT	vehicle miles traveled	
WSA	water supply assessment	

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CEQA CONSISTENCY EVALUATION

1. **PROJECT TITLE:** 929 West Grape ("Project")

2. **APPLICANT:** Iida Sangyo Company, Limited

3. **PROJECT LOCATION:** The Project site is located at 929 West Grape Street in the City of San Diego on a .298 acre site at the southeast corner of West Grape Street and Pacific Highway. The project is in the Employment/Residential Mixed-Use land use district of the Centre City Planned District and the Little Italy neighborhood of the Downtown Community Plan (DCP) area.

4. **PROJECT SETTING:** 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.

   The site was previously a hotel development and is zoned as CCPDER; designated for multiple uses within the City's General Plan Land Use Map.

5. **PROJECT DESCRIPTION:** A COASTAL DEVELOPMENT PERMIT (CDP) and TENTATIVE MAP (TM), that would allow for the construction of a 12-story, 127-foot tall residential development comprised of 49 dwelling units (including five very-low income affordable units). 51 parking spaces would be provided and located in two subterranean parking levels. The 49 units are proposed from level 2 thru level 12. The Project site is on a 13,001 SF lot located in the Little Italy neighborhood of the Downtown Community Plan area in Council District 3

6. **CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE:** The following environmental document and its appendices, which were prepared prior to this Consistency Evaluation and are hereby incorporated by reference, include the project site within the DCP area:

   1. 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 City Council (Resolution No. R-301265), with date of final passage on March 14, 2006.

   2. Addendum to the FEIR for the amendments to the Centre City Redevelopment Plan, DCP, and CCPDO 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.

3. Second Addendum to the FEIR for amendments to the DCP, CCPDO, and Centre City Redevelopment Plan certified by the Redevelopment Agency (Resolution No. R-04508), with date of final passage on April 21, 2010.

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

5. Fourth Addendum to the 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.

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

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

8. Final Supplemental Environmental Impact Report for the Downtown San Diego Mobility Plan certified by the City Council on June 21, 2016 (Resolution No. R-310561).

9. Final Supplemental Environmental Impact Report for the 1122 4th Avenue Redevelopment Project certified by the City Council (Resolution No. R-311016) on April 4, 2017.

10. Seventh Addendum to the FEIR for the Tailgate Park Project certified by the City Council (Resolution R313302) with date of final passage on November 17, 2020.

11. City of San Diego FEIR for the Climate Action Plan (CAP FEIR) certified by the City Council on December 15, 2015, (Resolution No. R-310176), including the Addendum to the CAP FEIR certified by the City Council on July 12, 2016.

12. City of San Diego Final Program Environmental Impact Report No. 2019060003 for Complete Communities: Housing Solutions and Mobility Choices (Complete Communities FPEIR) certified by the City Council on November 17, 2020 (Resolution No. R-313279); and associated resolutions amending the Land Development Manual to amend the City's CEQA Significance transportation thresholds, and adding the new Transportation Study Manual and Mobility Choices Regulations Implementing Guidelines, all relating to the City's Complete Communities Mobility Choices Program (Resolution Number R-313280). The Mobility Choices Regulations were adopted by City Council Ordinance No, 0-21274 on December 9, 2020.

As used herein, the term "Downtown FEIR" refers to the 2006 FEIR and all the addenda referenced above. The Downtown FEIR, CAP FEIR, and Complete Communities FPEIR are "Program EIRs" prepared in compliance with California Environmental Quality Act (CEQA) Guidelines Section 15168. The aforementioned environmental documents are the most recent and comprehensive environmental documents pertaining to the proposed Project.

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

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

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

If the lead agency under CEQA finds that pursuant to Sections 15162 and 15163, no new significant impacts will occur or no new mitigation will be required, the lead agency can approve the subsequent proposed action to be within the scope of the Project covered by the Downtown FEIR and CAP FEIR, and no new environmental document is required. The Downtown FEIR is available for review at: https://www.sandiego.gov/planning/community/profiles/downtown/eirs. The CAP FEIR and Complete Communities FEIR are available at: https://www.sandiego.gov/ceqa/final.

7. **PROJECT-SPECIFIC ENVIRONMENTAL ANALYSIS:** See attached Environmental Checklist.

8. **MITIGATION, MONITORING, AND REPORTING PROGRAM:** Mitigation may include, but is not necessarily limited to, the mitigation measures included in the Downtown FEIR MMRP as updated by the Seventh Addendum. Some of the mitigation measures found in the MMRP are DCP-wide and implemented on an ongoing basis regardless of whether the project is enacted, e.g., transportation improvements. Other measures are to be specifically implemented by development projects as they come forward. Consistent with the significance determinations in the Downtown FEIR, the project is anticipated to result in impacts that would require mitigation to reduce the impact to a below a level of significance or partially mitigate such

impacts. Because of this, a project-specific MMRP is included as Appendix A that includes applicable FEIR mitigation measures. The project-specific MMRP incorporates applicable mitigation measures from the Downtown FEIR.

9. **DETERMINATION:** In accordance with Sections 15168, 15162, and 15180 of the CEQA Guidelines, the potential impacts associated with future development within the DCP area are addressed in the Downtown FEIR, the CAP FEIR, and the Complete Communities FPEIR.

   These documents address the potential environmental effects of future development within the DCP based on buildout 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 CAP FEIR, as listed in Section 6 above, conclude that development of Downtown would result in significant impacts related to the following issues (mitigation and type of impact shown in parentheses):

   <u>Significant but Mitigated Impacts</u>
   - Air Quality: Construction Emissions (AQ-B.1) (Direct [D])
   - Land Use: Ballpark Noise (LU-B.1) (D)[1]
   - Land Use: Ballpark Lighting (LU-B.5) (D)[1]
   - Noise: Interior from Traffic Noise (NOI-B.1) (D)
   - Noise: Interior from Ballpark Noise (NOI-B.2) (D)[1]

   <u>Significant and Not Mitigated Impacts</u>
   - Aesthetics/Visual Quality: Views of Bay and Bay Bridge(VIS-B.1) (D)[1]
   - Air Quality: Construction Emissions (AQ-B.1) (Cumulative [C])
   - Air Quality: Mobile-source Emissions (C)
   - Historical Resources: Historical (D/C)
   - Historical Resources: Archaeological (D/C)
   - Land Use: Traffic Noise (LU-B.2) (D)
   - Land Use: Aircraft Noise (LU-B.3) (D)[1]
   - Land Use: Railroad Noise (LU-B.4) (D)
   - Land Use: Physical Changes Related to Transient Activity (LU-B.6) (D/C)
   - Noise: Traffic Noise Level Increase on Grid Streets (NOI-A.1) (D/C)[1]
   - Noise: Exterior Traffic Noise in Residential Development (NOI-C.1) (D)
   - Noise: Exterior Aircraft Noise in Residential Development (NOI-C.2) (D)[1]
   - Noise: Exterior Traffic Noise in Public Parks and Plazas (NOI-D.1) (D)
   - Noise: Exterior Aircraft Noise in Public Parks and Plazas (NOI-D.2) (D)[1]
   - Parking: Excessive Parking Demand (TRF-D.1) (D/C)[1]
   - Traffic: Impact on Grid Streets (TRF-A.1.1) (D)[1]
   - Traffic: Impact on Surrounding Streets (TRF-A.1.2) (D/C)
   - Traffic: Impact on Freeway Ramps and Segments (TRF-A.2.1) (D/C)[1]
   - Traffic: Impact from Removal of Cedar Street Ramp (TRF-A.2.2) (D)[1]
   - Water Quality: Urban Runoff (WQ-A.1) (C)

[1] Not applicable to the project.

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

Overriding Considerations

- Develop Downtown as the primary urban center for the region.
- Maximize employment opportunities within the DCP area.
- Develop full-service, walkable neighborhoods linked to the assets the DCP area offers.
- Increase and improve park and public spaces.
- 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 DCP.
- Facilitate and improve the development of business and economic opportunities located in the DCP area.
- Integrate health and human services into neighborhoods within Downtown.
- Encourage a regular process of review to ensure the DCP and related activities are best meeting the vision and goals of the DCP.

SUMMARY OF FINDINGS: In accordance with PRC Section 21166 and CEQA Guidelines Sections 15168, 15162, and 15180(c) the following findings are derived from the environmental review documented by this Consistency Evaluation and the Downtown FEIR, CAP FEIR, and Complete Communities FPEIR,:

1. No substantial changes are proposed in the Downtown area, or with respect to the circumstances under which the Downtown is anticipated to develop, which will require important or major revisions in the Downtown FEIR, CAP FEIR, or Complete Communities FPEIR due to the involvement of new significant environmental effects or substantial increase in the severity of previously identified significant effects;

2. No new information of substantial importance to the Downtown area, which was not known and could not have been known with the exercise of reasonable diligence at the time the Downtown FEIR, CAP FEIR, and Complete Communities FPEIR were certified as complete, has become available that shows the project will have any new significant and unmitigated effects not discussed previously in the Downtown FEIR, CAP FEIR, and Complete Communities FPEIR; or that any significant effects previously examined will be substantially more severe than shown in the Downtown FEIR, CAP FEIR, Complete Communities FPEIR, as mitigated; or that any mitigation measures or alternatives previously found not to be feasible are in fact feasible and would substantially reduce one or more significant effects on the environment, or that any mitigation measures or alternatives, which are considerable different from those analyzed in the Downtown FEIR, CAP FEIR, Complete Communities FPEIR, would substantially reduce one or more significant effects on the environment.

3. The proposed project will have no significant effect on the environment, except as identified and considered in the Downtown FEIR, CAP FEIR, Complete Communities FPEIR, that analyze Downtown and its geographic area.

4. Because no Subsequent EIR would be required under CEQA Guidelines Section 15162, the City can approve the proposed project as being within the scope of the Downtown FEIR, CAP FEIR, Complete Communities FPEIR, and no new environmental document is required.

5. The finding that the proposed project is within the scope of the Downtown FEIR, CAP FEIR, Complete Communities FPEIR, is based on the Consistency Evaluation and all the substantial evidence in the record, including but not limited to the fact that the proposed project's land use (retail, hotel and residential), planned intensity (approximately 18.56 FAR, and geographic location (Downtown San Diego) were analyzed in the Downtown FEIR, CAP FEIR, Complete Communities FPEIR.

6. The City has incorporated feasible and applicable mitigation measures and alternatives into the proposed project.

Jeff Szymanski

Signature of Preparer/Lead Agency Representative

November 8, 2021

Date

Figure 1- Vicinity Map

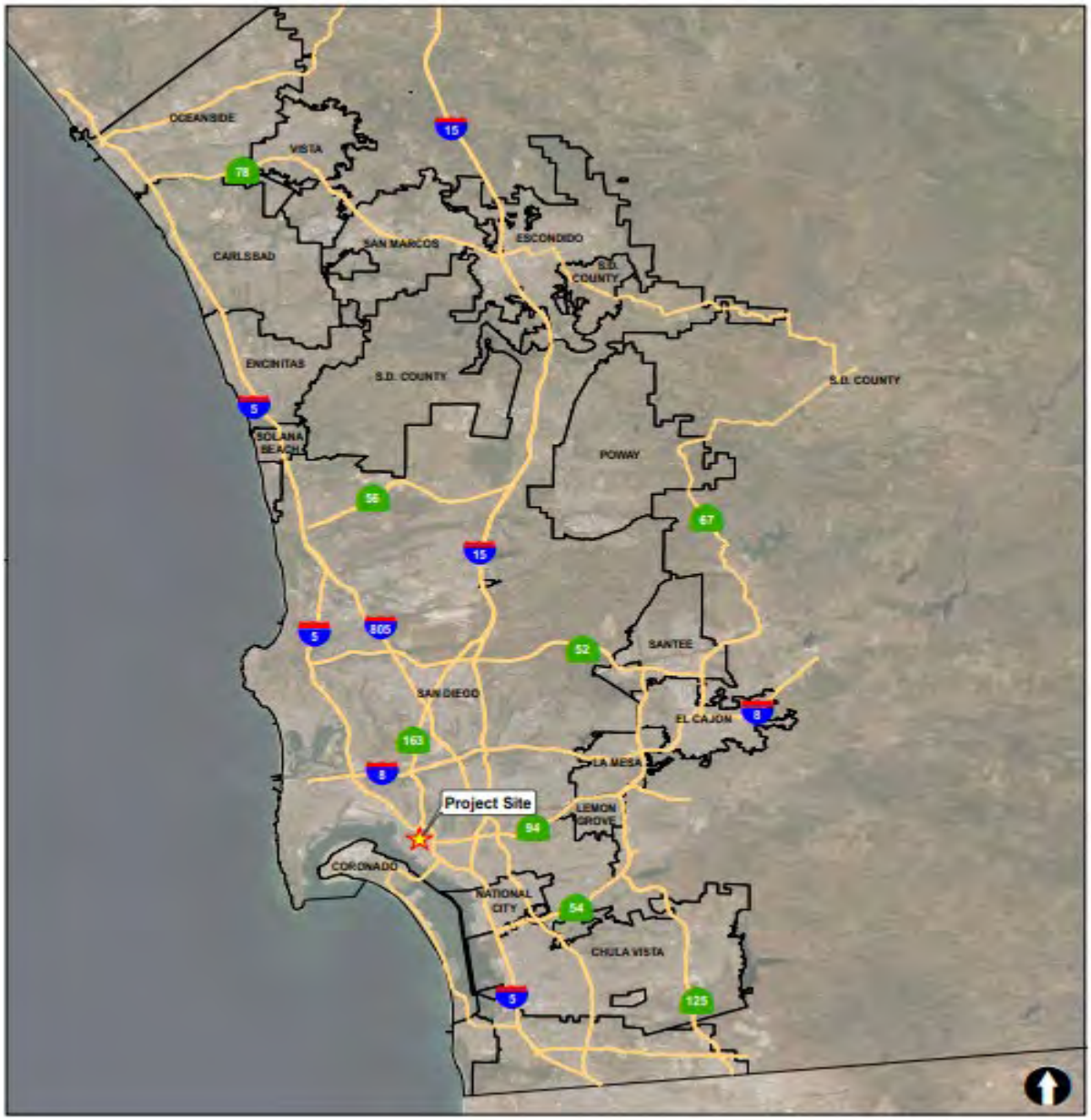
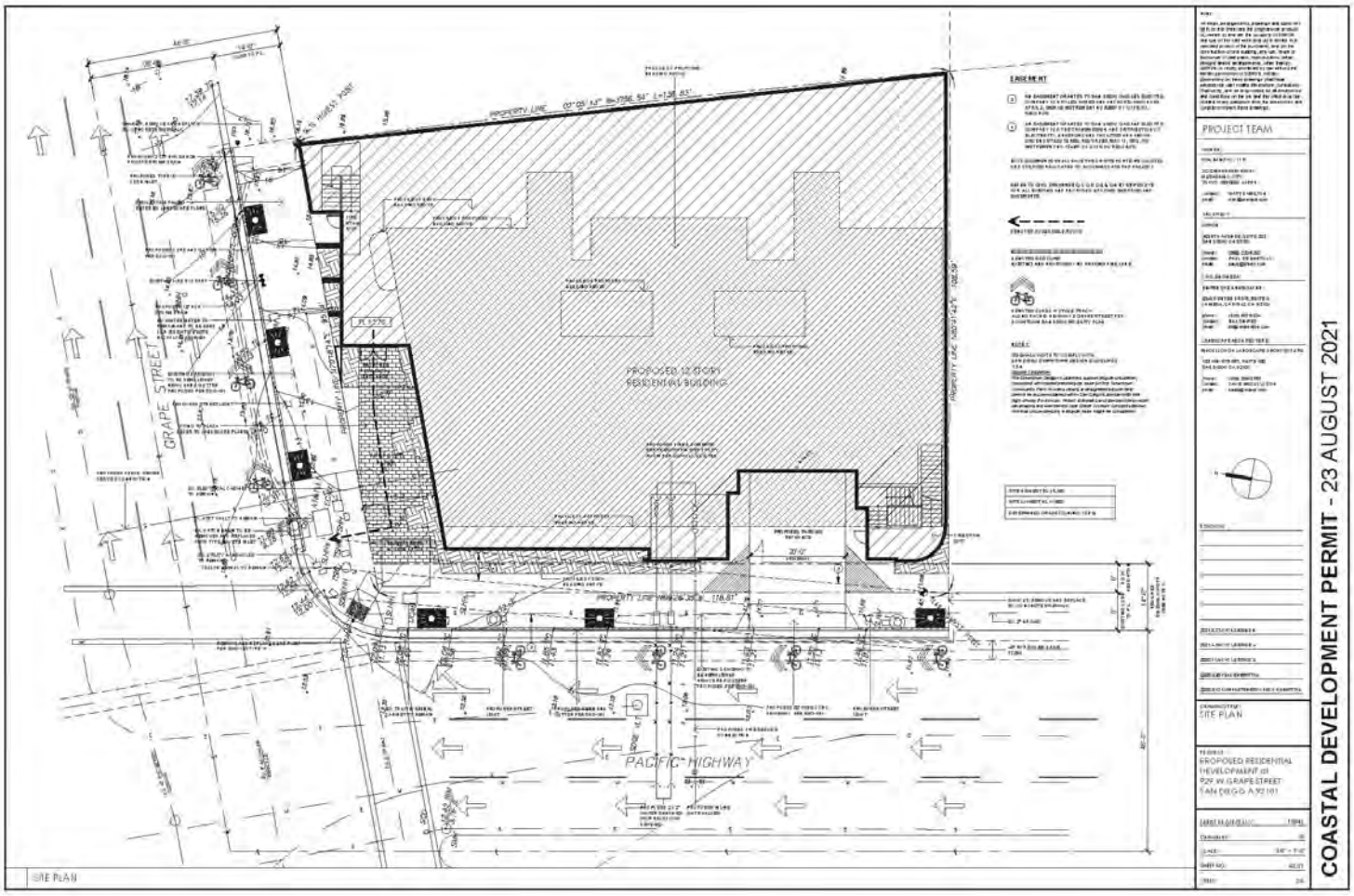


Figure 2- Site Plan



ENVIRONMENTAL CHECKLIST

The following Consistency Evaluation table is the written environmental checklist for evaluating the potential environmental effects of the project to determine if there are any new significant and unmitigated impacts compared to the impacts analyzed in the Downtown FEIR, CAP FEIR, and Complete Communities FPEIR to determine if an SEIR is required. As a result, the impacts are classified into one of the following categories:

- **Significant and Not Mitigated (SNM)** indicates that Downtown FEIR mitigation measures may be applicable that do not reduce the impact to below a level of significance, but the significant and unmitigated impact was already identified in the Downtown FEIR so no further environmental documentation is required beyond this Consistency Evaluation and project record. If the significant and unmitigated impact was not identified in the Downtown FEIR, or applicable sections of the CAP FEIR, then it is noted in the analysis as a significant and unmitigated impact.
- **Significant but Mitigated (SM)** indicates that FEIR mitigation measures or other feasible mitigation measures would be applicable and are accepted so no further environmental documentation is required beyond this Consistency Evaluation and project record.
- **Not Significant (NS)** indicates that the project would not result in a significant impact and no further environmental documentation is required beyond this Consistency Evaluation and project record.

The checklist identifies each potential environmental effect and provides information supporting the conclusion drawn as to the degree of impact associated with the project when compared to applicable analysis in the Downtown FEIR, CAP FEIR, and Complete Communities FPEIR. An impact conclusion (in ***bold italic*** text) follows each threshold question that reflects the project impact conclusion as determined by this Consistency Evaluation. The project impact conclusion is followed by a summary of the Downtown FEIR, Complete Communities FPEIR, and/or CAP FEIR impacts and a discussion of the project impacts based on the applicable analysis. The impact classifications checked in the columns to the right of the checklist reiterate the project impact conclusion.

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
1. AESTHETICS/VISUAL QUALITY						
(a) **Substantially disturb a scenic resource, vista, or view from a public viewing area or substantially degrade a scenic resource? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that no significant impacts to a scenic resource, vista, or view would occur with implementation of the DCP. Project Summary: As discussed in the Downtown FEIR, no designated scenic resources exist within the DCP area, although the northern DCP area includes an approximately 0.25-mile-long portion of the segment of State Route 163 from Ash Street to Interstate 8, which is eligible for designation as a California Scenic Highway. This segment of State Route 163 is not adjacent to the site and the infill development would not disturb views from this California Scenic Highway-eligible highway. The DCP includes several requirements that reduce a project's impact on scenic vistas. These include view corridor setbacks on specific streets to maintain views and controls building bulk by setting limits on minimum tower spacing, street wall design, maximum lot coverage, and building dimensions. The site does not possess any significant scenic resources but the San Diego Bay lies to the west of the project. The applicant has requested several incentives that could affect the bulk and scale of the building. The project would increase					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
building height by 52% when compared to the SDMC requirement. Another incentive would reduce the minimum street wall requirement of 30 feet on a view corridor street. However, the proposes street wall at 19'-8" would align with street wall height of the adjoining apartment building. Viewing opportunities to this resource would be located up slope and the proposed project would not impact any informal view corridors. Impacts associated with scenic vistas would be similar to the DCP FEIR and would not be significant.						
(b) **Substantially incompatible with the bulk, scale, color and/or design of surrounding development? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that no significant impacts related to the bulk, scale, color, or design of surrounding development would occur with implementation of the DCP. As discussed in the Downtown FEIR, it is anticipated that the DCP would not adversely affect neighborhood character as the DCP would likely enhance neighborhood character through goals and policies related to landscaping, bulk and scale limitations, and urban design guidelines. Specifically, in the Civic/Core neighborhood, urban design standards in the CCPDO ensure that development would be visually compatible with the surrounding areas. Project Summary: The Project would comply with the goals and policies of the DCP; the					**X**	**X**

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
design guidelines in the CCPDO; and all federal, state, and local historic regulations. As mentioned in 1(a) the project is requesting incentives that would increase the allowable height of the building. However, a variety of mid- and high-rise buildings, including residential, mixed-use, and commercial uses, are located within the vicinity of the Project site. The project height is not substantially different than surrounding development and would be consistent with the surrounding area. As such, pursuant to CEQA Guidelines Section 15162, the Project would not result in any new or more severe impacts related to the incompatibility with surrounding development than those identified in the Downtown FEIR. No mitigation is required.						
(c) **Substantially affect daytime or nighttime views in the area due to lighting? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that no significant impacts associated with light or glare would occur with implementation of the DCP because the DCP and CCPDO include policies and regulations to minimize adverse lighting effects. The SDMC also contains a Light Pollution Law to protect sensitive land uses from excessive light generated by development. Further, the CCPDO requires that a light, glare, and shadow study be prepared for any building over 75 feet high. Project Summary: The Project would be						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
required to comply with the SDMC and CCPDO. The DCP area is largely developed and any new development resulting from the DCP would take place in or near developed and urbanized areas where moderate to high light and glare already exist. Lighting from future development in compliance with the SDMC, CCPDO, and policies in the DCP would not be out of character with the urban environment. Therefore, pursuant to CEQA Guidelines Section 15162, the Project would not result in any new or more severe impacts related to light and glare than those identified in the Downtown FEIR. No mitigation is required.					X	X
2. AGRICULTURAL RESOURCES						
(a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that no significant impacts to farmland would occur with implementation of the DCP. Project Summary: As discussed in the Downtown FEIR, the DCP area does not contain land designated as prime agricultural soils by the Natural Resources Conservation Service, nor does it contain prime farmlands designated by the California Department of Conservation. Pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts related to farmland than those identified in the Downtown FEIR. No mitigation is required.					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
(b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that no significant impacts to agricultural zoning or a Williamson Act contract would occur with implementation of the DCP. Project Summary: As discussed in the Downtown FEIR, the DCP area does not contain, nor is it near, land zoned for agricultural use or land subject to a Williamson Act contract pursuant to Section 51201 of the California Government Code. Pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts conflicting with existing agricultural zoning or a Williamson Act contract than those identified in the Downtown FEIR. No mitigation is required.					X	X
3. AIR QUALITY						
(a) **Conflict with or obstruct implementation of an applicable air quality plan, including the County's Regional Air Quality Strategies or the State Implementation Plan? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that, while implementation of the DCP would increase air emissions generated in the DCP area with respect to current levels, the DCP would not conflict with regional air quality planning as it would implement strategies and policies to reduce air pollution.						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Project Summary: 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. As such, pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts related to or conflicting with regional air quality planning than those identified in the Downtown FEIR. No mitigation is required.					X	X
(b) **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? *Significant but Mitigated.***			X	X		
FEIR Summary: The Downtown FEIR concludes that emissions generated during construction activities could exceed acceptable local						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
standards and pose a health risk to nearby sensitive receptors. The Downtown FEIR identifies Mitigation Measure AQ-B.1-1, which requires dust control measures to be implemented during construction. With implementation of Mitigation Measure AQ-B.1-1 and compliance with the City of San Diego mandated dust controls within the City Land Development Manual, Appendix O, Storm Water Standards Manual, impacts would be reduced to below a level of significance. The Downtown FEIR concludes that no significant impacts associated with mobile source, stationary, and hazardous materials emissions would occur with implementation of the DCP. However, mobile source emissions combined with other emissions in the San Diego Air Basin would result in a significant cumulative impact. Project Summary: The Project would involve exposure of sensitive receptors (residents and visitors susceptible to respiratory distress [asthmatics], the elderly, very young children, people already weakened by disease or illness, and persons engaged in strenuous work or exercise) to substantial air contaminants during short-term construction activities. The potential for impacts to sensitive receptors during these 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 Mitigation Measure AQ-B.1-1. The Project could also involve the exposure of sensitive receptors to air contaminants over the long-term operation of the Project, such as						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
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. As such, pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe air quality impacts to sensitive receptors than those identified in the Downtown FEIR.						
(c) **Generate substantial air contaminants including, but not limited to, criteria pollutants, smoke, soot, grime, toxic fumes and substances, PM, or any other emissions that may endanger human health?** ***Significant but Mitigated.*** FEIR Summary: The Downtown FEIR concludes that emissions generated during construction activities would cause the creation of dust and generate emissions from construction equipment						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
that, when considered together, result in a significant impact. As discussed in Section 3(b), with implementation of Mitigation Measure AQ-B.1-1 and compliance with the City of San Diego mandated dust controls, impacts would be reduced to below a level of significance. <u>Project Summary</u>: Emissions generated by vehicles associated with the project would not exceed air quality significance standards established by SDAPCD, as documented in the Downtown FEIR. However, the Project's mobile source emissions, in combination with dust generated during construction of the Project, would contribute to the significant and unmitigated cumulative impact to air quality identified in the Downtown FEIR. The Project is consistent with the analysis and conclusions of the Downtown FEIR related to generation of air emissions and significance standards established by the SDAPCD. The Downtown FEIR assumes that existing major stationary sources would continue, and no new major stationary sources would be permitted by the DCP. At the same time, the Downtown FEIR acknowledges that sensitive receptors could be expected to develop near existing stationary sources of emissions. The DCP would minimize long-term air quality impacts by allowing for the construction of mixed-use development in proximity to transit options as well as pedestrian and bicycle facilities. Pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe air quality impacts related to the generation of air emissions than those identified			**X**	**X**		

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
in the Downtown FEIR. As discussed in the Downtown FEIR, implementation of Mitigation Measure AQ-B.1-1, compliance with the City's mandated dust control measures, pre-construction hazard assessment, and subsequent implementation of required remediation procedures would be required prior to and during construction activities (see Appendix A).						
4. BIOLOGICAL RESOURCES						
(a) **Substantially effect, either directly or through habitat modifications, on 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? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that no significant impacts to sensitive species would occur with implementation of the DCP. Project Summary: As discussed in the Downtown FEIR, due to the highly urbanized nature of the DCP area, no sensitive plant or animal species, habitats, or wildlife migration corridors are present within the DCP area. Pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts to sensitive species than those identified in the Downtown FEIR because the site is entirely developed. No mitigation is required.					**X**	**X**

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
(b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations by local, state, or federal agencies? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that no significant impacts to riparian habitat or other sensitive natural communities would occur with implementation of the DCP. Project Summary: As identified in the Downtown FEIR, the project site is not within a subregion of the San Diego County Multiple Species Conservation Program. The project would comply with applicable local, regional, state, and federal plans, policies, and regulations protecting riparian habitat or other sensitive natural communities and species. Pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts to riparian habitat or other sensitive natural communities and species than those identified in the Downtown FEIR. No mitigation is required.					X	X
5. HISTORICAL RESOURCES						
(a) **Substantially impact a significant historical resource, as defined in § 15064.5? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that significant impacts to historical resources have the potential to occur with implementation of the DCP.					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Project Summary: The project has by Plan Historic staff who determined that the existing structure is not historically significant. Therefore, the proposed project would not impact a designated historical resource.						
(b) **Substantially impact a significant archaeological resource pursuant to § 15064.5, including the disturbance of human remains interred outside of formal cemeteries? *Significant and Not Mitigated.*** FEIR Summary: The Downtown FEIR concludes that significant impacts to archaeological resources have the potential to occur with implementation of the DCP. The Downtown FEIR identifies Mitigation Measure HIST-B.1-1, which would require pre-construction compliance with local, state, and federal requirements and construction monitoring. The impact would be significant and not mitigated. As discussed in the Downtown FEIR, building construction has the potential to result in impacts to archaeological resources. However, the Downtown FEIR states that previously excavated areas are generally considered to have low potential for archaeological resources since the soil containing potential resources has been removed. Project Summary: Construction of subterranean parking have the potential to impact archaeological resources. As there is potential to encounter unknown subsurface prehistoric or historic archaeological resources during construction,	X	X				

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
implementation of Mitigation Measure HIST-B.1-1 would reduce impacts by requiring construction monitoring. Therefore, pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts to archaeological resources than those identified in the Downtown FEIR. As there is potential to expose archaeological resources, implementation of Mitigation Measure HIST-B.1-1 would be required for ground-disturbing construction activities (see Appendix A).						
(c) **Substantially impact a unique paleontological resource or site or unique geologic feature?** ***Significant but Mitigated.*** On Thursday, February 7, 2019, the California Coastal Commission certified the 11th Update to the Land Development Code which included Oridance-20919. This ordinance is an Ordinance Amending Chapter 14, Article 2, Division 1 of the San Diego Municipal Code by Amending Section 142.0101, Amending Section 142.0130 by Amending the Editors Note, and adding new Section 142.0151, Relating to Paleontological Resources and Grading Proposed as Part of the 11th Update to the Land Development Code. Therefore, impacts to Paleontological Resources will remain below a level of significance through regulatory compliance with 0-20919. The requirement for monitoring will be included as conditions of the permit as opposed to mitigation in the environmental document.			**X**	**X**		

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
6. GEOLOGY AND SOILS						
(a) **Substantial health and safety risk associated with seismic or geologic hazards? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that no significant impacts associated with seismic or geologic hazards would occur with implementation of the DCP. As discussed in the Downtown FEIR, the DCP area, including the project site, is located in a seismically active region. The Rose Canyon fault zone, Downtown Graben, and the San Diego Fault traverse the DCP area. According to the Downtown FEIR, a seismic event on these faults could cause significant seismic ground shaking within the DCP area. Implementation of the goals and policies in the DCP and conformance with building construction standards for seismic safety within the California Building Code (CBC) would reduce risk. Project Summary: The Project site is located in Zone 13 (Downtown Special Fault Zone) as shown on the City's Seismic Safety Study Geologic Hazard Maps (City of San Diego 2008). Zone 13 is characterized for ground rupture and potential ground failure. The Project site is located 0.11 mile east of the Rose Canyon Fault, based on a review of geologic maps; however, there are no active faults underlying the site. Conformance with, and implementation of, all seismic-safety development requirements, including the Alquist-Priolo Zone Act, seismic design requirements of the CBC, and other applicable requirements as part of project					**X**	**X**

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
approval would ensure that the potential impacts associated with seismic and geologic hazards are not significant (Leighton and Associates, June 2020). As such, pursuant to CEQA Guidelines Section 15162, the Project would not result in any new or more severe impacts related to seismic and geologic hazards than those identified in the Downtown FEIR. Additionally, recommendations from the Geological Technical Report prepared for the project in 2017 would be required (Christian Wheeler Engineering 2017). No mitigation is required.						
7. GREENHOUSE GAS EMISSIONS						
(a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? *Not Significant.*** FEIR Summary: The DCP provides for the growth and buildout of the DCP area. The CAP FEIR analyzed greenhouse gas (GHG) emissions on a citywide basis inclusive of the anticipated assumptions for the growth and buildout of the DCP area. The City's CAP outlines measures that would support substantial progress towards the City's 2035 GHG emissions reduction targets, which are intended to keep the City making substantial progress toward achieving its share of the state's 2050 GHG reductions targets that Executive Order B-30-15 found would "attain a level of emissions necessary to avoid dangerous climate change" because it limits global warming to 2 degrees Celsius by 2050. The CAP Consistency Checklist was adopted on July 12, 2016, to uniformly implement the CAP for project-specific analyses of GHG emission					**X**	**X**

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
impacts. Project Summary: As discussed above, the Project would be consistent with the anticipated growth and buildout assumptions of both the DCP and the City's CAP as the Project would conform to the land use designation and development intensity requirements and FAR set forth in the DCP and the CCPDO. In addition, the Project developer has provided a CAP Consistency Checklist. Therefore, pursuant to CEQA Guidelines Section 15162, the Project would not result in any new or more severe impacts to GHG emissions than those identified in the CAP FEIR. No mitigation is required beyond compliance with the CAP Consistency Checklist.						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
(b) **Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gas? *Not Significant.*** FEIR Summary: See Section 7(a) above. Project Summary: As discussed above in Section 7(a), the Project would not result in significant impacts related to GHG emissions. The Project would be consistent with the land use designation and FAR requirements set forth in the DCP and CCPDO. The Project completed the City's CAP Consistency Checklist, which is based on the Assembly Bill 32 reduction threshold. 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 that aims to reduce the City's carbon footprint as the Project would be accessible to public transit, which has the potential to reduce vehicular trips. Therefore, pursuant to CEQA Guidelines Section 15162, the Project would not result in any new or more severe impacts related to conflicting with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions than those identified in the CAP FEIR. No mitigation is required.					X	X
8. HAZARDS AND HAZARDOUS MATERIALS						
a) **Substantial health and safety risk related to on-site hazardous materials? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that no significant impacts associated with on-						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
site hazardous materials would occur with implementation of the DCP. The Downtown FEIR acknowledges that any demolition and construction of buildings may expose workers to asbestos- containing material (ACM) and lead-based paint (LBP); however, the types of hazardous materials occurring within the DCP area are not likely to occur in sufficient concentrations to present health risks to construction workers. Additionally, risks would be reduced by compliance with existing mandatory federal, state, and local regulations as discussed in the Downtown FEIR. Project Summary: The Project would involve new construction and is subject to federal, state, and local agency regulations for the handling of hazardous building materials and waste. Compliance with all applicable requirements of the County of San Diego Department of Environmental Health and federal, 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. As such, pursuant to CEQA Guidelines Section 15162, the Project would not result in any new or more severe impacts associated with health and safety risk due to on-site hazardous materials than those identified in the Downtown FEIR. No mitigation is required.					**X**	**X**
b) **Be located on or within 2,000 feet of a site**						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
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? *Not Significant.* FEIR Summary: The Downtown FEIR concludes that no significant impacts associated with hazardous materials sites would occur with implementation of the DCP. As discussed in the Downtown FEIR, the DCP area has a high potential for encountering hazardous materials sites identified on registers compiled pursuant to Government Code §65962.5. However, significant impacts would be avoided through compliance with mandatory federal, state, and local regulations, as described above in Section 8(a). Project Summary: There are no documented hazardous material release cases on the project site. However, the State Water Resources Control Board's GeoTracker database lists hazardous materials sites within 2,000 feet of the project site. 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. The Project's adherence to existing mandatory					**X**	**X**

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
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. The project would not result in any new or more severe impacts related to hazardous materials sites than those identified in the Downtown FEIR. No mitigation is required.						
*(c)***Substantial safety risk to operations at San Diego International Airport?** FEIR Summary: According to the Airport Land Use Compatibility Plan for San Diego International Airport (SDIA), the entire Downtown is located within the SDIA Airport Influence Area. The Downtown FEIR identifies policies that regulate development within areas affected by Lindbergh Field including building heights, use and intensity limitations, and noise sensitive uses. Project Summary: The Project does not exceed the intensity of development assumed under the Downtown FEIR, nor does it include components that would in any way violate or impede adherence to these policies, thus impacts related to the creation of substantial safety risks at SDIA would not be significant, consistent with the analysis in the Downtown FEIR. The project was reviewed by the Airport Land Use Commission (ALUC) and it was determined that the Project is conditionally consistent with ALUC. Therefore, there are no potential direct or cumulative impacts related to this issue.						
(d) **Substantially impair implementation of an**						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
adopted emergency response plan or emergency evacuation plan? *Not Significant.* FEIR Summary: The Downtown FEIR concludes that no significant impacts to an emergency response or evacuation plan would occur with implementation of the DCP. Project Summary: As discussed in the Downtown FEIR, the ongoing implementation and updating of the City Emergency Operations Plan would ensure adequate response to emergencies and the City would continue to cooperate with federal and state emergency preparedness agencies. Therefore, pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts associated with emergency response or evacuation plans than those identified in the Downtown FEIR. No mitigation is required.					**X**	**X**
9. HYDROLOGY AND WATER QUALITY						
(a) **Substantially degrade groundwater or surface water quality? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that no significant impacts related to degradation of groundwater or surface water quality would occur. As discussed in the Downtown FEIR, adherence to state and local water quality controls, such as the City Jurisdictional Runoff Management Plan, Storm Water Pollution Prevention Plan (SWPPP), City Stormwater Standards, and Hazardous Materials Release Response and Inventory Plan, would reduce potential urban runoff impacts					**X**	**X**

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
generated by new development. Project Summary: Adherence to state and local water quality controls would reduce potential impacts. Future construction and excavation activities have the potential to involve soil excavation at groundwater level depth, which would require groundwater dewatering. Compliance with the requirements of (1) the San Diego Regional Water Quality Control Board under a National Pollutant 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. Therefore, pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts to groundwater or surface water quality than those identified in the Downtown FEIR. No mitigation is required.							
(b) **Substantially increase impervious surfaces and associated runoff flow rates or volumes? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that no significant impacts related to an increase in impervious surfaces and associated runoff would occur with						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
implementation of the DCP. As discussed in the Downtown FEIR, the proposed mix of uses in the DCP is anticipated to replace the impervious surfaces that already exist in the area that would maintain the existing runoff characteristics. As the DCP area is highly urbanized, is paved with impervious surfaces, and contains very little vacant land, redevelopment under the DCP would not result in a substantial increase in impervious surface area. Significant impacts would be avoided through compliance with mandatory state and local regulations. <u>Project Summary</u>: The project site is currently developed with a hotel building and entirely covered with impervious surfaces. The project would replace the impervious surfaces that exist on-site; therefore, implementation of the project would generally maintain the same level of runoff and would not substantially increase the runoff volume entering the storm drain system. The project is required to comply with the City of San Diego Best Management Practices (BMPs) required as part of the City's storm water standards and Storm Water Standards Manual in the City's Land Development Manual. Therefore, pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts associated with an increase in impervious surface and associated runoff than those identified in the Downtown FEIR. No mitigation is required.					X	X
(c) **Substantially impede or redirect flows within a 100-year flood hazard area? *Not Significant.***						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
FEIR Summary: The Downtown FEIR concludes that no significant impacts related to flood flows would occur with implementation of the DCP. Project Summary: As discussed in the Downtown FEIR, no 100-year flood hazard areas exist within the DCP area. As such, the project site is not located within a 100-year flood hazard area and the project would not affect off-site flood hazard areas located downstream. Therefore, pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts related to substantially impeding or redirecting flows than those identified in the Downtown FEIR. No mitigation is required.					X	X
(d) **Substantially increase erosion and sedimentation? *Not Significant.*** FEIR Summary: As discussed in the Downtown FEIR, the potential for erosion and sedimentation could increase in the short-term during site preparation and other construction activities. However, compliance with state and local water quality controls would ensure that impacts are not significant. The Downtown FEIR concludes that no significant impacts associated with an increase in erosion or sedimentation would occur with implementation of the DCP. Project Summary: The construction of the project has the potential to result in short-term, temporary erosion and sedimentation impacts. Adherence to state and local water quality controls, such as compliance with regulations					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
mandating the preparation and implementation of a SWPPP, would reduce potential impacts. Therefore, pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts associated with an increase in erosion or sedimentation than those identified in the Downtown FEIR. No mitigation is required.						
10. LAND USE AND PLANNING						
(a) **Physically divide an established community?** ***Not Significant.*** FEIR Summary: As discussed in the Downtown FEIR, the DCP proposes to strengthen community identity and make communities more accessible through the development of neighborhood centers. The Downtown FEIR also states that the development of large facilities (projects with footprints exceeding one block) has the potential to divide an established community. The Downtown FEIR concludes that implementation of the DCP would not divide an established community. Project Summary: The project is consistent with the permitted uses required by the DCP. The Project does not propose any features or structures that would physically divide an established community and impacts associated with this issue would not occur. As such, the project would not divide an established community. Pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts associated with dividing an established community than those identified in the Downtown FEIR. No mitigation is required.					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
(b) **Substantially conflict with the City's General Plan and Progress Guide, Downtown Community Plan, Centre City PDO or other applicable land use plan, policy, or regulation? *Not Significant.*** Downtown FEIR Summary: The Downtown FEIR concludes that implementation of the DCP would not result in significant impacts related to conflicts with applicable land use plans. The project proposes a mix of uses in the Civic/Core neighborhood, with a total FAR of 18.56. The mix of uses is consistent with the DCP goal associated with fostering a rich mix of uses in all neighborhoods (DCP 3.5-G-2) and associations policy to locate high intensity developments in or near trolley corridors to maximize the level of activity with strong transit accessibility (DCP 7.3-P-1). Project Summary: The Project would not conflict with applicable land use plans, policies, and regulations. The Project complies with the goals and policies of the DCP within the permitted density for the site, with proposed FAR bonuses and would not create adverse environmental impacts under CEQA. The project is requesting four different incentives: 1. 52% increase in building height above what is required. 2. Reduce the minimum street wall requirement of 30-feet on a view corridor. 3. Reduce the 20 feet or 10 feet with ample glazing tower setback from the south property					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
line. 4. Reduce the ground floor transparency requirement 15 percent of the housing units are very low-income and pursuant to MC Section 143.0740 applicants are entitled to incentives that deviate from development regulations. City staff could not make denial findings; therefore, the project was found to be consistent with City requirements. With approval of the incentives requested as part of the Permit, the Project meets all applicable development standards of the CCPDO and San Diego Municipal Code. Therefore, no significant direct or cumulative impacts associated with an adopted land use plan would occur. Accordingly, the proposed project's land uses and intensity are both within the scope of the GP FEIR and the Downtown FEIR. The project would also be consistent with the San Diego Association of Governments' (SANDAG) Regional Plan as the project itself would be in an area that is both pedestrian and transit oriented. The project is in the Review Area 2 of San Diego International Airport (SDIA) Airport Land Use Combability Plan (ALUCP) (San Diego County Regional Airport Authority 2014). The project would conform to the requirements with the SDIA ALUCP, which regulates use, intensity, and building height. The project is also subject to Federal Aviation Administration and would be						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
required to receive a determination of no hazard to air navigation prior to issuance of any development permit. As such, pursuant to CEQA Guidelines Section 15162, the project was determined to not result in any new or more severe impacts associated with conflicting with land use plans than those identified in the Downtown FEIR and GP FEIR. No mitigation is required.						
(d) **Substantially impact surrounding communities due to sanitation and litter problems generated by transients displaced by Downtown development?** ***Significant and Not Mitigated.*** <u>FEIR Summary</u>: The Downtown FEIR concludes that significant impacts associated with sanitation and litter problems generated by displaced people who are homeless would occur with implementation of the DCP. The Downtown FEIR identifies that the DCP would support the efforts of the mitigation measure	**X**	**X**				
identified in the Final Subsequent EIR to the Final Master Environmental Impact Report for the Ballpark and Ancillary Development Projects, and Associated Plan Amendments prepared in September 1999, which created a Homeless Outreach Team consisting of a law enforcement officer and a social worker who distribute information on how to find help offered by local social service providers. Even with implementation of homeless outreach efforts, the impact would not be reduced below a level of significance. <u>Project Summary</u>: The project, in tandem with						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
other DCP development, would have a significant direct and cumulative impact on surrounding communities resulting from sanitation problems and litter generated by people who are displaced from the DCP area into surrounding canyons and vacant land as discussed in the Downtown FEIR. Continued support of Homeless Outreach Teams and similar outreach efforts would reduce impacts. However, outreach efforts are not the responsibility of the project and are therefore not included in mitigation measures stated in Appendix A. As such, pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts associated with the displacement of people who are homeless than those identified in the Downtown FEIR. No mitigation is required.						
11. MINERAL RESOURCES						
(a) **Substantially reduce the availability of important mineral resources? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that no significant impacts to mineral resources would occur with implementation of the DCP. Project Summary: As discussed in the Downtown FEIR, the DCP area has been urbanized since the early part of					**X**	**X**
the 20th century; therefore, the potential for viable extraction of mineral resources is limited due to the urbanized character of the area. The DCP area has not been designated as having a potential for mineral resources. As such, pursuant to CEQA Guidelines Section 15162, the						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
project would not result in any new or more severe impacts to mineral resources than those identified in the Downtown FEIR. No mitigation is required.						
12. NOISE						
(a) **Substantial noise generation?** ***Significant but Mitigated.*** <u>FEIR Summary</u>: The Downtown FEIR concludes development within the DCP area could generate temporary noise impacts caused by construction activities. However, short-term construction noise impacts would be avoided by adherence to construction noise limitations imposed by the City's Noise Abatement and Control Ordinance. The Downtown FEIR also concludes that significant impacts associated with traffic, aircraft, and ballpark noise increases would occur with implementation of the DCP. No feasible mitigation measures are available to reduce the significant traffic and aircraft noise increase. However, prior to approval of a Building Permit for any residential, hospital, or hotel noise-sensitive use (excluding residential and hotel uses) within 475 feet of the centerline of I-5 or adjacent to a roadway carrying more than 7,000 ADT, an acoustical analysis would be performed to confirm that architectural or other design features are included, which would ensure that noise levels within habitable rooms would not exceed 45 dB(A) CNEL. <u>Project Summary</u>: Construction activities have the potential to increase noise levels temporarily; however, compliance with the City's Noise Abatement and Control Ordinance would reduce	**x**				**x**	

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
impacts. Implementation of Mitigation Measure NOI-B.1-1 requires an acoustical analysis to identify interior noise attenuation measures, which would ensure that noise that exceeds 7,000 ADT would not exceed 45 dB(A) CNEL within the proposed project's habitable rooms. Nevertheless, automobile trips generated by the project, would, in combination with other development in Downtown significantly increase noise on several street segments resulting in cumulatively significant noise impacts. The Downtown FEIR concludes that there are no feasible mitigation measures available to reduce the significant noise impacts to below a level of significance on affected roadways and this impact remains significant and unavoidable. The project would be required to implement Mitigation Measure NOI-B.1-1 (see Appendix A).						
(b) **Substantial exposure of required outdoor residential open spaces or public parks and plazas to noise levels (e.g., exposure to levels exceeding 65 dBA CNEL)? *Significant but Mitigated.*** FEIR Summary: The Downtown FEIR concludes that significant impacts associated with exposure of required outdoor open space and public parks and plazas to noise levels would occur with implementation of the DCP. Project Summary: The project is a hotel development and there is no requirement for outdoor opens space for non-residential projects. Therefore, substantial exposure of					**x**	**x**

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
required residential open spaces to noise levels						
(c) **Substantial interior noise within habitable rooms (e.g., levels in excess of 45 dBA CNEL)? *Significant but Mitigated.*** FEIR Summary: The Downtown FEIR concludes that significant impacts associated with interior noise as a result of traffic, railroad, and ballpark noise would occur with implementation of the DCP. The Downtown FEIR identifies Mitigation Measures LU-B.4-1 and NOI-B.1-1, which would require a project-specific noise study prior to approval of a building permit for any residential, hospital, or hotel development within 475 feet of the centerline of I-5 or adjacent to a roadway carrying more than 7,000 ADT or that has the potential to expose habitable rooms to disruptive railroad noise. The Downtown FEIR also identifies Mitigation Measure NOI-B.2-1, which would require a project- specific noise study prior to approval of a building permit for any noise-sensitive land uses, including hotels within four blocks of the ballpark. Implementation of these mitigation measures and compliance with Title 24 and CBC requirements would reduce interior noise impacts to below a level of significance by requiring noise levels in habitable rooms to not exceed 45 dB(A) CNEL.			**X**	**X**		
Project Summary: Traffic noise levels would exceed 65 dB(A) CNEL on nearby roadways. Because future exterior composite transportation noise would exceed 60 dB(A) CNEL at the project building façades, the analysis determined that interior noise levels in habitable rooms could exceed 45 dB(A) CNEL.						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
However, with adherence to Title 24 of the CBC, along with the mitigation the project would result in a less than significant interior noise impact. Pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts that would cause substantial interior noise within habitable rooms than those identified in the Downtown FEIR.						
13. POPULATION AND HOUSING						
(a) **Substantially induce population growth in an area?** ***Not Significant.*** FEIR Summary: The Downtown FEIR concludes that no significant impacts associated with inducing population growth would occur with implementation of the DCP. Project Summary: The Downtown FEIR concludes that build-out of Downtown would not induce substantial population growth that results in adverse physical changes. The Project is consistent with the DCP and CCPDO and does not exceed those analyzed throughout the Downtown FEIR. Therefore, project-level and cumulative impacts associated with this issue are not significant.					**X**	**X**
Pursuant to CEQA Guidelines Section 15162, the project does not result in any new or more severe impacts associated with inducing population growth than those identified in the Downtown FEIR. No mitigation is required.						
(b) **Substantial displacement of existing housing units or people?** ***Not Significant.***						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
FEIR Summary: The Downtown FEIR found that the year 2030 residential unit projection for the DCP would be greater than that anticipated by the 2030 Cities/County Forecast. Therefore, the DCP would contribute additional housing to a region that is currently experiencing housing deficiencies and would have a beneficial effect on housing supply. The Downtown FEIR concludes that no significant impacts associated with displacement of existing housing units or people would occur with implementation of the DCP. Project Summary: The Project would be providing residential units and no impacts would occur.					X	X
14. PUBLIC SERVICES AND UTILITIES						
(a) **Substantial adverse physical impacts associated with the provision of new schools? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that implementation of the DCP would result in additional residential units, which would generate school-aged children attending local public schools. However, no site for a future school has been identified; therefore, impacts associated with construction of a future school would be speculative. Project Summary: The project does not propose school facilities and would not be the source of new students. The project would be consistent with the anticipated buildout of the DCP and therefore would not generate a sufficient number of students to directly cause					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
construction of a new school facility. The project would be required to comply with SB 50 which requires developers to pay development impact fees for schools. Payment of fees would reduce potential impacts to school facilities. As such, pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts associated with the provision of new schools than those identified in the Downtown FEIR. No mitigation is required.						
(b) **Substantial adverse physical impacts associated with the provision of new libraries? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that implementation of the DCP would generate the need for a new Main Library and possibly other smaller libraries in the DCP area. However, no site for future libraries has been identified; therefore,					**X**	**X**
impacts associated with construction of future libraries would be speculative. The environmental impacts of the now existing Main Library were analyzed in a Secondary Study. Project Summary: The project does not propose library facilities. The proposed project would be consistent with the anticipated buildout of the DCP and therefore would not generate additional demand necessitating the construction of new library facilities. In addition, the New Central Library in the DCP was opened in September 2013. As such, pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts associated with the provision of new libraries						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
than those identified in the Downtown FEIR. No mitigation is required.						
(c) **Substantial adverse physical impacts associated with the provision of new fire protection/ emergency facilities? *Not Significant.*** FEIR Summary: The Downtown FEIR concluded that the San Diego Fire Department was in the process of securing sites for two new fire stations in the DCP area. (Since the Downtown FEIR was certified, the City closed Station 2 at 1171 10th Avenue and combined with Station 1. New Station 2 opened in 2018 at 875 West Cedar Street and serves Little Italy and the Downtown area west of the train and trolley tracks.) The Downtown FEIR concludes that implementation of the DCP would result in additional growth, which could result in the need for additional fire protection or emergency facilities. However, insufficient information exists to accurately determine that any physical impacts may occur from either of the proposed stations; therefore, impacts associated with construction of future facilities would be speculative. Project Summary: The project does not propose fire protection or emergency facilities. The project entails a hotel development, consistent with the development capacity assumed under the DCP buildout. Therefore, the project would not directly warrant construction of a new fire protection or emergency facility. Further, the physical effects of constructing new facilities would be assessed pursuant to CEQA at the time such facilities are proposed. As such,					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts associated with the provision of new fire protection or emergency facilities than those identified in the Downtown FEIR. No mitigation is required.						
(d) **Substantial adverse physical impacts associated with the provision of new law enforcement facilities?** ***Not Significant.*** FEIR Summary: Similar to schools, libraries, and fire protection/emergency facilities, the Downtown FEIR concludes that implementation of the DCP would result in additional growth, which could result in the need for additional law enforcement facilities. However, no site for a future substation has been identified; therefore, impacts associated with construction of a future substation would be speculative. Project Summary: The project does not propose law enforcement facilities. The project entails a hotel development, consistent with the development capacity assumed under the DCP buildout. Therefore, the project would not directly warrant construction of a new fire protection or emergency facility. Further, the physical effects of constructing new facilities would be assessed pursuant to CEQA at the time such facilities are proposed. As such, pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts associated with the provision of new law enforcement facilities than those identified in the Downtown FEIR. No mitigation is required.					**X**	**X**
(e) **Substantial adverse physical impacts**						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
associated with the provision of new water transmission or treatment facilities? *Not Significant.* FEIR Summary: The Downtown FEIR concludes that implementation of the DCP would result in additional growth, which would increase the demand for treated water. However, the Alvarado Water Treatment Plant has the capacity to support the additional DCP population. Further, the San Diego Water Department routinely replaces and upsizes deteriorating and under-sized pipes through its Capital Improvement Project program, which is categorically exempt from environmental review pursuant to CEQA. Project Summary: The project does not propose new water supply facilities. The project would have hotel uses consistent with the development capacity assumed under the DCP buildout. Therefore, the project would not generate substantial water use that would directly warrant construction of new water supply facilities. Further, the physical effects of constructing new facilities would be assessed pursuant to CEQA at the time such facilities are proposed. As such, pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts associated with the provision of new water supply facilities than those identified in the Downtown FEIR. No mitigation is required.					X	X
(f) **Substantial adverse physical impacts associated with the provision of new storm water facilities? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
that implementation of the DCP would not result in an increase in impervious surfaces and associated runoff and, therefore, would not result in a significant impact to the storm drain system. Project Summary: The project would not result in a substantial change in impervious surfaces and associated runoff. Therefore, the project would not warrant construction of new storm water facilities. As such, pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts associated with the provision of new storm water facilities than those identified in the Downtown FEIR. No mitigation is required.					X	X
(g) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that implementation of the DCP would result in additional growth, which would increase the demand for treated water. The San Diego County Water Authority indicated that it will have a local water supply sufficient to support the increase in water use. Additionally, SB 610 and SB 221 require a water supply assessment (WSA) for any development that would construct 500 or more dwelling units, 500 or more hotel rooms, or a project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project. Project Summary: The 49 unit residential					X	X

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
project would not warrant the preparation of a WSA pursuant to SB 610 and California Water Code Section 10912. The project would facilitate construction of a hotel development consistent with the development capacity assumed under the DCP and analyzed in the Downtown FEIR. Pursuant to CEQA Guidelines Section 15162, the Project would not result in any new or more severe impacts associated with the provision of new or expanded entitlements than those identified in the Downtown FEIR. No mitigation is required.						
(h) **Substantial adverse physical impacts associated with the provision of new wastewater transmission or treatment facilities? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that implementation of the DCP would result in growth, which would increase the demand for wastewater services. The Downtown FEIR determined that the Point Loma Water Treatment Plant would have capacity to treat the additional wastewater generated by the growth described in the DCP and analyzed in the Downtown FEIR. Project Summary: The project does not propose a wastewater treatment facility and is consistent with the development capacity assumed under the DCP buildout. Therefore, the project would not generate a substantial number of residents and patrons to directly warrant construction of a new wastewater treatment facility. Further, the physical effects of constructing a new facility would be assessed pursuant to CEQA at the time such a facility is proposed. As such, pursuant to					**X**	**X**

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts associated with the provision of new wastewater treatment facilities than those identified in the Downtown FEIR. No mitigation is required.						
(i) **Substantial adverse physical impacts associated with the provision of new landfill facilities? *Not Significant*.** FEIR Summary: The Downtown FEIR concludes that implementation of the DCP would result in additional growth, which would generate additional solid waste. Waste would be disposed of at Miramar Landfill and at an alternative landfill once Miramar Landfill closes. However, no site for a future landfill has been identified; therefore, impacts associated with construction of a future landfill would be speculative. Future projects that include 50 residential units or at least 40,000 square feet of commercial space are required to submit a Waste Management Plan to limit construction waste as well as manage long-term solid waste generated after construction. Project Summary: The project does not propose a landfill facility and is consistent with the development capacity assumed under the DCP buildout. Therefore, the project would not generate substantial amount of waste to directly warrant construction of a new landfill facility. Further, the physical effects of constructing a new facility would be assessed pursuant to CEQA at the time such a facility is proposed. Due to its size, the project would be					**X**	**X**
required to prepare a Waste Management Plan, which would reduce potential impacts						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
associated with construction and operational waste. As such, pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts associated with the provision of new landfill facilities than those identified in the Downtown FEIR. No mitigation is required.						
15. PARKS AND RECREATIONAL FACILITIES						
(a) **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? *Not Significant.*** FEIR Summary: The Downtown FEIR concludes that implementation of the DCP would not result in an increase in the use of existing park and recreation facilities that would lead to accelerated deterioration. As discussed in the Downtown FEIR, implementation of the goals and policies in the DCP and implementation of a Transfer of Development Rights would facilitate new park space in the DCP area. The Downtown FEIR concludes that the additional resident population anticipated at buildout of the DCP area would be accommodated by the parks proposed in the DCP. Project Summary: The Downtown 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. In addition, substantial deterioration of existing neighborhood or regional parks is not expected to occur as a result of the proposed project. As					**X**	**X**

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
such, pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts associated with the deterioration of existing parks than those identified in the Downtown FEIR. No mitigation is required.						
16. TRANSPORTATION/TRAFFIC						
(a) **Cause the level of service (LOS) on a roadway segment or intersection to drop below LOS E?** ***Not Significant (VMT). Significant and Not Mitigated for cumulative impacts (LOS). Not Significant for direct impacts (LOS).*** FEIR Summary: The Downtown FEIR concludes that significant traffic impacts on 62 intersections in the DCP area would occur with implementation of the DCP. The Downtown FEIR identifies improvements at 50 of the impacted intersections that would maintain an acceptable LOS. Due to constraints imposed by adjacent land use, up to 12 intersections would not be within acceptable LOS and the impact would be significant and not mitigated. The Downtown FEIR also concludes that significant traffic impacts to roadway segments in the DCP area would occur with implementation of the DCP. The Downtown FEIR identifies Mitigation Measures TRF-A.1.1-1 and TRF-A.1.1-2, which would require subsequent monitoring and project-specific traffic studies to determine appropriate future improvements. Even with implementation of Mitigation Measures TRF-A.1.1-1 and TRF-A.1.1-2, as no specific information on potential improvements exists at this time and there is no guarantee that improvements would be implementation, the		**X**			**X**	

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
impact would be significant and not fully mitigated.						
Project Summary: The FEIR states that projects generating greater than 2,400 ADT would result in potentially significant impacts to the level of service (LOS) of roadway segment or intersection and requires implementation of mitigation measures at the Project level to mitigate the impact. The expected trip generation for this mixed-used project is approximately 1,967 average daily trips. This The expected trip generation for the project is approximately 196 Average Daily Trips (ADT) and the Project's direct impacts on downtown roadway segments or intersections would not be significant The study concludes that all study intersections are projected to operate at an acceptable LOS or better during both the AM and PM peak hours under Near-Term 2023 (Opening Day) base with project conditions. However, traffic generated by the Project in combination with traffic generated by other Downtown development would contribute to the significant cumulative impacts projected in the DCP FEIR to occur on a number of downtown roadway segments and intersections, and street within neighborhoods surrounding the DCP area at buildout of Downtown. The DCP FEIR includes mitigation measures to address impacts associated with buildout of the DCP, but the DCP FEIR acknowledges that the identified measures may or may not be						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
able to fully mitigate these cumulative impacts due to constraints imposed by bicycle and pedestrian activities and the land uses adjacent to affected roadways. Pursuant to Downtown FEIR Mitigation Measure TRF-A.1.1-2, the applicant will also be required to pay development impact fees to fund a fair share fee towards transportation improvements for the DCP Area. As required by Downtown FEIR Mitigation Measure TRF-A.1.1-3, the City adopted the Downtown Community Public Facilities Financing Plan 2015 that established a transportation fee. The transportation fee is intended to fund street, transit, bicycle, pedestrian improvements, promenades, and below grade parking structures, as further set forth in the Downtown Community PFFP. Therefore, pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts associated with roadway segments and intersections than those identified in the Downtown FEIR and no new project-specific mitigation is required to address the significant and unmitigated cumulative impact.						
(b) **Cause the LOS on a freeway segment to drop below LOS E or cause a ramp delay in excess of 15 minutes?** ***Significant and Not Mitigated for cumulative impacts (LOS). Not Significant for direct impacts (LOS).*** FEIR Summary: The Downtown FEIR concludes that significant traffic impacts on nine freeway segments and 14 freeway ramps would occur with implementation of the DCP. The Downtown FEIR identifies Mitigation Measure TRF-A.2.1-1,		X			X	

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
which would require initiation of a multi-jurisdictional effort to develop a detailed, enforceable plan to identify improvements to reduce congestion on I-5 through the DCP area and identify funding sources. Even with implementation of Mitigation Measure TRF-A.2.1-1, as the City of San Diego does not have jurisdiction to improve the freeway system, the impact would be significant and not mitigated. Project Summary: The Downtown FEIR concludes that development within Downtown will result in significant cumulative impacts to freeway segments and ramps serving the Downtown area. Since the land use designation of the Project is consistent with the land use designation assumed in the Downtown FEIR analysis, the Project would contribute on a cumulative-level to the substandard LOS F identified in the Downtown FEIR on all freeway segments in the Downtown area and several ramps serving Downtown. Downtown FEIR Mitigation Measure TRF-A.1.1-1 would reduce these impacts to the extent feasible, but not to below the level of significance. The Downtown 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 significant and unavoidable, consistent with the analysis of the Downtown FEIR. The Project would not have a direct impact on freeway segments and ramps.							

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
(c) ***Substantially discourage the use of alternative modes of transportation or cause transit service capacity to be exceeded? Not Significant.*** FEIR Summary: The Downtown FEIR concludes that implementation of the DCP would not result in significant impacts associated with discouraging the use of alternative modes of transportation or cause transit service capacity to be exceeded.					X	X
Project Summary: The proposed Project in and of itself does not include any features that would discourage the use of alternative modes of transportation. The Project's proximity to several other community serving uses, including nearby shopping and recreational activities also encourage walking. Additionally, visitors of the proposed Project would be encouraged to use alternative transportation means as there are several bus lines and the MTS facility/trolley station within a five-minute walk. Therefore, the Project will cause no significant impacts related to alternative modes of transportation or cause to nearby existing commercial, service, and entertainment uses, ultimately encouraging alternative modes of transportation. As such, pursuant to CEQA Guidelines Section 15162, the project would not result in any new or more severe impacts associated with discouraging the use of alternative modes of transportation or cause transit service capacity to be exceeded than those identified in the Downtown FEIR						
17. MANDATORY FINDINGS OF SIGNIFICANCE						

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
(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? *Significant and Not Mitigated.*** FEIR Summary: As discussed in Section 4, the Downtown FEIR concludes that no significant impacts to biological resources would occur with implementation of the DCP. However, impacts to historical built environment resources and archaeological resources after mitigation would remain significant and would have the potential to eliminate major periods of California history and prehistory. Project Summary: As indicated in the Downtown FEIR, due to the highly urbanized nature of the Downtown area, no sensitive plant or animal species, habitats, or wildlife migration corridors are located in the Downtown 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. The Project also has the potential to impact unknown archaeological and paleontological resources during construction activities. Pursuant to CEQA Guidelines Section 15162, the project			x	x		

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
was determined to not result in any new or more severe impacts to archaeological or paleontological resources than those identified in the Downtown FEIR. Implementation of Mitigation Measures HIST-B.1-1 would be required.						
(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 probable future projects)?** ***Significant and Not Mitigated.*** FEIR Summary: As acknowledged in the Downtown FEIR, implementation of the DCP would result in cumulative impacts associated with air quality, historical resources, land use, noise, traffic and circulation, and water quality. Even with implementation of applicable mitigation measures, cumulative impacts would be significant and not fully mitigated. Project Summary: As acknowledged in the Downtown FEIR, the buildout of Downtown would result in cumulative impacts associated with: air quality, historical resources, paleontological resources, physical changes associated with transient activities, noise, parking, traffic, and water quality. This Project would contribute to those impacts. Implementation of the mitigation measures identified in the Downtown FEIR would reduce some significant impacts; however, the impacts would remain significant and immitigable as identified in the Downtown FEIR and the Statement of Overriding Considerations adopted		**X**				

Issues and Supporting Information	Significant and Not Mitigated (SNM)		Significant but Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
by the City. This Project's contribution would not be greater than anticipated by the Downtown FEIR and therefore no further analysis is required.						
(c) **Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?** ***Significant but Mitigated.*** FEIR Summary: Impacts associated with air quality, noise, and geology and soils have the potential to cause substantial adverse effects on human beings. The Downtown FEIR concludes that no significant impacts associated with air quality and with geology and soils would occur with implementation of the DCP. Project Summary: As acknowledged in the Downtown FEIR, the build-out of Downtown would result in cumulative impacts associated with; air quality, historical resources, paleontological resources, physical changes associated with transient activities, noise, traffic, and water quality. This Project would contribute to those impacts. However, the impacts associated with this Project would be no greater than those assumed in the Downtown FEIR and therefore no further environmental review is required under CEQA.			**X**	**X**		

REFERENCES

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City of San Diego. 2008. San Diego Seismic Safety Study. April.

City of San Diego. 2015. Downtown San Diego Mobility Plan Technical Report. December.

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APPENDIX A

MITIGATION, MONITORING AND REPORTING PROGRAM FOR THE
929 West Grape Street
PTS No. 661279

929 West Grape CEQA CONSISTENCY
EVALUATION MITIGATION MONITORING AND REPORTING PROGRAM

Significant Impact	Mitigation Measure (MM)	Implementation Time Frame	Implementation Responsibility	Verification Responsibility
AIR QUALITY (AQ)				
Impact AQ-B.1: The project would generate dust and construction equipment engine emissions during grading and demolition that could exceed acceptable local standards.	**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: 1. 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. 2. Dust suppression techniques shall be implemented including, but not limited to, the following: a. 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 City. b. On-site access points shall be paved as soon as feasible or watered periodically or otherwise stabilized. c. Material transported offsite shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. d. The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times. 3. Vehicles on the construction site shall travel at speeds less than 15 miles per hour. 4. 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 of San Diego (City)

Significant Impact	Mitigation Measure (MM)	Implementation Time Frame	Implementation Responsibility	Verification Responsibility
	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. 15. Rubble piles shall be maintained in a damp state to minimize dust generation. 16. During finish work, low-VOC paints and efficient transfer systems shall be utilized, to the extent feasible. 17. If alternative-fueled and/or particulate filter-equipped construction			

Significant Impact	Mitigation Measure (MM)	Implementation Time Frame	Implementation Responsibility	Verification Responsibility
	equipment is not feasible, construction equipment shall use the newest, least-polluting equipment, whenever possible.			
HISTORICAL RESOURCES (HIST)				
Impact HIST-B.1-1: The project's demolition and grading activities have the potential to encounter unknown archaeological resources.	**Mitigation Measure HIST-B.1-1:** If the potential exists for archaeological resources, the following measures shall be implemented. I. Prior to Permit Issuance A. Construction Plan Check 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, the City shall verify that the requirements for Archaeological Monitoring and Native American monitoring, if applicable, have been noted on the appropriate construction documents. B. Letters of Qualification have been submitted to the City 1. The applicant shall submit a letter of verification to the City 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. The City will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project. 3. Prior to the start of work, the applicant must obtain approval from the City for any personnel changes associated with the monitoring program. II. Prior to Start of Construction A. Verification of Records Search	Prior to Demolition or Grading Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	City

Significant Impact	Mitigation Measure (MM)	Implementation Time Frame	Implementation Responsibility	Verification Responsibility
	1. The PI shall provide verification to the City 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 Coast 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 the City requesting a reduction to the ¼ mile radius. B. PI Shall Attend Precon Meetings 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 the City. The qualified Archaeologist 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. (a) If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with THE CITY, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring. 2. Archaeological Monitoring Plan (AMP) (a) Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Plan which describes how the monitoring would be accomplished for approval by THE CITY. The AMP shall include an			

Significant Impact	Mitigation Measure (MM)	Implementation Time Frame	Implementation Responsibility	Verification Responsibility
	Archaeological Monitoring Exhibit (AME) based on the appropriate construction documents (reduced to 11x17) to THE CITY identifying the areas to be monitored including the delineation of grading/excavation limits. (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). (c) Prior to the start of any work, the PI shall also submit a construction schedule to THE CITY through the RE indicating when and where monitoring will occur. The PI may submit a detailed letter to THE CITY prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present. III. During Construction A. Monitor Shall be Present During Grading/Excavation/Trenching 1. The monitor shall be present full-time during soil remediation 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 THE CITY of changes to any construction activities. 2. The 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 THE CITY. 3. The PI may submit a detailed letter to THE CITY during			

Significant Impact	Mitigation Measure (MM)	Implementation Time Frame	Implementation Responsibility	Verification Responsibility
	construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered may reduce or increase the potential for resourcesto be present. B. Discovery Notification Process 1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify THE CITY by phone of the discovery, and shall also submit written documentation to THE CITY within 24 hours by fax or email with photos of the resource in context, if possible. C. Determination of Significance 1. The PI and Native American representative, if applicable, shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below. (a) The PI shall immediately notify THE CITY by phone to discuss significance determination and shall also submit a letter to THE CITY indicating whether additional mitigation is required. (b) If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from THE CITY. 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, the PI shall submit a letter to			

Significant Impact	Mitigation Measure (MM)	Implementation Time Frame	Implementation Responsibility	Verification Responsibility
	THE CITY 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. IV. Discovery of Human Remains If human remains are discovered, work shall halt in that area and the following procedures set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken: A. Notification 1. Archaeological Monitor shall notify the RE or BI as appropriate, THE CITY, and the PI, if the Monitor is not qualified as a PI. 2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone. B. Isolate discovery site 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 provenience of the remains. 2. The Medical Examiner, in consultation with the PI, shall determine the need for a field examination to determine the provenience. 3. If a field examination is not warranted, the Medical Examiner shall determine with input from the PI, if the remains are or are most likelyto be of Native American origin. C. If Human Remains are determined to be Native American 1. The Medical Examiner shall notify the Native American Heritage Commission (NAHC). By law, only the Medical			

Significant Impact	Mitigation Measure (MM)	Implementation Time Frame	Implementation Responsibility	Verification Responsibility
	Examiner can make this call. 2. The NAHC shall contact the PI within 24 hours or sooner, after Medical Examiner has completed coordination. 3. NAHC shall identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information. 4. The PI shall coordinate with the MLD for additional consultation. 5. Disposition of Native American Human Remains shall be determined between the MLD and the PI, if: (a) The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 24 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. D. If Human Remains are not Native American 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 Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with THE CITY, the applicant/landowner and the Museum of Man. V. Night Work			

Significant Impact	Mitigation Measure (MM)	Implementation Time Frame	Implementation Responsibility	Verification Responsibility
	A. If night work is included in the contract 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. (a) No Discoveries In the event that no discoveries were encountered during night work, the PI shall record the information on the CSVR and submit to THE CITY via fax by 9am the following morning, if possible. (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. (c) Potentially Significant Discoveries If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed. The PI shall immediately contact THE CITY, 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 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.			

Significant Impact	Mitigation Measure (MM)	Implementation Time Frame	Implementation Responsibility	Verification Responsibility
	2. The RE, or BI, as appropriate, shall notify THE CITY immediately. C. All other procedures described above shall apply, as appropriate. VI. Post Construction A. Submittal of Draft Monitoring Report 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 Archaeological Monitoring Program (with appropriate graphics) to THE CITY for review and approval within 90 days following the completion of monitoring, (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. THE CITY 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 THE CITY for approval. 4. THE CITY shall provide written verification to the PI of the approved report.			

Significant Impact	Mitigation Measure (MM)	Implementation Time Frame	Implementation Responsibility	Verification Responsibility
	5. THE CITY shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. B. Handling of Artifacts and Submittal of Collections Management Plan, if applicable 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 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.			
LAND USE (LU)				
Impact LU-B.2: The project site is located on street segments that are expected to carry traffic volumes that could create traffic noise in excess of 65 dB(A) CNEL. Noise generated by I-5 and highly traveled grid streets could cause noise levels in noise-sensitive uses not governed by Title 24 to exceed 45 dB(A).	**Mitigation Measures NOI-B.1-1 and NOI-C.1.1**, as described below.	Prior to Building Permit (Design) *(has been completed as part of the site development permit process)* Prior to Certificate of Occupancy (Implementation)	Developer	City
NOISE (NOI)				
Impact NOI-B.1: The project site is located on street segments that are expected to carry traffic volumes that	**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	Prior to Building Permit *(has been completed as*	Developer	City

Significant Impact	Mitigation Measure (MM)	Implementation Time Frame	Implementation Responsibility	Verification Responsibility
could create traffic noise in excess of 65 dB(A) CNEL. 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).	within habitable rooms would not exceed 45 dB(A) CNEL.	*part of the site development permit process)* Prior to Certificate of Occupancy (Implementation)		
TRAFFIC AND CIRCULATION (TRF)				
Impact TRF-A.1.1: Increased traffic on grid streets from the project would result in unacceptable levels of service on specific roadway intersections and/or segments within downtown. (Direct)	**Mitigation Measure TRF-A.1.1-2**: Prior to approval of any development which would generate a sufficient number of trips to qualify as a large project under the Congestion Management Program (i.e. more than 2,400 daily trips, or 200 trips during a peak hour period), a traffic study shall be completed. The traffic study shall be prepared in accordance with City's Traffic Impact Study Manual. If the traffic study indicates that roadways substantially affected by the project would operate at LOS F with the addition of project traffic, the traffic study shall identify improvements to grid street segments and/or intersections consistent with the Downtown San Diego Mobility Plan which would be required within the next five years to achieve an acceptable LOS or reduce congestion, to the extent feasible. If the needed improvements are already included in the City of San Diego's CIP, or the equivalent, no further action shall be required. If any of the required improvements are not included in the CIP, or not expected within five years of project completion, the City of San Diego shall amend the CIP, within one year of project approval, to include the required improvements and assure that they will be implemented within five years of project completion. At the City's discretion, the developer may be assessed a prorated share of the cost of improvements as a condition of project approval.	Prior to Development Permit (Design) *(has been completed as part of the site development permit process)*	Developer	City

August 23, 2021

WRITTEN RESPONSE - CYCLE 8
929 W Grape Street, San Diego CA 92101
Pacific Residences
PTS 661279

INCENTIVES REQUESTED:

1. 52% INCREASE IN BUILDING HEIGHT ABOVE REQUIREMENTS OF SDMC 156.0310 AND FIGURE 'F' FROM 85'-0" TO 129'-6"

The applicant proposes an affordable housing component with this proposed development.
The base zone regulations of the Center City Planned District, under the ER zone, allows for 33 dwelling units. In accordance with SDMC 143.0720(j)(7), **a 50% Density Bonus** is proposed, bringing the allowable residential units up to 49, of which five (5) are to be a dedicated VLI (very low-income) units.

Per Table 143-07(A), 15% VLI units are proposed, calculated to the base residential units allowed. 15% VLI entitles the applicant to 5 incentives in in Exchange for Affordable Housing Dwelling Units per §143.0740.

The first incentive is to seek to increase the height from 85-feet to 129'-6", which represents a 52% increase. The requested increase in FAR equates to the financial revenue required to supplement the build-cost of the designated Very-Low Income on-site affordable dwelling unit. See attached Financial Analysis prepared by Hamilton Land Development.

2. REDUCE THE MIN. STREET WALL REQUIREMENT OF 30-FEET ON A VIEW CORRIDOR STREET PER SDMC 156.0310(d)(1)(D)(ii) TO 21'-0".

The proposed building has been designed to accommodate an efficient tower design of varying stacked units over 11 floors above the ground floor which is primarily used for vehicular and pedestrian entry. The tower design which accommodates the 49 units including the 5 VLI units was possible by utilizing incentives for the increase in height and reduction in the ground floor requirement. The ground floor, which essentially is the podium of the building does not require a 30-feet high street wall, especially in relation to the adjoining Cielo Apartments located at 915 W Grape.

The proposed street wall at 21'-0" high, essentially aligns with street wall height of the adjoining Cielo Apartments. The Cielo Apartments street wall then is capped by an open concrete trellis frame, and together with the proposed street wall provides for a harmonious stepping-down form between the 2 buildings coming down along Grape Street towards Pacific Highway.

3. REMOVE THE 20-FEET, OR 10-FEET WITH AMPLE GLAZING SETBACK FROM THE INTERIOR PROPERTY LINE PER SDMC 156.0310(d)(3)(E) TO 6-inch SETBACK AT LEVEL 1 AND 1'-6" SETBACK AT LEVELS 2 – 12.

The applicant proposes an affordable housing component with this proposed development.
The base zone regulations of the Center City Planned District, under the ER zone, allows for 33 dwelling units. In accordance with SDMC 143.0720(j)(7), **a 50% Density Bonus** is proposed, bringing the allowable residential units up to 49, of which five (5) are to be a dedicated VLI (very low-income) units.

Per Table 143-07(A), 15% VLI units are proposed, calculated to the base residential units allowed. 15% VLI entitles the applicant to 5 incentives in in Exchange for Affordable Housing Dwelling Units per §143.0740.

This incentive seeks to decrease the side interior setback from 20'/10' to 6" at Level 1 and 1'-6" at Levels 2 - 12. The reduced setback allows room for the additional bonus FAR and the 5 VLI dwelling units to be accommodated, equating to the financial revenue required to supplement the build-cost of the designated Very-Low Income on-site affordable dwelling unit.

Furthermore, the reduction in the side setback allows for all the dwelling units, including the 5 VLI units to be quality residential units affording natural cross ventilation, ample daylight and aspect. Finally, reducing the side setbacks allows all the dwelling units, including the 5 VLI units to be orientated west facing the Pacific Highway and San Diego bay, greatly reducing privacy issues with the adjoining Valentina Apartments to the south and Cielo Apartments to the east.

4. REDUCE GROUND FLOOR TRANSPARENCY REQUIREMENT OF SDMC 156.0311(d)(a) FROM 60% TO 43%

The proposed building has been designed to accommodate an efficient tower design of varying stacked units over 11 floors above the ground floor which is primarily used for vehicular and pedestrian entry over an existing site area of 13,001 sf, which is one of the smallest parcels along Pacific Highway, within the County Administration Center Design Overlay Zone.

Further to request from the City of San Diego, a 6-feet deep dedicated public ROW along the whole property length along Pacific Highway is provided to provide a 14-feet overall pedestrian sidewalk. This dedicated ROW further compresses the already relatively compact site area from 13,001sf to 12,285sf, which equates to a 5% reduction of the site area.

The relatively compact existing site area and the reduced site area severely imposes design restrictions in providing room for vehicular entry, fire egress and utility spaces whilst trying to achieve the transparency requirement of SDMC 156.0311(d)(a).

The transparency of the ground floor wall along Grape Street is 70%, above and beyond the minimum 60% requirement which in some respects does make up for the 43% ground floor wall transparency along Pacific Highway.

5. NOT USED.

WAIVERS REQUESTED:

1. NONE

HAMILTON
LAND DEVELOPMENT, INC.

Affordable Housing Incentive Analysis for 929 Grape Street

Proposed Project: A 49 Unit Residential Condominium Tower with 5 Units Set-Aside for Very Low-Income Households.

Incentive Analyzed: Height Increase from 85'0" to 129'6"

Justification: In conjunction with the allowed affordable housing floor area ratio (FAR) from 4.0 to 6.3 (57% increase), the project is requesting a 52% increase in building height. As demonstrated in the attached proformas, the total decrease in project revenues resulting from providing 5 very low-income condominium units is $2.7M. In order to justify the decrease in revenues associated with providing the affordable housing set-aside units, the project is proposing a height increase which will allow the project to effectively utilize the additional FAR and, as a result, increase the revenues for the market rate units.

Without a height increase, the project will have larger floor plates as the 6.3 FAR is confined to 8 floors. The average number of units per floor is increased by 50% and the units will have to be oriented in all 4 directions. As the south and east sides of the property are bordering 8 story buildings located right at the property line, there will be undesirable views and very little natural light or ventilation for half the units. This negatively impacts the average sales prices for the market rate condominiums and results in a break-even project as shown on the attached proforma.

The proposed height increase provides for 12 above ground levels with an average of only 4 units per floor. The resulting floor plates are smaller and the architect was able to orient all of the condominium units towards the west and north, providing every unit with desirable water views and unobstructed natural light and breezes. As the views improve with each additional floor, so does the desirability and associated revenues. By adding the four floors, the architect was able to move floor area from the south and east portions of floors 1 through 8 to the north and west portions of floors 9 through 12, essentially taking units from the least desirable part of the building and placing them in the most desirable part of the building. As shown on the attached proforma, the resulting increase in the market rate revenues associated with the height increase offsets the affordable unit revenue decrease and results in a profitable project.

In summary, the proposed height increase results in higher revenues for the market rate condominiums due to the improved views, natural light and ventilation for many of the units. This revenue increase off-sets the revenue decrease associated with providing 5 very low income condominiums, resulting in a financially viable project.

2147 Iris Place
Costa Mesa, CA 92627
949-791-8401
www.hamiltonldi.com

929 GRAPE SAN DIEGO PROFORMA - NO HEIGHT INCREASE

Units, Revenue

Plan / model / type	1	2	3	4	5
Description	2 OVER 8 PODIUM				
Net unit square footage (avg)	1,096				
Quantity	49				
Parking stalls per unit	1.00				
Structured parking req'd	49				

Description, Timeline, Debt Financing, Cap Rate

49 Unit Residential Podium w/ very low units	Project name
24	Construction period, months
70.00%	Debt leverage, const'n & devel costs
5.00%	Debt interest rate
24	Term loan maturity, months
2%	Loan costs
12,110,000	**Land Price**

Horizontal Costs

Horizontal: Direct			
Site Improvements (On and Off Site)	750,000.00	Total	750,000
Soil Haul Off/Remediation	800,000.00	Total	800,000
Parking garage	69,000.00	Per stall	3,381,000
			4,931,000
Horizontal: Indirect			
Horizontal Soft Costs	440,000.00	Total	440,000
Impact fees	28,000.00	Per unit	1,372,000
			1,812,000

Vertical and Other Construction Costs

Vertical: Direct			
24,596,432	Per sq. ft.	458.00	Direct construction (per net SF)
24,596,432			
Vertical: Indirect			
100,000	Total	100,000.00	Condo mapping, HOA, BRE process
1,000,000	Total	1,000,000.00	Architecture/Engineering
1,200,000	Total	1,200,000.00	Insurance, legal, warranty reserve,
300,000	Total	300,000.00	Entitlement Costs
2,600,000			
Construction Period, Other			
2,362,195	% of costs	8%	Contractor Profit and Overhead
885,823	% of costs	3%	Contractor General and
435,960	Total	435,960.00	Property taxes
3,683,978			

VALUATION ANALYSIS

Horizontal costs	6,743,000	
Vertical costs	27,196,432	
Construction period, other	3,683,978	
Construction period interest	2,164,519	
Loan fee	696,268	
Development costs		**40,484,197**
Land Cost		**12,110,000**
Total Cost		**52,594,197**

Condominium Revenue Analysis

Unit Type	Average Unit SF	Unit Count	Average Sales Price/SF	Total Gross Revenues	Cost of Sales (Commissions, closing costs, marketing, model, etc.)	Net Sales Revenues
Affordable (Very Low)	614	5	$ 212	$ 650,000	6.5%	$ 607,750
Market Rate	1096	44	$ 1,150	$ 55,457,600	6.5%	$ 51,852,856
Total Net Revenue						**$ 52,460,606**
Total Project Costs						**$ 52,594,197**
Profit						**$ (133,591)**
Profit Margin (Profit/Total Net Revenue)						**-0.3%**

Affordable Unit Revenue Impact

Description	Average Unit SF	Unit Count	Average Sales Price/SF	Total Gross Revenues	Cost of Sales (Commissions, closing costs, marketing, model, etc.)	Net Sales Revenues
Allowable Revenue for Very Low	614	1	$ 212	$ 130,000	6.5%	$ 121,550
Actual Market Rate Revenue	614	1	$ 1,150	$ 706,100	6.5%	$ 660,204
Revenue Loss for Each Affordable Unit						**$ 538,654**

929 GRAPE SAN DIEGO PROFORMA - WITH HEIGHT INCREASE

Units, Revenue

Plan / model / type	1	2	3	4	5
Description	2 OVER 12 PODIUM				
Net unit square footage (avg)	1,096				
Quantity	49				
Parking stalls per unit	1.00				
Structured parking req'd	49				

Description, Timeline, Debt Financing, Cap Rate

49 Unit Residential Podium w/ very low units	Project name
24	Construction period, months
70.00%	Debt leverage, const'n & devel costs
5.00%	Debt interest rate
24	Term loan maturity, months
2%	Loan costs
12,110,000	**Land Price**

Horizontal Costs

Horizontal: Direct			
Site Improvements (On and Off Site)	750,000.00	Total	750,000
Soil Haul Off/Remediation	800,000.00	Total	800,000
Parking garage	69,000.00	Per stall	3,381,000
			4,931,000
Horizontal: Indirect			
Horizontal Soft Costs	440,000.00	Total	440,000
Impact fees	28,000.00	Per unit	1,372,000
			1,812,000

Vertical and Other Construction Costs

Vertical: Direct			
24,596,432	Per sq. ft.	458.00	Direct construction (per net SF)
24,596,432			
Vertical: Indirect			
100,000	Total	100,000.00	Condo mapping, HOA, BRE process
1,000,000	Total	1,000,000.00	Architecture/Engineering
1,200,000	Total	1,200,000.00	Insurance, legal, warranty reserve,
300,000	Total	300,000.00	Entitlement Costs
2,600,000			
Construction Period, Other			
2,362,195	% of costs	8%	Contractor Profit and Overhead
885,823	% of costs	3%	Contractor General and
435,960	Total	435,960.00	Property taxes
3,683,978			

VALUATION ANALYSIS

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Construction period, other	3,683,978	
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Condominium Revenue Analysis

Unit Type	Average Unit SF	Unit Count	Average Sales Price/SF	Total Gross Revenues	Cost of Sales (Commissions, closing costs, marketing, model, etc.)	Net Sales Revenues
Affordable (Very Low)	614	5	$ 212	$ 650,000	6.5%	$ 607,750
Market Rate	1096	44	$ 1,250	$ 60,280,000	6.5%	$ 56,361,800
Total Net Revenue						**$ 56,969,550**
Total Project Costs						**$ 52,594,197**
Profit						**$ 4,375,353**
Profit Margin (Profit/Total Net Revenue)						**7.7%**

County of San Diego

MARKO MEDVED, PE, CEM
DIRECTOR

DEPARTMENT OF GENERAL SERVICES

NICOLE J. ALEJANDRE
ASSISTANT DIRECTOR

5560 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CA 92123

(858) 694-2338

November 19, 2021

Sent via email to: JamesA@sandiego.gov
James Alexander, Senior Planner
Development Services Department, Urban Division
City of San Diego

PROJECT REVIEW – 929 W. GRAPE PROJECT – THE PACIFIC HIGHWAY COUNTY ADMINISTRATION CENTER DESIGN ZONE

Dear Mr. Alexander,

Thank you for the opportunity to review and offer comments on the proposed 929 W. Grape Project.

The following comments are provided in response to the design review request per Section 156.0307(b)(5) of the San Diego Municipal Code which establishes a "County Administration Center Design Zone Overlay," as bounded by Grape and Ash Streets between Pacific Highway and California Street. This overlay district ensures that new development surrounding the County Administration Center (CAC) on Pacific Highway is sympathetic in scale, character, and height to this important landmark.

On April 24, 1990 the Board of Supervisors approved the "Design Guidelines for the Pacific Highway County Administration Center Design Zone." The Municipal Code requires that any development proposal within that zone be reviewed by County prior to issuance of a City of San Diego permit.

Project Description

The development proposal and plan set, dated August 23, 2021 were provided to the Department of General Services for review via e-mail and the City's online application review platform. The project is a 12-story residential development containing 49 residential condominiums and two subterranean parking levels at 929 W. Grape Street, San Diego 92101.

The project fronts on Pacific Highway to the west and Grape Street to the east. Primary exterior finish materials are applied project front on Pacific Highway: Aluminum framed glazing, balconies with a glass guardrail metal top and mosaic tile face, minimal brick veneer at parking entrance, minimal fiber siding partitions separating units at balcony level and decorative arched metal screen at ground level.

Project Review

Listed below are findings in *italics* from the "Design Guidelines for the County Administration Center Design Zone"

The items below are the Department of General Services responses, in review of specific elements of the proposed development.

Streetscape:

- Streetlights: The proposed project meets the design guidelines by providing Type A gateway streetlights
- Sidewalks: The proposed project does not meet the design guidelines by providing exposed aggregate concrete finish with a red clay tile decorative header/trimcourse along Pacific Highway, but rather it proposes decorative pavers in mixed pattern to match the building veneer colors.
- Trees: The proposed project does not meet the design guidelines by providing Palm Trees(double row) on Pacific Highway and Podocarpus on Grape Street, but rather it proposes to provide Jacaranda on both Pacific and Grape.
- Vehicular Access: Design guideline states curb cuts on the Pacific Highway are prohibited. Exception is granted if a parcel size is at least 15,000SF. The proposed project is on a 13,000SF parcel with a 20' curb cut on Pacific Highway for an entrance to the subterranean parking.

Street Level Design Guidelines:

- Design guidelines of Grape Street are met. Minimum of 15' setback and maximum of 50' setback.

Architecture:

- Relationship to the County Administration Center
    - The proposed building lacks a strong complementary relationship to the top of the County Administration Building.
    - The proposed project does not meet the vertically proportioned components outlined in the CAC Design Zone. The design focuses on horizontal lines only. The upper story does not have any cornices or roof lines.
    - The design consists of articulated arches at the base level however, it does not highlight main entrances with ornament or sculptural details.
    - The design for the ground level does a good job of introducing a human scale with articulated storefront and arched perforated screens.
    - The Pacific Highway facing façade has no color plaster, but has aluminum framed glass, glass metal railing, complimented by glass mosaic tile.
    - The proposed balconies have a proportional vertical rhythm; however, the aluminum glass façade's horizontal rhythm is lost by the horizontal balconies.
    - In comparison to the Classical Proportions of the CAC, the proposed design reflects a single system and not an assembly of multiple systems thus lacking a unifying rhythm to the building.
    - The golden rectangle is not clearly apparent, and its reduction of scale does not translate to the CAC.

- Materials and Colors
    - The proposed design does not have any colored concrete, cement plaster or glass fiber reinforced concrete along the Pacific Highway elevation.
    - The project avoids high-saturated colors or dark colors, and highly reflective surfaces are avoided.
    - The proposed project does not provide tile or low sculptural relief in locations of special interest such as entrances and windows.

Conclusion

In general, the proposed design does not compliment the County Administration Art Deco design, but rather embodies a modern solution. The overall height of the proposed building competes with the hierarchy of the County Administration Center. It appears that the Grape Street elevation has more complimentary relationship to the CAC than the Pacific Highway elevation. Modifications to the balcony's mosaic tiles can increase the complementary relationship to the CAC symmetry and rhythm. It is also encouraged to further evaluate the main point of entries and areas of focus.

This review only addresses architectural and other items pertaining to the County Administration Center Design Zone Guidelines. Review for project compliance with setbacks, site planning and parking standards will remain subject to the City of San Diego permit authority.

Thank you for your consideration of the County of San Diego's comments. Please feel free to contact me or my staff, Elyce Shorb, at (619)458-4499, or via e-mail Elyce.Shorb@sdcounty.ca.gov should you have any questions.

Regards,

Marko Medved

Digitally signed by Marko Medved
Date: 2021.11.19 18:05:15 -08'00'

Marko Medved, P.E., CEM
Director, Department of General Services

Attachment: 929 W. Grape Street Project submittal

cc. Helen Robbin-Meyer, Chief Administrative Officer

COASTAL DEVELOPMENT PERMIT APPROVAL No. 2411967
TENTATIVE MAP APPROVAL No. 2411968

ATTACHMENT 12

Proposed Residential Development containing 49 Residential Condominiums
at 929 W Grape Street, San Diego CA 92101

OWNER: **IIDA SANGYO., LTD.** | ARCHITECT: **DBRDS** | AUGUST 23, 2021

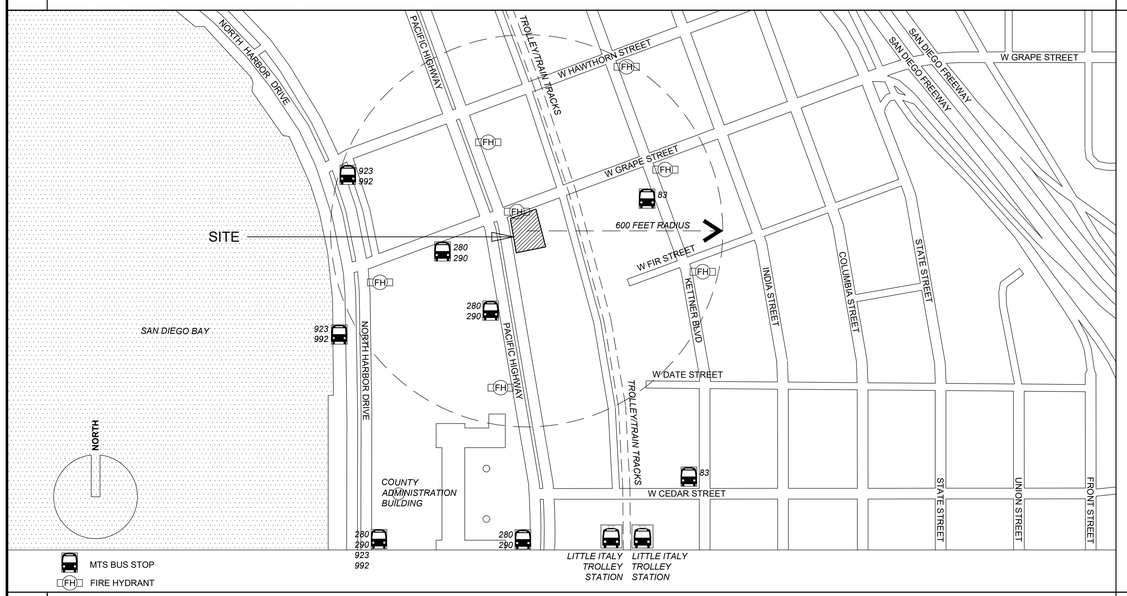


COASTAL DEVELOPMENT PERMIT APPROVAL No. 2411967
TENTATIVE MAP APPROVAL No. 2411968

Proposed Residential Development containing 49 Residential Condominiums at 929 W Grape Street, San Diego CA 92101



PACIFIC HIGHWAY ELEVATION RENDERING



LOCALITY MAP NOTE: *LOCATIONS OF BUS STOPS AND FIRE HYDRANTS HAVE BEEN DERIVED FROM GOOGLE MAP*

ARCHITECTURAL ***DBRDS***

01	A1.01	TITLE SHEET
02	A1.02	DEVELOPMENT CALCULATIONS
03	A1.03	FAR DIAGRAMS
04	A1.04	CONTEXT MAP
05	A1.05	SITE CONTEXT PHOTOS
06	A1.06	DEMOLITION PLAN
07	A1.07	FIRE ACCESS PLAN
08	C-1	TOPOGRAPHIC SURVEY
09	A2.00	SITE PLAN
10	A2.01	BASEMENT LEVEL 2 PLAN
11	A2.02	BASEMENT LEVEL 1 PLAN
12	A2.03	LEVEL 1 PLAN
13	A2.04	LEVEL 2 PLAN
14	A2.05	LEVEL 3 thru 4 PLAN
15	A2.06	LEVEL 5 PLAN
16	A2.07	LEVEL 6 thru 11 PLAN
17	A2.08	LEVEL 12 PLAN
18	A2.09	ROOF PLAN
19	A3.01	WEST ELEVATION - ENLARGED (PACIFIC COAST HIGHWAY)
20	A3.02	NORTH ELEVATION - ENLARGED (GRAPE STREET)
~~21~~	~~A3.03~~	~~EAST ELEVATION~~ *NOT USED*
~~22~~	~~A3.04~~	~~SOUTH ELEVATION~~ *NOT USED*
23	A3.05	VICINITY ELEVATIONS
24	A3.06	COLORED ELEVATION WEST
25	A3.07	COLORED ELEVATION NORTH
26	A3.08	COLORED ELEVATION EAST
27	A3.09	COLORED ELEVATION SOUTH
28	A4.01	3D RENDERINGS
29	A5.01	SECTION A-A
30	A5.02	SECTION B-B
31	A5.03	SECTION C-C
32	A5.04	SECTION D-D
33	A6.01	DESIGN NARRATIVE
34	A6.02	MATERIALS BOARD

LANDSCAPE ***McCULLOUGH LANDSCAPE ARCHITECTURE***

35	L1.00	SITE PLAN - GROUND LEVEL
36	L2.00	HYDROZONE PLAN
37	L3.00	PLANTING PLAN - GROUND LEVEL

CIVIL ***SNIPES DYE ASSOCIATES***

38	C1	TITLE/NOTES SHEET
39	C2	TENTATIVE MAP
40	C3	CONCEPTUAL GRADING PLAN
41	C4	CURB UTILIZATION PLAN

DRAWING INDEX

LEGAL DESCRIPTION:
LOTS 1, 2, AND 3 IN BLOCK 284 OF MIDDLETOWN, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF MADE BY J.E. JACKSON, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY.

BENCHMARK:
THE BENCHMARK FOR THIS SURVEY IS THE CITY OF SAN DIEGO BRASS PLUG IN THE TOP OF THE CURB AT THE SOUTHWEST CORNER OF PACIFIC HIGHWAY AND HAWTHORNE STREET; ELEVATION = 14.239, NGVD29.

ASSESSOR'S PARCEL NUMBER:
533-213-16

EASEMENT NOTES:

3 AN EASEMENT GRANTED TO SAN DIEGO GAS AND ELECTRIC COMPANY FOR POLES, WIRES AND ANCHORS RECORDED, APRIL 2, 1965 AS INSTRUMENT NO: 58587 OF OFFICIAL RECORDS.

4 AN EASEMENT GRANTED TO SAN DIEGO GAS AND ELECTRIC COMPANY FOR THE TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, UNDERGROUND FACILITIES AND ABOVEGROUND STRUCTURES, RECORDED MAY 17, 1972 AS INSTRUMENT NO: 124397 OF OFFICIAL RECORDS.

LEGAL DESCRIPTIONS

SITE ADDRESS: 929 W GRAPE STREET, SAN DIEGO, CA 92101 *(previously known as1943 Pacific Highway)*
APN: 533-213-16-00
YEAR CONSTRUCTED: 1960

BUILDING USE - EXISTING: MOTEL
PROPOSED: RESIDENTIAL

LEGAL JURISDICTION: CITY OF SAN DIEGO, CALIFORNIA

SCOPE OF WORK:

CENTRE CITY DEVELOPMENT PERMIT & COASTAL DEVELOPMENT PERMIT FOR CONSTRUCTION OF A NEW TWELVE (12) STORY BUILDING ABOVE GRADE WITH COMMON AREA (at grade level) + RESIDENTIAL USES WITH TWO (2) SUBTERRANEAN PARKING LEVELS.

49 RESIDENTIAL CONDOMINIUMS ARE PROPOSED FROM LEVEL 2 THRU LEVEL 12 OF WHICH FIVE (5) ARE PROPOSED AS AFFORDABLE HOUSING/DWELLING UNITS.

49 CAR PARKING SPACES ARE PROPOSED FROM LEVEL B2 THRU LEVEL 1 OF WHICH 1 IS DESIGNATED AS ACCESSIBLE SPACES.

5 MOTOR CYCLE SPACES ARE PROPOSED IN THE BASEMENT

12 BICYCLE RACKS ARE PROPOSED ADJACENT THE BASEMENT ELEVATORS

DEMOLITION OF EXISTING MOTEL BUILDING

EASEMENT AGREEMENTS: TBC

DOWNTOWN NEIGHBORHOOD: LITTLE ITALY. COUNTY ADMINISTRATION CENTER DESIGN ZONE.

ZONING DESIGNATION: EMPLOYMENT/RESIDENTIAL MIXED-USE (ER)

OVERLAY ZONE DESIGNATIONS: TRANSIT AREA OVERLAY ZONE (TAOZ). RESIDENTIAL TANDEM PARKING OVERLAY ZONE (RTPOZ). TRANSIT PRIORITY AREA (TPA). AIRPORT APPROACH OVERLAY ZONE (AAOZ). AIRPORT INFLUENCE AREA. COUNTY ADMINISTRATION CENTER DESIGN ZONE (CAC). STEEP HILLSIDE COASTAL OVERLAY ZONE. GEOLOGICAL HAZARD CATEGORY - 13

TYPE OF CONSTRUCTION: TYPE 1B
OCCUPANCY CLASSIFICATION: R-2, A-2, S-1

BUILDING CODE: 2019 CALIFORNIA BUILDING CODE

EXISTING SITE AREA: 0.298 ACRES (13,001sqft per SURVEY)

BASE MAXIMUM FAR: **4.0** (4.0 x 13,001 sqft = 52,004 sqft)
AFFORD. HOUSING BONUS FAR: **2.0** (2.0 X 13,001 sqft = 26,002 sqft) (see A1.03 for calculation)

TOTAL ALLOWABLE FAR: **6.0** (78,006 sqft)
TOTAL PROPOSED FAR: **6.0** (77,841sqft)

SITE HIGHEST EL. (per survey): **EL 16.150**
SITE LOWEST EL. (per survey): **EL 11.680**
DETERMINED GRADE (ZONING): **EL 13.915**
(average of highest & lowest site elevations)

BUILDING HEIGHT (ZONING): **85'-0"**
BUILDING HEIGHT PROPOSED: **129'-6"**
(above determined 'grade')

INCENTIVES REQUESTED:

1. INCREASE IN BUILDING HEIGHT ABOVE REQUIREMENTS OF SDMC §156.0310 and FIGURE 'F' from 85'-0" to 129'-6" (52% INCREASE)
2. REDUCE THE MIN. STREET WALL REQUIREMENT OF 30-FEET ON A VIEW CORRIDOR STREET PER SDMC §156.0310(d)(1)(D)(ii) TO 21'-0".
3. REDUCE THE 20-FEET/10-FEET SETBACK FROM THE INTERIOR PROPERTY LINE PER SDMC §156.0310(d)(3)(E) TO 0'-6" AT LEVEL 1 AND 1'-6" FROM LEVELS 2 -12.
4. REDUCE GROUND FLOOR TRANSPARENCY REQUIREMENT OF SDMC §156.0311(d)(a) FROM 60% TO 43%.
5. not used.

WAIVER REQUEST: NONE **DEVIATIONS REQUESTED:** NONE

DEVELOPMENT SUMMARY

Notes:

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REVISION:
2021.8.23 CYCLE ISSUE 5
2021.4.19 CYCLE ISSUE 4
2020.11.6 CYCLE ISSUE 3
2020.3.30 FULL SUBMITTAL
2020.3.12 COMPLETENESS CHECK SUBMITTAL

DRAWING TITLE:
TITLE SHEET

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO: 18041
DRAWN BY: IR
SCALE: N/A
SHEET NO: A1.01
SHEET: 01

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021

DWELLING UNIT BREAKDOWN:

	No.	UNIT TYPE	INT. AREA sf.	EXT. AREA sf.
LEVEL **2**	**01**	2 BED	1418	110
	02*	1 BED	582	112
	03*	1 BED	617	112
	04	1 BED	617	100
	05	1 BED	582	112
	06*	1 BED + STUDY	672	138
LEVEL **3**	**07**	2 BED	1418	355
	08	1 BED	582	112
	09*	1 BED	617	112
	10	1 BED	617	100
	11*	1 BED	582	112
	12	2 BED	1256	214
LEVEL **4**	**13**	2 BED	1418	355
	14	1 BED	582	112
	15	1 BED	617	112
	16	1 BED	617	100
	17	1 BED	582	112
	18	2 BED	1256	214
LEVEL **5**	**19**	2 BED	1418	355
	20	2 BED	1238	224
	21	1 BED	617	100
	22	1 BED	582	112
	23	2 BED	1256	214
LEVEL **6**	**24**	2 BED	1418	355
	25	2 BED	1203	224
	26	2 BED	1203	224
	27	2 BED	1256	214
LEVEL **7**	**28**	2 BED	1418	355
	29	2 BED	1203	224
	30	2 BED	1203	224
	31	2 BED	1256	214
LEVEL **8**	**32**	2 BED	1418	355
	33	2 BED	1203	224
	34	2 BED	1203	224
	35	2 BED	1256	214
LEVEL **9**	**36**	2 BED	1418	355
	37	2 BED	1203	224
	38	2 BED	1203	224
	39	2 BED	1256	214
LEVEL **10**	**40**	2 BED	1418	355
	41	2 BED	1203	224
	42	2 BED	1203	224
	43	2 BED	1256	214
LEVEL **11**	**44**	2 BED	1418	355
	45	2 BED	1203	224
	46	2 BED	1203	224
	47	2 BED	1256	214
LEVEL **12**	**48**	2 BED PENTHOUSE	1738	1433
	49	2 BED PENTHOUSE	1738	1197

TOTAL No. DWELLING UNITS = 49
14 x 1 BEDROOMS
01 x 1 BEDROOM plus STUDY
32 x 2 BEDROOMS
02 x 2 BEDROOM PENTHOUSES

* DENOTES **'VERY LOW-INCOME UNITS' (VLI)**

1. DWELLING UNIT BREAKDOWN

AFFORDABLE HOUSING UNITS CALCULATION:

77,841 sf (TOTAL PROJECT FAR) ÷ 49 (TOTAL PROPOSED UNITS)
= 1,588 sf OF FAR PER UNIT.

52,004 sf (BASE MAX. FAR) ÷ 1,588 sf. = 32.7, ROUNDED UP TO 33 BASE UNITS.
33 (BASE UNITS) X 15% (VERY-LOW INCOME UNITS) = 4.95, ROUNDS UP TO
5 DESIGNATED VERY-LOW INCOME UNITS PROPOSED.

15% VERY-LOW INCOME AFFORDABLE HOUSING UNITS ALLOW FOR
FIVE (5) DEVELOPMENT INCENTIVES

5. AFFORDABLE HOUSING UNITS CALCULATION

PARKING BREAKDOWN

ALLOCATION	REQUIRED	PROVIDED
MARKET RATE DWELLING UNITS (Transit Priority Area Parking)	0 SPACES	49 SPACES
ACCESSIBLE PARKING (2% of total car spaces = 49 x 2% = 0.98)	1 SPACE	1 SPACE
ELECTRIC VEHICLE (5% of total car spaces = 49 x 5% = 2.45)	2.45 SPACES	3.0 SPACES
TOTAL CAR SPACES	**49 SPACES**	**49 SPACES**
MOTORCYCLE (1 per 10 dwelling units = 49 / 10 = 4.9)	5 SPACES	5 SPACES
BICYCLE (1 per 5 dwelling units = 49 / 5 = 9.8)	10 SPACES	12 SPACES

UNIT TYPE TABLE :

UNIT TYPE	COUNT	AREA RANGE
1 BEDROOM	14	582 sf. and 617 sf.
1 BED plus STUDY	01	672 sf.
2 BEDROOM	32	1203 sf. to 1418 sf.
2 BED PENTHOUSE	02	1738 sf.
TOTAL	**49**	

AVERAGE SIZE OF 1 BEDROOM UNIT: 599 sf.
AVERAGE SIZE OF 1 BED plus STUDY UNIT: 672 sf.
AVERAGE SIZE OF 2 BEDROOM UNIT: 1286 sf.
AVERAGE SIZE OF 2 BED PENTHOUSE: 1738 sf.

AVERAGE SIZE OF ALL UNITS 1095 sf.

DENSITY: 164 D/U's per ACRE

STORAGE: NOT REQUIRED < 50 UNITS PROPOSED.

RESIDENT'S COMMON ROOM: NOT REQUIRED < 50 UNITS PROPOSED.

RESIDENT'S COMMON OUTDOOR SPACE: NOT REQUIRED < 50 UNITS PROPOSED.

BALCONY DIMENSIONS

PER SDMC 156.0310(g)(3) 100% OF PROPOSED RESIDENTIAL DWELLING UNITS HAVE AN AVERAGE OF HORIZONTAL BALCONY DIMENSION OF 6'

TRASH FOR <50 UNITS (PER 142.0820)

MIN. REFUSE STORAGE AREA: 96 sf.
MIN. RECYCLABLE STORAGE AREA: 96 sf.

TOTAL REQUIRED: 192 sf.
TOTAL PROVIDED: 192 sf.

2. DEVELOPMENT & PARKING CALCULATIONS

FAR BONUS FOR AFFORDABLE HOUSING CALCULATION:

{[(BASE GSF - NON-RESIDENTIAL GSF) x AFFORDABLE BONUS %] + BASE GSF} ÷ SITE AREA = PERMITTED FAR

THEREFORE:

{[(52,004sf. - 0sf.) x 50%] + 52,004sf.} ÷ 13,001sf. = 6.0 FAR

TOTAL ALLOWABLE FAR = 4.0 (BASE FAR) + 2.0 (A.H.BONUS) = 78,006 sf.

LEVEL 1 FAR = 6,582sf.
LEVEL 2 FAR = 7,480sf.
LEVEL 3 FAR = 6,644sf.
LEVEL 4 FAR = 6,644sf.
LEVEL 5 FAR = 6,644sf.
LEVEL 6 FAR = 6,526sf.
LEVEL 7 FAR = 6,526sf.
LEVEL 8 FAR = 6,526sf.
LEVEL 9 FAR = 6,526sf.
LEVEL 10 FAR = 6,526sf.
LEVEL 11 FAR = 6,526sf.
LEVEL 12 FAR = 4,691sf.

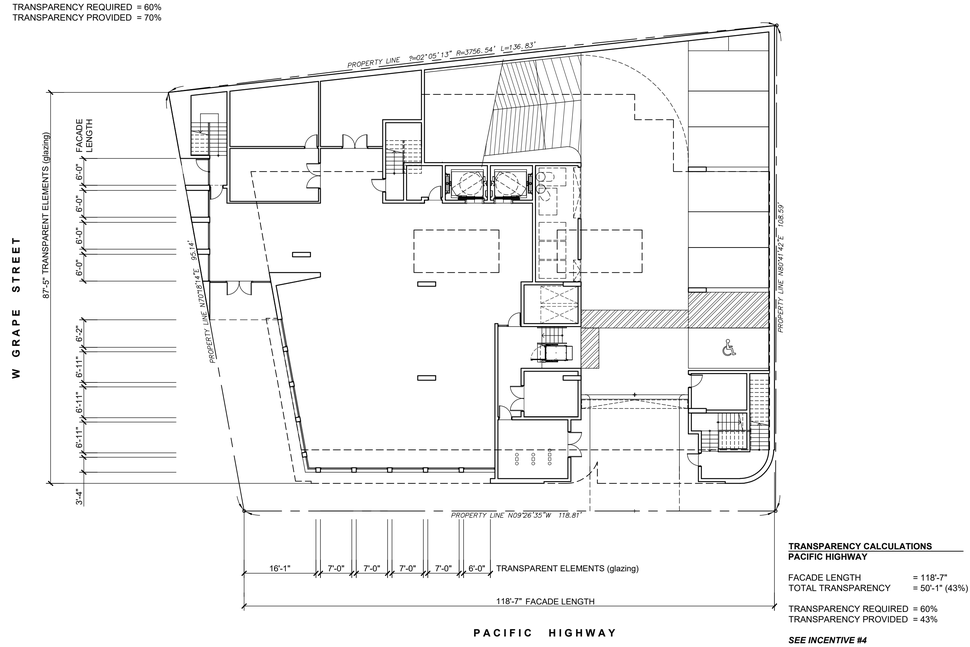
PROPOSED FAR = 77,841sf.
(SEE FAR DIAGRAMS A1.03)

4. FAR BONUS CALCULATION

TRANSPARENCY CALCULATIONS
W GRAPE STREET

FACADE LENGTH = 87'-5"
TOTAL TRANSPARENCY = 61'-6" (70%)

TRANSPARENCY REQUIRED = 60%
TRANSPARENCY PROVIDED = 70%



TRANSPARENCY CALCULATIONS
PACIFIC HIGHWAY

FACADE LENGTH = 118'-7"
TOTAL TRANSPARENCY = 50'-1" (43%)

TRANSPARENCY REQUIRED = 60%
TRANSPARENCY PROVIDED = 43%

SEE INCENTIVE #4

6. TRANSPARENCY CALCULATIONS

DEVELOPMENT MATRIX:

LEVEL	1 BED	1 BED + STUDY	2 BED	2 BED P/H	TOTAL	FAR	PARKING
B02	-	-	-	-	-	-	21
B01	-	-	-	-	-	-	21
01	-	-	-	-	-	6,582	07
02	4	1	1	0	6	7,480	-
03	4	0	2	0	6	6,644	-
04	4	0	2	0	6	6,644	-
05	2	0	3	0	5	6,644	-
06	0	0	4	0	4	6,526	-
07	0	0	4	0	4	6,526	-
08	0	0	4	0	4	6,526	-
09	0	0	4	0	4	6,526	-
10	0	0	4	0	4	6,525	-
11	0	0	4	0	4	6,526	-
12	0	0	0	2	2	4,691	-
	14	**1**	**32**	**2**	**49**	**77,841**	**49**

3. DEVELOPMENT MATRIX

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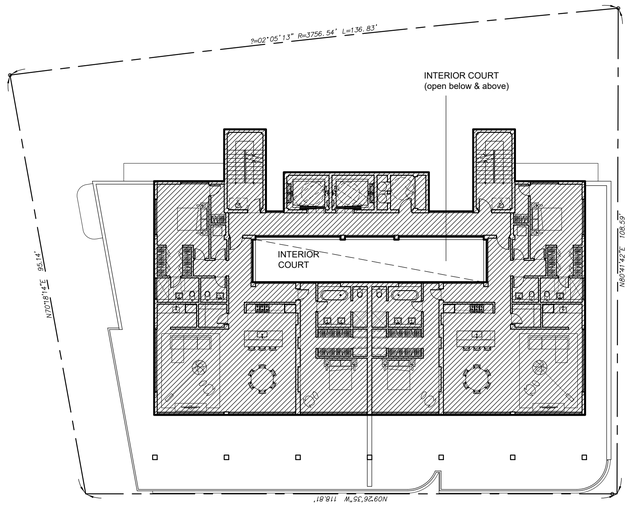
REVISION:
2021.8.23 CYCLE ISSUE 5
2021.4.19 CYCLE ISSUE 4
2020.11.6 CYCLE ISSUE 3
2020.3.30 FULL SUBMITTAL
2020.3.12 COMPLETENESS CHECK SUBMITTAL

DRAWING TITLE:
DEVELOPMENT CALCULATIONS

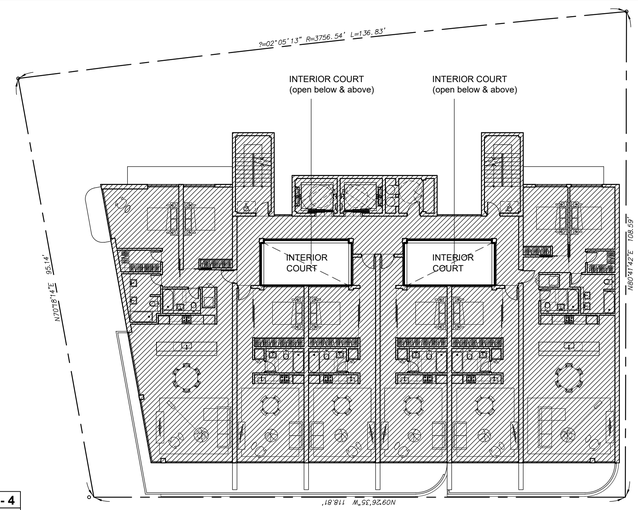
PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO: 18041
DRAWN BY: IR
SCALE: N/A
SHEET NO: A1.02
SHEET: 02

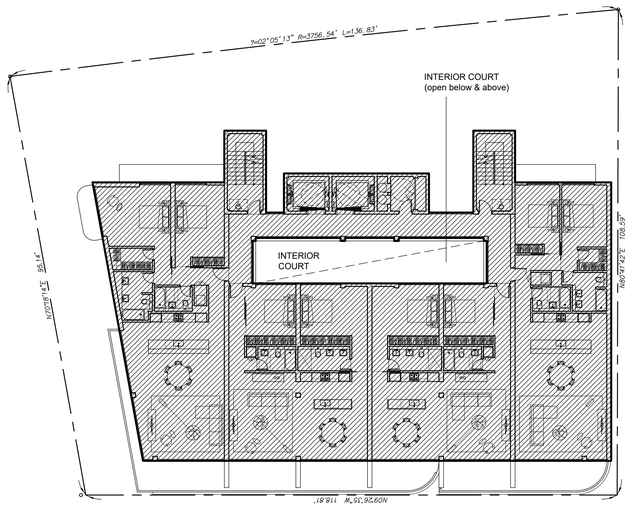
COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



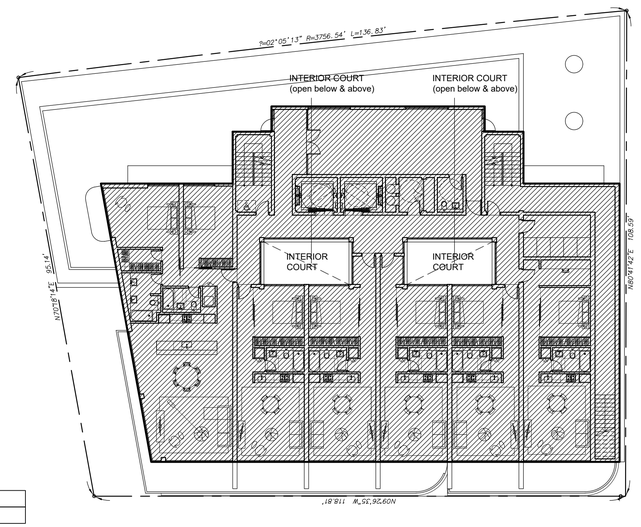
LEVEL 12
4691 sf.



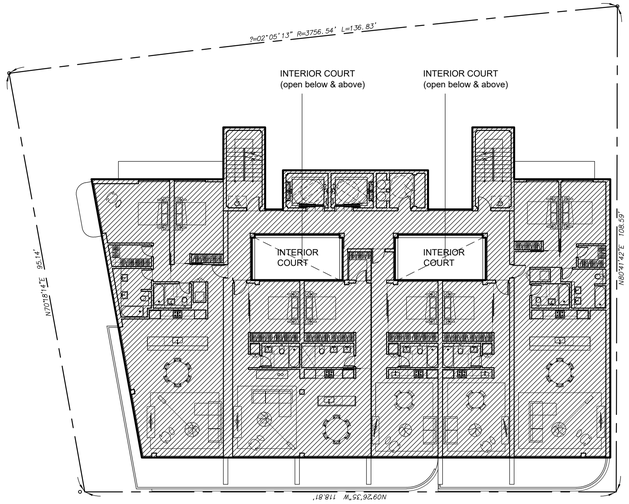
LEVELS 3 - 4
6644 sf.



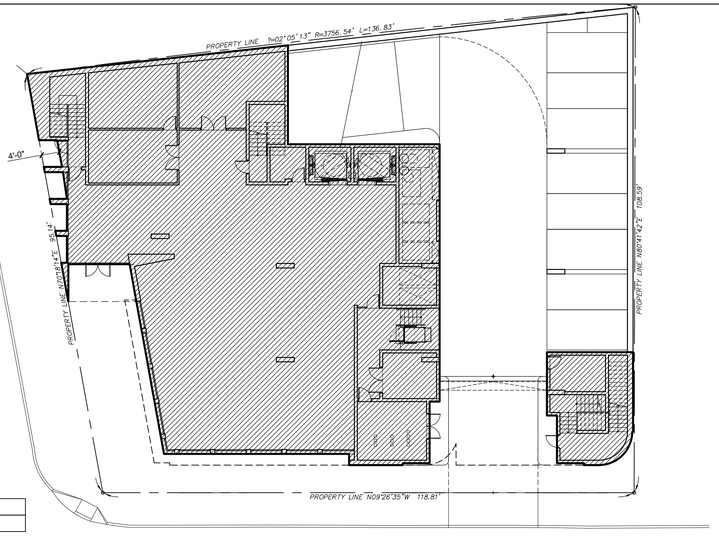
LEVEL 6 - 11
6526 sf.



LEVEL 2
7480 sf.



LEVEL 5
6644 sf.



LEVEL 1
6536 sf.

FAR DIAGRAMS

NOTE REGARDING "INTERIOR COURT"

SDMC SECTION 113.0234(d)(1) STATES THAT ELEMENTS NOT INCLUDED IN THE GROSS FLOOR AREA INCLUDE "INTERIOR COURTS", WHICH ARE DEFINED IN SDMC SECTION 113.0103 AS "INTERIOR COURT MEANS A SPACE THAT IS OPEN AND UNOBSTRUCTED TO THE SKY AND IS BOUNDED ON THREE OR MORE SIDE BY WALLS THAT EXTEND ABOVE GRADE."

FLOOR	FAR (sf.)
BASEMENT 2	N/A
BASEMENT 1	N/A
LEVEL 1	6582
LEVEL 2	7480
LEVEL 3	6644
LEVEL 4	6644
LEVEL 5	6644
LEVEL 6	6526
LEVEL 7	6526
LEVEL 8	6526
LEVEL 9	6526
LEVEL 10	6526
LEVEL 11	6526
LEVEL 12	4691
TOTAL	**77,841** sf. (73,710 sf. permitted)

FAR TABLE

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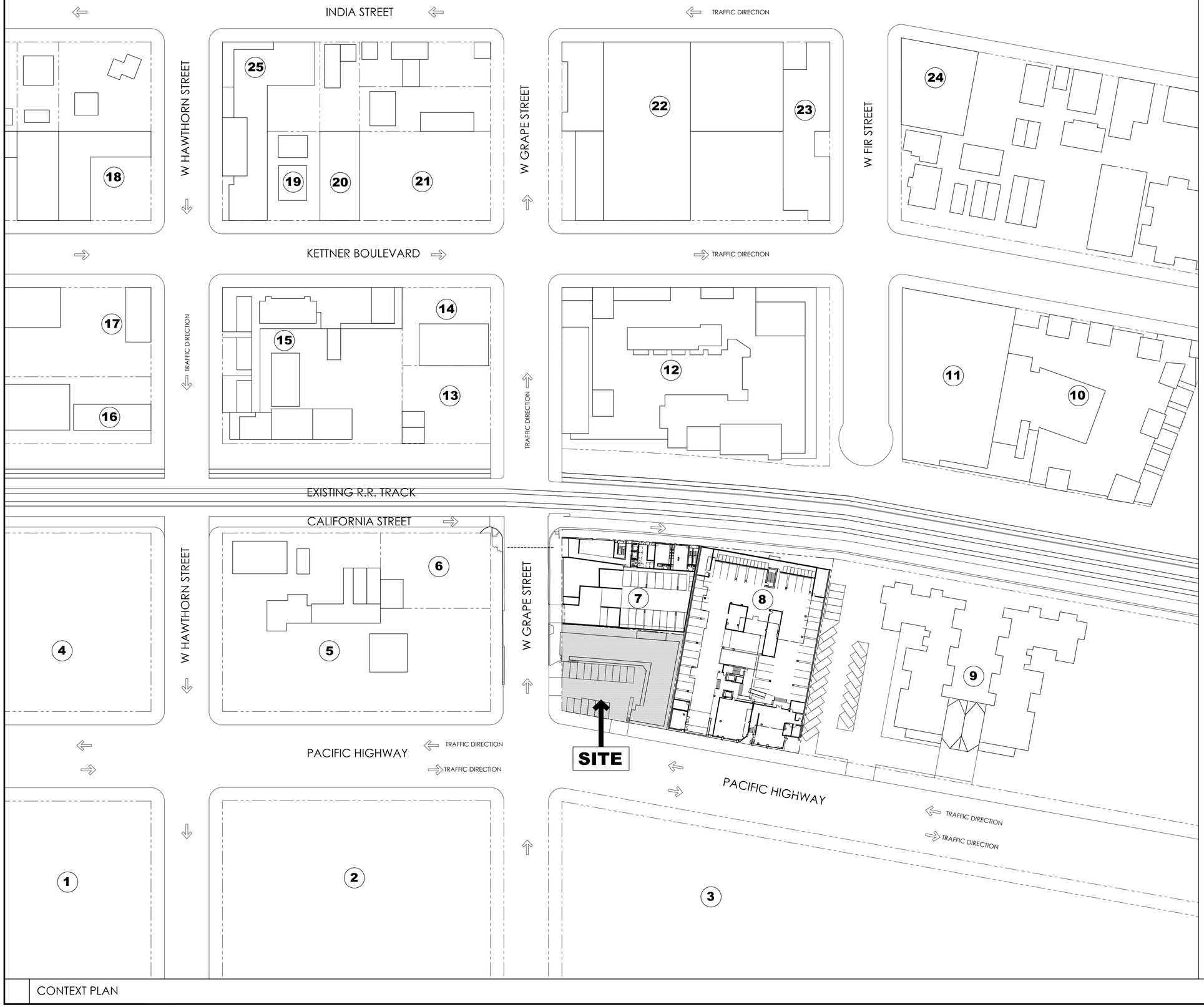
2020.3.12 COMPLETENESS CHECK SUBMITTAL

DRAWING TITLE:
FAR
DIAGRAMS

PROJECT:
PROPOSED RESIDENTIAL
DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO: 18041
DRAWN BY: IR
SCALE: N/A
SHEET NO: A1.03
SHEET: 03

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



26	CONDOMINIUMS	5 STORIES
25	COUNTY PARK	2 STORIES
24	BLICKS WAREHOUSE	2 STORIES
23	Q APARTMENTS	8 STORIES
22	ALSCO WAREHOUSE	2 STORIES
21	UNDER CONSTRUCTION	3 STORIES
20	WAREHOUSE OFFICE STUDIO	1 STORY
19	SINGLE FAMILY HOUSE	1 STORY
18	CAR MECHANIC WORKSHOP	1 STORY
17	CAR RENTAL YARD	1 STORY
16	WAREHOUSE	1 STORY
15	WATERFRONT APARTMENTS	5 STORIES
14	SHAKE SHACK RESTAURANT	1 STORY
13	CAR RENTAL YARD	1 STORY
12	BROADSTONE APARTMENTS	7 STORIES
11	DOMUS CONDOMINIUMS	6 STORIES
10	? CONDOMINIUMS	6 STORIES
9	MARRIOT RESIDENCES HOTEL	2 STORIES
8	VALENTINA BY ALTA (APARTMENTS)	8 STORIES
7	CEILO APARTMENTS	8 STORIES
6	COUNTY PARK	1 STORY
5	MOBIL GAS STATION & CAR WASH	1 STORY
4	FAT CITY - UNDER CONSTRUCTION	6 STORIES
3	COUNTY PARK	1 STORY
2	CARPARK	1 STORY

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contact: BILL SNIPES
email: bill@snipesdye.com

LANDSCAPE ARCHITECTURE:

McCULLOUGH LANDSCAPE ARCHITECTURE

703 16th STREET, SUITE 100
SAN DIEGO CA 92101

phone: (619) 296-3150
contact: DAVID McCULLOUGH
email: david@mlasd.com

REVISION:

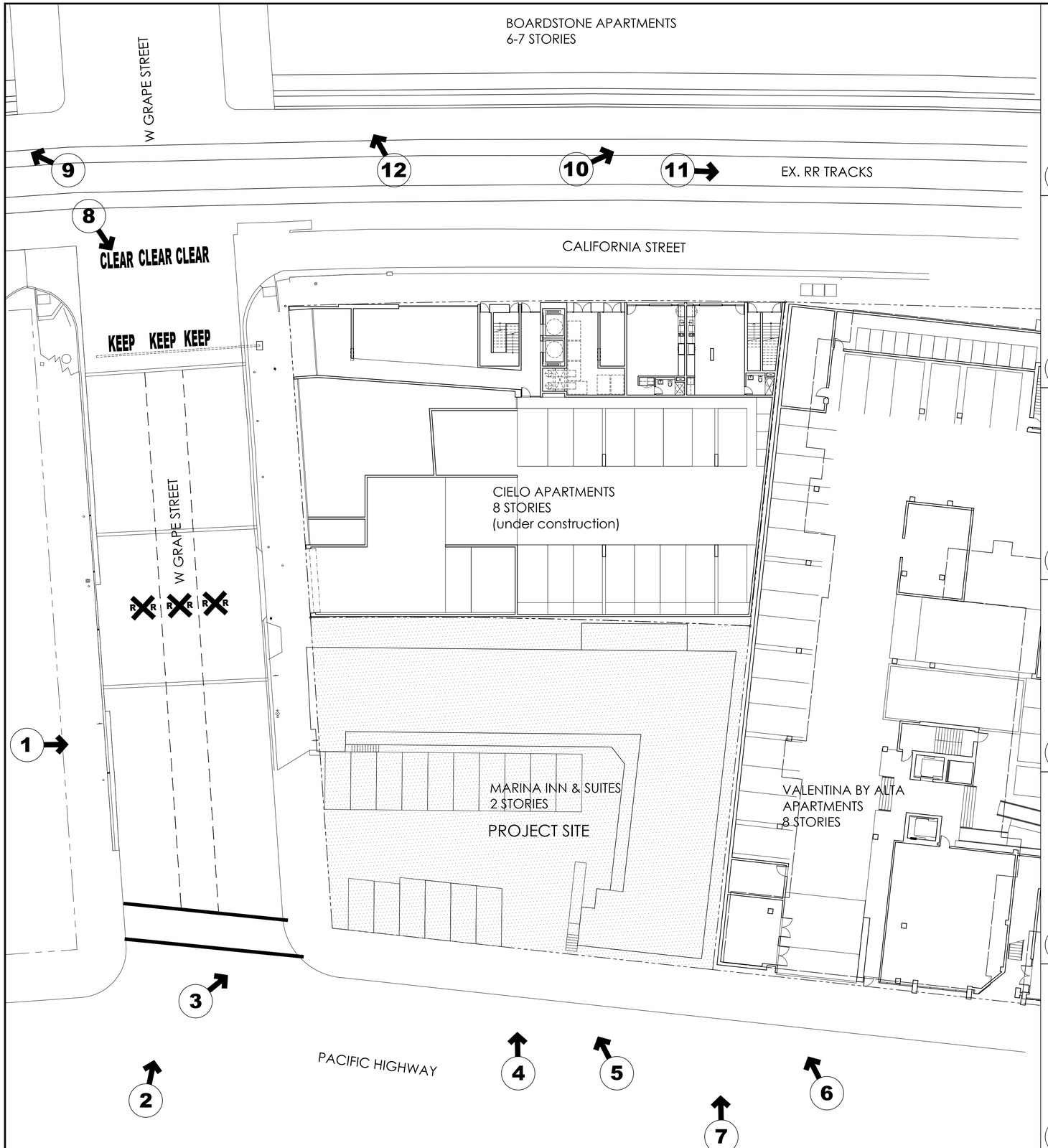
2021.8.23 CYCLE ISSUE 5
2021.4.19 CYCLE ISSUE 4
2020.11.6 CYCLE ISSUE 3
2020.3.30 FULL SUBMITTAL
2020.3.12 COMPLETENESS CHECK SUBMITTAL

DRAWING TITLE:
CONTEXT PLAN

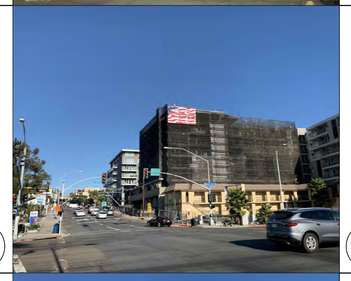
PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

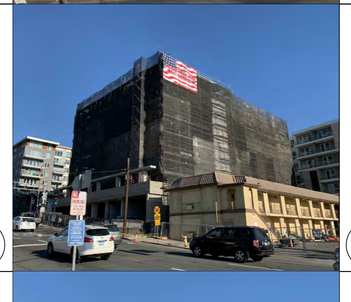
DBRDS PROJECT NO:	18041
DRAWN BY:	IR
SCALE:	1/50" = 1'-0"
SHEET NO:	A1.04
SHEET:	04

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



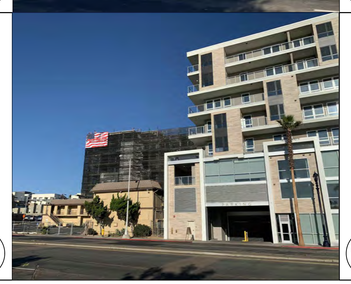


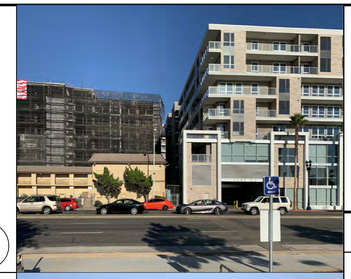






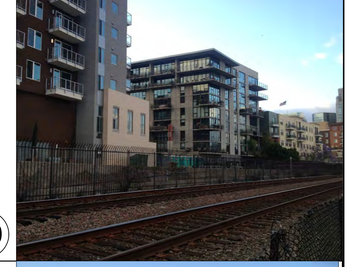




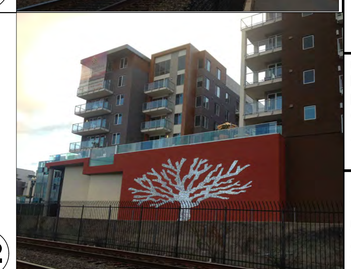












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PROJECT TEAM

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IIDA SANGYO., LTD.

2-2-2 MUSHASHI SAKAI,
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email: matt@preface.com

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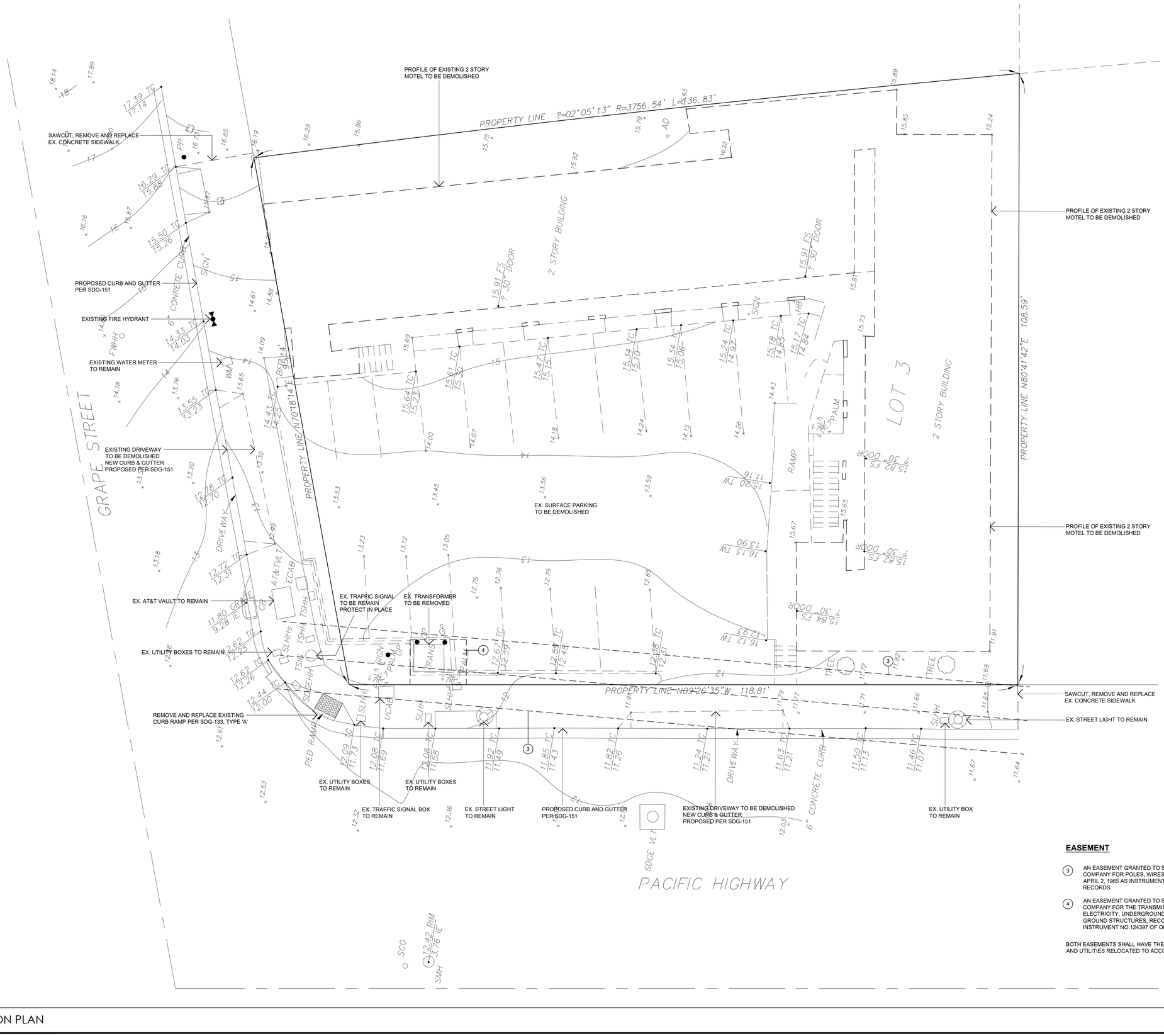
DRAWING TITLE:
SITE CONTEXT PHOTOS

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO:	18041
DRAWN BY:	IR
SCALE:	1/16" = 1'-0"
SHEET NO:	A1.05
SHEET:	05

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021

SITE CONTEXT PHOTOS



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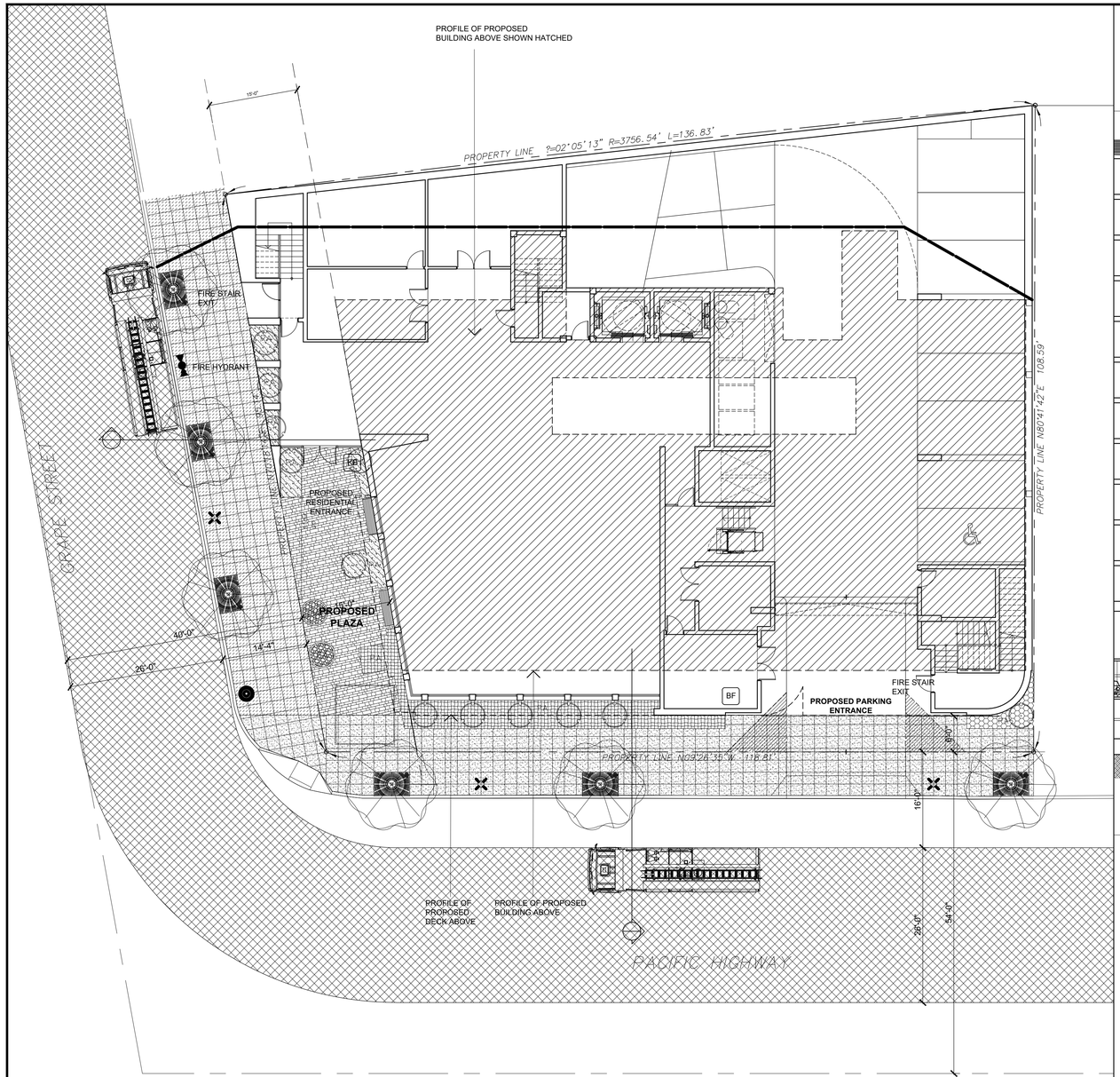
2020.3.12 COMPLETENESS CHECK SUBMITTAL

DRAWING TITLE:
DEMOLITION PLAN

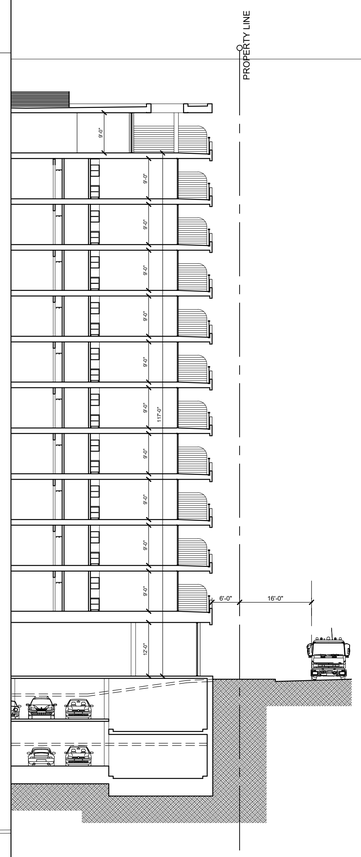
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SAN DIEGO A 92101

DBRDS PROJECT NO:	18041
DRAWN BY:	IR
SCALE:	1/8" = 1'-0"
SHEET NO:	A1.05
SHEET:	06

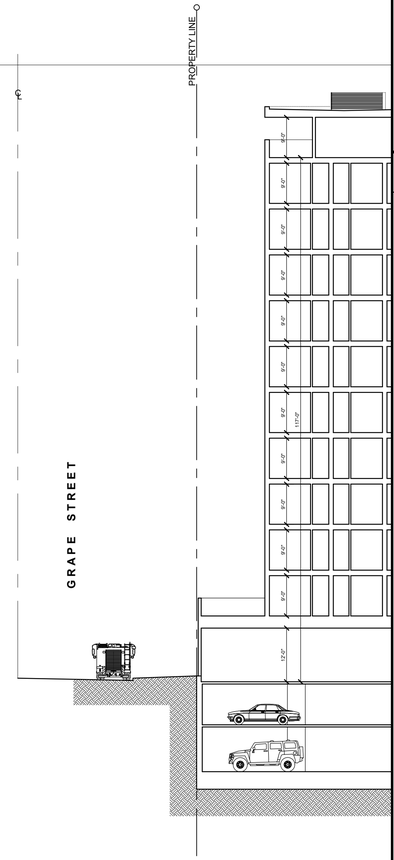
COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



FIRE ACCESS PLAN



SECTION - A



SECTION B—

1.
PROVIDE BUILDING ADDRESS NUMBERS, VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY PER FHPS POLICY P-00-6 (UFC 901.4.4) AND SDMC SECTION 95.0209

2.
VEGETATION SHALL BE SELECTED AND MAINTAINED IN SUCH A MANNER AS TO ALLOW IMMEDIATE ACCESS TO ALL HYDRANTS, VALVES, FIRE DEPARTMENT CONNECTIONS, PULL STATIONS, EXTINGUISHERS, SPRINKLER RISERS, ALARM CONTROL PANELS, RESCUE WINDOWS, AND OTHER DEVICES OR AREAS USED FOR FIREFIGHTING PURPOSES. VEGETATION OR BUILDING FEATURES SHALL NOT OBSTRUCT ADDRESS NUMBERS OR INHIBIT THE FUNCTIONING OF ALARM BELLS, HORNS OR STROBES.

3.
ALL EXISTING AND/OR PROPOSED FIRE HYDRANTS WITHIN 600' OF THE PROJECT SITE AND A 300' RADIUS OVERLAY SHALL BE SHOWN TO ENCOMPASS ALL PORTIONS OF ALL STRUCTURES AS PART OF THE SUBMITTED PROJECT. SD ORDINANCE 17927.

4.
CFC 507.5.5 - CLEAR SPACE AROUND FIRE HYDRANTS; A 3-FOOT RADIUS CLEAR SPACE SHALL BE MAINTAINED AROUND ALL FIRE HYDRANTS, EXCEPT AS OTHERWISE REQUIRED OR APPROVED.

5.
ALL REQUIRED HOSE PULLS ARE SHOWN TO REACH ALL PORTIONS OF THE EXTERIOR OF THE BUILDING(S) PER POLICY A-14-1. HOSE PULL IS MEASURED FROM THE FIRE APPARATUS (ENGINE) WHEN THE FIRE ENGINE IS IN A FIRE ACCESS ROAD/LANE. HOSE PULL CAN BE MEASURED FROM MULTIPLE LOCATIONS WITHIN THE ACCESS ROAD/LANE. THE HOSE PULLS MUST CONNECT OR OVERLAP TO SHOW COMPLETE COVERAGE FOR A SPRINKLERED BUILDING(S): THE MAXIMUM HOSE PULL IS 200'.

FIRE ACCESS PLAN

6.
POST INDICATOR VALVES, FIRE DEPARTMENT CONNECTIONS, AND ALARM BELL ARE TO BE LOCATED ON THE ADDRESS/ACCESS SIDE OF THE STRUCTURE. CFC 912.2.1

FIRE ACCESS LEGEND:

FIRE DEPARTMENT ACCESS LANE CFC 901.4.2, CFC 902.2
(26'-0" WIDTH X 15'-6" VERTICAL CLEARANCE, 28' MIN. INSIDE RADIUS, 50' MIN. OUTSIDE RADIUS)
PAINTED CURBS RED WITH 4" HIGH WIDE LETTERING 'NO PARKING - FIRE LANE' STENCILLED EVERY 30'-0" ON FACE OF CURB. WHERE NO CURB IS PRESENT, PAINT 8" WIDE RED STRIPE WITH 4" HIGH WHITE LETTERING 'NO PARKING - FIRE LANE' STENCILLED EVERY 30'-0" ON PAVEMENT. PROVIDE SIGN EVERY 100'

NO PARKING - FIRE LANE SIGN
LOCATE AT 100' MAXIMUM SPACING FACING TRAFFIC AT A HEIGHT OF 7'.

FIRE HYDRANT

STANDPIPE LOCATION

BF BACKFLOW PREVENTER

KB KNOX BOX (RECESSED), CFC 902.4

FIRE ACCESS LEGEND

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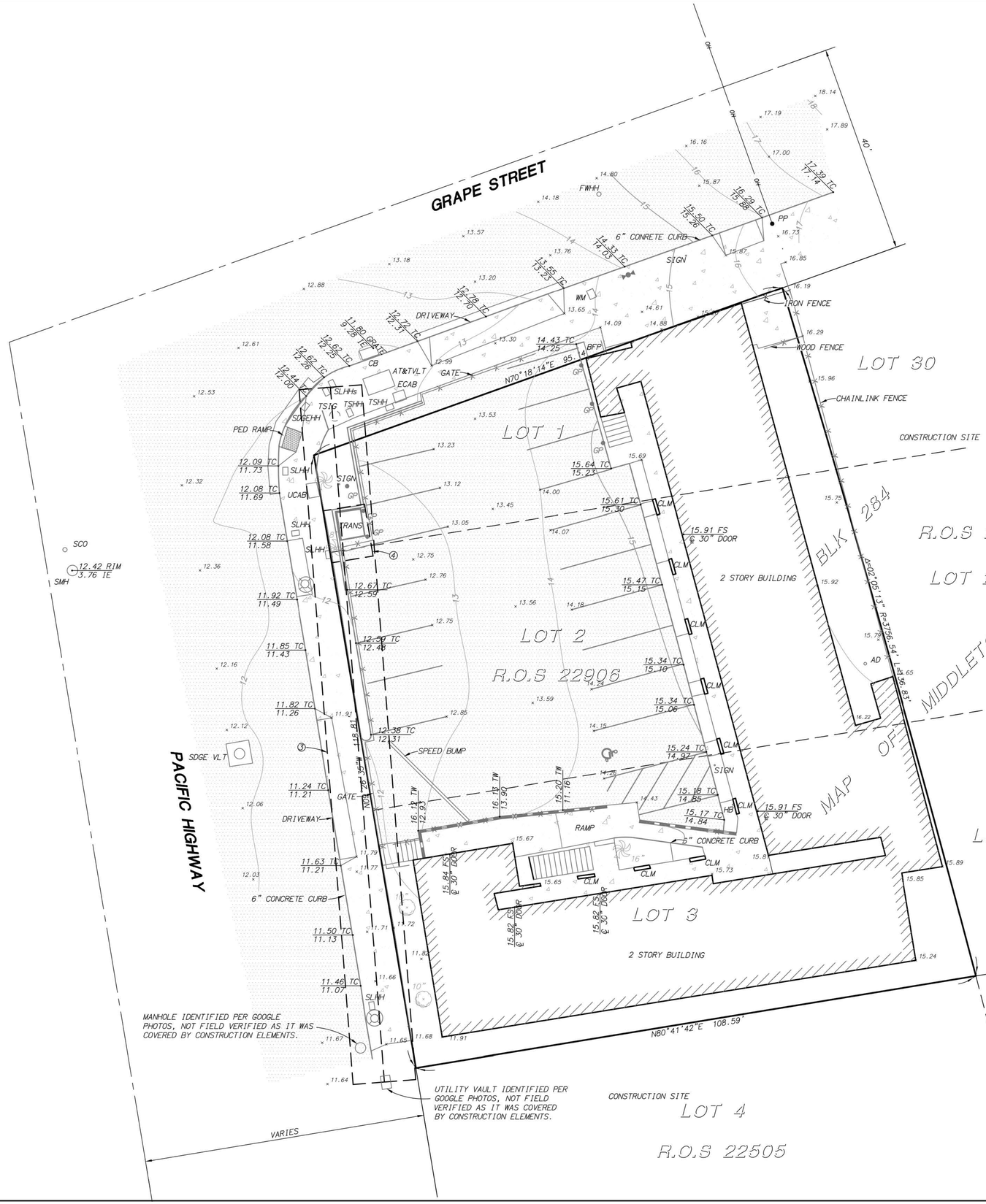
2020.3.12 COMPLETENESS CHECK SUBMITTAL

DRAWING TITLE:
FIRE ACCESS PLAN

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO:	18041
DRAWN BY:	IR
SCALE:	3/32" = 1'-0"
SHEET NO:	A1.06
SHEET:	07

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



LEGAL DESCRIPTION:

LOTS 1, 2, AND 3 IN BLOCK 284 OF MIDDLETOWN, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF MADE BY J.E. JACKSON, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY.

BENCHMARK:

THE BENCHMARK FOR THIS SURVEY IS THE CITY OF SAN DIEGO BRASS PLUG IN THE TOP OF THE CURB AT THE SOUTHWEST CORNER OF PACIFIC HIGHWAY AND HAWTHORNE STREET; ELEVATION = 14.239, NGVD29.

LEGEND:

- INDICATES CONCRETE SURFACE.
- INDICATES ASPHALT SURFACE.
- INDICATES ASPHALT SURFACE.
- PP - INDICATES POWER POLE.
- OH - INDICATES OVERHEAD POWER LINE.
- INDICATES OVERHEAD LIGHT.
- INDICATES FIRE HYDRANT.
- GP- INDICATES GUARD POST.
- INDICATES PALM TREE WITH TRUNK DIAMETER.
- FL- INDICATES FLOW LINE.
- TW- INDICATES TOP OF WALL.
- TC- INDICATES TOP OF CURB.
- FWHH- INDICATES FIRE WATER HANDHOLE.
- WM- INDICATES WATER METER.
- CLM- INDICATES COLUMN.
- TRANS- INDICATES ELECTRICAL TRANSFORMER.
- SLHH- INDICATES STREET LIGHT MARKOUT.
- SDGE VLT- INDICATES SDG&E VAULT.
- SMH- INDICATES SEWER MANHOLE.
- SCO- INDICATES SEWER CLEANOUT.
- TSHH- INDICATES TRAFFIC SIGNAL HANDHOLE.
- ATT VLT- INDICATES AT&T VAULT
- HB- INDICATES HOSE BIB.
- ECAB- INDICATES ELECTRICAL CABINET.
- BFP- INDICATES BACKFLOW PREVENTOR.
- TSIG- INDICATES TRAFFIC SIGNAL.

ASSESSOR'S PARCEL NUMBER:

533-213-16

EASEMENT NOTES:

③ AN EASEMENT GRANTED TO SAN DIEGO GAS AND ELECTRIC COMPANY FOR POLES, WIRES AND ANCHORS RECORDED, APRIL 2, 1965 AS INSTRUMENT NO: 58587 OF OFFICIAL RECORDS.

④ AN EASEMENT GRANTED TO SAN DIEGO GAS AND ELECTRIC COMPANY FOR THE TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, UNDERGROUND FACILITIES AND ABOVEGROUND STRUCTURES, RECORDED MAY 17, 1972 AS INSTRUMENT NO: 124397 OF OFFICIAL RECORDS.

SURVEYORS NOTE:

THE INFORMATION SHOWN ON THIS SURVEY IS FOR THE PURPOSE OF REPRESENTING THE TOPOGRAPHY OF THIS SITE AS OF THE DATE INDICATED HEREON. A DETAILED BOUNDARY SURVEY WAS NOT PERFORMED IN THE PREPARATION OF THIS TOPOGRAPHIC SURVEY. THE BOUNDARY DATA SHOWN HEREON IS FROM RECORD INFORMATION AND FOUND MONUMENTATION AND IS SUBJECT TO REVISION UPON COMPLETION OF A DETAILED BOUNDARY SURVEY. NO GUARANTY OR WARRANTY IS EXPRESSED OR IMPLIED AS TO THE ACCURACY OF THE BOUNDARY DIMENSIONS SHOWN HEREON.

N

10 5 0 10

SCALE: 1"=10'

LICENSED LAND SURVEYOR
WILLIAM A. SNIPES
Exp.12-31-18
No. 8034
STATE OF CALIFORNIA

WILLIAM A. SNIPES
10/24/2018

TOPOGRAPHIC SURVEY

929 W. GRAPE STREET

SNIPES-DYE ASSOCIATES
8348 CENTER DRIVE, SUITE G, LA MESA, CA 91942, PH (619) 697-9234, FAX (619) 460-2033

BY		SURVEYED	D.JOHNSON
		DRAWN	C.KURTZ
		CHECKED	W.SNIPES
		DATE	10/24/18

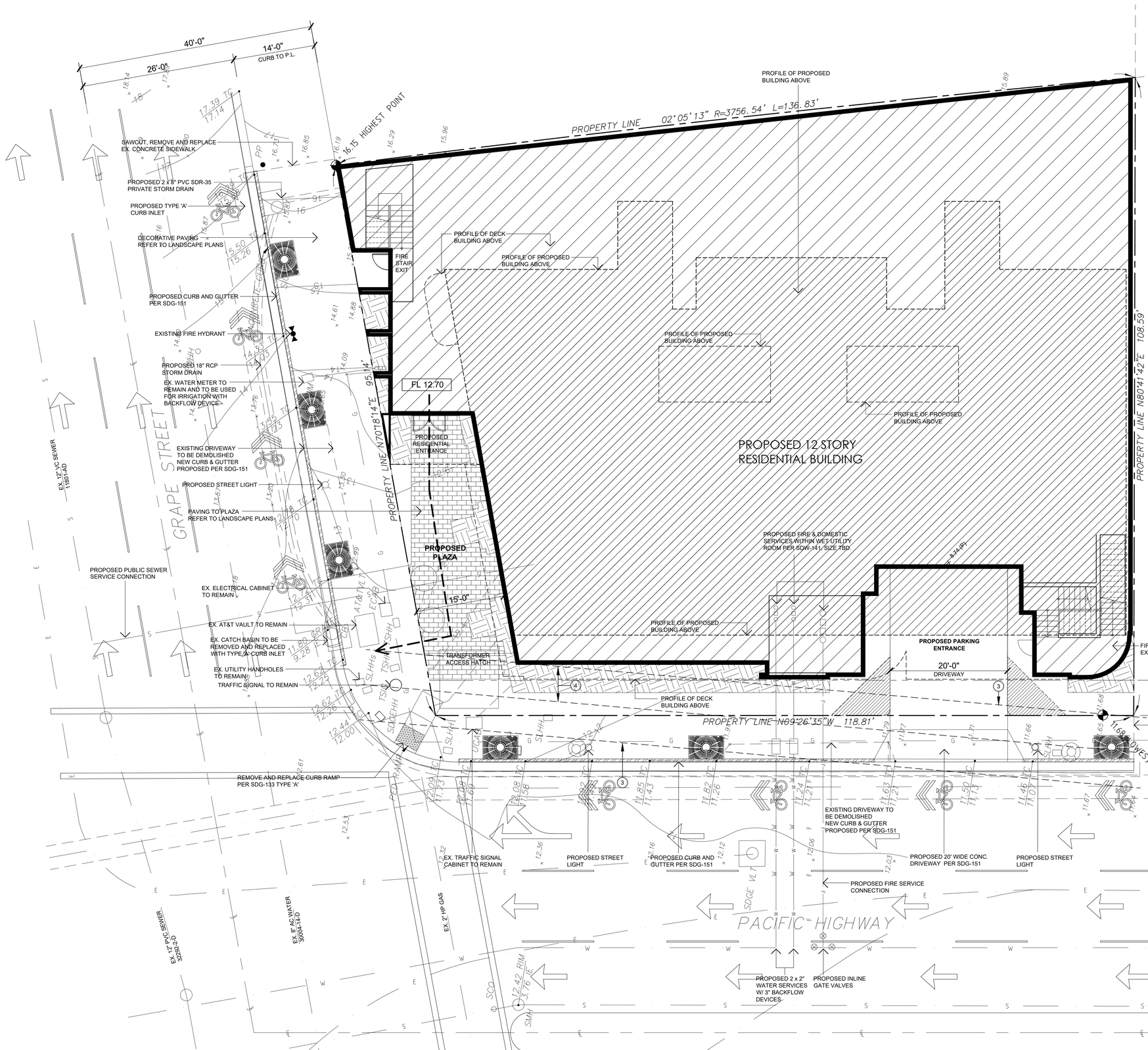
SHEET TITLE

JOB NAME

NO	REVISION DESCRIPTION	DATE	BY
1	ADD EASEMENT FROM TITLE REPORT	11/15/2018	SDH

SHEET 1 OF 1 SHEETS

JOB NO: SD4671



SITE HIGHEST EL 16.150
SITE LOWEST EL 11.680
DETERMINED GRADE (ZONING) 13.915

EASEMENT

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REFER TO **CIVIL DRAWINGS C-1, C-2, C-3 & C-4** BY SNIPES DYE FOR ALL EXISTING AND PROPOSED UTILITIES, SERVICES AND EASEMENTS

DENOTES ***ACCESSIBLE ROUTE***

DENOTES ***RED CURB***
EXISTING AND PROPOSED - NO PARKING FIRE LANE

DENOTES ***CLASS IV CYCLE TRACK***
ALONG PACIFIC HIGHWAY & GRAPE STREET PER DOWNTOWN SAN DIEGO MOBILITY PLAN

NOTE 1:

SIDEWALK WIDTH TO COMPLY WITH
SAN DIEGO DOWNTOWN DESIGN GUIDELINES
3.2.4
Bicycle Circulation
The Downtown Design Guidelines support bicycle circulation, consistent with established bicycle routes in the Downtown Community Plan. In many cases, a designated bicycle lane cannot be accommodated within San Diego's standard 80-foot right-of-way if minimum 14-foot sidewalks and standard lane-width dimensions are maintained (see Street Corridor Concepts below). In these circumstances, a bicycle route might be considered.

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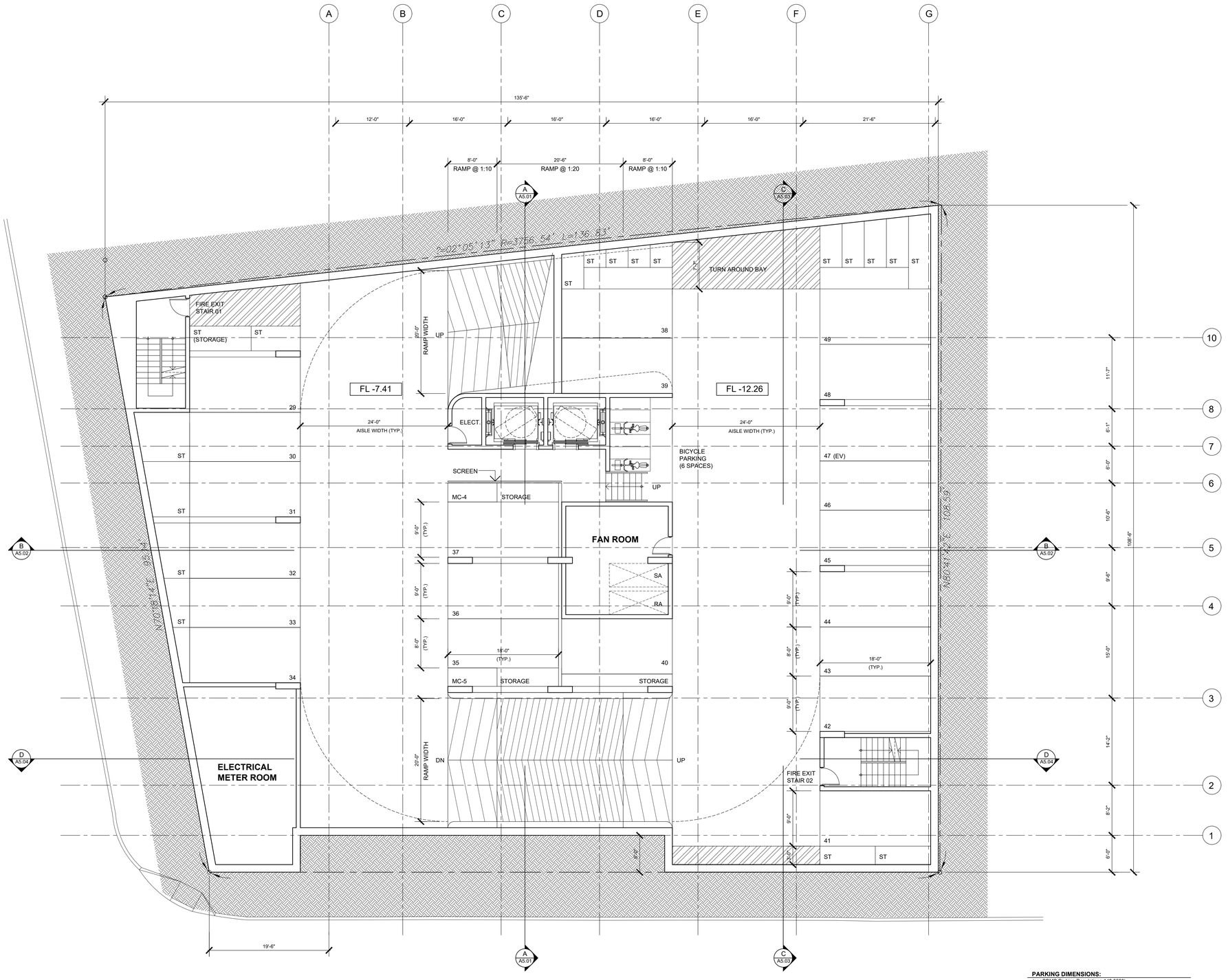
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DBRDS PROJECT NO:	18041
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SCALE:	1/8" = 1'-0"
SHEET NO:	A2.01
SHEET:	09

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021

SITE PLAN



PARKING DIMENSIONS:
(per SDMC Parking Regulations 142.0560)

PARKING SPACE (TYP.):	8'-0" x 18'-0"
PARKING SPACE (ADJACENT COLUMN):	9'-0" x 18'-0"
RAMP WIDTH:	20'-0" MIN.
DRIVE AISLE:	24'-0"
MOTORCYCLE PARKING SPACE:	3'-0" x 8'-0"

BASEMENT LEVEL 2 PLAN

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REVISION:

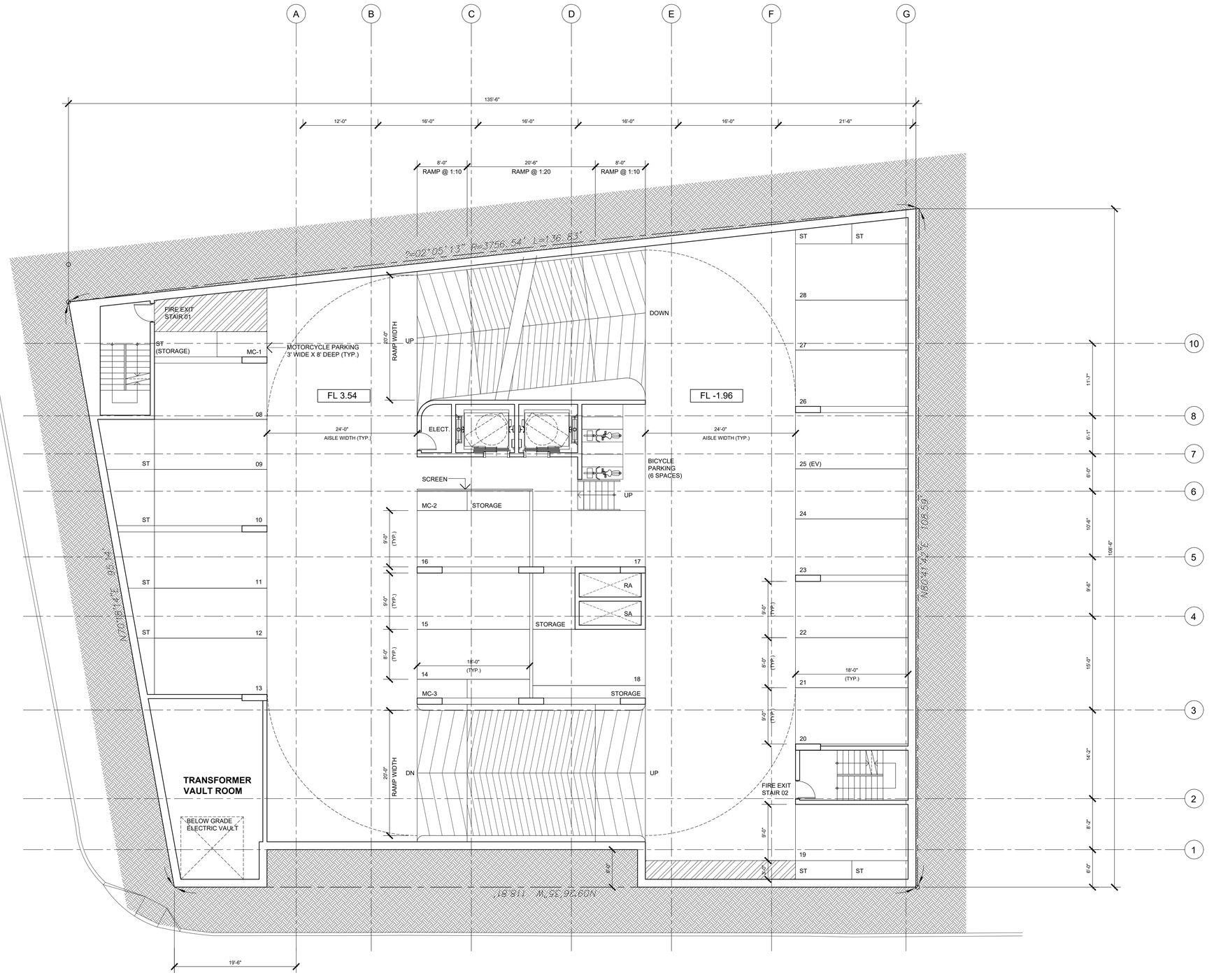
2021.8.23 CYCLE ISSUE 5
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2020.11.6 CYCLE ISSUE 3
2020.3.30 FULL SUBMITTAL
2020.3.12 COMPLETENESS CHECK SUBMITTAL

DRAWING TITLE:
BASEMENT LEVEL 2 PLAN

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO: 18041
DRAWN BY: IR
SCALE: 1/8" = 1'-0"
SHEET NO: A2.01
SHEET: 10

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



PARKING DIMENSIONS:
(per SDMC Parking Regulations 142.0500)

PARKING SPACE (TYP.):	8'-0" x 18'-0"
PARKING SPACE (ADJACENT COLUMN):	9'-0" x 18'-0"
RAMP WIDTH:	20'-0" MIN.
DRIVE AISLE:	24'-0"
MOTORCYCLE PARKING SPACE:	3'-0" x 8'-0"

BASEMENT LEVEL 1 PLAN

Notes:

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PROJECT TEAM

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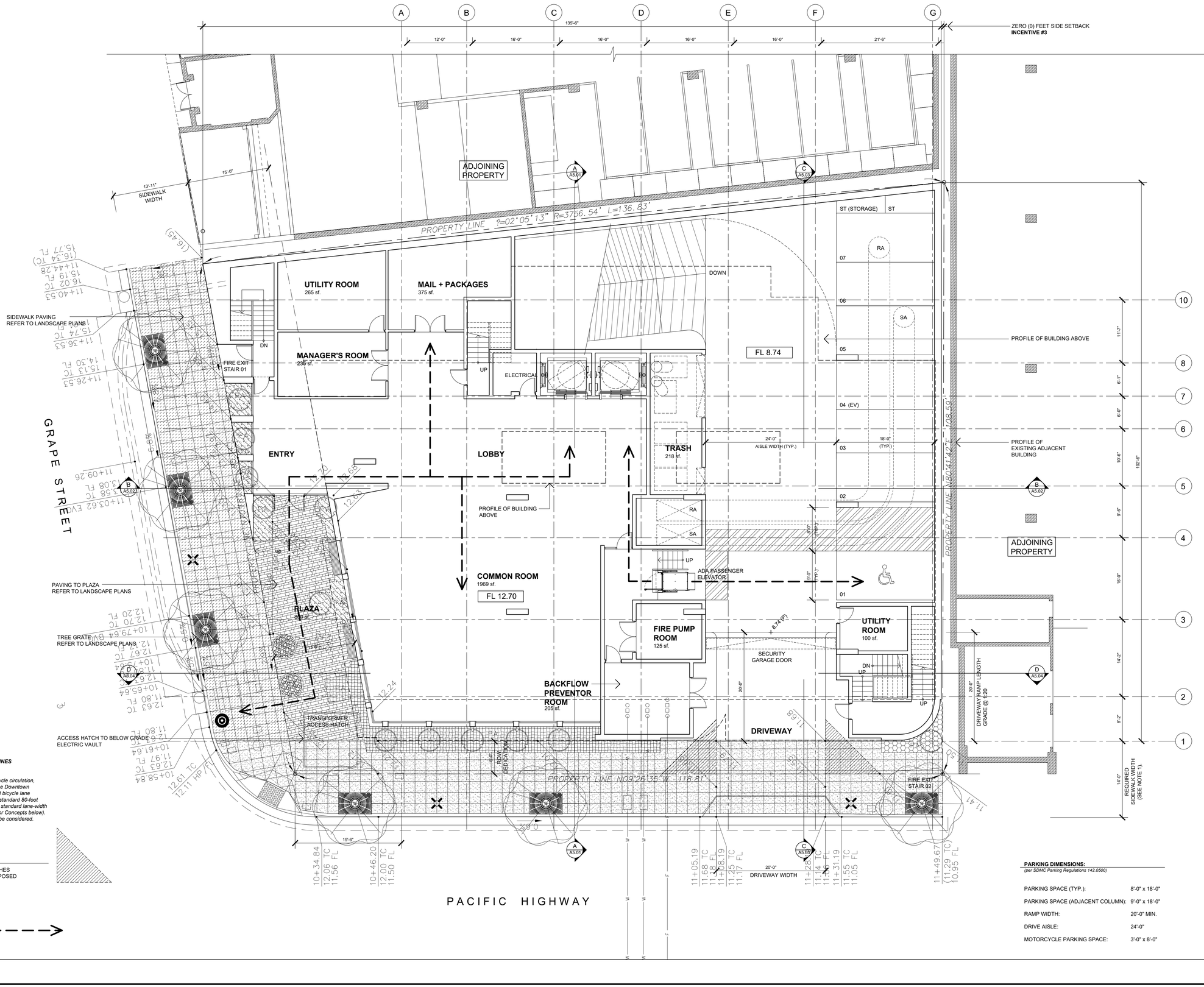
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2020.3.12 COMPLETENESS CHECK SUBMITTAL

DRAWING TITLE:
BASEMENT LEVEL 1 PLAN

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO: 18041
DRAWN BY: IR
SCALE: 1/8" = 1'-0"
SHEET NO: A2.02
SHEET: 11

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



NOTE 1:

SIDEWALK WIDTH TO COMPLY WITH
SAN DIEGO DOWNTOWN DESIGN GUIDELINES
3.2.4
Bicycle Circulation
The Downtown Design Guidelines support bicycle circulation, consistent with established bicycle routes in the Downtown Community Plan. In many cases, a designated bicycle lane cannot be accommodated within San Diego's standard 80-foot right-of-way if minimum 14-foot sidewalks and standard lane-width dimensions are maintained (see Street Corridor Concepts below). In these circumstances, a bicycle route might be considered.

VISIBILITY TRIANGLE 10' X 10'
NO FENCE/SHRUBS HIGHER THAN 24-INCHES PERMITTED IN VISIBILITY AREAS OF PROPOSED DRIVEWAYS ON PACIFIC HIGHWAY

DENOTES ***ACCESSIBLE ROUTE***

PARKING DIMENSIONS:
(per SDMC Parking Regulations 142.0560)

PARKING SPACE (TYP.):	8'-0" x 18'-0"
PARKING SPACE (ADJACENT COLUMN):	9'-0" x 18'-0"
RAMP WIDTH:	20'-0" MIN.
DRIVE AISLE:	24'-0"
MOTORCYCLE PARKING SPACE:	3'-0" x 8'-0"

LEVEL 1 FLOOR PLAN

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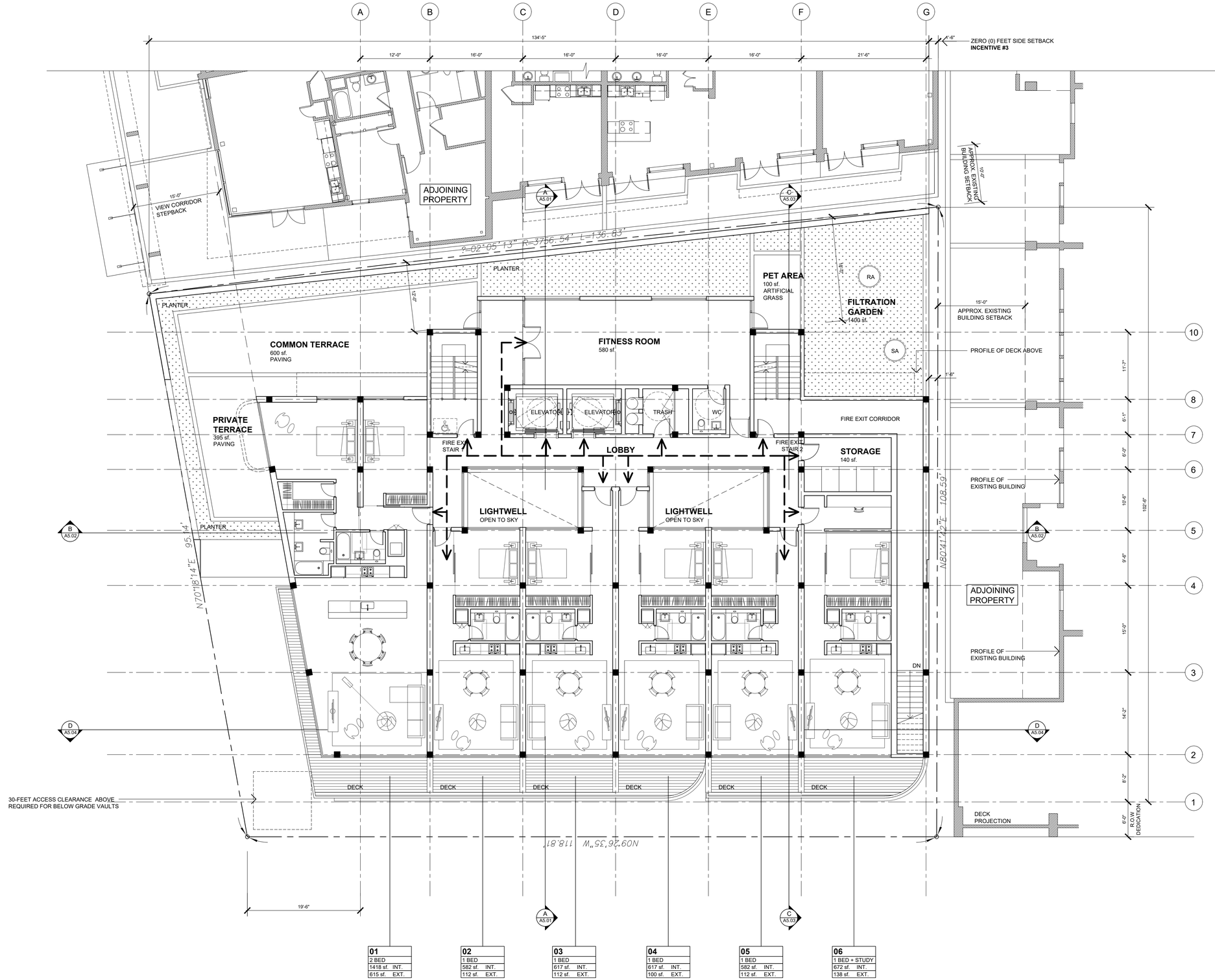
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DRAWING TITLE:
LEVEL 1
FLOOR PLAN

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO:	18041
DRAWN BY:	IR
SCALE:	1/8" = 1'-0"
SHEET NO:	A2.03
SHEET:	12

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



01	02	03	04	05	06
2 BED	1 BED	1 BED	1 BED	1 BED	1 BED + STUDY
1418 sf. INT.	582 sf. INT.	617 sf. INT.	617 sf. INT.	582 sf. INT.	672 sf. INT.
615 sf. EXT.	112 sf. EXT.	112 sf. EXT.	100 sf. EXT.	112 sf. EXT.	138 sf. EXT.

DENOTES ***ACCESSIBLE ROUTE***

LEVEL 2 FLOOR PLAN

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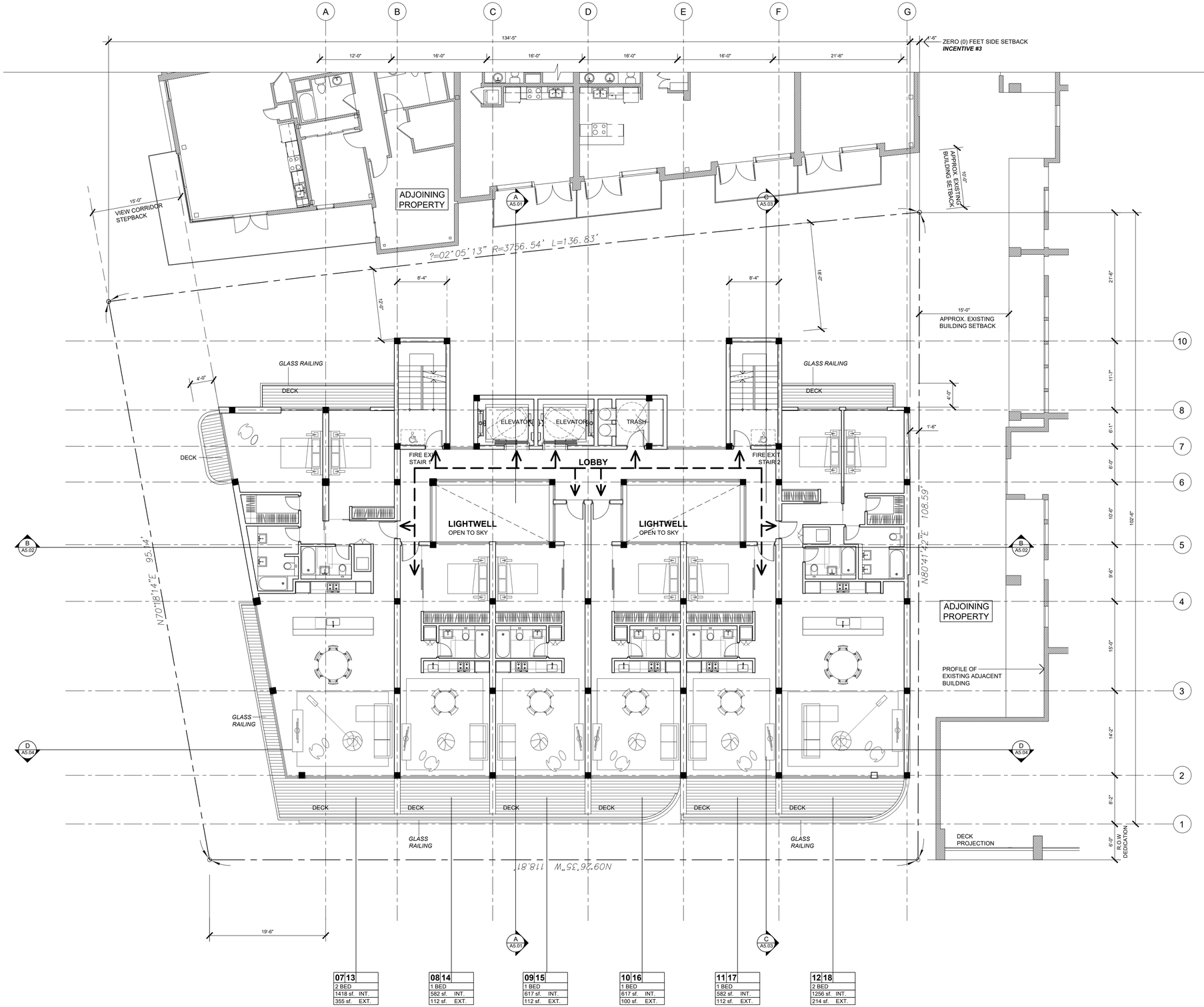
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DRAWING TITLE:
LEVEL 2
FLOOR PLAN

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO:	18041
DRAWN BY:	IR
SCALE:	1/8" = 1'-0"
SHEET NO:	A2.04
SHEET:	13

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



07	13
2 BED	
1418 sf.	INT.
355 sf.	EXT.

08	14
1 BED	
582 sf.	INT.
112 sf.	EXT.

09	15
1 BED	
617 sf.	INT.
112 sf.	EXT.

10	16
1 BED	
617 sf.	INT.
100 sf.	EXT.

11	17
1 BED	
582 sf.	INT.
112 sf.	EXT.

12	18
2 BED	
1256 sf.	INT.
214 sf.	EXT.

DENOTES ***ACCESSIBLE ROUTE***

LEVELS 3 + 4 FLOOR PLAN

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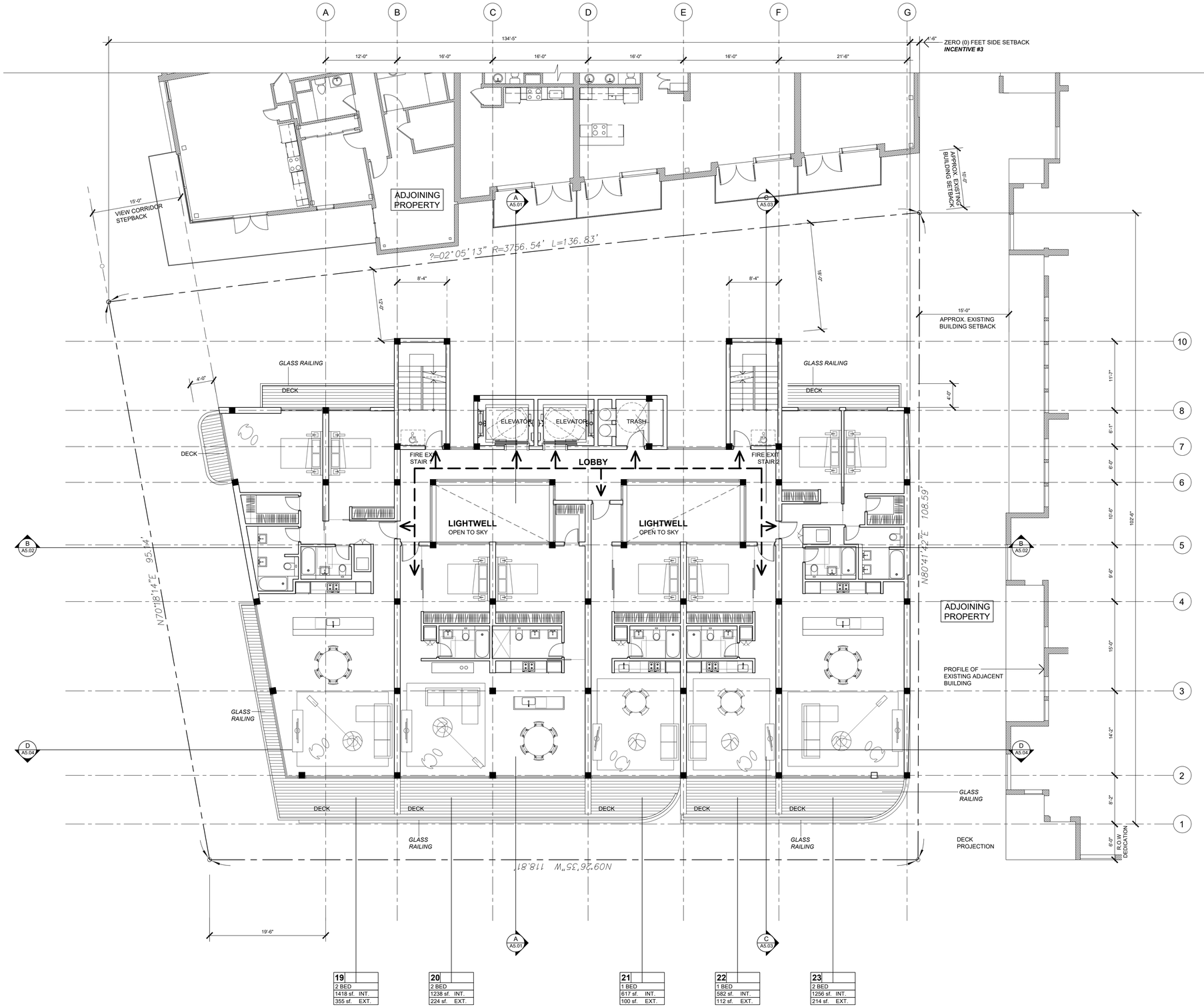
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DRAWING TITLE:
LEVELS 3 + 4
FLOOR PLAN

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO:	18041
DRAWN BY:	IR
SCALE:	1/8" = 1'-0"
SHEET NO:	A2.05
SHEET:	14

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



DENOTES ***ACCESSIBLE ROUTE***

LEVEL 5 FLOOR PLAN

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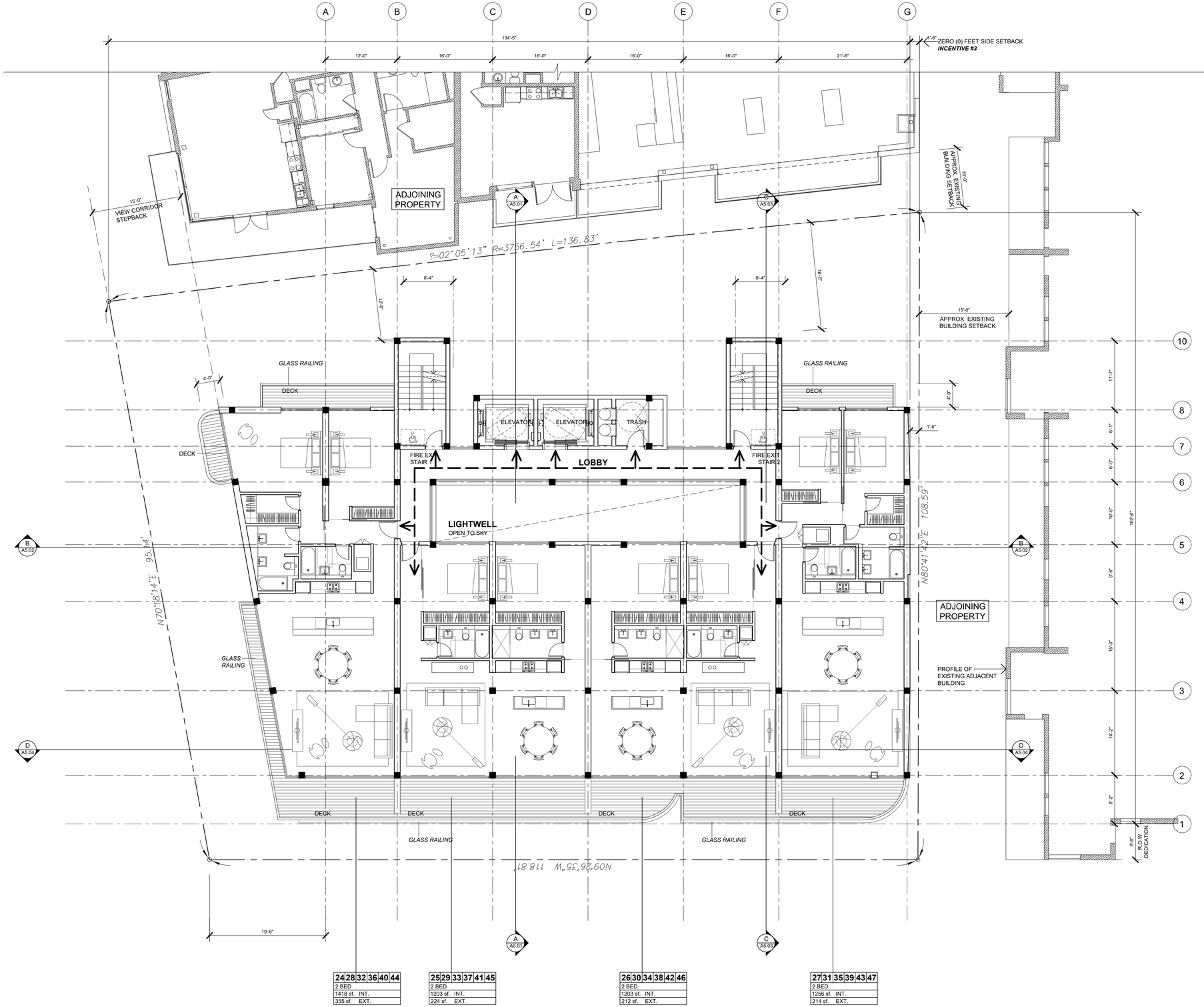
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2020.3.12 COMPLETENESS CHECK SUBMITTAL

DRAWING TITLE:
LEVEL 5
FLOOR PLAN

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO:	18041
DRAWN BY:	IR
SCALE:	1/8" = 1'-0"
SHEET NO:	A2.06
SHEET:	15

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



24	28	32	36	40	44	
2 BED						
1418 sf.	INT.					
355 sf.	EXT.					

25	29	33	37	41	45	
2 BED						
1203 sf.	INT.					
224 sf.	EXT.					

26	30	34	38	42	46	
2 BED						
1203 sf.	INT.					
212 sf.	EXT.					

27	31	35	39	43	47	
2 BED						
1256 sf.	INT.					
214 sf.	EXT.					

DENOTES ***ACCESSIBLE ROUTE***

LEVELS 6 -11 FLOOR PLAN

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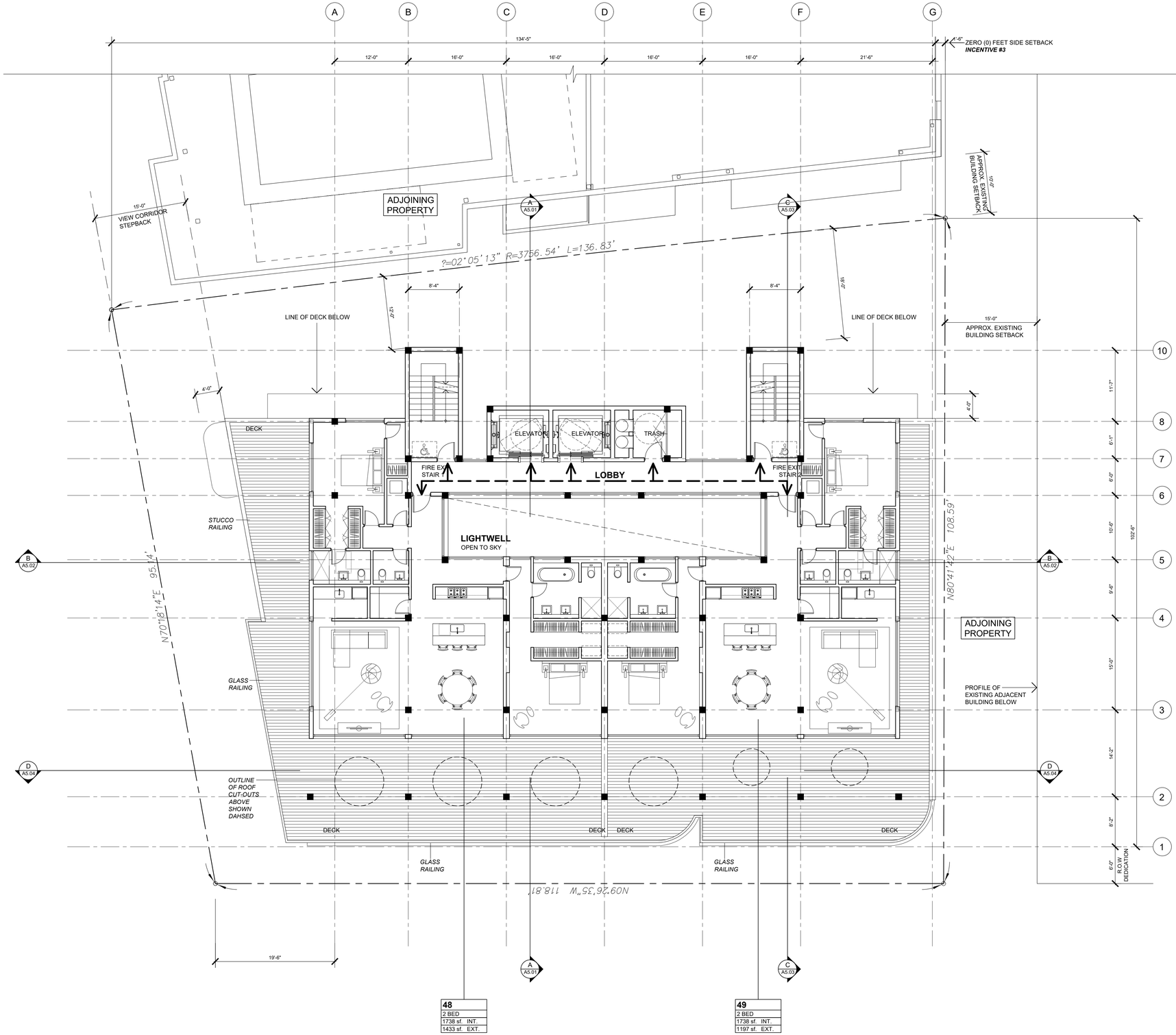
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DRAWING TITLE:
LEVELS 6 - 11
FLOOR PLAN

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO:	18041
DRAWN BY:	IR
SCALE:	1/8" = 1'-0"
SHEET NO:	A2.07
SHEET:	16

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DENOTES ***ACCESSIBLE ROUTE***

LEVEL 12 FLOOR PLAN

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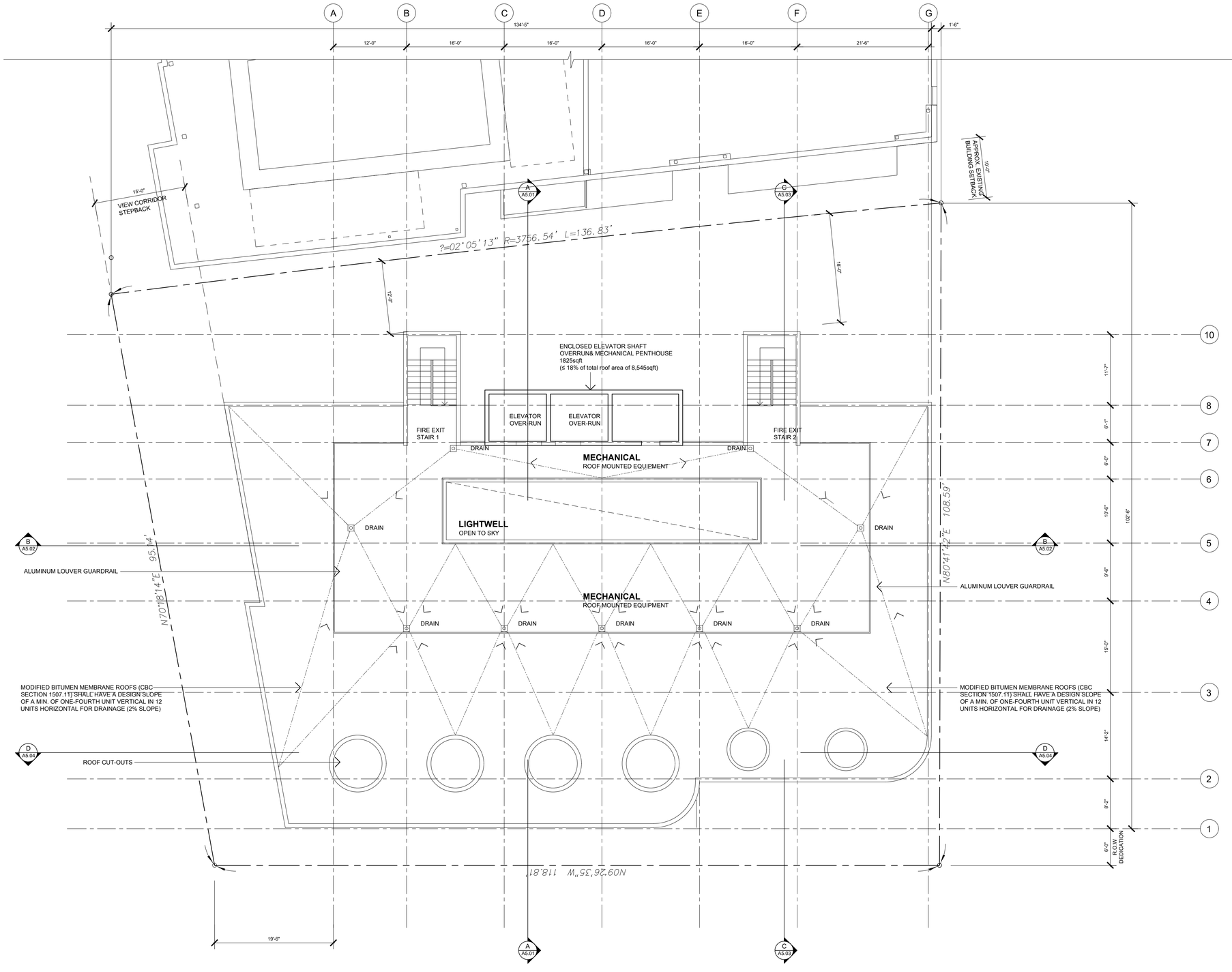
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DRAWING TITLE:
LEVEL 12
FLOOR PLAN

PROJECT:
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SAN DIEGO A 92101

DBRDS PROJECT NO:	18041
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SHEET:	17

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



ROOF PLAN

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DRAWING TITLE:
ROOF
FLOOR PLAN

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SAN DIEGO A 92101

DBRDS PROJECT NO:	18041
DRAWN BY:	IR
SCALE:	1/8" = 1'-0"
SHEET NO:	A2.09
SHEET:	18

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



WEST ELEVATION (view from Pacific Coast Highway)

01	PAINTED STUCCO
02	FIBER CEMENT SIDING
03	METAL CAPPING
04	CAST-IN-PLACE CONCRETE
05	DECORATIVE PERFORATED METAL SCREEN
06	NATURAL ANODIZED ALUMINUM SHOPFRONT GLAZING
07	GLASS GUARDRAIL WITH METAL TOPRAIL
08	WHITE MOSAIC TILE
09	THIN-BRICK VENEER
10	NATURAL ANODIZED ALUMINUM FIXED METAL GRILLE
11	NATURAL ANODIZED SOLID ALUMINUM GARAGE DOOR
12	NATURAL ANODIZED ALUMINUM FRAMED OPERABLE GLAZING

FINISHES LEGEND

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2021.8.23 CYCLE ISSUE 5

2021.4.19 CYCLE ISSUE 4

2020.11.6 CYCLE ISSUE 3

2020.3.30 FULL SUBMITTAL

2020.3.12 COMPLETENESS CHECK SUBMITTAL

DRAWING TITLE:
WEST
ELEVATION

PROJECT:
PROPOSED RESIDENTIAL
DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO:	18041
DRAWN BY:	IR
SCALE:	1/4" = 1'-0"
SHEET NO:	A3.01
SHEET:	19

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



01 PAINTED STUCCO
02 FIBER CEMENT SIDING
03 METAL CAPPING
04 CAST-IN-PLACE CONCRETE
05 DECORATIVE PERFORATED METAL SCREEN
06 NATURAL ANODIZED ALUMINUM SHOPFRONT GLAZING
07 GLASS GUARDRAIL WITH METAL TOPRAIL
08 WHITE MOSAIC TILE
09 THIN-BRICK VENEER
10 NATURAL ANODIZED ALUMINUM FIXED METAL GRILLE
11 NATURAL ANODIZED SOLID ALUMINUM GARAGE DOOR
12 NATURAL ANODIZED ALUMINUM FRAMED OPERABLE GLAZING

FINISHES LEGEND

NORTH ELEVATION (view from Grape Street)

Notes:

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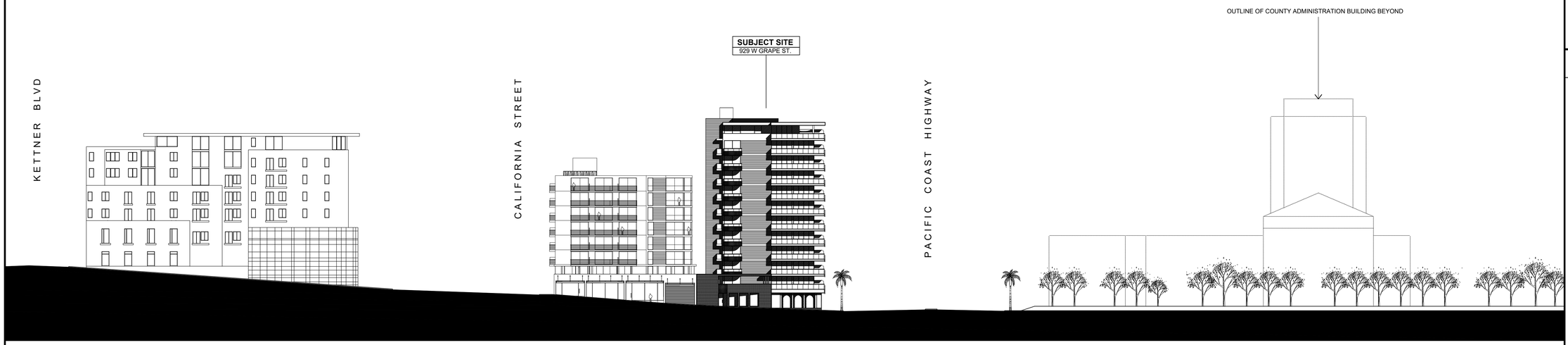
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2020.11.6 CYCLE ISSUE 3
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2020.3.12 COMPLETENESS CHECK SUBMITTAL

DRAWING TITLE:
NORTH
ELEVATION

PROJECT:
PROPOSED RESIDENTIAL
DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO:	18041
DRAWN BY:	IR
SCALE:	1/4" = 1'-0"
SHEET NO:	A3.02
SHEET:	20

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



NORTH ELEVATION - VIEW FROM GRAPE STREET



WEST ELEVATION - VIEW FROM PACIFIC COAST HIGHWAY

Notes:

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2020.11.6 CYCLE ISSUE 3
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2020.3.12 COMPLETENESS CHECK SUBMITTAL

DRAWING TITLE:
CONTEXT
ELEVATIONS

PROJECT:
PROPOSED RESIDENTIAL
DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO: 18041
DRAWN BY: IR
SCALE: N/A
SHEET NO: A3.05
SHEET: 23

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



WEST ELEVATION (view from Pacific Coast Highway)

01	PAINTED STUCCO
02	FIBER CEMENT SIDING
03	METAL CAPPING
04	CAST-IN-PLACE CONCRETE
05	DECORATIVE PERFORATED METAL SCREEN
06	NATURAL ANODIZED ALUMINUM SHOPFRONT GLAZING
07	GLASS GUARDRAIL WITH METAL TOPRAIL
08	WHITE MOSAIC TILE
09	THIN-BRICK VENEER
10	NATURAL ANODIZED ALUMINUM FIXED METAL GRILLE
11	NATURAL ANODIZED SOLID ALUMINUM GARAGE DOOR
12	NATURAL ANODIZED ALUMINUM FRAMED OPERABLE GLAZING

FINISHES LEGEND

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DRAWING TITLE:
WEST
ELEVATION

PROJECT:
PROPOSED RESIDENTIAL
DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO:	18041
DRAWN BY:	IR
SCALE:	1/8" = 1'-0"
SHEET NO:	A3.06
SHEET:	24

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



NORTH ELEVATION (view from Grape Street)

01	PAINTED STUCCO
02	FIBER CEMENT SIDING
03	METAL CAPPING
04	CAST-IN-PLACE CONCRETE
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DRAWING TITLE:
NORTH ELEVATION

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO:	18041
DRAWN BY:	IR
SCALE:	1/8" = 1'-0"
SHEET NO:	A3.07
SHEET:	25

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



EAST ELEVATION

01	PAINTED STUCCO
02	FIBER CEMENT SIDING
03	METAL CAPPING
04	CAST-IN-PLACE CONCRETE
05	DECORATIVE PERFORATED METAL SCREEN
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2020.11.6 CYCLE ISSUE 3
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DRAWING TITLE:
EAST
ELEVATION

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO:	18041
DRAWN BY:	IR
SCALE:	1/8" = 1'-0"
SHEET NO:	A3.08
SHEET:	26

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



SOUTH ELEVATION

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2021.8.23 CYCLE ISSUE 5
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2020.11.6 CYCLE ISSUE 3
2020.3.30 FULL SUBMITTAL
2020.3.12 COMPLETENESS CHECK SUBMITTAL

DRAWING TITLE:
SOUTH ELEVATION

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO:	18041
DRAWN BY:	IR
SCALE:	1/8" = 1'-0"
SHEET NO:	A3.09
SHEET:	27

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



VIEW OF THE PEDESTRIAN EXPERIENCE AT STREET LEVEL



VIEW FROM CORNER OF PACIFIC HIGHWAY & GRAPE STREET



VIEW FROM GRAPE STREET (looking south)



VIEW FROM PACIFIC HIGHWAY (looking north)

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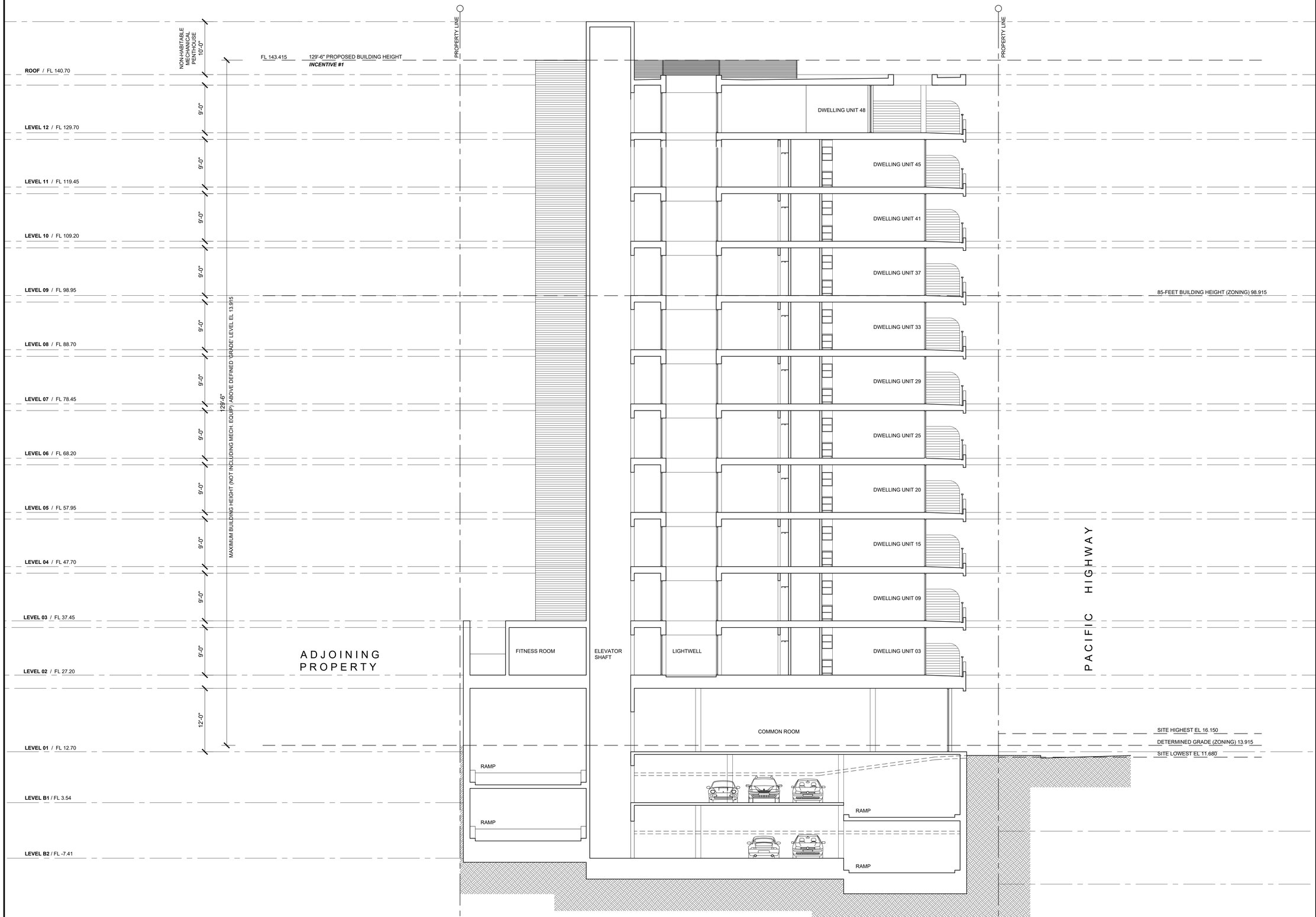
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2020.11.6 CYCLE ISSUE 3
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DRAWING TITLE:
3-D RENDERINGS

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO: 18041
DRAWN BY: IR
SCALE: N/A
SHEET NO: A4.01
SHEET: 28

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



SECTION A - A

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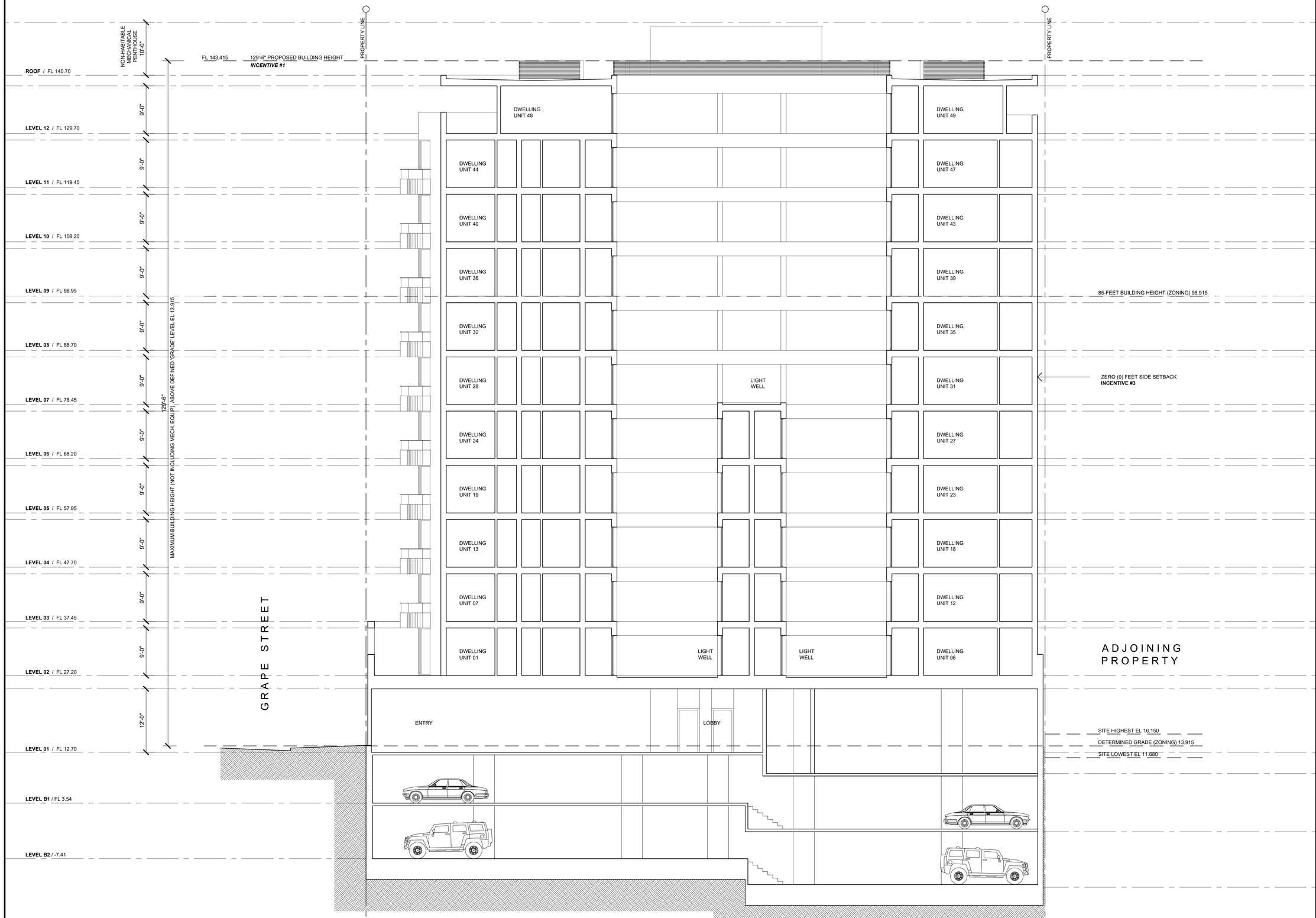
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DRAWING TITLE:
SECTION
A - A

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO:	18041
DRAWN BY:	IR
SCALE:	1/8" = 1'-0"
SHEET NO:	A5.01
SHEET:	29

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



SECTION B - B

Notes:

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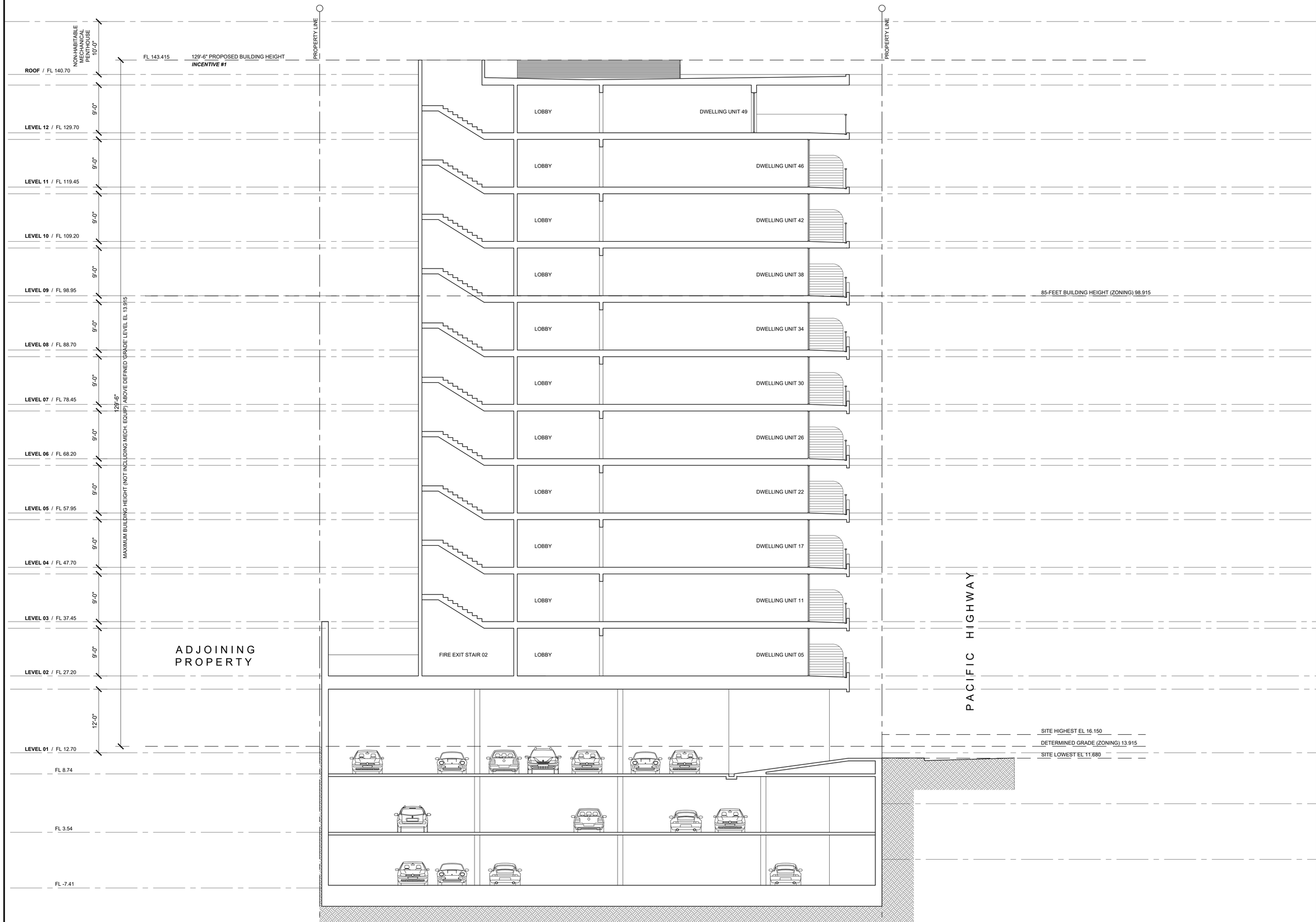
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2020.11.6 CYCLE ISSUE 3
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DRAWING TITLE:
SECTION
B - B

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO:	18041
DRAWN BY:	IR
SCALE:	1/8" = 1'-0"
SHEET NO:	A5.02
SHEET:	30

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



SECTION C - C

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REVISION:

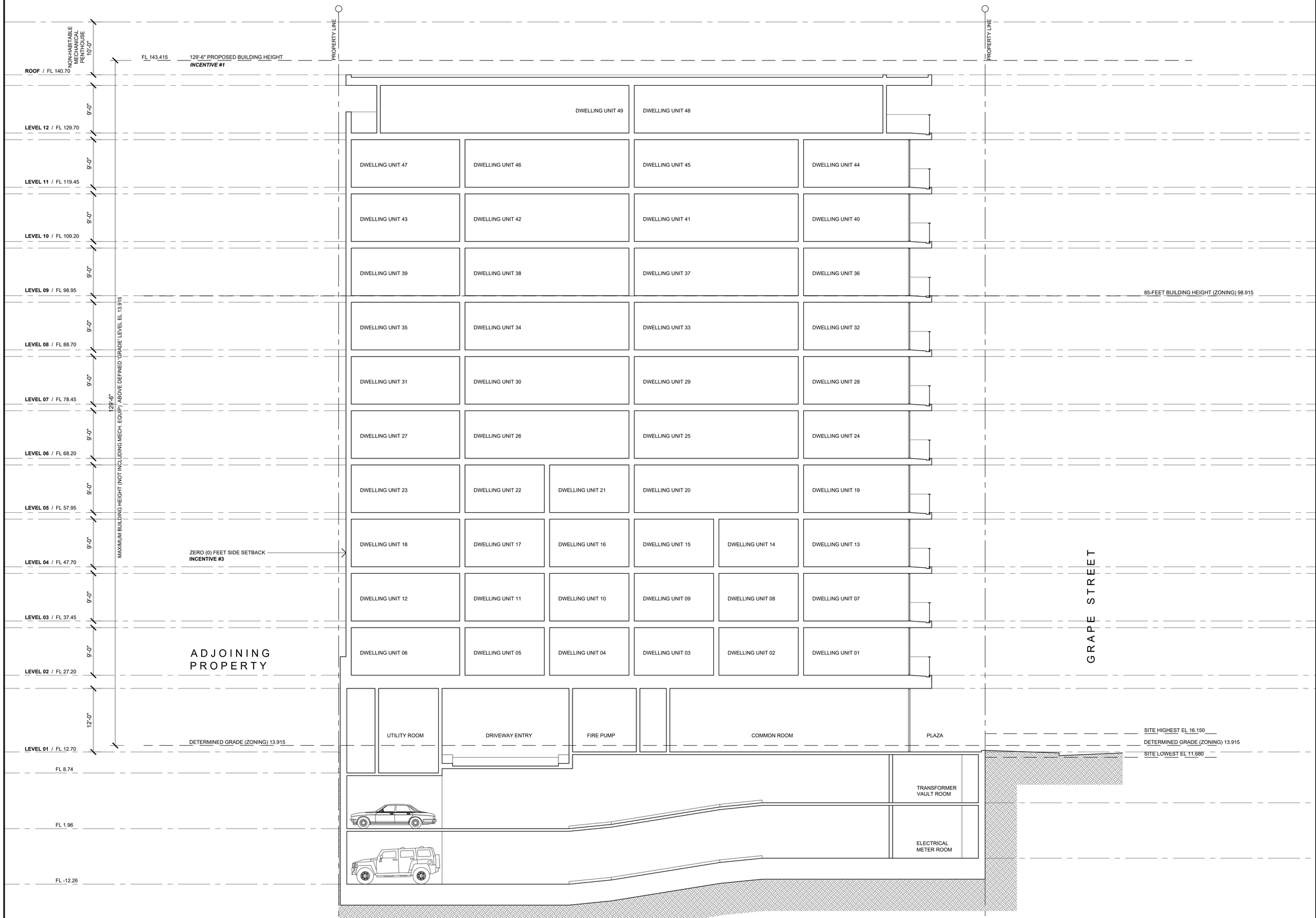
2021.8.23 CYCLE ISSUE 5
2021.4.19 CYCLE ISSUE 4
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2020.3.30 FULL SUBMITTAL
2020.3.12 COMPLETENESS CHECK SUBMITTAL

DRAWING TITLE:
SECTION
C - C

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO: 18041
DRAWN BY: IR
SCALE: 1/8" = 1'-0"
SHEET NO: A5.03
SHEET: 31

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



SECTION D - D

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PROJECT TEAM

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D - D

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PROPOSED RESIDENTIAL DEVELOPMENT at
929 W GRAPE STREET
SAN DIEGO A 92101

DBRDS PROJECT NO: 18041
DRAWN BY: IR
SCALE: 1/8" = 1'-0"
SHEET NO: A5.04
SHEET: 32

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021

PROJECT NARRATIVE

"929 W GRAPE STREET" IS A MULTI-RESIDENTIAL DEVELOPMENT PROVIDING 49 RESIDENTIAL DWELLING UNITS (OF WHICH 5 ARE PROPOSED AS AFFORDABLE LIVING UNITS) PROPOSED AT THE CORNER OF W GRAPE STREET AND PACIFIC HIGHWAY, SAN DIEGO. THE PROPERTY IS LOCATED AT THE NORTHERN END OF THE "COUNTY ADMINISTRATION CENTER DESIGN ZONE" AND IS LOCATED A BLOCK AWAY FROM THE MTS RAILWAY TRACKS WITH THE COMMUNITY OF LITTLE ITALY LOCATED TO THE EAST AND THE WATERFRONT PARK LOCATED TO THE WEST. THE PROPOSED BUILDING CONSISTS OF 12 FLOORS WITH 2 LEVELS OF SUBTERRANEAN PARKING.

THE PROJECT IS LOCATED WITHIN WALKING PROXIMITY TO SAN DIEGO BAY, LITTLE ITALY, AND THE NEW CONSTRUCTED SAN DIEGO COUNTY WATERFRONT PARK, AND TO THE MANY FORMS OF DOWNTOWN'S PUBLIC TRANSPORTATION AND OFFERS SPECTACULAR VIEWS OF SAN DIEGO BAY, THE CITY AND SAN DIEGO AIRPORT.

THE COUNTY ADMINISTRATION CENTER PRECINCT SITS ADJACENT SAN DIEGO BAY WITH THE NATIONALLY REGISTERED COUNTY ADMINISTRATION BUILDING ITSELF AS AN IMPORTANT FOCUS OF THE DOWNTOWN WATERFRONT.

WHEREAS THE COUNTY ADMINISTRATION BUILDING IS AN URBAN BUILDING FORM THAT IS AN URBAN SYMMETRICAL FOCAL POINT, THE 929 W GRAPE STREET IS AN URBAN BUILDING FORM THAT ADDRESSES A CORNER CONDITION WITH A SIMPLE BLOCK TOWER FORM.

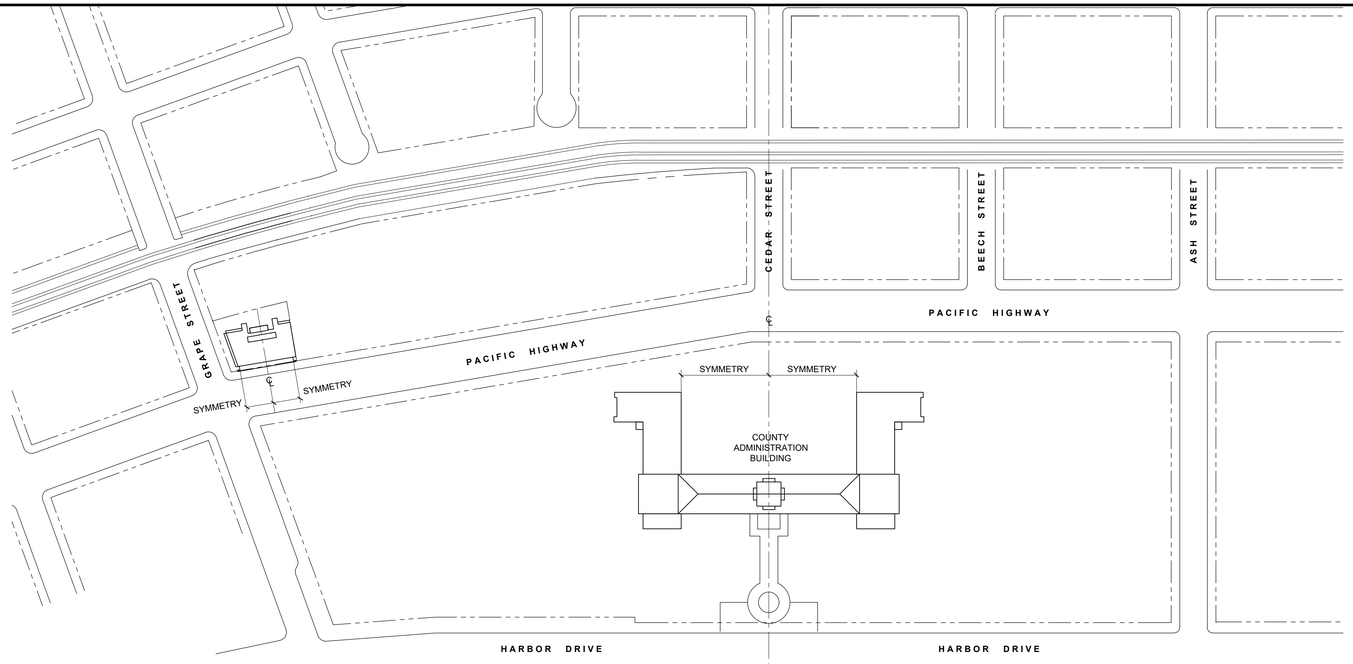
THE DESIGN BALANCES HORIZONTAL AND VERTICAL MASSING IN A SIMILAR MANNER TO THE COUNTY BUILDING WITH A STRONG HORIZONTAL BASE THAT CONNECTS TO THE GROUND AND A VERTICAL TOWER FORM THAT FOCUSES ON THE BAYFRONT.

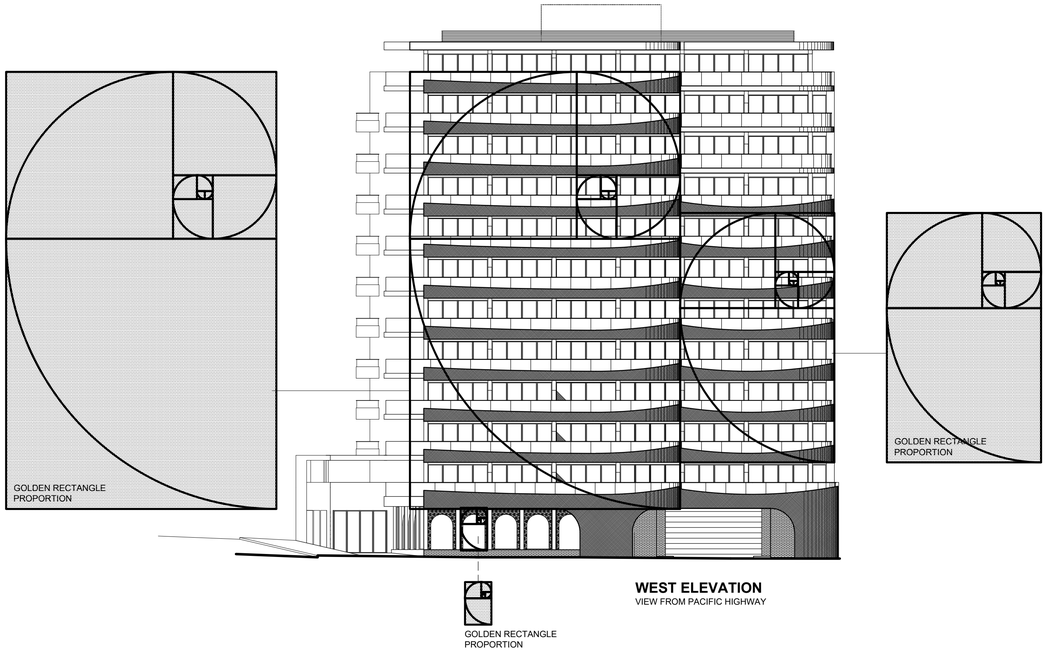
THE PODIUM OF THE PROPOSED BUILDING IS TREATED AS A BASE LAYERED WITH BRICK & TILE TEXTURES AND THE TOWER IS FINISHED WITH A MIXTURE OF WHITE SMOOTH STUCCO, WARM COLORED FIBER CEMENT SIDING, GREY & WHITE METAL CAPPING AND GLAZING. ALL THE COLORS ARE NEUTRAL, DESIGNED TO BLEND IN WITH THE SURROUNDING RECENTLY COMPLETED APARTMENT BUILDINGS AND THE COUNTY ADMINISTRATION BUILDING. BRIGHT/VIBRANT COLORS ARE AVOIDED.

WITH THE 929 W GRAPE BUILDING A SERIES OF DEEP PROJECTING BALCONIES ARE PROPOSED ALONG THE WEST FACING ELEVATION TO PROVIDE DAYTIME AND AFTERNOON SUN PROTECTION, AS WELL AS PROVIDING THE RESIDENCES GENEROUS OUTDOOR LIVING SPACE. BALCONIES FACING WEST ARE ALSO LAYERED WITH A DECORATIVE TILE EDGING TO CREATE TWO DISTINCT GOLDEN RECTANGLE PROPORTIONS.

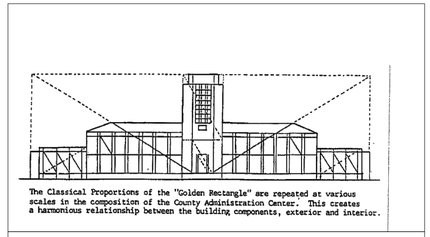
IN AN EFFORT TO QUALITY SUSTAINABLE RESIDENTIAL DWELLINGS, ALL OF THE DWELLING UNITS ARE NATURALLY CROSS-VENTILATED, THEREBY REDUCING THE DEPENDENCY ON MECHANICAL HEATING AND COOLING SYSTEMS. THIS IS ACHIEVED BY INCORPORATING "INTERIOR COURTS" WHICH WILL PROVIDE ALL UNITS WITH THE ABILITY TO CONTROL NATURAL AIR FLOW THROUGHOUT THE RESIDENTIAL DWELLINGS.

THE 929 W GRAPE BUILDING HAS BEEN DESIGNED TO BE A MODERN, YET RESPECTFUL ADDITION TO THE COUNTY ADMINISTRATION CENTER DESIGN ZONE OVERLAY. THE PROPOSED FORM, MATERIALS AND COLORS OF THE BUILDING ARE ALL COMPATIBLE AND VISUALLY CONSISTENT WITH THE COUNTY BUILDING.

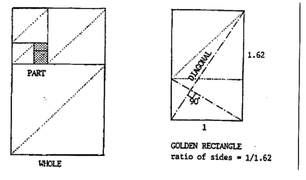


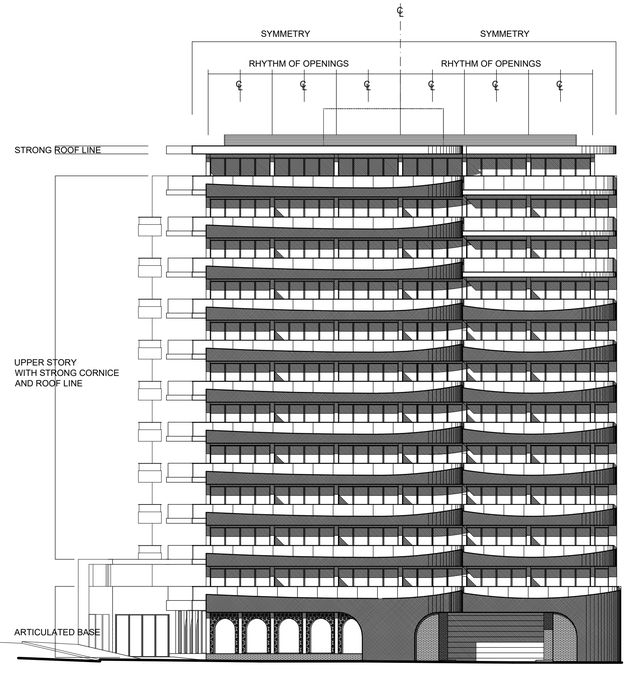


WEST ELEVATION
VIEW FROM PACIFIC HIGHWAY



The Classical Proportions of the "Golden Rectangle" are repeated at various scales in the composition of the County Administration Center. This creates a harmonious relationship between the building components, exterior and interior.





WEST ELEVATION
VIEW FROM PACIFIC HIGHWAY

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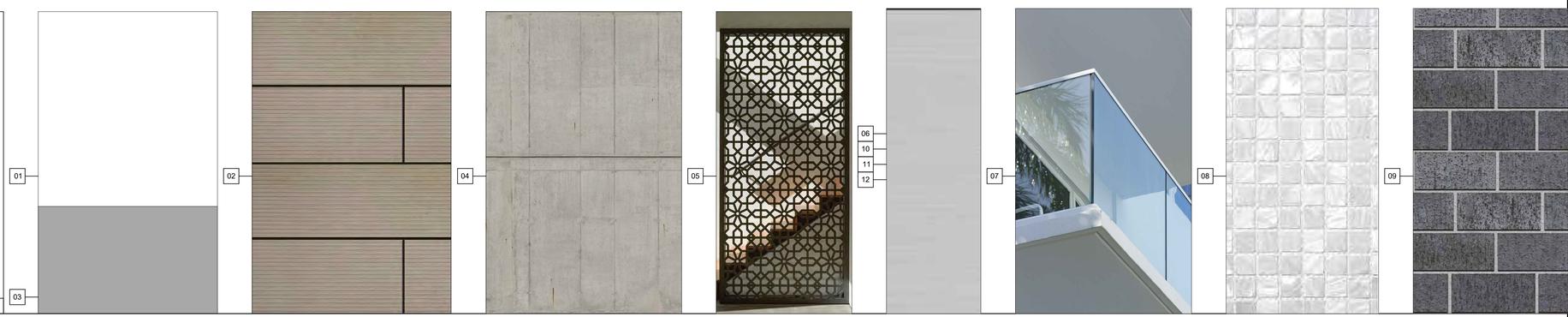
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DRAWN BY: IR
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SHEET NO: A6.01
SHEET: 33

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



01 PAINTED STUCCO
02 FIBER CEMENT SIDING
03 METAL CAPPING
04 CAST-IN-PLACE CONCRETE
05 DECORATIVE PERFORATED METAL SCREEN
06 NATURAL ANODIZED ALUMINUM SHOPFRONT GLAZING
07 GLASS GUARDRAIL WITH METAL TOPRAIL
08 WHITE MOSAIC TILE
09 THIN-BRICK VENEER
10 NATURAL ANODIZED ALUMINUM FIXED METAL GRILLE
11 NATURAL ANODIZED SOLID ALUMINUM GARAGE DOOR
12 NATURAL ANODIZED ALUMINUM FRAMED OPERABLE GLAZING

FINISHES LEGEND



MATERIALS BOARD

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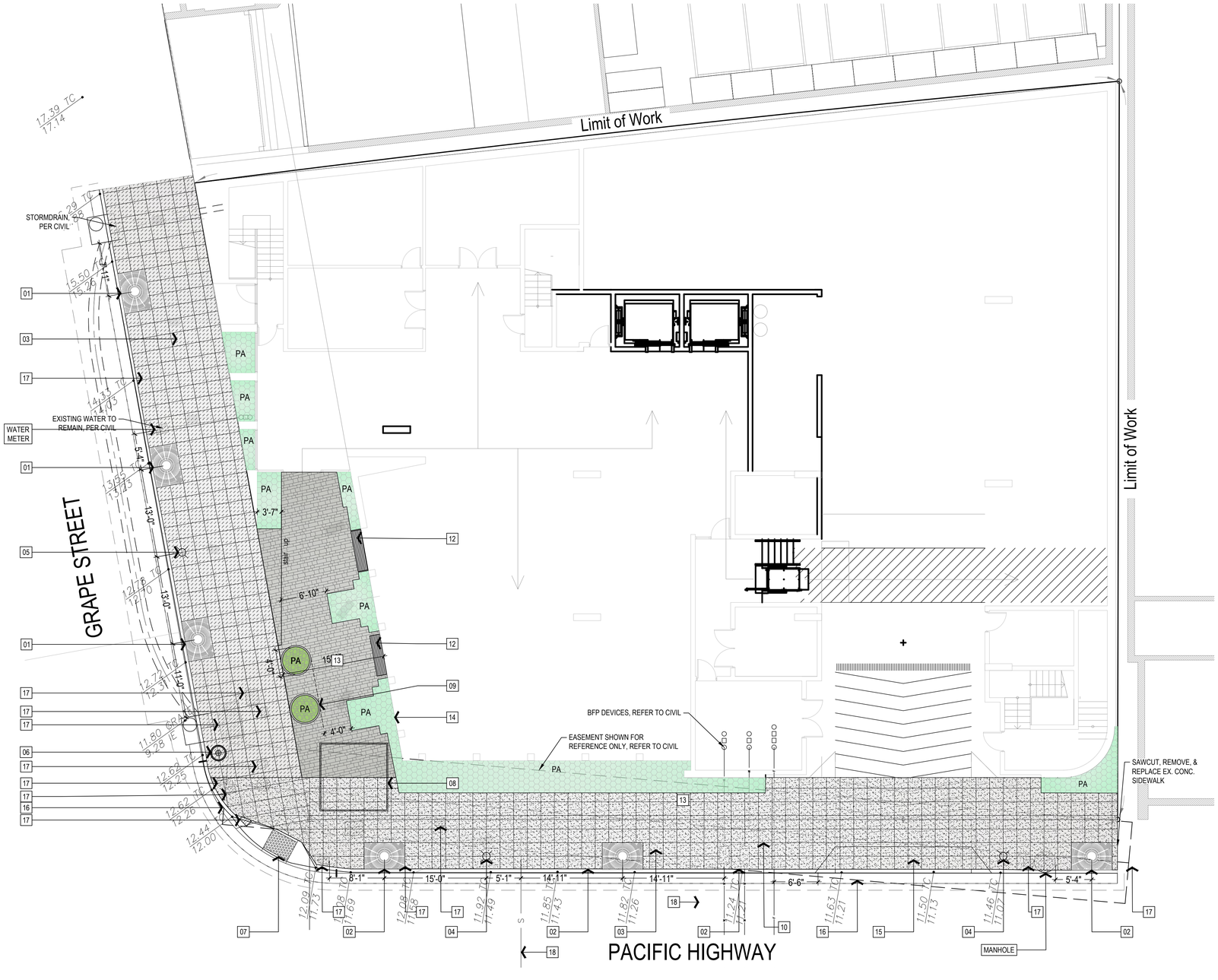
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SAN DIEGO A 92101

DBRDS PROJECT NO: 18041
DRAWN BY: IR
SCALE: N/A
SHEET NO: A6.02
SHEET: 34

COASTAL DEVELOPMENT PERMIT - 23 AUGUST 2021



OVERALL SITE PLAN LEGEND

TAG	DESCRIPTION
01	PROPOSED GATEWAY TREE GRATE - BLACK, 4'X6', STARBURST #M7222-2
02	PROPOSED LITTLE ITALY TREE GRATE - BLACK, 4'X6', CHINOOK RCT
03	LITTLE ITALY PAVING - 2'x2' GRID, 4'X6' GRATES, FRENCH GREY, BROOM / SAND FINISH
04	PROPOSED GATEWAY STANDARD LIGHT - TYPE A - CCDC BLUE
05	PROPOSED GATEWAY STANDARD LIGHT - TYPE A - CCDC LITTLE ITALY GREEN
06	STANDARD TRASH RECEPTACLE - VICTOR STANLEY SD-42, DARK BLUE
07	ACCESSIBLE CURB RAMP
08	UNDERGROUND TRANSFORMER COVER - TO MATCH ADJACENT PAVING
09	DECORATIVE PATIO TREE POTS - 48" DIA. X 24" HT. MIN
10	ENHANCED GATEWAY PAVING TO MATCH ADJACENT SIDEWALK
11	NOT USED
12	18" CIP CONCRETE BENCH WITH 2"x2" WOOD TOPPPING SLATS
13	DECORATIVE PAVERS IN MIXED PATTERN TO MATCH BUILDING VENEER COLORS
14	DECORATIVE PLANTING AREA
15	PROPOSED CONCRETE DRIVEWAY - PER ARCH AND CIVIL
16	SDGE EASEMENT - PER CIVIL
17	UTILITIES - PER CIVIL
18	PROPOSED SEWER SERVICE - PER CIVIL
19	PROPOSED FIRE SERVICE - PER CIVIL
PA	PLANTING AREA PER PLANS

Landscape Calculations Worksheet

Multiple Dwelling Unit Development in All Zones
Public right-of-way planting areas are not counted toward required street yard planting area

STREET YARD [§142.0404 - §142.0405]

All Multiple Dwelling Unit Residential Development

	Planting Area Required [142.0404]				Planting Area Provided		Excess Area Provided	
TOTAL AREA:	1543	Sq. Ft. x 50% =	772	Sq. Ft.	503	Sq. Ft.	-268.5	Sq. Ft.

	Planting Points Required [142.0404]				Planting Points Provided		Excess Points Provided	
TOTAL AREA:	1543	Sq. Ft. x 0.05 =	77	Points	270	Points	193	Points

A minimum 40 sq. ft. planting area shall be provided for all trees, with no dimension less than 5 ft.
At least one-half of the required planting points shall be achieved with trees

Points Achieved with Trees [50% min.]	
40	Points

ADDITIONAL YARD PLANTING AND POINT REQUIREMENTS - IF APPLICABLE

	Planting Area Reduction [142.0405(a)(3)]				Minimal Planting Area		Excess Points Required	
TOTAL AREA REQUIRED:	771.5	Sq. Ft. x 25% =	193	Sq. Ft.	579	Sq. Ft.	193	Points

	Planting Area allowable as Hardscape [§142.0405(b)(1)(A)]					Hardscape Provided	
TOTAL AREA REQUIRED:	771.5	Sq. Ft. x 10% =	77	Sq. Ft.		620	Sq. Ft.

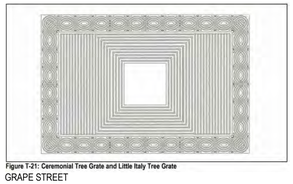
NOTE:
PER SDMC 156.0310(G), RESIDENTIAL DEVELOPMENTS THAT CONTAIN LESS THAN 50 DWELLING UNITS ARE NOT REQUIRED TO PROVIDE COMMON OUTDOOR OPEN SPACE, COMMON INDOOR SPACE, PRIVATE OPEN SPACE, STORAGE, OR PET OPEN SPACE."

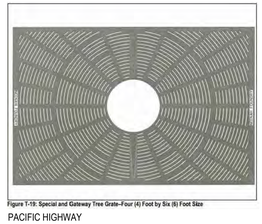
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IRRIGATION: AN AUTOMATIC, ELECTRICALLYCONTROLLED IRRIGATION SYSTEM SHALL BE PROVIDED AS REQUIRED BY LDC §142.0403(c) FOR PROPER IRRIGATION, DEVELOPMENT, AND MAINTENANCE OF THE VEGETATION IN A HEALTHY, DISEASE-RESISTANT CONDITION. THE DESIGN OF THE SYSTEM SHALL PROVIDE ADEQUATE SUPPORT FOR THE VEGETATION SELECTED. DRIP IRRIGATION SYSTEMS SHALL BE PROPOSED FOR SITE.

A MINIMUM ROOT ZONE OF 40SF IN AREA SHALL BE PROVIDED FOR ALL TREES. THE MINIMUM DIMENSION FOR THIS AREA SHALL BE 5 FEET, PER SDMC §142.0403(b)(6).

MAINTENANCE: ALL REQUIRED LANDSCAPE AREAS SHALL BE MAINTAINED BY OWNER. LANDSCAPE AND IRRIGATION AREAS IN THE PUBLIC RIGHT-OF-WAY SHALL BE MAINTAINED BY OWNER. THE LANDSCAPE AREAS SHALL BE MAINTAINED FREE OF DEBRIS AND LITTER, AND ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY GROWING CONDITION. DISEASED OR DEAD PLANT MATERIAL SHALL BE SATISFACTORILY TREATED OR REPLACED PER THE CONDITIONS OF THE PERMIT.


Figure T-21: Ceremonial Tree Grate and Little Italy Tree Grate
GRAPE STREET


Figure T-19: Special and Gateway Tree Grate–Four (4) Foot by Six (6) Foot Size
PACIFIC HIGHWAY

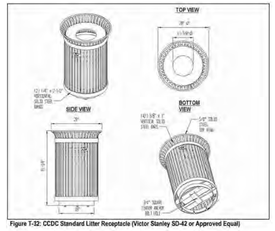


Figure T-32: CCDC Standard Litter Receptacle (Victor Stanley SD-42 or Approved Equal)

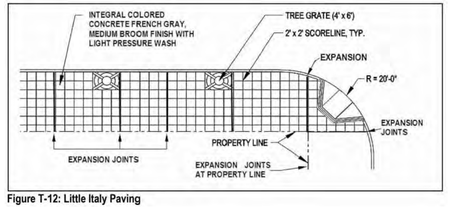


Figure T-12: Little Italy Paving

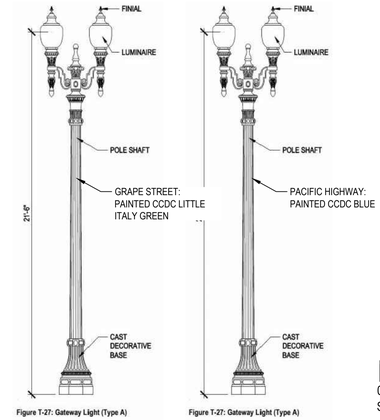
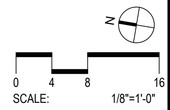


Figure T-27: Gateway Light (Type A)
Figure T-27: Gateway Light (Type A)



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environmental planning
urban design
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San Diego, CA 92101
Ph: 619.296.3150
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NOT FOR CONSTRUCTION

929 WEST GRAPE STREET

929 WEST GRAPE STREET, SAN DIEGO, CA 92101
LIDA INDUSTRY, INC.

COASTAL DEVELOPMENT PERMIT APPROVAL NO. 2411967
TENTATIVE MAP APPROVAL NO. 2411968

Date	Revision

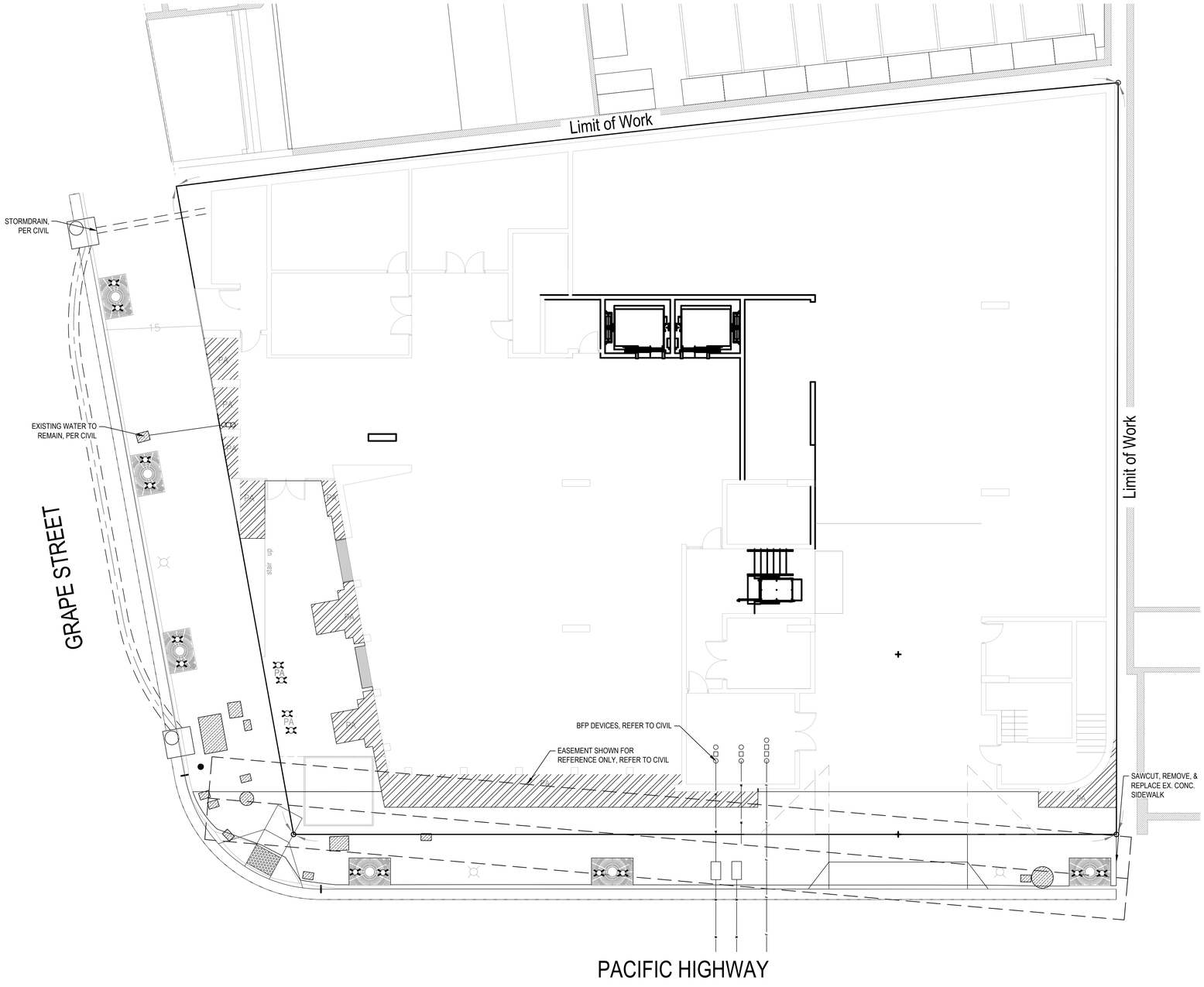
Project #: **21943**

Date Issued: **8/9/2021**

Sheet Title:
SITE PLAN - GROUND LEVEL

Sheet Number:
L1.00

Plotted by: zeek Aug 09, 2021 03:59 PM G:\CONCEPT PLANS-21943.dwg



IRRIGATION SCHEDULE

SYMBOL	DESCRIPTION	QTY	GPM
	SHRUB DRIPLINE 0.6 GPH @ 12" O.C. (2.3 L/H @ 0.3M) DRIPLINE WITH 0.60 GPH EMITTERS AT 12" O.C., ROW SPACING AT 12" O.C.	453.7 S.F.	5

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	GPM
⨯	HUNTER PROS-PRS30-04-CV-MSBN 10F MULTI-STREAM BUBBLER, 4" POP-UP, FACTORY INSTALLED DRAIN CHECK VALVE, 25=.25GPM, 50=0.5GPM, 10=1.0GPM, 20=2.0GPM.	16	1.00

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N

0 4 8 16

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

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environmental planning

urban design

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Date Issued: **8/9/2021**

Sheet Title:

HYDROZONE PLAN

Sheet Number:

L2.00

Plotted by: zarek Aug. 09, 2021 03:09 PM s-CONCEPT PLANS-21943.dwg



PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	CONT	
	DRACAENA MARGINATA 'TRICOLOR' TRICOLOR DRACAENA	15 GAL	
	JACARANDA MIMOSIFOLIA `SAKAI01` TM BONSAI BLUE JACARANDA	36" BOX	

STREET TREE	BOTANICAL / COMMON NAME	CONT	
	JACARANDA MIMOSIFOLIA JACARANDA	36" BOX	

SHRUB AREAS	BOTANICAL / COMMON NAME
	PLANTING AREA I CAREX BROMOIDES BROME-LIKE SEDGE CAREX PHYLLOCEPHALA `SPARKLER` SPARKLER SEDGE DIETES BICOLOR `AFRICAN GOLD` TM PURE GOLD FORTNIGHT LILY EQUISETUM HYEMALE HORSETAIL REED GAURA LINDHEIMERI WHITE GAURA HEMEROCALLIS X HYBRID DAYLILY LAVANDULA ANGUSTIFOLIA ENGLISH LAVENDER LEYMUS CONDENSATUS `CANYON PRINCE` CANYON PRINCE GIANT WILD RYE MUHLENBERGIA CAPILLARIS `REGAL MIST` TM REGAL MIST PINK MUHLY GRASS YUCCA FILAMENTOSA ADAM`S NEEDLE
	PLANTING AREA II AGAVE ATTENUATA `BOUTIN BLUE` BOUTIN BLUE FOXTAIL AGAVE ARTEMISIA X `POWIS CASTLE` POWIS CASTLE ARTEMISIA BOUTELOUA ARISTIDOIDES NEEDLE GRAMA GRASS CAREX PANSA SANDDUNE SEDGE FESTUCA CALIFORNICA `SALMON CREEK` CALIFORNIA FESCUE HESPERALOE PARVIFLORA BRAKELIGHTS RED YUCCA MUHLENBERGIA LINDHEIMERI LINDHEIMER`S MUHLY

LANDSCAPE NOTES:
ALL LANDSCAPE AND IRRIGATION SHALL CONFORM TO THE STANDARDS OF THE CITY-WIDE LANDSCAPE REGULATIONS AND THE CITY OF SAN DIEGO LAND DEVELOPMENT MANUAL LANDSCAPE STANDARDS AND ALL OTHER LANDSCAPE RELATED CITY AND REGIONAL STANDARDS.

IRRIGATION: AN AUTOMATIC, ELECTRICALLYCONTROLLED IRRIGATION SYSTEM SHALL BE PROVIDED AS REQUIRED BY LDC §142.0403(c) FOR PROPER IRRIGATION, DEVELOPMENT, AND MAINTENANCE OF THE VEGETATION IN A HEALTHY, DISEASE-RESISTANT CONDITION. THE DESIGN OF THE SYSTEM SHALL PROVIDE ADEQUATE SUPPORT FOR THE VEGETATION SELECTED.

DRIP IRRIGATION SYSTEMS SHALL BE PROPOSED FOR SITE.

A MINIMUM ROOT ZONE OF 40SF IN AREA SHALL BE PROVIDED FOR ALL TREES. THE MINIMUM DIMENSION FOR THIS AREA SHALL BE 5 FEET, PER SDMC §142.0403(b)(6).

MAINTENANCE: ALL REQUIRED LANDSCAPE AREAS SHALL BE MAINTAINED BY OWNER. LANDSCAPE AND IRRIGATION AREAS IN THE PUBLIC RIGHT-OF-WAY SHALL BE MAINTAINED BY OWNER. THE LANDSCAPE AREAS SHALL BE MAINTAINED FREE OF DEBRIS AND LITTER, AND ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY GROWING CONDITION. DISEASED OR DEAD PLANT MATERIAL SHALL BE SATISFACTORILY TREATED OR REPLACED PER THE CONDITIONS OF THE PERMIT.

MINIMUM TREE SEPARATION DISTANCE PER CENTRE CITY STREETSCAPE MANUAL:
GENERALLY, STREET TREES SHOULD BE SPACED A MAXIMUM OF TWENTY-FIVE (25) FEET ON CENTER AND A MINIMUM OF TWENTY (20) FEET ON CENTER ALONG A STREET FRONTAGE. THE TREE SPACING SHOULD BE EQUAL BETWEEN THE STREET LIGHTS. HOWEVER, TREES CAN BE GROUPED AND DO NOT HAVE TO BE EQUALLY SPACED IF ALTERNATIVE LAYOUTS ARE WARRANTED DUE TO CONFLICTS WITH DRIVEWAYS, UTILITIES, OR OTHER DESIGN ELEMENTS, INCLUDING DESIGN COMPATIBILITY AND TREE SPECIES FROM AN ADJOINING DEVELOPMENT. THE TREES MUST BE SPACED BASED ON THE FOLLOWING STANDARDS, AS MEASURED FROM THE CENTER OF THE TREE TRUNK

IMPROVEMENT:	MINIMUM DISTANCE TO STREET
STREET LIGHTS	FIFTEEN (15) FEET
DRIVEWAY APRON FLARES	FIVE (5) FEET
FROM THE FRONT OF ANY TRAFFIC SIGNAL OR STOP SIGN	TWENTY (20) FEET
FROM THE BACK OF ANY TRAFFIC SIGNAL OR STOP SIGN	TEN (10) FEET
FROM UNDERGROUND UTILITIES	FIVE (5) FEET
FROM SEWER LINES	TEN (10) FEET

CONTRACTOR SHALL REPAIR AND REPLACE ALL EXISTING LANDSCAPE, IRRIGATION, AND ANY EXISTING IMPROVEMENTS DISPLACED OR DAMAGED AS A RESULT OF PERFORMING THE WORK OF THIS CONTRACT AT NO ADDITIONAL COST TO THE OWNER. EXISTING LANDSCAPE AND IRRIGATION SHALL BE EXTENDED IN-KIND INTO AREAS LEFT VACANT BY DEMOLITION AT NO ADDITIONAL COST TO THE OWNER.

N

0 4 8 16
SCALE: 1/8"=1'-0"

McGullough
landscape architecture
environmental planning
urban design

703 16th Street Suite 100
San Diego, CA 92101
Ph: 619.296.3150
Fax: 619.501.7725

NOT FOR CONSTRUCTION

929 WEST GRAPE STREET

929 WEST GRAPE STREET, SAN DIEGO, CA 92101

LIDA INDUSTRY, INC.

COASTAL DEVELOPMENT PERMIT APPROVAL NO. 2411967
TENTATIVE MAP APPROVAL NO. 2411968

Date	Revision

Project #: **21943**

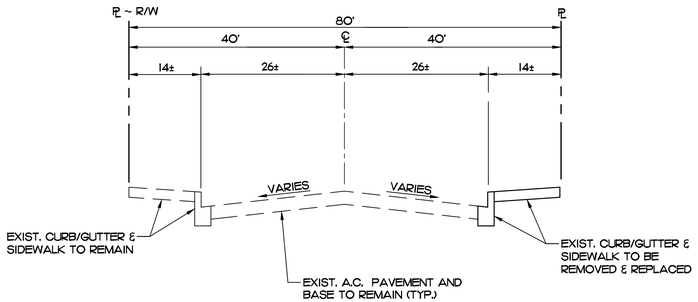
Date Issued: **8/9/2021**

Sheet Title:
PLANTING PLAN - GROUND LEVEL

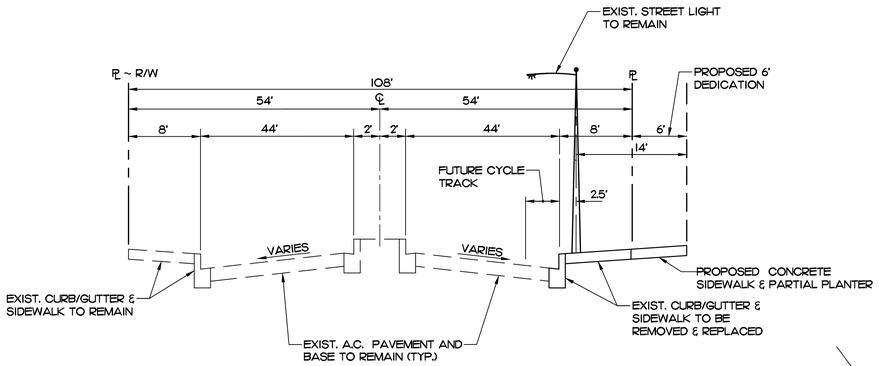
Sheet Number:
L3.00

Plotted by: zarek Aug. 09, 2021 03:09 PM s-CONCEPT PLANS-21943.dwg

COASTAL DEVELOPMENT PERMIT APPROVAL NO. 2411967
TENTATIVE MAP APPROVAL NO. 2411968
GRAPE STREET TENTATIVE MAP (49 RESIDENTIAL UNITS)



TYPICAL SECTION - GRAPE STREET
NO SCALE



TYPICAL SECTION - PACIFIC HIGHWAY
NO SCALE

AREA
LOT 1 : GROSS AREA = 0.298 ACRES

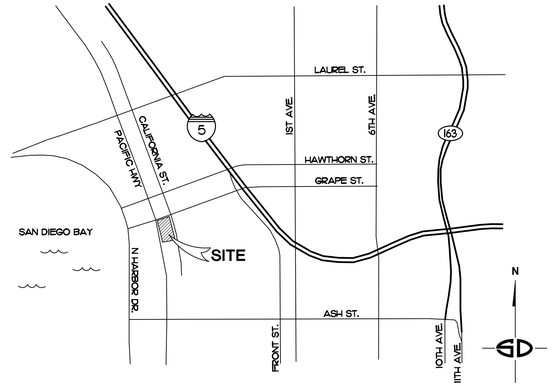
UNIT SQUARE FOOTAGE
RESIDENTIAL : 49 UNITS
- 7 UNITS : 582 S.F. (1 BEDROOM)
- 7 UNITS : 617 S.F. (1 BEDROOM)
- 1 UNIT : 672 S.F. (1 BEDROOM)
- 12 UNITS : 1203 S.F. (2 BEDROOM)
- 1 UNIT : 1238 S.F. (2 BEDROOM)
- 9 UNITS : 1256 S.F. (2 BEDROOM)
- 10 UNITS : 1418 S.F. (2 BEDROOM)
- 2 UNITS : 1738 S.F. (2 BEDROOM)

ACCESS NOTE
ACCESS TO SUBJECT PROPERTY : GRAPE STREET & PACIFIC HIGHWAY

FLOOD ZONE
THE PROPERTY DESCRIBED ON THIS SURVEY DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA ("SFHA") AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMETN AGENCY. THE PROPERTY LIES WITHIN ZONE "X" OF THE FLOOD INSURANCE INSURANCE RATE MAP AS IDENTIFIED AS COMMUNITY MAP NO. 06073C1903F BEARING AN EFFECTIVE DATE OF JUNE 19, 1997, PANEL 1881 OF 2375.

GENERAL NOTE
1. THIS IS A MAP OF CONDOMINIUMS AS DEFINED IN SECTION 1350 ET. SEQ. OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND IS FILED PURSUANT TO THE SUBDIVISION MAP ACT. THE TOTAL NUMBER OF RESIDENTIAL CONDOMINIUM DWELLING UNITS IS FORTY NINE (49).
2. NUMBER OF EXISTING LOTS = 3
   NUMBER OF PROPOSED LOTS = 1
3. NO EXISTING OR PROPOSED BUS STOPS ADJACENT TO SUBJECT PROPERTY.

UTILITIES
SEWER AND WATER - CITY OF SAN DIEGO
STORM DRAIN - CITY OF SAN DIEGO
GAS AND ELECTRIC - SAN DIEGO GAS & ELECTRIC
TELEPHONE - AT&T
FIRE & POLICE - CITY OF SAN DIEGO
TELEVISION - COX COMMUNICATIONS
SCHOOL DISTRICT - CITY OF SAN DIEGO



VICINITY MAP
NO SCALE

LEGAL DESCRIPTION
LOTS 1, 2, AND 3 IN BLOCK 284 OF MIDDLETOWN, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF MADE BY J.E. JACKSON, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY.

ASSESSOR'S PARCEL NO.
533-213-16

COORDINATE INDEX
NAD 27 - N 204, E 1716
NAD 83 - N 1844, E 6278

TOPOGRAPHIC SOURCE
SNIPES-DYE ASSOCIATES

FIELD SURVEY DATED OCTOBER 2018

FIRE NOTE
PIV, PDC & ALARM BELL ARE TO BE LOCATED ON THE ADDRESS/ACCESS SIDE OF THE STRUCTURE, PACIFIC HIGHWAY.

ZONING INFORMATION
CCPD-ER

BENCHMARK
BRASS PLUG IN TOP OF CURB AT SOUTH-WEST CORNER OF PACIFIC HIGHWAY AND HAWTHORNE STREET.
ELEVATION = 14.239, NGVD29

PARKING TABLE

ALLOCATION	REQUIRED	PROVIDED
MARKET RATE DWELLING UNITS (1 SPACE PER DWELLING UNIT +1 PER 30 D/US)	0 SPACES	49 SPACES
ACCESSIBLE PARKING	1 SPACE	1 SPACE
ELECTRICAL VEHICLE	2.45 SPACES	3 SPACES
TOTAL CAR SPACES	49 SPACES	49 SPACES
MOTORCYCLE (1 PER 10 DWELLING UNITS = 49/10 = 4.9)	5 SPACES	5 SPACES
BICYCLE (1 PER 5 DWELLING UNITS)	10 SPACES	12 SPACES

LEGEND
EXISTING

ITEM	SYMBOL
CENTERLINE	℄
RIGHT OF WAY	
PROPERTY LINE/TM BOUNDARY	
EXIST. CURB & GUTTER	
EXIST. FLOW DIRECTION	
EXIST. WATER LINE	W
EXIST. SEWER LINE	S
EXIST. FIRE HYDRANT	
EXIST. POWER POLE	
EXIST. SURVEY MONUMENTS, AS NOTED	
EXIST. CONTOUR	120
EXIST. ELEVATION	X 123.64 , 123.64 , (123.64)

PROPOSED

A.C. PAVEMENT	
6" TYPE G CURB & GUTTER	
P.C.C. SIDEWALK	
DRIVEWAY	
PEDESTRIAN RAMP	
BACKFLOW PREVENTER (PRIVATE)	
6" FIRE SERVICE	F
2" WATER SERVICE	W
6" SEWER LATERAL (PRIVATE)	S
PROPOSED CONTOUR	120
SPOT ELEVATION	113.50
STREET TREE	
STREET LIGHT	
BIO-FILTRATION BASIN AREA	
PLANTER AREA	
PAVERS	
PROPOSED BUILDING	

GRADING QUANTITIES

BOUNDARY SITE AREA :	13,001 S.F.
TOTAL AREA TO BE GRADED :	16,240 S.F.
* AMOUNT OF CUT :	12,000 C.Y.
AMOUNT OF FILL :	0 C.Y.
EXPORT :	12,000 C.Y.
CUT DEPTH :	25 FT.
MAX CUT SLOPE RATIO :	N/A (2:1 MAX.)
FILL DEPTH :	0 FT.
MAX FILL SLOPE RATIO :	N/A (2:1 MAX.)

* THE VOLUME OF CUT IS RELATED TO THE EXCAVATION NECESSARY FOR THE PROJECT TO CREATE THE BELOW GRADE PARKING STRUCTURE. THERE IS NO SITE GRADING OCCURRING AS EVERYTHING IS WITHIN THE BUILDING FOOTPRINT.

BASIS OF BEARINGS
THE BASIS OF BEARINGS FOR THIS SURVEY IS THE NORTHERLY RIGHT-OF-WAY LINE OF PACIFIC HIGHWAY SHOWN ON RECORD OF SURVEY NO. 22505. I.E., NORTH 09° 26' 35" WEST

OWNER/APPLICANT/DEVELOPER
IIDA SANGYO CO., LTD.
2-2-2 SAKAI MASASHINO-SHI
TOKYO, JAPAN 180-0022

ENGINEER OF WORK

Snipes-Dye associates
civil engineers and land surveyors
8348 CENTER DRIVE, STE. G, LA MESA, CA 91942
TELEPHONE (619) 697-9234 FAX (619) 460-2033

8/20/2021
WILLIAM A. SNIPES EXPIRES — R.C.E. 50477, P.L.S. 8034 06-30-23, 12-31-22

REGISTERED PROFESSIONAL ENGINEER — WILLIAM A. SNIPES — No. 50477 — Exp. 06-30-23 — CIVIL — STATE OF CALIFORNIA

LICENSED LAND SURVEYOR — WILLIAM A. SNIPES — Exp.12-31-22 — No. 8034 — STATE OF CALIFORNIA

Prepared By:
Name: SNIPES-DYE ASSOCIATES
Address: 8348 CENTER DRIVE, SUITE G LA MESA, CA 91942
Phone #: (619) 697-9234

Project Address:
929 GRAPE STREET
SAN DIEGO, CA 92101

Project Name:
GRAPE STREET TENTATIVE MAP
TENTATIVE MAP NO. 2411968
COASTAL DEVELOPMENT PERMIT NO. 2411967

Sheet Title:
TITLE/NOTE SHEET

Revision 14: ____
Revision 13: ____
Revision 12: ____
Revision 11: ____
Revision 10: ____
Revision 9: ____
Revision 8: ____
Revision 7: ____
Revision 6: ____
Revision 5: ____
Revision 4: ____
Revision 3: AUGUST 2021
Revision 2: APRIL 2021
Revision 1: AUGUST 2020

Original Date: JANUARY 15, 2020

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DEP# ____

P.T.S. 661279

NO	DATE	REVISION DESCRIPTION
1	3/26/20	FULL SUBMITTAL
2	10/30/20	1ST RESUBMITTAL
3	4/19/21	2ND RESUBMITTAL
4	8/20/21	3RD RESUBMITTAL

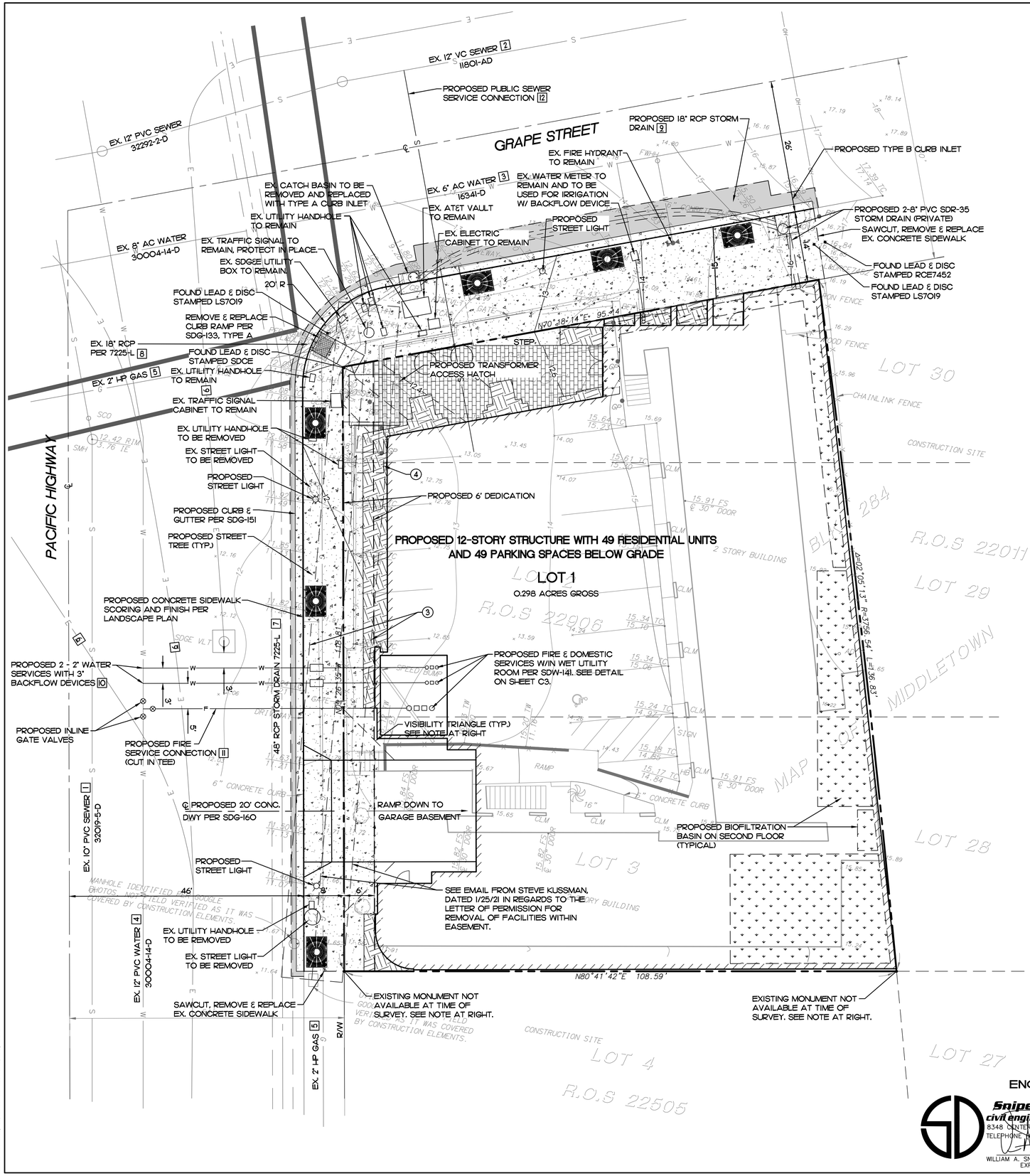
SHEET C1 OF 4 SHEETS
JOB NO. SD4672 (A-9)

DESIGNER TPS
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DATE 01/15/2020

SHEET TITLE: TITLE/NOTE SHEET
JOB NAME: GRAPE STREET TENTATIVE MAP (49 RESIDENTIAL UNITS)

SNIPES-DYE ASSOCIATES 8348 CENTER DRIVE, SUITE G, LA MESA, CA 91942 (619) 697-9234, FAX (619) 460-2033

S:\SNIPES\SD4671 Grape Street Project\DWG\Maps\SD4672_TM-01.dwg
Richard Wentworth, September 29, 2021 1:10pm by rwent



EASEMENT

(3) AN EASEMENT GRANTED TO SAN DIEGO GAS AND ELECTRIC COMPANY FOR POLES, WIRES, AND ANCHORS, RECORDED APRIL 2, 1965 AS INSTRUMENT NO: 53587 OF OFFICIAL RECORDS.

(4) AN EASEMENT GRANTED TO SAN DIEGO GAS AND ELECTRIC COMPANY FOR THE TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, UNDERGROUND FACILITIES AND ABOVE GROUND STRUCTURES, RECORDED MAY 17, 1972, AS INSTRUMENT NO: 124397 OF OFFICIAL RECORDS.

BOTH EASEMENTS SHALL HAVE THE ON-SITE PORTIONS VACATED AND THE UTILITIES RELOCATED TO ACCOMMODATE THE PROJECT.

UTILITY TABLE

#	UTILITY	CONDITION	LOCATION	OVERHEAD/UNDERGROUND
1	10" PVC SEWER	EXISTING	PUBLIC R.O.W.	UNDERGROUND
2	12" SEWER	EXISTING	PUBLIC R.O.W.	UNDERGROUND
3	6" WATER	EXISTING	PUBLIC R.O.W.	UNDERGROUND
4	12" WATER	EXISTING	PUBLIC R.O.W.	UNDERGROUND
5	2" GAS	EXISTING	PUBLIC R.O.W.	UNDERGROUND
6	ELECTRICAL	EXISTING	PUBLIC R.O.W.	UNDERGROUND
7	48" STORM DRAIN	EXISTING	PUBLIC R.O.W.	UNDERGROUND
8	18" STORM DRAIN	EXISTING	PUBLIC R.O.W.	UNDERGROUND
9	18" STORM DRAIN	PROPOSED	PUBLIC R.O.W.	UNDERGROUND
10	2" WATER SERVICE	PROPOSED	PUBLIC R.O.W.	UNDERGROUND
11	8" FIRE SERVICE	PROPOSED	PUBLIC R.O.W.	UNDERGROUND
12	6" SEWER SERVICE	PROPOSED	PUBLIC R.O.W.	UNDERGROUND

NOTE:
DURING THE TIME OF THE TOPOGRAPHIC SURVEY, CONSTRUCTION WAS OCCURRING ON THE EAST AND SOUTH SIDE OF THE SUBJECT PROPERTY AND THESE AREAS WERE NOT ACCESSIBLE.

NOTE:
THE SUBDIVIDER SHALL ENSURE THAT ALL ONSITE UTILITIES SERVING THE SUBDIVISION SHALL BE UNDERGROUND WITH THE APPROPRIATE PERMITS.

MAPPING NOTE:
THE FINAL MAP SHALL BE FILED AT THE COUNTY RECORDER'S OFFICE PRIOR TO THE EXPIRATION TO THE TENTATIVE MAP, IF APPROVED. A DETAILED PROCEDURE OF SURVEY SHALL BE SHOWN ON THE FINAL MAP AND ALL PROPERTY CORNERS SHALL BE MARKED WITH VERY DURABLE MONUMENTS.

NOTE:
AN ENCROACHMENT MAINTENANCE REMOVAL AGREEMENT (EMRA) WILL BE PROVIDED FOR ALL PRIVATE IMPROVEMENTS WITHIN THE PUBLIC RIGHT-OF-WAY INCLUDING, BUT NOT LIMITED TO, PRIVATE SEWER CONNECTION.

GENERAL NOTE
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NOTE:
NO PLANT MATERIAL HIGHER THAN 36 INCHES IN HEIGHT ARE PERMITTED IN THE VISIBILITY AREAS OF THE PROPOSED DRIVEWAY ON PACIFIC HIGHWAY PER SDMC SECTION 142.0409 (B)(2). NO OBJECTS HIGHER THAN 24 INCHES ARE PERMITTED IN THE VISIBILITY AREAS.

THERE IS NO REQUIREMENT FOR A VISIBILITY TRIANGLE AT THE INTERSECTION OF GRAPE STREET & PACIFIC HIGHWAY AS GRAPE STREET IS A "ONE WAY" AND THERE WILL BE NO TRAFFIC TRAVELING FROM EAST TO WEST.

NOTE:
IF IT IS DETERMINED THAT THE EXISTING WATER AND SEWER SERVICES ARE NOT OF ADEQUATE SIZE TO SERVE THE PROPOSED PROJECT, THE APPLICANT WILL BE REQUIRED TO ABANDON (KILL) ANY EXISTING UNUSED WATER AND SEWER SERVICES AND INSTALL NEW SERVICE(S) AND METER WHICH MUST BE LOCATED OUTSIDE OF ANY DRIVEWAY OR VEHICULAR USE AREA.

ENGINEER OF WORK

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06-30-23, 12-31-22

REGISTERED PROFESSIONAL ENGINEER · WILLIAM A. SNIPES · No. 50477 · Exp. 06-30-23 · CIVIL · STATE OF CALIFORNIA

LICENSED LAND SURVEYOR · WILLIAM A. SNIPES · Exp.12-31-22 · No. 8034 · STATE OF CALIFORNIA

Prepared By:
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Phone #: (619) 697-9234

Project Address:
929 GRAPE STREET
SAN DIEGO, CA 92101

Project Name:
GRAPE STREET TENTATIVE MAP
TENTATIVE MAP NO. 2411968
COASTAL DEVELOPMENT PERMIT NO. 2411967

Sheet Title:
TENTATIVE MAP

Revision 14: ____
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DEP# ____

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NO	DATE	REVISION DESCRIPTION	BY
1	3/26/20	FULL SUBMITTAL	
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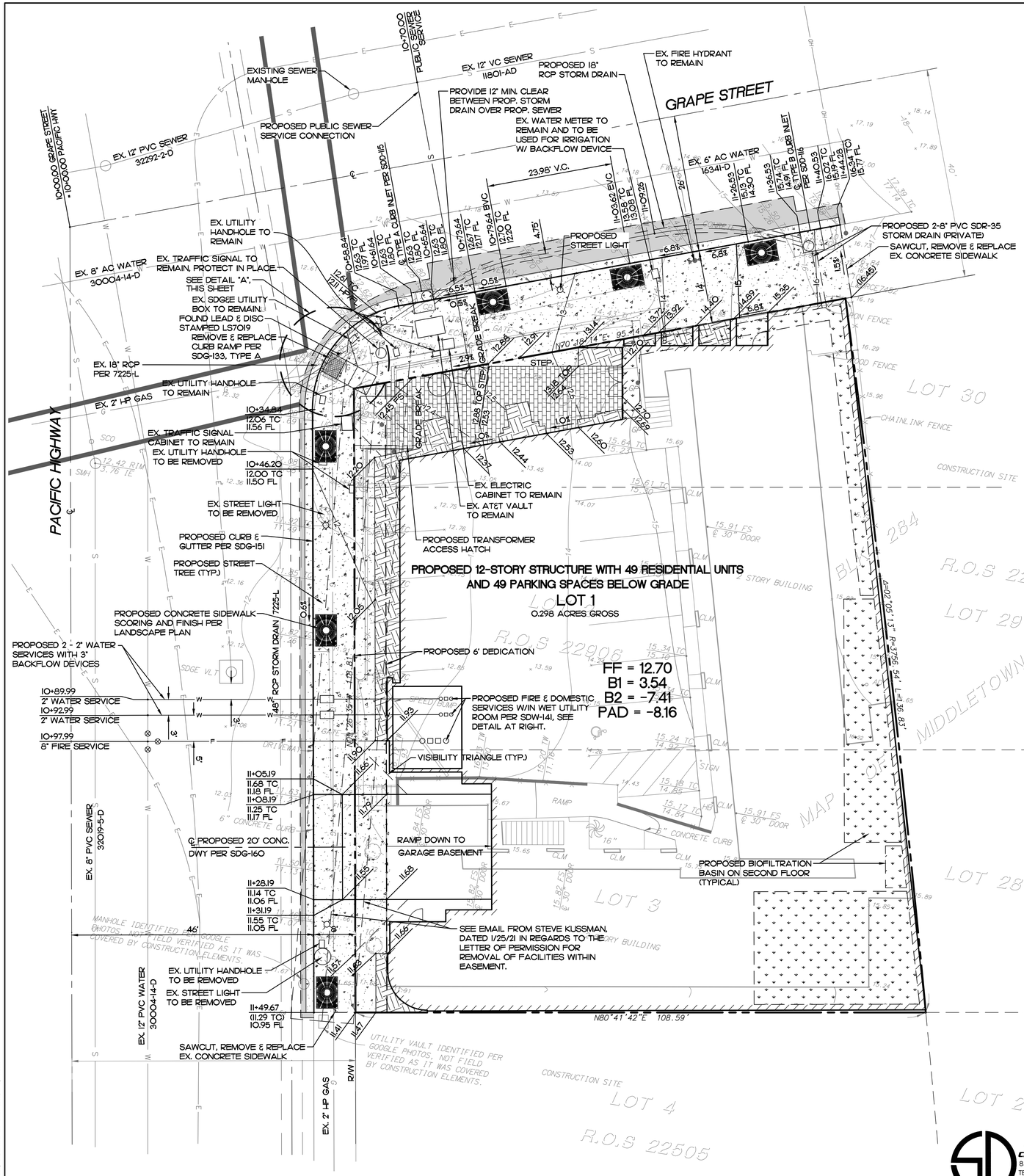
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DATE 01/15/2020
BY'

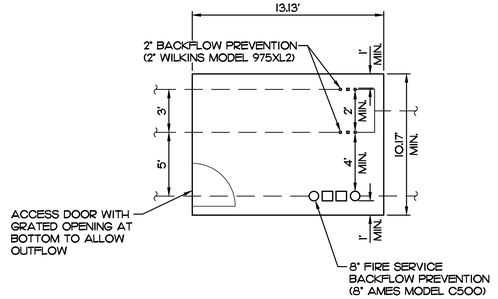
SHEET TITLE: TENTATIVE MAP
JOB NAME: GRAPE STREET TENTATIVE MAP (49 RESIDENTIAL UNITS)

SHEET C2 OF 4 SHEETS
JOB NO. SD4672 (A-9)

SNIPES-DYE ASSOCIATES 8348 CENTER DRIVE, SUITE G, LA MESA, CA 91942-2910 (619) 697-9234, FAX (619) 460-2033

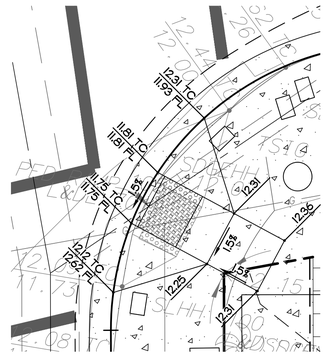
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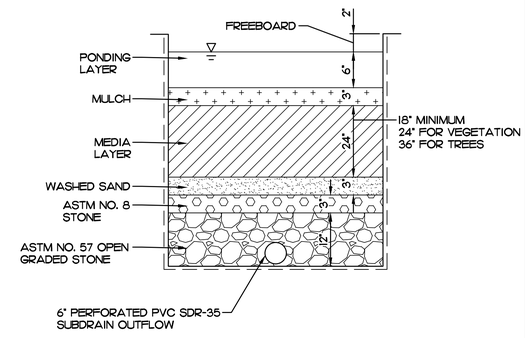


NOTE: FINAL BACKFLOW DETAILS SHALL BE DETERMINED DURING MINISTERIAL REVIEW AND BASED ON THE CITY'S CURRENT STANDARD AND CITY'S APPROVED BACKFLOW ASSEMBLY LIST.

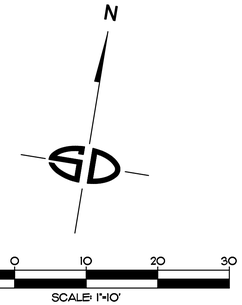
DETAIL: WET UTILITY ROOM
SCALE : 1" = 5'



DETAIL "A" : CURB RAMP
SCALE : 1" = 5'



TYPICAL SECTION : BIOFILTRATION BASIN
NO SCALE



ENGINEER OF WORK

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DEP# ____

P.T.S. 661279

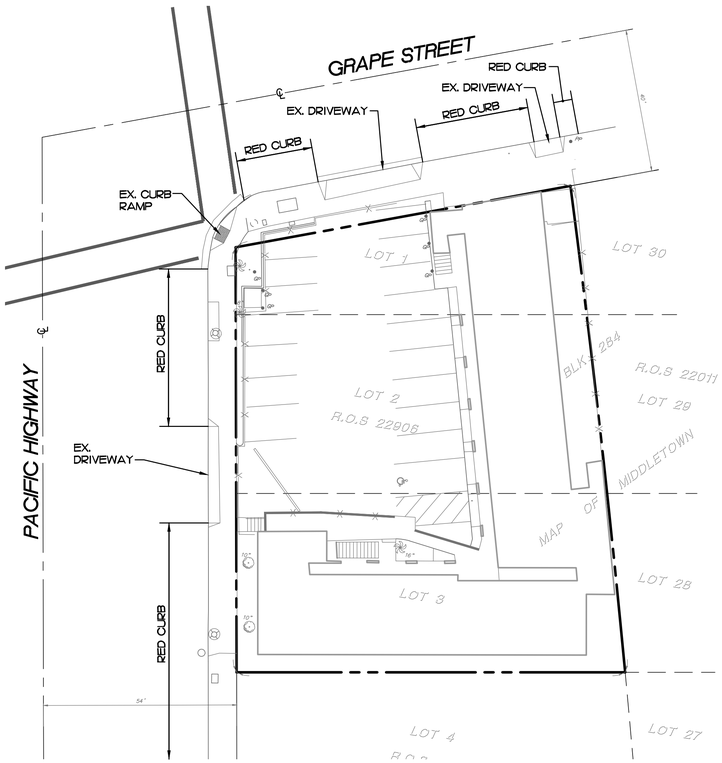
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2	10/30/20	1ST RESUBMITTAL
3	4/19/21	2ND RESUBMITTAL
4	8/20/21	3RD RESUBMITTAL

SHEET TITLE: CONCEPTUAL GRADING PLAN
JOB NAME: GRAPE STREET TENTATIVE MAP (49 RESIDENTIAL UNITS)
DESIGNER: TPS
DRAWN: BMW
CHECKED: WAS
DATE: 01/15/2020
8½"

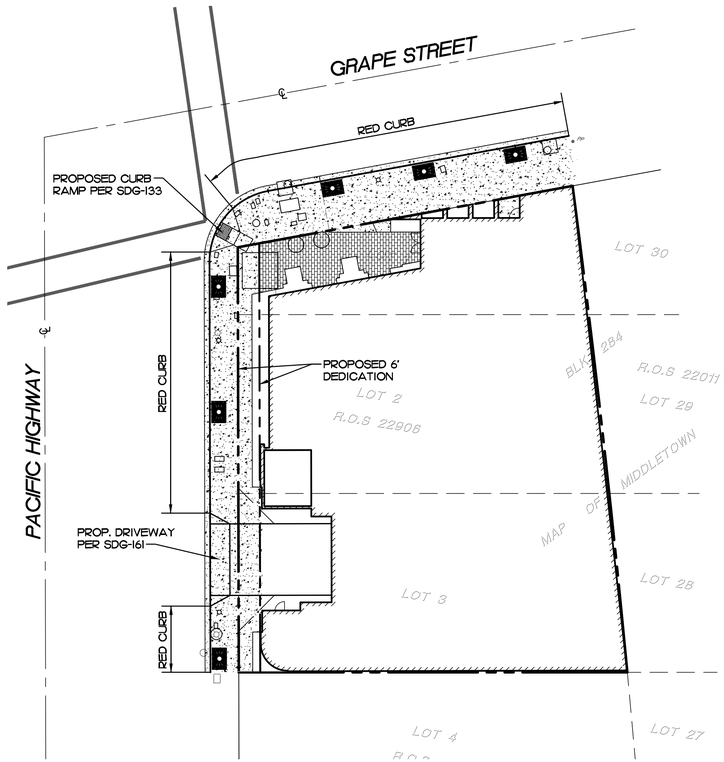
SNIPES-DYE ASSOCIATES 8348 CENTER DRIVE, SUITE G, LA MESA, CA 91942-2910 (619) 697-9234, FAX (619) 460-2033

SHEET C3 OF 4 SHEETS
JOB NO. SD4672 (A-9)

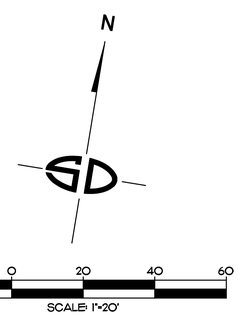
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S. Linder, Wednesday, September 29, 2021 10:06a, by linder



EXISTING CURB UTILIZATION
SCALE : 1" = 20'



PROPOSED CURB UTILIZATION
SCALE : 1" = 20'



ENGINEER OF WORK

Snipes-Dye associates
civil engineers and land surveyors
8348 CENTER DRIVE, STE. G, LA MESA, CA 91942
TELEPHONE (619) 697-9234 FAX (619) 460-2033

WILLIAM A. SNIPES — 8/20/2021
EXPIRES — R.C.E. 50477, P.L.S. 8034
06-30-23, 12-31-22

REGISTERED PROFESSIONAL ENGINEER — WILLIAM A. SNIPES — No. 50477 — Exp. 06-30-23 — CIVIL — STATE OF CALIFORNIA

LICENSED LAND SURVEYOR — WILLIAM A. SNIPES — Exp.12-31-22 — No. 8034 — STATE OF CALIFORNIA

Prepared By:
Name: SNIPES-DYE ASSOCIATES
Address: 8348 CENTER DRIVE, SUITE G
LA MESA, CA 91942
Phone #: (619) 697-9234

Project Address:
929 GRAPE STREET
SAN DIEGO, CA 92101

Project Name:
GRAPE STREET TENTATIVE MAP
TENTATIVE MAP NO. 2411968
COASTAL DEVELOPMENT PERMIT NO. 2411967

Sheet Title:
CURB UTILIZATION PLAN

Revision 14:
Revision 13:
Revision 12:
Revision 11:
Revision 10:
Revision 9:
Revision 8:
Revision 7:
Revision 6:
Revision 5:
Revision 4:
Revision 3: AUGUST 2021
Revision 2: APRIL 2021
Revision 1: AUGUST 2020

Original Date: JANUARY 15, 2020

Sheet 4 Of 4

DEP#

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SNIPES-DYE ASSOCIATES 8348 CENTER DRIVE, SUITE G, LA MESA, CA 91942-2910 (619) 697-9234, FAX (619) 460-2033

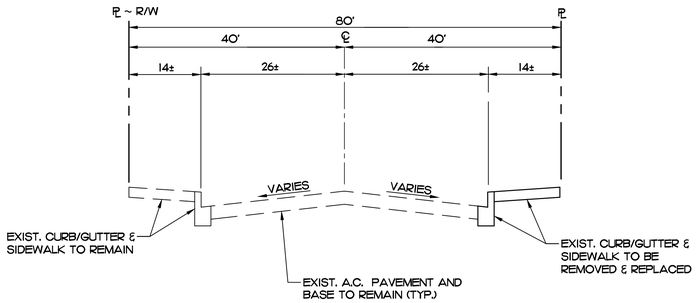
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JOB NAME: GRAPE STREET TENTATIVE MAP (49 RESIDENTIAL UNITS)
DESIGNER: TPS
DRAWN: BMW
CHECKED: WAS
DATE: 01/15/2020

SHEET C4 OF 4 SHEETS
JOB NO. SD4672 (A-9)

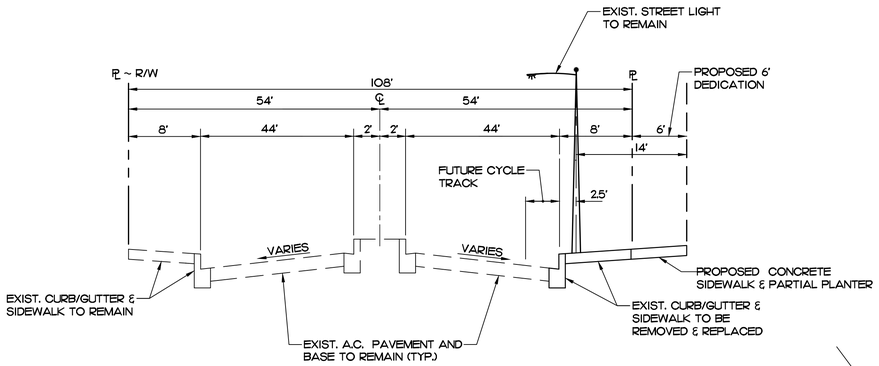
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COASTAL DEVELOPMENT PERMIT APPROVAL NO. 2411967
TENTATIVE MAP APPROVAL NO. 2411968
GRAPE STREET TENTATIVE MAP (49 RESIDENTIAL UNITS)

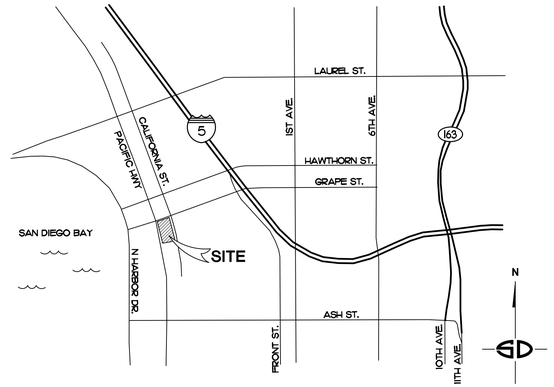
ATTACHMENT 13



TYPICAL SECTION - GRAPE STREET
NO SCALE



TYPICAL SECTION - PACIFIC HIGHWAY
NO SCALE



VICINITY MAP
NO SCALE

AREA
LOT 1 = GROSS/NET AREA = 0.36 ACRES

UNIT SQUARE FOOTAGE
RESIDENTIAL = 49 UNITS
- 7 UNITS = 582 S.F. (1 BEDROOM)
- 7 UNITS = 617 S.F. (1 BEDROOM)
- 1 UNIT = 672 S.F. (1 BEDROOM)
- 12 UNITS = 1203 S.F. (2 BEDROOM)
- 1 UNIT = 1238 S.F. (2 BEDROOM)
- 9 UNITS = 1256 S.F. (2 BEDROOM)
- 10 UNITS = 1418 S.F. (2 BEDROOM)
- 2 UNITS = 1738 S.F. (2 BEDROOM)

ACCESS NOTE
ACCESS TO SUBJECT PROPERTY = GRAPE STREET & PACIFIC HIGHWAY

FLOOD ZONE
THE PROPERTY DESCRIBED ON THIS SURVEY DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA ("SFHA") AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMETN AGENCY. THE PROPERTY LIES WITHIN ZONE "X" OF THE FLOOD INSURANCE INSURANCE RATE MAP AS IDENTIFIED AS COMMUNITY MAP NO. 06073C1903F BEARING AN EFFECTIVE DATE OF JUNE 19, 1997, PANEL 1881 OF 2375.

GENERAL NOTE
1. THIS IS A MAP OF CONDOMINIUMS AS DEFINED IN SECTION 1350 ET. SEQ. OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND IS FILED PURSUANT TO THE SUBDIVISION MAP ACT. THE TOTAL NUMBER OF RESIDENTIAL CONDOMINIUM DWELLING UNITS IS FORTY NINE (49).
2. NUMBER OF EXISTING LOTS = 3
   NUMBER OF PROPOSED LOTS = 1
3. NO EXISTING OR PROPOSED BUS STOPS ADJACENT TO SUBJECT PROPERTY.

UTILITIES
SEWER AND WATER - CITY OF SAN DIEGO
STORM DRAIN - CITY OF SAN DIEGO
GAS AND ELECTRIC - SAN DIEGO GAS & ELECTRIC
TELEPHONE - AT&T
FIRE & POLICE - CITY OF SAN DIEGO
TELEVISION - COX COMMUNICATIONS
SCHOOL DISTRICT - CITY OF SAN DIEGO

LEGAL DESCRIPTION
LOTS 1, 2, AND 3 IN BLOCK 284 OF MIDDLETOWN, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF MADE BY J.E. JACKSON, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY.

ASSESSOR'S PARCEL NO.
533-213-16

COORDINATE INDEX
NAD 27 - N 204, E 1716
NAD 83 - N 1844, E 6278

TOPOGRAPHIC SOURCE
SNIPES-DYE ASSOCIATES

FIELD SURVEY DATED OCTOBER 2018

FIRE NOTE
PIV, PDC & ALARM BELL ARE TO BE LOCATED ON THE ADDRESS/ACCESS SIDE OF THE STRUCTURE, PACIFIC HIGHWAY.

ZONING INFORMATION
CCPD-ER

BENCHMARK
BRASS PLUG IN TOP OF CURB AT SOUTH-WEST CORNER OF PACIFIC HIGHWAY AND HAWTHORNE STREET.
ELEVATION = 14.239, NGVD29

PARKING TABLE

ALLOCATION	REQUIRED	PROVIDED
MARKET RATE DWELLING UNITS (1 SPACE PER DWELLING UNIT +1 PER 30 D/US)	0 SPACES	49 SPACES
ACCESSIBLE PARKING	1 SPACE	1 SPACE
ELECTRICAL VEHICLE	2.45 SPACES	3 SPACES
TOTAL CAR SPACES	49 SPACES	49 SPACES
MOTORCYCLE (1 PER 10 DWELLING UNITS = 49/10 = 4.9)	5 SPACES	5 SPACES
BICYCLE (1 PER 5 DWELLING UNITS)	10 SPACES	12 SPACES

LEGEND

EXISTING

ITEM — SYMBOL
- CENTERLINE — ℄
- RIGHT OF WAY
- PROPERTY LINE/TM BOUNDARY
- EXIST. CURB & GUTTER
- EXIST. FLOW DIRECTION
- EXIST. WATER LINE — W
- EXIST. SEWER LINE — S
- EXIST. FIRE HYDRANT
- EXIST. POWER POLE
- EXIST. SURVEY MONUMENTS, AS NOTED
- EXIST. CONTOUR — 120
- EXIST. ELEVATION — X 123.64 , 123.64 , (123.64)

PROPOSED
- A.C. PAVEMENT
- 6" TYPE G CURB & GUTTER
- P.C.C. SIDEWALK
- DRIVEWAY
- PEDESTRIAN RAMP
- BACKFLOW PREVENTER (PRIVATE)
- 6" FIRE SERVICE — F
- 2" WATER SERVICE — W
- 6" SEWER LATERAL (PRIVATE) — S
- PROPOSED CONTOUR — 120
- SPOT ELEVATION — 113.50
- STREET TREE
- STREET LIGHT
- BIO-FILTRATION BASIN AREA
- PLANTER AREA
- PAVERS
- PROPOSED BUILDING

GRADING QUANTITIES

BOUNDARY SITE AREA =	13,001 S.F.
TOTAL AREA TO BE GRADED =	16,240 S.F.
* AMOUNT OF CUT =	12,000 C.Y.
AMOUNT OF FILL =	0 C.Y.
EXPORT =	12,000 C.Y.
CUT DEPTH =	25 FT.
MAX CUT SLOPE RATIO =	N/A (2:1 MAX.)
FILL DEPTH =	0 FT.
MAX FILL SLOPE RATIO =	N/A (2:1 MAX.)

* THE VOLUME OF CUT IS RELATED TO THE EXCAVATION NECESSARY FOR THE PROJECT TO CREATE THE BELOW GRADE PARKING STRUCTURE. THERE IS NO SITE GRADING OCCURRING AS EVERYTHING IS WITHIN THE BUILDING FOOTPRINT.

BASIS OF BEARINGS
THE BASIS OF BEARINGS FOR THIS SURVEY IS THE NORTHERLY RIGHT-OF-WAY LINE OF PACIFIC HIGHWAY SHOWN ON RECORD OF SURVEY NO. 22505. I.E., NORTH 09° 26' 35" WEST

OWNER/APPLICANT/DEVELOPER
IIDA SANGYO CO., LTD.
2-2-2 SAKAI MASASHINO-SHI
TOKYO, JAPAN 180-0022

ENGINEER OF WORK

Snipes-Dye associates
civil engineers and land surveyors
8348 CENTER DRIVE, STE. G, LA MESA, CA 91942
TELEPHONE (619) 697-9234 FAX (619) 460-2033

8/20/2021
WILLIAM A. SNIPES — R.C.E. 50477, P.L.S. 8034
EXPIRES — 06-30-23, 12-31-22

REGISTERED PROFESSIONAL ENGINEER — WILLIAM A. SNIPES — No. 50477 — Exp. 06-30-23 — CIVIL — STATE OF CALIFORNIA

LICENSED LAND SURVEYOR — WILLIAM A. SNIPES — Exp.12-31-22 — No. 8034 — STATE OF CALIFORNIA

Prepared By:
Name: SNIPES-DYE ASSOCIATES
Address: 8348 CENTER DRIVE, SUITE G LA MESA, CA 91942
Phone #: (619) 697-9234

Project Address:
929 GRAPE STREET
SAN DIEGO, CA 92101

Project Name:
GRAPE STREET TENTATIVE MAP
TENTATIVE MAP NO. 2411968
COASTAL DEVELOPMENT PERMIT NO. 2411967

Sheet Title:
TITLE/NOTE SHEET

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Revision 2: APRIL 2021
Revision 1: AUGUST 2020

Original Date: JANUARY 15, 2020

Sheet 1 Of 4

DEP#

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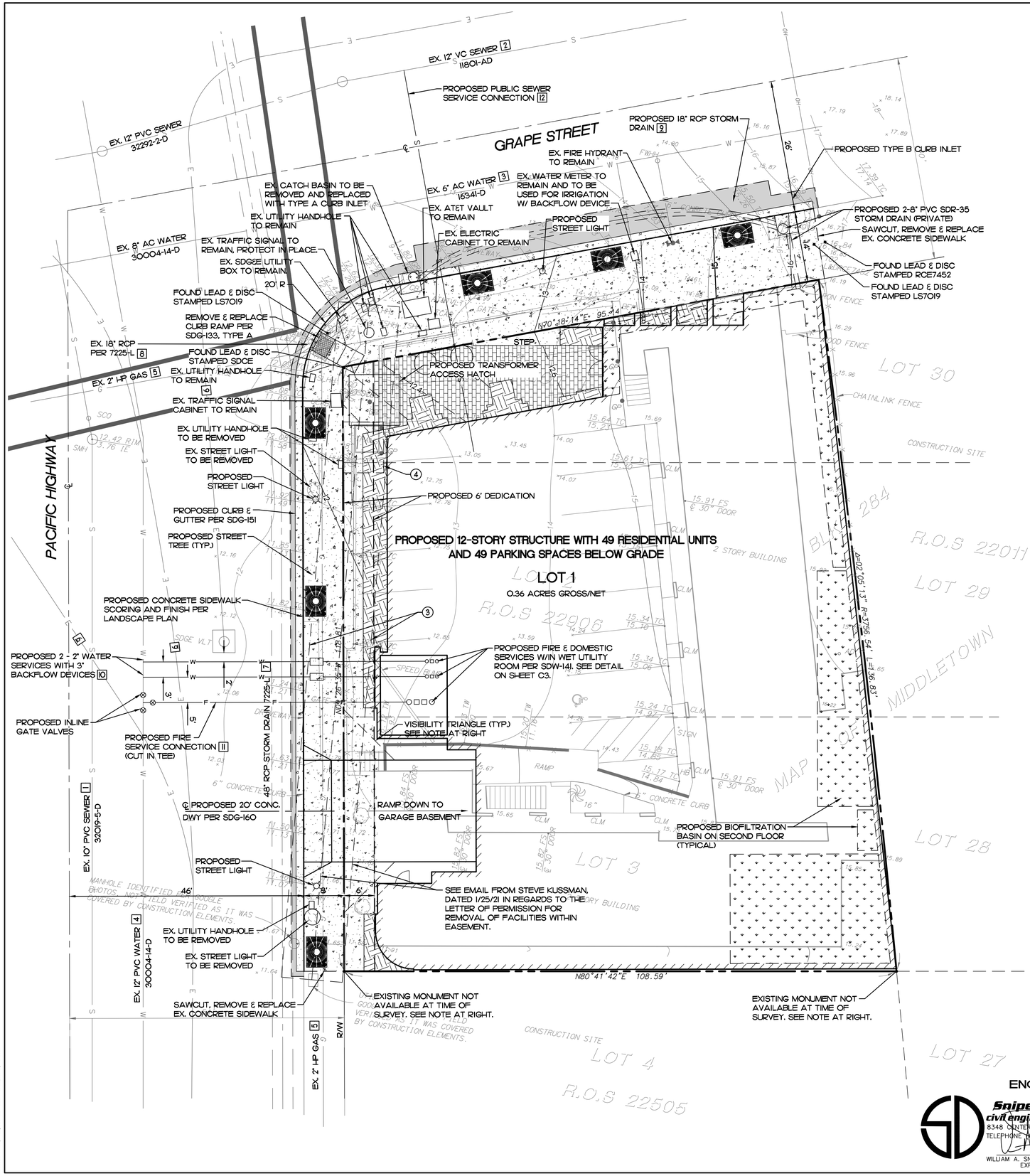
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DESIGNER: TPS
DRAWN: BMW
CHECKED: WAS
DATE: 01/15/2020
8½"

SHEET C1 OF 4 SHEETS
JOB NO. S24672 (A-9)

SNIPES-DYE ASSOCIATES 8348 CENTER DRIVE, SUITE G, LA MESA, CA 91942-2910 (619) 697-9234, FAX (619) 460-2033

S:\SNIPES\S24671 Grape Street Project\VTM\Mass\S24672_TM-01.dwg
Richard Frady August 20, 2021 - 4:46pm by richard



EASEMENT

(3) AN EASEMENT GRANTED TO SAN DIEGO GAS AND ELECTRIC COMPANY FOR POLES, WIRES, AND ANCHORS, RECORDED APRIL 2, 1965 AS INSTRUMENT NO: 53587 OF OFFICIAL RECORDS.

(4) AN EASEMENT GRANTED TO SAN DIEGO GAS AND ELECTRIC COMPANY FOR THE TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, UNDERGROUND FACILITIES AND ABOVE GROUND STRUCTURES, RECORDED MAY 17, 1972, AS INSTRUMENT NO: 124397 OF OFFICIAL RECORDS.

BOTH EASEMENTS SHALL HAVE THE ON-SITE PORTIONS VACATED AND THE UTILITIES RELOCATED TO ACCOMMODATE THE PROJECT.

UTILITY TABLE

#	UTILITY	CONDITION	LOCATION	OVERHEAD/UNDERGROUND
1	10" PVC SEWER	EXISTING	PUBLIC R.O.W.	UNDERGROUND
2	12" SEWER	EXISTING	PUBLIC R.O.W.	UNDERGROUND
3	6" WATER	EXISTING	PUBLIC R.O.W.	UNDERGROUND
4	12" WATER	EXISTING	PUBLIC R.O.W.	UNDERGROUND
5	2" GAS	EXISTING	PUBLIC R.O.W.	UNDERGROUND
6	ELECTRICAL	EXISTING	PUBLIC R.O.W.	UNDERGROUND
7	48" STORM DRAIN	EXISTING	PUBLIC R.O.W.	UNDERGROUND
8	18" STORM DRAIN	EXISTING	PUBLIC R.O.W.	UNDERGROUND
9	18" STORM DRAIN	PROPOSED	PUBLIC R.O.W.	UNDERGROUND
10	2" WATER SERVICE	PROPOSED	PUBLIC R.O.W.	UNDERGROUND
11	8" FIRE SERVICE	PROPOSED	PUBLIC R.O.W.	UNDERGROUND
12	6" SEWER SERVICE	PROPOSED	PUBLIC R.O.W.	UNDERGROUND

NOTE:
DURING THE TIME OF THE TOPOGRAPHIC SURVEY, CONSTRUCTION WAS OCCURRING ON THE EAST AND SOUTH SIDE OF THE SUBJECT PROPERTY AND THESE AREAS WERE NOT ACCESSIBLE.

NOTE:
THE SUBDIVIDER SHALL ENSURE THAT ALL ONSITE UTILITIES SERVING THE SUBDIVISION SHALL BE UNDERGROUND WITH THE APPROPRIATE PERMITS.

MAPPING NOTE:
THE FINAL MAP SHALL BE FILED AT THE COUNTY RECORDER'S OFFICE PRIOR TO THE EXPIRATION TO THE TENTATIVE MAP, IF APPROVED. A DETAILED PROCEDURE OF SURVEY SHALL BE SHOWN ON THE FINAL MAP AND ALL PROPERTY CORNERS SHALL BE MARKED WITH VERY DURABLE MONUMENTS.

NOTE:
AN ENCROACHMENT MAINTENANCE REMOVAL AGREEMENT (EMRA) WILL BE PROVIDED FOR ALL PRIVATE IMPROVEMENTS WITHIN THE PUBLIC RIGHT-OF-WAY INCLUDING, BUT NOT LIMITED TO, PRIVATE SEWER CONNECTION.

GENERAL NOTE
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NOTE:
NO PLANT MATERIAL HIGHER THAN 36 INCHES IN HEIGHT ARE PERMITTED IN THE VISIBILITY AREAS OF THE PROPOSED DRIVEWAY ON PACIFIC HIGHWAY PER SDMC SECTION 142.0409 (B)(2). NO OBJECTS HIGHER THAN 24 INCHES ARE PERMITTED IN THE VISIBILITY AREAS.

THERE IS NO REQUIREMENT FOR A VISIBILITY TRIANGLE AT THE INTERSECTION OF GRAPE STREET & PACIFIC HIGHWAY AS GRAPE STREET IS A "ONE WAY" AND THERE WILL BE NO TRAFFIC TRAVELING FROM EAST TO WEST.

NOTE:
IF IT IS DETERMINED THAT THE EXISTING WATER AND SEWER SERVICES ARE NOT OF ADEQUATE SIZE TO SERVE THE PROPOSED PROJECT, THE APPLICANT WILL BE REQUIRED TO ABANDON (KILL) ANY EXISTING UNUSED WATER AND SEWER SERVICES AND INSTALL NEW SERVICE(S) AND METER WHICH MUST BE LOCATED OUTSIDE OF ANY DRIVEWAY OR VEHICULAR USE AREA.

N

10 5 0 10 20 30

SCALE: 1"=10'

ENGINEER OF WORK

Snipes-Dye associates
civil engineers and land surveyors
8348 CENTER DRIVE, STE. G, LA MESA, CA 91942
TELEPHONE (619) 697-9234 FAX (619) 460-2033
WILLIAM A. SNIPES R.C.E. 50477, P.L.S. 8034
EXPIRES 06-30-23, 12-31-22

8/20/2021

REGISTERED PROFESSIONAL ENGINEER · WILLIAM A. SNIPES · No. 50477 · Exp. 06-30-23 · CIVIL · STATE OF CALIFORNIA

LICENSED LAND SURVEYOR · WILLIAM A. SNIPES · Exp.12-31-22 · No. 8034 · STATE OF CALIFORNIA

Prepared By:
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Address: 8348 CENTER DRIVE, SUITE G LA MESA, CA 91942
Phone #: (619) 697-9234

Project Address:
929 GRAPE STREET
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GRAPE STREET TENTATIVE MAP
TENTATIVE MAP NO. 2411968
COASTAL DEVELOPMENT PERMIT NO. 2411967

Sheet Title:
TENTATIVE MAP

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Sheet 2 Of 4

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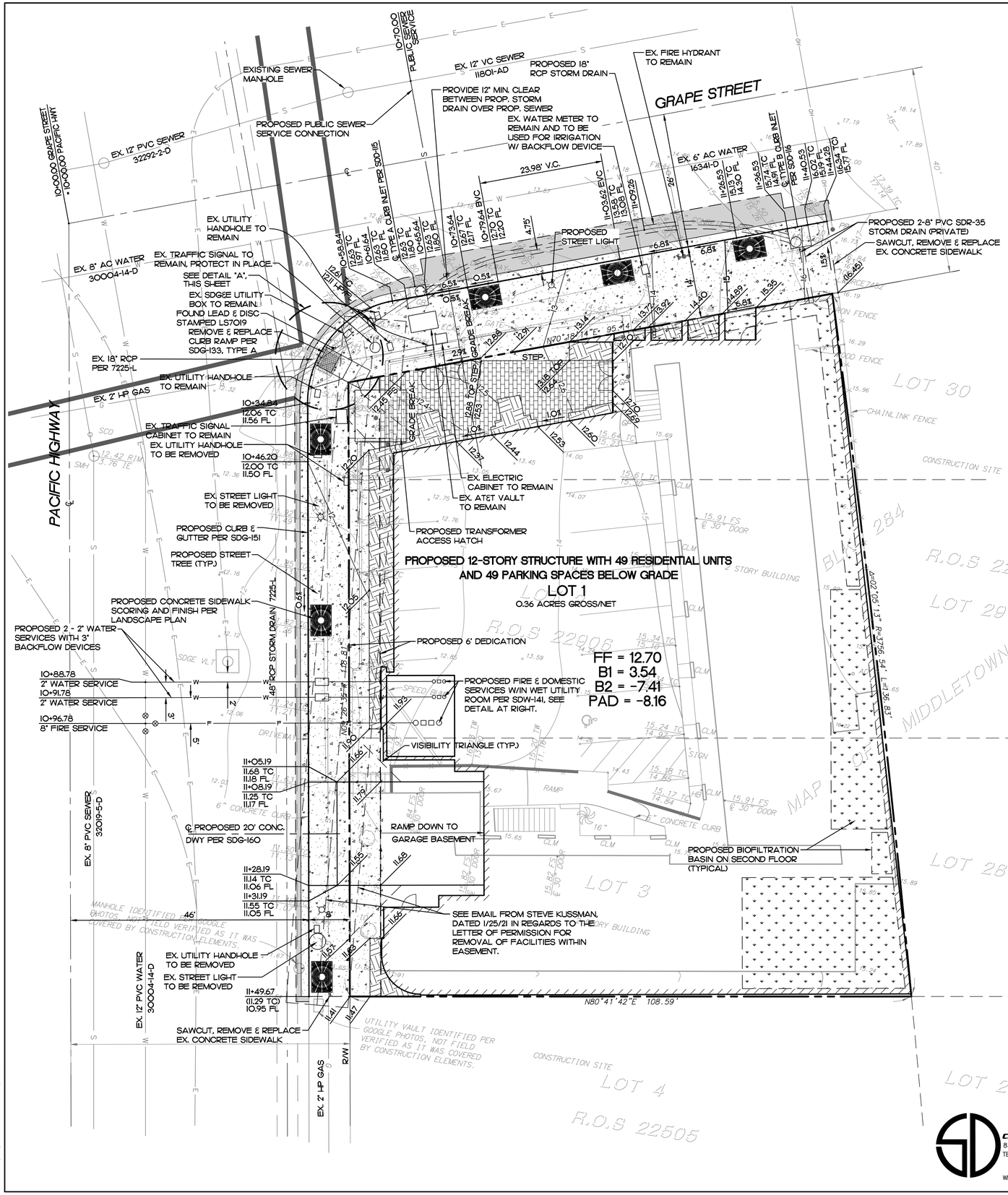
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DRAWN BMW
CHECKED WAS
DATE 01/15/2020

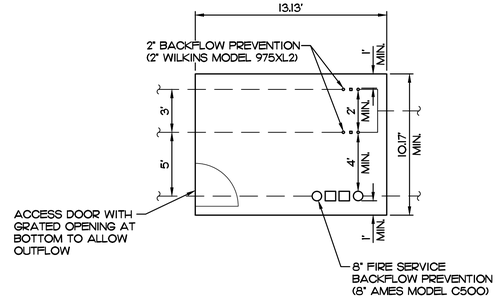
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JOB NAME: GRAPE STREET TENTATIVE MAP (49 RESIDENTIAL UNITS)

SHEET C2 OF 4 SHEETS
JOB NO. SD4672 (A-9)

SNIPES-DYE ASSOCIATES 8348 CENTER DRIVE, SUITE G, LA MESA, CA 91942-2910 (619) 697-9234, FAX (619) 460-2033

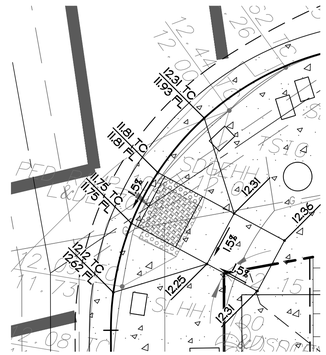
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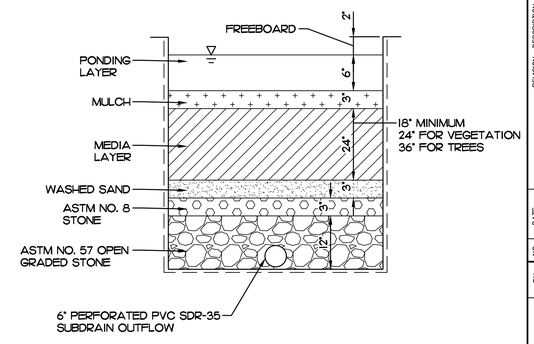


NOTE: FINAL BACKFLOW DETAILS SHALL BE DETERMINED DURING MINISTERIAL REVIEW AND BASED ON THE CITY'S CURRENT STANDARD AND CITY'S APPROVED BACKFLOW ASSEMBLY LIST.

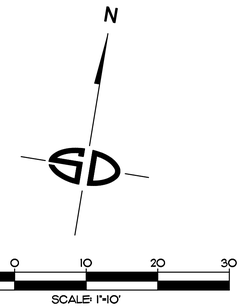
DETAIL: WET UTILITY ROOM
SCALE : 1" = 5'



DETAIL "A" : CURB RAMP
SCALE : 1" = 5'



TYPICAL SECTION : BIOFILTRATION BASIN
NO SCALE



ENGINEER OF WORK

Snipes-Dye associates
civil engineers and land surveyors
8348 CENTER DRIVE, STE. G, LA MESA, CA 91942
TELEPHONE (619) 697-9234 FAX (619) 460-2033
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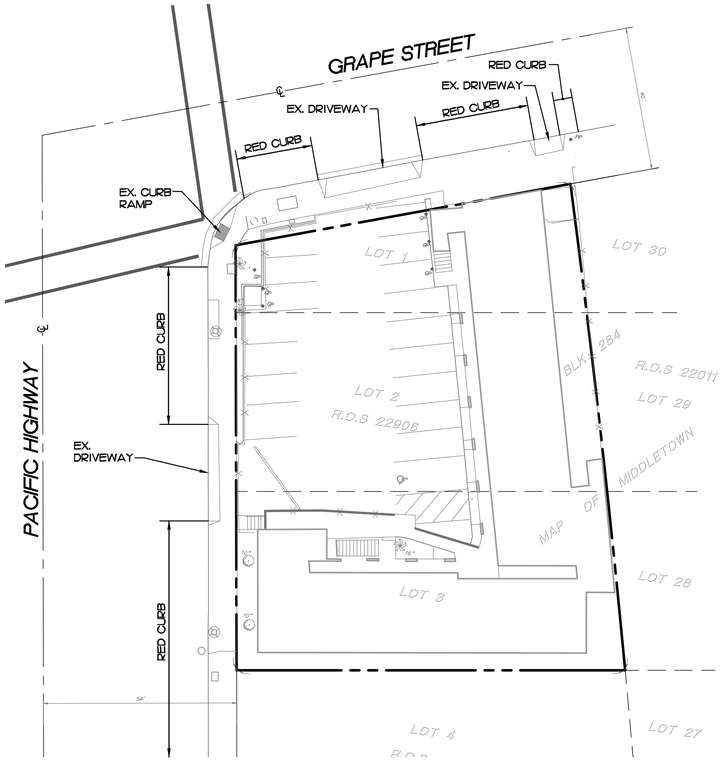
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CHECKED: WAS
DATE: 01/15/2020

SNIPES-DYE ASSOCIATES 8348 CENTER DRIVE, SUITE G, LA MESA, CA 91942-2910 (619) 697-9234, FAX (619) 460-2033

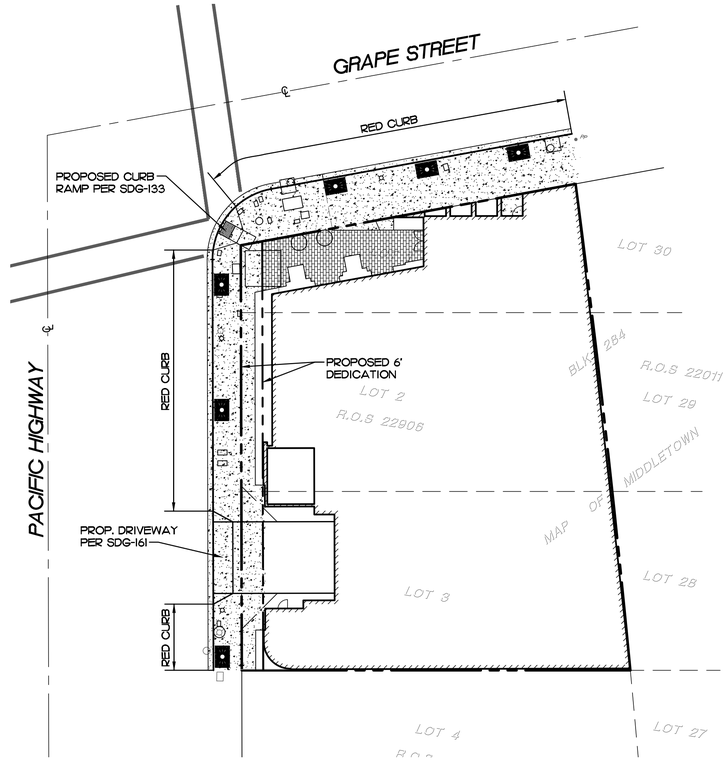
SHEET C3 OF 4 SHEETS
JOB NO. SD4672 (A-9)

8.5"

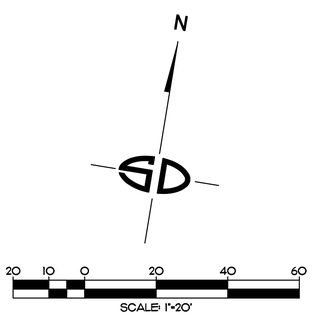
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B. Wiley Friday, August 20, 2021 4:26pm by bwiley



EXISTING CURB UTILIZATION
SCALE : 1" = 20'



PROPOSED CURB UTILIZATION
SCALE : 1" = 20'



ENGINEER OF WORK

Snipes-Dye associates
civil engineers and land surveyors
8348 CENTER DRIVE, STE. G, LA MESA, CA 91942
TELEPHONE (619) 697-9234 FAX (619) 460-2033

WILLIAM A. SNIPES — 8/20/2021
EXPIRES — R.C.E. 50477, P.L.S. 8034
06-30-23, 12-31-22

REGISTERED PROFESSIONAL ENGINEER — WILLIAM A. SNIPES — No. 50477 — Exp. 06-30-23 — CIVIL — STATE OF CALIFORNIA

LICENSED LAND SURVEYOR — WILLIAM A. SNIPES — Exp.12-31-22 — No. 8034 — STATE OF CALIFORNIA

Prepared By:
Name: SNIPES-DYE ASSOCIATES
Address: 8348 CENTER DRIVE, SUITE G
LA MESA, CA 91942
Phone #: (619) 697-9234

Project Address:
929 GRAPE STREET
SAN DIEGO, CA 92101

Project Name:
GRAPE STREET TENTATIVE MAP
TENTATIVE MAP NO. 2411968
COASTAL DEVELOPMENT PERMIT NO. 2411967

Sheet Title:
CURB UTILIZATION PLAN

Revision 14:
Revision 13:
Revision 12:
Revision 11:
Revision 10:
Revision 9:
Revision 8:
Revision 7:
Revision 6:
Revision 5:
Revision 4:
Revision 3: AUGUST 2021
Revision 2: APRIL 2021
Revision 1: AUGUST 2020

Original Date: JANUARY 15, 2020

Sheet 4 Of 4

DEP#

P.T.S. 661279

NO	DATE	REVISION DESCRIPTION	BY
1	3/26/20	FULL SUBMITTAL	
2	10/30/20	1ST RESUBMITTAL	
3	4/19/21	2ND RESUBMITTAL	
4	6/20/21	3RD RESUBMITTAL	

SNIPES-DYE ASSOCIATES 8348 CENTER DRIVE, SUITE G, LA MESA, CA 91942-2910 (619) 697-9234, FAX (619) 460-2033

SHEET TITLE: CONCEPTUAL GRADING PLAN
JOB NAME: GRAPE STREET TENTATIVE MAP (49 RESIDENTIAL UNITS)
DESIGNER: TPS
DRAWN: BMW
CHECKED: WAS
DATE: 01/15/2020

SHEET C4 OF 4 SHEETS
JOB NO. SD4672 (A-9)

S:\SNIPES\SD4671 Grape Street Property\DWG\Maps\SD4672_TM-04.dwg
Richard Frady August 20, 2021 4:06pm by Frady