



THE CITY OF SAN DIEGO

## Report to the Planning Commission

DATE ISSUED: May 20, 2022 REPORT NO. PC-22-028

HEARING DATE: June 9, 2022

SUBJECT: 611 ISLAND SDP/NDP. Process Four Decision

PROJECT NUMBER: [687976](#)

OWNER/APPLICANT: Island Sky Place, LLC

### SUMMARY

Issue: Should the Planning Commission approve a request for a Site Development Permit (SDP) for the substantial alteration of a historical resource (the Klauber-Wangenheim Building, HRB Site No. 159) and Neighborhood Development Permit (NDP) for the encroachment of private structures into the public right-of-way for the construction of a 37-story, 430-foot tall mixed-use development with 443 residential dwelling units (DU) and 985 square feet (SF) of commercial space for a project known as 611 Island ("Project") located on the south side of Island Avenue between Sixth and Seventh avenues in the Downtown Community Plan (DCP) area ("Downtown")?

Staff Recommendation: **APPROVE** SDP No. 2541003 and NDP No. 2541004 for the Project.

Community Planning Groups' Recommendation: On October 20, 2021, the Downtown Community Planning Council voted 11-2 to recommend approval of the Project.

Historical Resources Board Recommendation: On May 26, 2022, the City of San Diego ("City") Historical Resources Board (HRB) reviewed the findings and mitigation measures associated with the Project's SDP for the substantial alteration of the designated historical resource, HRB Site No. 159, the Klauber-Wangenheim Building. The HRB recommendation will be provided in a separate memorandum to the Planning Commission by Staff.

Environmental Review: Development within the Downtown Community Planning area is covered under the following documents, all referred to as the "Downtown FEIR": Final Environmental Impact Report (FEIR) for the San Diego Downtown Community Plan, Centre City Planned District Ordinance (CCPDO), and 10<sup>th</sup> Amendment to the Centre City Redevelopment Plan, certified by the former Redevelopment Agency ("Former Agency") and the City Council on March 14, 2006 (Resolutions R-04001 and R-301265, respectively); subsequent addenda to the FEIR certified by the Former Agency on August 3, 2007 (Former

Agency Resolution R-04193), April 21, 2010 (Former Agency Resolution R-04510), and August 3, 2010 (Former Agency Resolution R-04544), and certified by the City Council on February 12, 2014 (City Council Resolution R-308724), 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); and, the Final Supplemental Environmental Impact Report for the 1122 4<sup>th</sup> Avenue Redevelopment Project certified by the City Council on April 4, 2017 (Resolution R-311016). Development within the Downtown Community Planning area is also covered under the following documents, all referred to as the "CAP FEIR": FEIR for the City of San Diego Climate Action Plan (CAP), certified by the City Council on December 15, 2015 (City Council Resolution R-310176), and the Addendum to the CAP, certified by the City Council on July 12, 2016 (City Council Resolution R-310595). The Downtown FEIR and CAP FEIR are both "Program EIRs" prepared in compliance with California Environmental Quality Act (CEQA) Guidelines Section 15168. The information contained in the Downtown FEIR and the CAP FEIR reflects the independent judgement of the City of San Diego as the Lead Agency. The environmental impacts of the Project were adequately addressed in the Downtown FEIR and CAP FEIR; the Project is within the scope of the development program described in the Downtown FEIR and CAP FEIR and are adequately described within both documents 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>, and the CAP EIR is available here: <https://www.sandiego.gov/ceqa/final>. The Project Consistency Evaluation is attached to this staff report (Attachment 7) 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 443 DU on the 20,063 SF site currently occupied by a public storage facility. Compliance with the Inclusionary Housing Ordinance will be provided on each site with 11 very low-income DU. According to the San Diego Housing Commission, as of March 2022, there are a total of 5,663 active deed-restricted affordable housing units within the DCP area. According to SANDAG 2020 estimates, there are approximately 30,622 housing units within the DCP area.

## BACKGROUND

The Project site is located at 611 Island Avenue on the south side of Island Avenue between Sixth and Seventh avenues (Attachment 1) in the East Village neighborhood of the DCP area, the Employment/Residential Mixed-Use land use district (zone) of the Centre City Planned District, and Council District 3. Many Downtown amenities are located within walking distance of the site, including the Gaslamp Quarter one block to the west, PETCO Park two blocks to the south, and the

Gaslamp Quarter Trolley Station three blocks to the south.

The Project site contains the Klauber-Wangenheim Building ("Resource"), which is currently listed in the City of San Diego Register of Historical Resources as HRB Site No. 159. The Resource was constructed in 1929 by the Klauber-Wangenheim Company, an investment company with business as a wholesale grocer. The building at 611 Island Avenue was used as a warehouse and center for the company's operations and administration until 1980. It is a four-story building constructed by William H. Wheeler, Master Architect that served as the President of the State Board of Architecture and the San Diego Architectural Association. The exterior of the Resource is comprised of concrete and brick with decorative cast-in-stone sculpture accents and steel frame windows and the interior features natural wood beams and sky lights. It is considered an example of the industrial architectural style popular in the United States during the 1920s and reflects the early character of East Village and the industrial development of San Diego during the first half of the twentieth century. The Resource is currently used as a public storage facility.

The Project requires approval of an SDP for the substantial alteration of a historical resource (not consistent with the Secretary of the Interior's Standards for Historical Properties), pursuant to San Diego Municipal Code (SDMC) Section 126.0502(d)(2)(E). The Project also requires an NDP for the construction of a private structure in the public right-of-way per SDMC Section 126.0402(j) to accommodate the encroachment of the existing historical loading dock and elevated deck by 7'-4" into the public right-of-way along Seventh Avenue (Attachment 10, Sheet P7). 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 consists of a 37-story, 430-foot tall mixed-use development comprised of 443 DU and 985 SF of ground level commercial space. The base of the building retains the historic façade and building envelope of the existing Resource, which are proposed to contain a total of 72 DU. The rooftop of the Resource (Level 5) features residential amenities, such as a fitness room and co-working space, as well as an approximately 4,400 SF common outdoor open space with lounge areas, barbeques, shade structures, a synthetic lawn, and landscaping. Above the Resource, the tower rises an additional 33 levels and is setback five feet from the façade of the Resource. The five-foot setback and the use of ample glazing draw a distinction between the modern architectural aesthetic of the tower and the historical façade of the Resource. Although the tower is comprised predominantly of glazing, it also features metal panel framing components to modulate the tower's massing. Additional amenity space is located at the top of a tower, Level 37, including indoor common space and a pool deck. The Project proposes a mix of studio, one-bedroom, two-bedroom, and three bedroom DU, with the average DU size being 587 SF. While the DU are relatively small, the Project proposes to provide a total of 7,386 SF of common outdoor open space and 11,551 SF of common indoor space. Two subterranean parking levels are proposed that contain a total of 52 parking spaces, accessed through a single driveway off Seventh Avenue. A bicycle room is located on Level 1 that accommodates secure storage for 212 bicycles.

The Project is increasing its FAR beyond the Base Maximum 6.0 FAR by earning additional FAR through the CCPDO FAR Bonus Programs in Table 156-0309-A of the CCPDO, as follows:

- The Project is entitled to **1.0** FAR (20,063 SF) under the FAR Payment Bonus Program (SDMC Section 156.0309(e)(7)) and will be required to pay \$392,633 (based on the FY 2020 fee structure at \$19.57 per SF) prior to the issuance of a building permit for the Project, which will be deposited into a fund to be used for the construction of public parks and enhanced public ROW improvements in the DCP area.
- The Project is entitled to **1.0** FAR (20,063 SF) for the provision of 23 three-bedroom DU, equivalent to 5% of the total 443 DU within the development, pursuant to SDMC Section 156.0309(e)(3). Each bedroom in the DU used to earn the FAR bonus shall contain a minimum of 70 SF, with additional area for an enclosed closet. Covenants, Conditions and Restrictions (CC&R's) shall be recorded on the property to ensure the number of bedrooms in the DUs used to earn the FAR are not reduced.

Affordable Housing Regulations:

The Project is increasing its FAR beyond the CCPDO FAR Bonus Programs by utilizing the Affordable Housing Regulations (AHR) (Chapter 14, Article 3, Division 7 of the SDMC), as follows, by providing 5% of the total base FAR (211 DU) for rent by very low income households at a cost that does not exceed 30% of 50% of the AMI, equating to 11 affordable DU required in the Project:

- The Project is entitled to a 10% FAR Bonus of **0.8** FAR (16,050 SF) for not requesting an incentive or waiver to exceed the maximum structure height or setbacks of the base zone, per SDMC Section 143.0720(l)(8).
- The Project is entitled to a 100% FAR Bonus of **8.0** FAR (160,504 SF) by constructing a micro-unit development with an average DU size for 600 SF and no single DU exceeding 800 SF, per SDMC Section 143.0720(l)(9).

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. By providing 5% very low-income DU, the Project is earning one incentive and unlimited waivers to deviate from the development regulations of the SDMC. The Project is proposing the use of one incentive and three waivers as described below:

1. *Incentive* – Tower Lot Coverage (SDMC Section 156.0310(d)(3)(A) – Increase the maximum tower lot coverage from 50% to 51%.
2. *Waiver* - Driveway Location (SDMC Section 142.0521(d)) – Reduce the minimum distance between the driveway and side property line from three feet to zero feet.
3. *Waiver* - Private Open Space (SDMC Section 156.0310(g)(3)) – Reduce the number of DU with private open space (balconies) from 50% (222 DU) to 9.7% (43 DU).
4. *Waiver* - Transparency (SDMC Section 156.0311(d)(1)) – Reduce the minimum ground level transparency from 60% of the building façade to 56% on Seventh Ave. and 37% on Sixth Ave.

The AHR states that, upon an applicant's request, development that meets the requirements of SDMC Sections 143.0720 and 143.0725 shall be entitled to incentives and waivers pursuant to SDMC



Sections 143.0740 and 143.0743 unless the City makes written findings of denial based on substantial evidence of any of the findings in SDMC Sections 143.0740(c)(1) and 143.0743(b). If the written findings of denial cannot be made, the incentive and/or waiver must be granted. The requested incentive and each waiver have been reviewed as they relate to the proposed design and use of the proposed Project, the site layout, and the impact on the surrounding neighborhood. Staff has determined that they are appropriate and will result in a better project that efficiently utilizes the property while meeting the purpose and intent of the DCP.

#### Community Plan Analysis:

The Project is located within the Ballpark Sub-District of the East Village neighborhood of the DCP area. In the DCP, the East Village neighborhood is envisioned as a thriving residential and mixed-use community, attaining the highest residential intensities in Downtown. The Ballpark Sub-District is envisioned as a Downtown-wide entertainment and cultural attraction as well as a residential and commercial district with supporting amenities. The following are some key applicable DCP Goals and Policies for the Project. Details about how the Project advances the DCP Goals and Policies are contained in the draft findings (Attachment 5).

- 3.1-G-2: Provide for an overall balance of uses—employment, residential, cultural, government, and destination—as well as a full compendium of amenities and services.
- 3.2-G-2: Maintain a range of development intensities to provide diversity, while maintaining high overall intensities to use land efficiently and permit population and employment targets to be met.
- 3.4-G-3: Increase the supply of rental housing affordable to low income persons.
- 3.5-G-2: Foster a rich mix of uses in all neighborhoods, while allowing differences in emphasis on uses to distinguish between them.
- 9.1-G-1: Encourage the rehabilitation and reuse of historical resources.
- 9.2-G-1: Integrate historical resources into the Downtown fabric while achieving policies for significant development and population intensification.
- 9.2-P-1: Incorporate elements of historical buildings in new projects to impart heritage.
- 9.2-P-3: Promote the adaptive reuse of intact buildings and/or significant elements, as a cultural and sustainability goal.

#### Project-Related Issues:

As described in the Community Plan Analysis, there are many goals of the DCP that apply to the Project in different ways. On one hand, the DCP has established a residential buildout population of approximately 90,000 people, including a target of 12,000 residents and 12,000 employees in the Little Italy neighborhood alone. In pursuit of this goal, it is anticipated that new development will maintain a range of development intensities to provide diversity, while maintaining high overall intensities to use land efficiently and permit population and employment targets to be met. On a relatively small site (20,063 SF or 0.46 acre), the Project proposes a development containing 443 DU, which equates to approximately 963 DU per acre. The Project is optimizing the use of the site with incentives and waivers earned by utilizing the AHR to maximize the buildable area, while maintaining a financially feasible project.

While the DCP sets high population targets and goals for high-density neighborhoods, it also encourages projects to protect and integrate existing historic structures in order to communicate the story of Downtown and preserve its unique character that it has developed over the last 150 years. To do so, it encourages the rehabilitation and reuse of historical resources and recommends incorporating historical resources into new projects. which can be a major constraint for any new construction. Reconciling these conflicting DCP goals is a difficult balance. This Project constructs a high-density residential development consistent with the DCP, yet it proposes to relocate the Resource outside the DCP area.

The Applicant provided an economic analysis by London-Moeder Associates (Attachment 8) that assessed the Project and five alternatives to reduce the impacts of the new construction on the existing Resource, which concluded that any alternative would not be financially feasible. The retention of the historic facades of the Resource maintains the existing building envelope and street-level character and pedestrian experience surrounding the Resource. Further, the NDP allows for the existing encroachment of the existing loading dock and elevated deck along Seventh Avenue, a historical feature of the building that previously functioned as a warehouse, commonly found in the East Village in the first half of the 20<sup>th</sup> Century. The rehabilitation of the Resource and its incorporation into the Project is consistent with the DCP goals for historic preservation and to impart heritage, while at the same time achieving policies for significant development and population intensification. Staff has closely analyzed this balance between DCP goals for density and preservation and believes that the Project reasonably advances these key applicable goals of the DCP and has prepared the findings to support the SDP and NDP (Attachment 5).

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 draft conditions of approval (Attachment 6). Staff recommends that the Planning Commission approve SDP No. 2541003 and NDP No. 2541004 for the Project.

ALTERNATIVES

1. Approve SDP No. 2541003 and NDP No. 2541004 for the Project, with modifications.
2. Deny SDP No. 2541003 and NDP No. 2541004 for the Project, 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. Ownership Disclosure Statement
4. Draft Permit Resolution with Findings
5. Draft Permit with Conditions
6. Downtown FEIR Consistency Evaluation & MMRP
7. London-Moeder Advisors Economic Alternatives Analysis
8. Community Planning Groups' Recommendation
9. Development Plans

PROJECT LOCATION MAP  
PROJECT NO. 687976



**PROJECT DATA SHEET**  
**PROJECT NO. 687976**

Project Address	611 Island Avenue										
Assessor's Parcel No.	535-116-01-00										
Site Area	20,063 SF										
Community Plan Area	Downtown										
Land Use District	Centre City Planned District—Employment/Residential Mixed-Use										
Min. FAR	3.5										
Base Max. FAR	6.0										
Max. FAR w/CCPDO Bonuses	8.0										
Max. FAR w/Affordable Housing Regulations (AHR)	16.8										
Proposed FAR	16.72										
FAR Bonuses Proposed	+1.0 – FAR Payment Program +1.0 – 5% Three-Bedrooms +8.0 – AHR Micro-Unit Development +0.8 – AHR No height/setback deviations										
Total Above-Grade Gross Floor Area	335,541 SF										
Stories/Height	37 stories / 430 feet										
Number of Dwelling Units	443										
Amount of Non-Residential Space	985 SF										
Housing Units Summary	<table> <tr> <td>Total</td><td>443</td></tr> <tr> <td>Studios</td><td>78</td></tr> <tr> <td>1 Bedroom</td><td>164</td></tr> <tr> <td>2 Bedroom</td><td>178</td></tr> <tr> <td>3 Bedroom</td><td>23</td></tr> </table>	Total	443	Studios	78	1 Bedroom	164	2 Bedroom	178	3 Bedroom	23
Total	443										
Studios	78										
1 Bedroom	164										
2 Bedroom	178										
3 Bedroom	23										
Number of Buildings over 45 Years Old	1 – Klauber-Wangenheim Building, HRB Site No. 159										
Inclusionary Affordable Housing Compliance	Compliance with the Inclusionary Housing Ordinance will be provided on-site with 11 affordable units.										
On-Site Parking	<table> <tr> <td>Automobile</td><td>52</td></tr> <tr> <td>Motorcycle</td><td>6</td></tr> <tr> <td>Bicycle</td><td>212</td></tr> </table>	Automobile	52	Motorcycle	6	Bicycle	212				
Automobile	52										
Motorcycle	6										
Bicycle	212										
Adjacent Properties	North – Bar, Surface parking lot South – 12-story hotel, 10-story hotel East – 16-story office tower West – Nightclub										
Deviations	See below*										
Community Planning Group Recommendation	Presented to Downtown Community Planning Council on October 20, 2021 and voted 11-2 to recommend approval.										

\* A Project proposing development that is consistent with the requirements of the AHR is entitled to one incentive (Table 143-07A) and unlimited waivers (Sec. 143.0743(e)) to deviate from the development regulations. The Project proposes one incentive and three waivers as follows:

1. *Incentive – Sec. 156.0310(d)(3)(A) Tower Lot Coverage* – Increase maximum tower lot coverage from 50% to 51%.
2. *Waiver – Sec. 142.0560(j)(3) Driveway and Access Regulations* – Reduce required distance from south property line to the driveway on Seventh Avenue from three feet to zero feet.
3. *Waiver – Sec. 156.0310(g)(3) Private Open Space* – Reduce number of required DU with private open space (balconies) from 50% of DU (222 DU) to 9.7% of DU (43 DU)
4. *Waiver – Sec. 156.0311(d)(1) Transparency* – Reduce minimum ground level transparency from 60% of the building façade to 37% on Sixth Avenue and 56% on Seventh Avenue.





**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:** Ballpark Storage

**Project No. For City Use Only:** \_\_\_\_\_

**Project Address:** 611 Island Ave, San Diego, CA, 92101

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

☐ Corporation ☒ Limited Liability -or- ☐ General - What State? DE Corporate Identification No. FEIN: 83-3039857

☐ 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: Island Sky Place LLC

☒ Owner ☐ Tenant/Lessee ☐ Successor Agency

Street Address: 433 California St, Floor 7

City: San Francisco

State: CA

Zip: 94104

Phone No.: (415) 982-7777

Fax No.: \_\_\_\_\_

Email: jayhelvey@resleigh.com

Signature: For Island Sky Place by: J. Helvey its Treasurer

Date: 3/9/2021

Additional pages Attached:

☐ Yes

☒ No

**Applicant**

Name of Individual: Deana Ellis

☒ Owner ☐ Tenant/Lessee ☐ Successor Agency

Street Address: 433 California St, Floor 7

City: San Francisco

State: \_\_\_\_\_

Zip: \_\_\_\_\_

Phone No.: 916.781.6020

Fax No.: \_\_\_\_\_

Email: dellis@resleigh.com

Signature: [Signature]

Date: 3/11/21

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

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PLANNING COMMISSION  
RESOLUTION NO. \_\_\_\_\_

SITE DEVELOPMENT PERMIT NO. 2541003  
NEIGHBORHOOD DEVELOPMENT PERMIT NO. 2541004  
**611 ISLAND - PROJECT NO. 687976**

WHEREAS, ISLAND SKY PLACE, LLC, Owner/Permittee, filed an application with the City of San Diego for a 1) Site Development Permit (SDP) for the substantial alteration of a historical resource (the Klauber-Wangenheim Building, Historical Resources Board (HRB) No. 159) ("Resource") and 2) a Neighborhood Development Permit (NDP) for an encroachment of a private structure into the public right-of-way for the construction of a 37-story, 430-foot tall mixed-use development with 443 dwelling units (DU) (including 11 affordable DU) and 985 square feet (SF) of commercial space for a project known as 611 Island ("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. 687976) on a 20,063 SF site;

WHEREAS, the Project site is located at 611 Island Avenue in the Employment/Residential Mixed-Use land use district of the Centre City Planned District Ordinance (CCPDO) and the East Village neighborhood of the Downtown Community Plan (DCP) area ("Downtown");

WHEREAS, the project site is legally described as Lots A, J, K, and L in Block 12 of Horton's Addition in the City of San Diego, County of San Diego, State of California, according to map thereof, made by L.L. Lockling, filed in the Office of the County Recorder of San Diego County;

WHEREAS, development within the Downtown Community Planning area is covered under the following documents, all referred to as the "Downtown FEIR": Final Environmental Impact Report (FEIR) for the San Diego Downtown Community Plan, Centre City Planned District Ordinance, and 10<sup>th</sup> Amendment to the Centre City Redevelopment Plan, certified by the former Redevelopment Agency ("Former Agency") and the City Council on March 14, 2006 (Resolutions R-04001 and R-301265,

## ATTACHMENT 4

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); 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); and, the Final Supplemental Environmental Impact Report for the 1122 4<sup>th</sup> Avenue Redevelopment Project certified by the City Council on April 4, 2017 (Resolution R-311016). Development within the Downtown Community Planning area is also covered under the following documents, all referred to as the "CAP FEIR": FEIR for the City of San Diego Climate Action Plan (CAP), certified by the City Council on December 15, 2015 (City Council Resolution R-310176), and the Addendum to the CAP, certified by the City Council on July 12, 2016 (City Council Resolution R-310595). The Downtown FEIR and CAP FEIR are both "Program EIRs" prepared in compliance with California Environmental Quality Act (CEQA) Guidelines Section 15168. The information contained in the Downtown FEIR and the CAP FEIR reflects the independent judgement of the City of San Diego as the Lead Agency. The environmental impacts of the Project were adequately addressed in the Downtown FEIR and CAP FEIR; the Project is within the scope of the development program described in the Downtown FEIR and CAP FEIR and are adequately described within both documents 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 June 9, 2022, the Planning Commission of the City of San Diego considered SDP No. 2541003 and NDP No. 2541004 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 SDP No. 2541003 and NDP No. 2541004:

**A. SITE DEVELOPMENT PERMIT [San Diego Municipal Code (SDMC) Section 126.0505]**

**1. Findings for all Site Development Permits:**

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

The applicable land use plans for the Project site are the Downtown Community Plan (DCP) and the Centre City Planned District Ordinance (CCPDO) because it is located in the Ballpark Sub-district of the East Village neighborhood of the DCP and the Employment/Residential Mixed-Use (ER) land use district of the Centre City Planned District. The Project proposes 443 residential DU and 985 SF of commercial space, multi-family residential, and commercial land uses such as office and retail are permitted in the ER District, which provides synergies between educational institutions and residential neighborhoods and a transition between the Core District and residential neighborhoods in Downtown.

The Project proposes a Floor Area Ratio (FAR) of 16.72, where the Base Maximum identified in the CCPDO is 6.0 and can be increased up to 8.0 with the CCPDO FAR Bonus Programs (SDMC Sec. 156.0309(e)), which the Project is utilizing by providing three-bedroom DUs for an additional 1.0 FAR and purchasing 1.0 FAR. The Project's FAR is increased further by utilizing the Affordable Housing Regulations (AHR) of Chapter 14, Article 3, Division 7 of the SDMC by providing 11 affordable DUs, which entitles the Project to a 8.0 FAR for limiting the average size of all DU to 600 SF, with no single DU exceeding 800 SF, as well as 0.8 FAR for not requesting any deviations to height or setback regulations for a total allowable FAR of 16.8. With a proposed FAR of 16.72, the Project complies with the allowable FAR established in the CCPDO and bonuses as allowed in the AHR.

The development regulations of the CCPDO regulate the urban form of the Project. By complying with the AHR, the Project also earns one incentive and unlimited waivers from the development regulations. Development that meets the applicable requirements of the AHR shall be entitled to waivers (SDMC Section 143.0743(b)) and incentives (SDMC Section 143.0740(c)(1)) unless the City makes a written finding of denial based upon substantial evidence. The Project requests one incentive and three waivers to deviate from the SDMC as follows:

1. *Incentive* – Tower Lot Coverage (SDMC Section 156.0310(d)(3)(A) – Increase the maximum tower lot coverage from 50% to 51%.
2. *Waiver* - Driveway Location (SDMC Section 142.0521(d)) – Reduce the minimum distance between the driveway and side property line from three feet to zero feet.

3. *Waiver* - Private Open Space (SDMC Section 156.0310(g)(3)) – Reduce the number of DU with private open space (balconies) from 50% (222 DU) to 9.7% (43 DU).
4. *Waiver* - Transparency (SDMC Section 156.0311(d)(1)) – Reduce the minimum ground level transparency from 60% of the building façade to 56% on Seventh Avenue and 37% on Sixth Avenue.

The Project is utilizing the AHR by providing affordable housing DU as outlined in SDMC Section 143.0720. The requested incentive and each waiver have been reviewed as they relate to the proposed design and use of the proposed Project on the site, the site layout, and the impact on the surrounding neighborhood. Staff has determined that they are appropriate, consistent with the DCP, and implements the AHR by providing affordable housing integrated within a mixed-use development.

The DCP states that the Ballpark Sub-district of the East Village neighborhood is envisioned as a Downtown-wide entertainment and cultural attraction as well as a residential and commercial district with supporting amenities. New development should guide Ballpark's evolution into a multi-use district with a regional entertainment and cultural focus (DCP, 6.5-G-1). While there are existing hotels and retail within the Ballpark Sub-district, the Project provides a predominantly residential development, which further diversifies the neighborhood by adding residents and activity at all hours of the day. The mix of uses is also consistent with the DCP's goal of fostering a rich mix of uses in all neighborhoods (DCP, 3.5-G-2). The placement of the 443-DU development is appropriate for its location due to its close proximity to Downtown attractions like the Gaslamp Quarter and PETCO Park, as well as transit access at the Gaslamp Quarter Trolley Station, which is consistent with the DCP 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). The DCP also states that development in the Ballpark Sub-district should reinforce the evolving high-intensity Market Street corridor (DCP, 6.5-G-2). This Project is located just a block south of Market Street and is a high-intensity development proposing 443 DU on a less than half-acre site (20,063 SF or 0.46 acre), which equates to approximately 963 DU per acre on a site that currently houses no residential DU (a public storage facility).

The high-intensity of the Project is also consistent with a dense, urban, Downtown environment and the goals of the DCP for high overall intensities that use land efficiently in order to meet employment and population targets (DCP, 3.2-G-5), while partially replicating a historical resource. Historic Preservation is addressed in Chapter 9 of the DCP and states that locally designated resources are to be retained on-site whenever possible and that "Partial retention, relocation or demolition of a resource shall only be permitted through applicable City procedures," that are outlined in SDMC Section 143.02 "Historical Resources Regulations." Substantial alteration of a designated historical resource means demolition, destruction, relocation, new construction, or alteration activities that would impair the significance of a historical resource. The Applicant proposes substantial alterations of the historical resource, the Klauber-Wangenheim Building (HRB Site No. 159) ("Resource") by constructing the 37-level residential tower above the Resource, while retaining the Resource's historical façade, rehabilitating it, and incorporating it into the Project which is consistent with

the DCP goal of incorporating elements of the historical resource into the Project to impart heritage (DCP, 9.2-P-1). The Resource as altered cannot be determined to be consistent with the Secretary of the Interior's Standards for Historical Properties; therefore, the proposed redevelopment and treatment of the Resource is, by definition, a substantial alteration requiring an SDP, consistent with SDMC Section 143.0251. Therefore, the processing of this SDP complies with and will not adversely affect the applicable land use plan.

The goals and policies of the DCP generally stipulate that historical resources should be retained on-site and integrated into the Downtown fabric in a way that contributes to the achievement of the goals for significant development and population intensification (DCP, 9.2-G-1). The Applicant retained the London Moeder Advisors (LMA) to conduct an economic analysis to evaluate the Project ("Base Project") and five alternatives for potential feasible measures that were less impactful to the Resource. The LMA analysis concluded that the four alternatives that proposed new construction above the Resource setback from the historical façade at various distances are not economically feasible due to their failure to meet the minimum Internal Rate of Return (IRR) and Yield of Cost (YOC) needed to achieve project feasibility and financing (see #2.c below). The IRR and YOC of Alternative 5, which proposed no new construction or residential development and proposed rehabilitation and reuse of the building with retail and office, was significantly lower than the other alternatives, as demonstrated in the table in #2.c below and determined to be economically infeasible. Therefore, it was determined that the Project, which includes the substantial alteration of the Resource, was the only project that is economically feasible on the site and no other feasible measures, including a less environmentally damaging alternative, can further minimize the potential adverse effects on the Resource.

With compliance with the CCPDO and AHR, as well as the advancement of the goals of the DCP, the proposed development will not adversely affect the applicable land use plan.

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

The Project includes a substantial alteration to the Resource and construction of a 37-story, 430-foot tall mixed-use building containing 443 DU. The granting of the SDP and approval of the Project will not have a detrimental impact to the public health, safety, and general welfare. The Project is consistent with the plans for the Ballpark Sub-district of the East Village neighborhood as envisioned in the DCP by guiding Ballpark's evolution into a multi-use district (DCP, 6.5-G-1) with the addition of residents and commercial space, and reinforcing the Market Street corridor with a high-intensity use (DCP, 6.5-G-2), such as the Project with 443 DU on a less than half-acre site, which is a high-intensity development that uses land efficiently to contribute to the achievement of population targets (DCP, 3.2-G-2). The addition of new residents will result in a more active neighborhood in contrast to the current public storage facility use, which improves safety, and adds economic support for

local businesses, improving both the vitality and welfare of the neighborhood (DCP, 3.2-G-1).

Public improvements are proposed for the Project site that include new sidewalks, which will provide paths for the public's use and will contribute to an improved pedestrian environment in the neighborhood, which is important because the area surrounding the Project site is in close proximity to PETCO Park and experiences high pedestrian traffic during baseball games. Additionally, street trees are proposed in the right-of-way, which provide shade for pedestrians, enhance the aesthetics of the parkway, reduce the heat island effect, and provide carbon sequestration, which is an improvement to public health, rather than a detriment.

The Project was also determined to be within the scope of the previously certified 2006 Downtown Final Environmental Impact Report (FEIR). A Downtown FEIR Consistency Evaluation Checklist was prepared for the Project in accordance with State of California Environmental Quality Act (CEQA) Guidelines and it was determined that the environmental effects of the proposed development were adequately addressed in the Downtown FEIR. The applicable measures of the Downtown FEIR Mitigation, Monitoring and Reporting Program (MMRP) would be implemented with this Project, which would reduce all potential impacts to below a level of significance in the following issue areas: Air Quality (AQ-B.1-1), Historical Resources (HIST-A.1-1, HIST-A.1-2, HIST-A.1-3, HIST-B.1-1), Land Use (LU-B.1), Noise (NOI-B.1-1, NOI-B.2-1, NOI-C.1-1), Paleontology Resources (PAL-A.1-1).

Additionally, the permit for the Project includes various conditions and referenced exhibits of approval relevant to achieving compliance with the applicable regulations of the SDMC in effect for this Project. Such conditions within the permit have been determined as necessary to avoid adverse impacts upon the health, safety and general welfare of persons residing or working in the surrounding area. The Project will comply with the development conditions in effect for the subject property as described in SDP, and other regulations and guidelines pertaining to the subject property per the SDMC for the site. Prior to issuance of any building permits for the proposed development, the plans will be reviewed for compliance with the California Building Code and all San Diego Building, Electrical, Mechanical, Plumbing and Fire Code requirements, and the Owner/Permittee will be required to obtain a grading and public improvement permit. Therefore, the proposed development would not be detrimental to the public health, safety and welfare.

**c. The proposed development will comply with the regulations of the Land Development Code including any allowable deviations pursuant to the Land Development Code.**

The Project includes a substantial alteration to the Resource and construction of a 37-story, 430-foot tall mixed-use building containing 443 DU. Although the substantial alteration of the Resource deviates from the Historical Resources Regulations of SDMC Section 126.0502(d)(1)(E), historical mitigation measures will be in place that require a Treatment Plan, Monitoring Plan, and Historical American

Buildings Survey (HABS) documentation to ensure the proper treatment and rehabilitation of the Resource with the development of the Project. Further, the Project retains the Resource's historical façade, rehabilitates it, and incorporates it into the Project which is consistent with the DCP goal of incorporating elements of the historical resource into the Project to impart heritage (DCP, 9.2-P-1). The goals and policies of the DCP generally stipulate that historical resources should be retained on-site and integrated into the Downtown fabric in a way that contributes to the achievement of the goals for significant development and population intensification (DCP, 9.2-G-1). As such, despite the deviation from the Historical Resources Regulations, the Project advances the goals and policies of the DCP and historical mitigations measures are in place to ensure the proper treatment of the Resource.

The Project utilizes the Affordable Housing Regulations (AHR) of Chapter 14, Article 3, Division 7 the SDMC by providing 11 affordable DUs, which entitles the Project to one incentive and unlimited waivers from the development regulations. Development that meets the applicable requirements of the AHR shall be entitled to waivers (SDMC Section 143.0743(b)) and incentives (SDMC Section 143.0740(c)(1)) unless the City makes a written finding of denial based upon substantial evidence. The Project requests one incentive and three waivers to deviate from the SDMC as follows:

1. *Incentive* – Tower Lot Coverage (SDMC Section 156.0310(d)(3)(A)) – Increase the maximum tower lot coverage from 50% to 51%.
2. *Waiver* - Driveway Location (SDMC Section 142.0521(d)) – Reduce the minimum distance between the driveway and side property line from three feet to zero feet.
3. *Waiver* - Private Open Space (SDMC Section 156.0310(g)(3)) – Reduce the number of DU with private open space (balconies) from 50% (222 DU) to 9.7% (43 DU).
4. *Waiver* - Transparency (SDMC Section 156.0311(d)(1)) – Reduce the minimum ground level transparency from 60% of the building façade to 56% on Seventh Avenue and 37% on Sixth Avenue.

The Project is utilizing the AHR by providing affordable housing DU as outlined in SDMC Section 143.0720. Per SDMC Section 143.0740(c)(1), the proposed incentive is required in order to provide for affordable housing costs, would not have a specific adverse impact upon public health and safety, the physical environment, or on any real property that is listed in the California Register of Historical Resources for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low income and moderate income households, would not be contrary to state or federal law, and would not be inconsistent with the resource protection standards of the City's Local Coastal Program or the environmentally sensitive lands regulations. Per SDMC Section 143.0743(b)(1), the proposed waiver would not have a significant, quantifiable, direct, and unavoidable impact upon health, safety, or the physical environment for which there is no feasible method to mitigate or avoid the impact, would not have an adverse impact on any real property that is listed on the California Register of Historical Resources, would not be contrary to state or federal

law, and would not be inconsistent with the resource protection standards of the City's Local Coastal Program or the environmentally sensitive lands regulations. Each of the requested incentives and waivers have been reviewed as they relate to the proposed design and use of the proposed Project on the site, the site layout, and the impact on the surrounding neighborhood. Staff has determined that they are appropriate, consistent with the DCP, and implements the AHR by providing affordable housing integrated within a mixed-use development.

Other than the requested incentive and waivers, the proposed Project meets all applicable regulations and policy documents and is consistent with the recommended land use and development standards in effect for the subject property per the SDMC. Therefore, the proposed development would comply with the applicable regulations, including any allowable deviations.

1. **Supplemental Findings – Historical Resources deviation for Substantial Alteration of a Designated Historical Resource or Within a Historical District:**

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

The Klauber-Wangenheim Building, HRB Site No. 159 ("Resource") was designated in 1982 based on its association with one of San Diego's pioneering families, the Klaubers, and the mercantile business which they conducted at the site. The site is the location of the first Klauber-Wangenheim trading post on which the Resource was later constructed as a warehouse. Additionally, the Resource is significant for its association with Master Architect William H. Wheeler. The Resource is also a good example of the warehouse industrial architectural style popular in the United States in the 1920s and is reflective of the early character of the East Village neighborhood.

The proposed Project (Base Project) retains the existing façade of the Resource, adds two levels of subterranean parking below and 33-story residential tower above the Resource, with a 5'-3" setback on the north façade and a 5'-5" setback on the east façade. The proposed removal of the Resource's existing roof is not consistent with the Secretary of the Interior's Standards (Standards). Additionally, the ramp and loading dock platform on the east façade will be removed and reconstructed to provide access to the new garage entry and conform with accessibility and building code requirements. The construction of the 33-stories above the Resource is not consistent with the Standards due to the proposed massing, size, scale and proportion of the tower in relation to the Resource.

The Applicant retained the London Moeder Advisors (LMA) to conduct an economic analysis to evaluate the Base Project and five alternatives. The variables studied in the alternative analysis were the setback of the tower from the façade of the Resource and the height of the proposed tower. The setback and height were studied because they have the most visual impact on the historic structure. Alternatives 1 through 4 maintained the existing historic facades and Alternative 5

retained the whole Resource. The LMA analysis used the Internal Rate of Return (IRR) and Yield of Cost (YOC) as measures to determine the economic feasibility of each alternative. The five alternatives that were evaluated for their respective IRR and YOC versus that of the Base Project are summarized in the table below:

Alternative	Description	Impact to Resource
<b>BASE</b>	Rehabilitate the Resource and build a 37-story, 443-unit tower above setback five feet from the north façade and five feet from the east façade.	Retain historic facades
1	Rehabilitate the Resource and build a 41-story, 393-unit tower above setback five feet from the north façade and ten feet from the east façade.	Retain historic facades
2	Rehabilitate the Resource and build a 41-story, 393-unit tower above setback ten feet from the north façade and ten feet from the east façade.	Retain historic facades
3	Rehabilitate the Resource and build a 41-story, 390-unit tower above setback ten feet from the north façade and 20 feet from the east façade.	Retain historic facades
4	Rehabilitate the Resource and build a 40-story, 398-unit tower above setback 15 feet from the north façade and 15 feet from the east façade.	Retain historic facades
5	Rehabilitate the Resource and adaptively reuse it with ground level retail and office on the two upper levels (no residential, no new construction).	Retain whole Resource

The LMA analysis also considered rehabilitating the Resource and converting the existing interior space to residential units; however, due to the building's original function as a warehouse, converting the interior space to residential units would require significant structural and utility upgrades that would increase construction costs by 16% on a square foot basis, so that concept was not further evaluated as an alternative as it would be less economically feasible than Alternative 5.

As demonstrated by the LMA analysis, the Base Project was the only economically feasible option due to the yield of the highest number of residential units. In contrast, the LMA analysis concluded that the alternatives were not economically feasible. Specifically, the LMA analysis concluded that Alternatives 1, 2, 3 and 4, all of which retained the Resource's historic facades and had larger tower setbacks than the Base Project, were not economically feasible due to their failure to meet the minimum IRR and YOC needed to achieve project financing (see Finding 3 below). The decrease in units from the Base Project combined with the high cost of high-rise construction,

subterranean parking and acquisition makes each of these alternatives infeasible. The alternative that would have the least adverse impact on the Resource, Alternative 5, which evaluated the rehabilitation and reuse of the Resource without new construction, also did not meet the minimum IRR and YOC needed to achieve project financing due to the high cost of acquisition (see Finding No. 3 below). The LMA analysis concluded that the Base Project, which proposes five-foot setbacks on both the north and east facades and a 37-story residential tower constructed above, was the only economically feasible project with minimal adverse impacts to the Resource. Therefore, there are no other feasible measures, including a less environmentally damaging alternative, that would further minimize the potential adverse effects on the Resource.

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

The City's Historical Resources Regulations require that all designated historical resources be maintained consistent with the Standards. The proposed Project is a substantial alteration which is not consistent with the Standards, therefore, a deviation from the Historical Resources Regulations is being requested. While the use of this site for purposes other than its historical use (warehousing, which is not permitted as constructed by current zoning (see Table 156-0308-A of the San Diego Municipal Code)) will likely result in substantial alterations to the Resource, the proposed Project will take steps to mitigate this impact. Historical resource mitigation measures have been developed and adopted within the Downtown Final Environmental Impact Report (Downtown FEIR), with which the Project has been evaluated against and deemed consistent. The Mitigation Monitoring and Reporting Program (MMRP) for the Downtown FEIR requires the implementation of a documentation program submitted to City Historic Resources Division staff for review and approval, a pre-construction meeting, implementation of the Treatment Plan and monitoring to ensure appropriate execution of the plan. Additionally, the project has been designed to minimize impacts to the Resource while still accommodating development.

In order to mitigate for the impacts to the Resource, the applicant will be required to submit Historic American Building Survey (HABS) documentation, a Treatment Plan, and a Monitoring Plan. A set of HABS drawings and photos documenting the Resource will be created prior to the beginning of construction to document the historically significant building in its current condition. A copy of this documentation will be archived with the City and other depositories as outlined in the MMRP. The Treatment Plan and accompanying drawings outline how the existing historical facades will be modified in order to accommodate the new development. Existing character-defining features, such as the steel-framed windows, cast-stone shields and medallion, fire escapes and rooftop flagpole will be preserved and repaired as needed. Any steel-framed windows that are beyond repair will be replaced in-kind. The existing historical loading dock will be removed and reconstructed in order to accommodate garage access and bring the Project into compliance with ADA and



building code requirements. The non-historical steel roll up doors on the east façade will be removed and replaced with new glazed storefronts to accommodate the building's new use. Additionally, non-historical window openings will be infilled with new aluminum windows that are appropriately differentiated from the historic window openings. The Monitoring Plan establishes specific timeframes within the construction timeline of the Project in which a Historical Monitor will be present. The Monitor will document these visits to the site and submit reports to City staff for review. A pre-construction meeting will be held on-site in to clarify selective demolition methods and protection of the Resource during construction.

The LMA analysis studied several project alternatives, all of which had less of an impact on the Resource due to either adaptive reuse or larger setbacks from the façade of the historic structure. As demonstrated in Finding 1, the analysis concluded that the Base Project was the only economically feasible alternative due to the high cost of construction. As proposed by the Base project, the construction of 33-stories of residential tower above the Resource at only 5'-5" and 5'-3" setbacks contributes to the loss of historical context; however, design features have been added which will lessen the impact to the historic structure and minimize the necessary deviation. The new residential tower incorporates several design features that either provide a distinction between the historical façade and the new construction or minimize the visual impacts of the tower. The exterior of the new residential tower will be clad in a window-wall glazing system which will provide a juxtaposition to the board-formed concrete of the historical warehouse façade of the Resource below. The new fifth level will have an exterior entirely composed of windows which will provide a visual distinction between old and new construction. Additionally, there will be no new construction over the western portion of the building so that there is still a semblance of the original scale and massing of the historical structure when the site is approached from the west. With 443 DUs on an approximately 20,000 SF site, the Project is providing a high-intensity development that is consistent with a dense, urban, Downtown environment and the goals of the DCP for high overall intensities that use land efficiently in order to meet employment and population targets (DCP, 3.2-G-5). The proposed tower setbacks allow for the maximization of buildable floor area on the constrained lot, which allows for the number of DU to make the Project economically feasible, as demonstrated in the LMA analysis, while at the same time retaining the Resource on-site, which is consistent with the goals and policies of the DCP to integrate historical resources into the Downtown fabric while achieving policies for significant development and population intensification (DCP, 9.2-G-1). Therefore, the Project is designed with the minimum necessary deviation to afford relief from the restrictions of the Historical Resources Regulations and accommodate the development and all feasible measures to mitigate for the loss of any portion of the historical resource have been provided by the applicant.

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

To demonstrate the financial feasibility of the Project, the Applicant retained London Moeder Advisors (LMA) to conduct an economic analysis of the proposed Project ("Base Project") and five designs for potential alternative designs with less impact on the Resource. The LMA analysis used the IRR and YOC as measures to determine the economic feasibility of each alternative. As stated in the analysis, for a rental residential project to be economically feasible, it must achieve a minimum IRR of 13-15% and a YOC of 5.5% or higher. Based on LMA's expert experience performing feasibility analyses and consulting on hundreds of other real estate projects, anything below these thresholds would be unlikely to attract investors and achieve project financing in today's market. The table below summarizes the conclusions of the LMA analysis for each alternative for these metrics.

Alternative	IRR Min: 13-15%	YOC Min: 5.5%
<b>Base</b>	<b>13.71%</b>	<b>5.5%</b>
1	12.15%	5.19%
2	12.16%	5.19%
3	12.03%	5.16%
4	12.65%	5.2%
5	5.11%	4.5%

Alternatives 1 through 4 analyzed positioning a proposed residential tower at various setback distances from the historic façade of the Resource, ranging from five feet to 20 feet. Alternative 5 analyzed the rehabilitation and reuse of the Resource with ground level retail and office space on the upper three levels, without the construction of any new residential development on the site. The current use of the property as a public storage facility (no housing units and few on-site employees) is an underutilization of the site in a location where the DCP encourages maximization of density and housing opportunities in order to meet the population and employment targets of the DCP (DCP, 3.2-G-1). The DCP targets an ultimate East Village population of 46,000. The Base Project and four alternatives proposing a residential component contain no less than 390 DU (the Base Project proposes 443 DU), which are high-intensity land uses that are consistent with a dense, urban, Downtown environment and the goals of the DCP for high overall intensities that use land efficiently in order to meet employment and population targets (DCP, 3.2-G-2). In contrast, maintenance of the existing public storage facility here prevents the advancement of the goals and policies of the DCP.

The LMA Analysis concluded that only the Base Project with five-foot tower setbacks is the only economically feasible project, as the four alternatives with residential components (each providing 10-12% less DUs compared to the Base Project, as described in the table in Finding No. 1 above) fail to meet the minimum IRR and YOC to successfully attract investors and achieve project financing. The IRR and YOC of Alternative 5, which proposed no new construction or residential development and proposed rehabilitation and reuse of the building with retail and office, was significantly lower than the other alternatives, as demonstrated in the table above and

determined to be economically infeasible. Since all alternatives to the Base Project that were analyzed failed to meet the minimum thresholds for financial feasibility and the current use prevents the advancement of the goals and policies of the DCP, there is no other reasonable beneficial use of the property from which to derive a reasonable economic return besides the Base Project as demonstrated in the table above.

The denial of the proposed development would result in economic hardship to the owner, who has already invested in the acquisition and preliminary development of this property in order to develop much needed housing and affordable housing in the DCP area. There are no reasonable beneficial uses of the Resource and without a substantial alteration of the Resource, it is not feasible to derive a reasonable economic return from the property.

**B. NEIGHBORHOOD DEVELOPMENT PERMIT [SDMC Section 126.0404]**

**1. Findings for all Neighborhood Development Permits:**

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

The Project includes construction of a 37-story, 430-foot tall mixed-use building containing 443 DU and the retention and rehabilitation of the Resource. One component of the Resource is the historical loading dock and elevated deck along Seventh Avenue, for which an NDP is requested to allow its encroachment as a private structure into the public right-of-way by 7'-4", as it was originally constructed when the building operated as a warehouse for a wholesale grocer. The proposed Project is consistent with the objectives of the DCP and development regulations of the CCPDO. The Project advances the goals and policies of the DCP by guiding Ballpark's evolution into a multi-use district (DCP, 6.5-G-1) with the addition of residents and commercial space, and reinforcing the Market Street corridor with a high-intensity use (DCP, 6.5-G-2), such as the Project with 443 DU on a less than half-acre site, which is a high-intensity development that uses land efficiently to contribute to the achievement of population targets (DCP, 3.2-G-2). The mixed-use Project helps foster a rich mix of uses in Downtown (DCP, 3.5-G-2) by constructing a 37-story high-rise with 443 DU and 985 SF of commercial space, and incorporating the historical façade of the Resource, including the loading dock and elevated deck, into the new project, retaining a key historical component of the Resource and advancing the DCP goals and policies to impart heritage in new projects (DCP, 9.2-P-1). Pursuant to the DCP, the Project integrates a historical resource into the Downtown fabric in a way that contributes to the achievement of goals for significant development and population intensification (DCP, 9.2-G-1), by providing 443 DU on a less than half-acre site, while at the same time retaining and rehabilitating a historical resource.

In the CCPDO, residential and commercial uses like retail and office are permitted land uses in the ER land use district. The Project complies with the development regulations of the CCPDO, except for the requested incentive and waivers requested by utilizing the Affordable Housing Regulations (AHR) of the SDMC and providing 11 affordable

DUs. Development that meets the applicable requirements of the AHR shall be entitled to waivers (Section 143.0743(b)) and incentives (Section 143.0740(c)(1)) unless the City makes a written finding of denial based upon substantial evidence. The Project requests one incentive and three waivers to deviate from the SDMC as follows:

1. *Incentive* – Tower Lot Coverage (SDMC Section 156.0310(d)(3)(A) – Increase the maximum tower lot coverage from 50% to 51%.
2. *Waiver* - Driveway Location (SDMC Section 142.0521(d)) – Reduce the minimum distance between the driveway and side property line from three feet to zero feet.
3. *Waiver* - Private Open Space (SDMC Section 156.0310(g)(3)) – Reduce the number of DU with private open space (balconies) from 50% (222 DU) to 9.7% (43 DU).
4. *Waiver* - Transparency (SDMC Section 156.0311(d)(1)) – Reduce the minimum ground level transparency from 60% of the building façade to 56% on Seventh Avenue and 37% on Sixth Avenue.

The Project is utilizing the AHR by providing affordable housing DU as outlined in SDMC Section 143.0720. The requested incentive and each waiver have been reviewed as they relate to the proposed design and use of the proposed Project on the site, the site layout, and the impact on the surrounding neighborhood. Staff has determined that they are appropriate, consistent with the DCP, and implements the AHR by providing affordable housing integrated within a mixed-use development.

The construction of private structures in the public right-of-way are proposed to allow for the proposed placement of the Resource that includes a 7'-4" encroachment of the Resource's historical loading dock and elevated deck into the public right-of-way. The construction of private structures within the public right-of-way are permitted with approval of an NDP pursuant to SDMC Section 126.0402(j). With approval of the NDP and because it complies with the development regulations of the CCPDO and advances key recommendations of the DCP, the proposed development will not adversely affect the applicable land use plans.

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

The granting of the NDP for the encroachment of the Resource's historical loading dock and elevated deck into the public right-of-way by 7'-4" will not be detrimental to the public health, safety, and welfare of the neighborhood. The Project incorporates a historical resource into the Downtown fabric in a way that contributes to the achievement of goals for significant development and population intensification (DCP, 9.2-G-1), by providing 443 DU on a less than half-acre site, while at the same time retaining and rehabilitating a historical resource. The encroachment allows for the preservation of a key component of the Resource that is consistent with the historical character of the building, which served as a warehouse, a typical land use in the East Village in the first half of the 20<sup>th</sup> Century.

Public improvements are proposed for the Project site that include new sidewalks, which will provide paths for the public's use and will contribute to an improved

pedestrian environment in the neighborhood, which is important because the area surrounding the Project site is in close proximity to PETCO Park and experiences high pedestrian traffic during baseball games. Despite the encroachment of the historical loading dock and elevated deck by 7'-4" into the public right-of-way, a clear path of no less than 6'-8" is provided around the elevated deck to allow for adequate pedestrian clearance. Additionally, street trees are proposed in the right-of-way, which provide shade for pedestrians, enhance the aesthetics of the parkway, reduce the heat island effect, and provide carbon sequestration, which is an improvement to public health, rather than a detriment.

The Project was also determined to be within the scope of the previously certified 2006 Downtown Final Environmental Impact Report (FEIR). A Downtown FEIR Consistency Evaluation Checklist was prepared for the Project in accordance with State of California Environmental Quality Act (CEQA) Guidelines and it was determined that the environmental effects of the proposed development were adequately addressed in the Downtown FEIR. The applicable measures of the Downtown FEIR Mitigation, Monitoring and Reporting Program (MMRP) would be implemented with this Project, which would reduce all potential impacts to below a level of significance in the following issue areas: Air Quality (AQ-B.1-1), Historical Resources (HIST-A.1-1, HIST-A.1-2, HIST-A.1-3, HIST-B.1-1), Land Use (LU-B.1), Noise (NOI-B.1-1, NOI-B.2-1, NOI-C.1-1), Paleontology Resources (PAL-A.1-1).

Additionally, the permit for the Project includes various conditions and referenced exhibits of approval relevant to achieving compliance with the applicable regulations of the SDMC in effect for this Project. Such conditions within the permit have been determined as necessary to avoid adverse impacts upon the health, safety and general welfare of persons residing or working in the surrounding area. The Project will comply with the development conditions in effect for the subject property as described in SDP, and other regulations and guidelines pertaining to the subject property per the SDMC for the site. Prior to issuance of any building permits for the proposed development, the plans will be reviewed for compliance with the California Building Code and all Building, Electrical, Mechanical, Plumbing and Fire Code requirements, and the Owner/Permittee will be required to obtain a grading and public improvement permit. Therefore, the proposed development would not be detrimental to the public health, safety and welfare.

**c. The proposed development will comply with the applicable regulations of the Land Development Code including any allowable deviations pursuant to the Land Development Code.**

The Project is requesting approval of the NDP for the encroachment of the historical loading dock and elevated deck of the Resource into the public right-of-way by 7'-4". The construction of private structures in the public right-of-way is permitted with approval of a NDP per SDMC Section 126.0402(j). With approval of the NDP, the proposed development complies with all applicable regulations of the LDC, including the CCPDO and other applicable sections of the SDMC. The requested encroachment advances the DCP goals to incorporate elements of the historical resource into the

Project to impart heritage (DCP, 9.2-P-1). With the proposed NDP for the encroachment of the historical loading dock and elevated deck, the Resource is able to retain its original design and character as a warehouse, while also providing 443 new residential DU in a way that both integrates historical resources into the Downtown fabric and contributes to the achievement of the goals for significant development and population intensification (DCP, 9.2-G-1).

The Project utilizes the Affordable Housing Regulations (AHR) of Chapter 14, Article 3, Division 7 the SDMC by providing 11 affordable DUs, which entitles the Project to one incentive and unlimited waivers from the development regulations. Development that meets the applicable requirements of the AHR shall be entitled to waivers (SDMC Section 143.0743(b)) and incentives (SDMC Section 143.0740(c)(1)) unless the City makes a written finding of denial based upon substantial evidence. The Project requests one incentive and three waivers to deviate from the SDMC as follows:

1. *Incentive* – Tower Lot Coverage (SDMC Section 156.0310(d)(3)(A) – Increase the maximum tower lot coverage from 50% to 51%.
2. *Waiver* - Driveway Location (SDMC Section 142.0521(d)) – Reduce the minimum distance between the driveway and side property line from three feet to zero feet.
3. *Waiver* - Private Open Space (SDMC Section 156.0310(g)(3)) – Reduce the number of DU with private open space (balconies) from 50% (222 DU) to 9.7% (43 DU).
4. *Waiver* - Transparency (SDMC Section 156.0311(d)(1)) – Reduce the minimum ground level transparency from 60% of the building façade to 56% on Seventh Avenue and 37% on Sixth Avenue.

The Project is utilizing the AHR by providing affordable housing DU as outlined in SDMC Section 143.0720. Per SDMC Section 143.0740(c)(1), the proposed incentive is required in order to provide for affordable housing costs, would not have a specific adverse impact upon public health and safety, the physical environment, or on any real property that is listed in the California Register of Historical Resources for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low income and moderate income households, would not be contrary to state or federal law, and would not be inconsistent with the resource protection standards of the City's Local Coastal Program or the environmentally sensitive lands regulations. Per SDMC Section 143.0743(b)(1), the proposed waiver would not have a significant, quantifiable, direct, and unavoidable impact upon health, safety, or the physical environment for which there is no feasible method to mitigate or avoid the impact, would not have an adverse impact on any real property that is listed on the California Register of Historical Resources, would not be contrary to state or federal law, and would not be inconsistent with the resource protection standards of the City's Local Coastal Program or the environmentally sensitive lands regulations. Each of the requested incentives and waivers have been reviewed as they relate to the proposed design and use of the proposed Project on the site, the site layout, and the impact on the surrounding neighborhood. Staff has determined that they are

appropriate, consistent with the DCP, and implements the AHR by providing affordable housing integrated within a mixed-use development.

As described, the NDP allows for the retention of the historical loading dock and elevated deck of the Resource in a way that is consistent with the DCP recommendations to incorporate historical components into new developments. Other than the requested incentive and waivers, with approval of the NDP for the encroachment, the proposed Project meets all applicable regulations and policy documents and is consistent with the recommended land use and development standards in effect for the subject property per the SDMC. Therefore, the proposed development would comply with the applicable regulations, including any allowable deviations.

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, SDP No. 2541003 and NDP No. 2541004 is hereby GRANTED by the Planning Commission to the referenced Owner/Permittee, in the form, exhibits, terms and conditions as set forth in the approved permits, a copy of which is attached hereto and made a part hereof.

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James Alexander  
Senior Planner, Urban Division  
Development Services Department

Adopted on: June 9, 2022

IO#: 24008876

Attachments: SDP No. 2541003/NDP No. 2541004

**RECORDING REQUESTED BY**  
CITY OF SAN DIEGO  
URBAN DIVISION  
THIRD FLOOR

**WHEN RECORDED MAIL TO**  
PROJECT MANAGEMENT  
PERMIT CLERK  
MAIL STATION 501

INTERNAL ORDER NUMBER: 24008876

SPACE ABOVE THIS LINE FOR RECORDER'S USE

SITE DEVELOPMENT PERMIT NO. 2541003  
NEIGHBORHOOD DEVELOPMENT PERMIT NO. 2541004  
**611 ISLAND AVENUE - PROJECT NO. 687976**  
PLANNING COMMISSION

This Site Development Permit and Neighborhood Development Permit are granted by the Planning Commission of the City of San Diego ("City") to Island Sky Place, LLC, Owner/Permittee, pursuant to San Diego Municipal Code (SDMC) Section 126.0505 to allow the substantial alteration of a historical resource and the encroachment of a private structure into the public right-of-way (ROW) ("Project"). The approximately 20,063 square-foot (SF) site is located at 611 Island Avenue (south side of Island Avenue between Sixth Avenue and Seventh Avenue) in the East Village neighborhood of the Downtown Community Plan (DCP) area and within the Centre City Planned District. The Project site is legally described as Lots A, J, K, and L in Block 112 of Horton's Addition in the City of San Diego, County of San Diego, State of California, according to map thereof, made by L.L. Lockling 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 the Owner/Permittee to construct and operate a development and uses as described and identified by size, dimension, quantity, type, and location on the approved exhibits (Exhibit "A") dated December 10, 2021, on file in the Development Services Department (DSD).

The Project shall include:

- Construction of a 37-story, 430-foot tall mixed-use development, totaling approximately 335,541 SF, and comprised of 443 residential dwelling units, 985 SF of commercial space, and 52 parking spaces within a two-level subterranean parking garage.
- **Site Development Permit (SDP):** Substantial alteration of designated Historical Resources Board (HRB) Site No. 159, the Klauber-Wangenheim Building, pursuant to Sec. 126.0502(d)(1)(E).
- **Neighborhood Development Permit (NDP):** Construction of a private structure in the public ROW pursuant to Sec. 126.0402(j) for the 7'-4" encroachment of the historical loading dock and elevated deck along Seventh Avenue.



- 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 (June 23, 2025). 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.
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 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.
10. If any condition of this Permit, on a legal challenge by the Owner/Permittee of this Permit, is found or held by a court of competent jurisdiction to be invalid, unenforceable, or unreasonable, this Permit shall be void. However, in such an event, the Owner/Permittee shall have the right, by paying applicable processing fees, to bring a request for a new permit without the "invalid" condition(s) back to the discretionary body which approved the Permit for a determination by that body as to whether all of the findings necessary for the issuance of the proposed permit can still be made in the absence of the "invalid" condition(s). Such hearing shall be a hearing de novo, and the discretionary body shall have the absolute right to approve, disapprove, or modify the proposed permit and the condition(s) contained therein.
11. The Owner/Permittee shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any and all claims, actions, proceedings, damages, judgments, or costs, including attorney's fees, against the City or its agents, officers, or employees, relating to the issuance of this permit including, but not limited to, any action to attack, set aside, void, challenge, or annul this development approval and any environmental document or decision. The City will promptly notify Owner/Permittee of any claim, action, or proceeding and, if the City should fail to cooperate fully in the defense, the Owner/Permittee shall not thereafter be responsible to defend, indemnify, and hold harmless the City or its agents, officers, and employees. The City may elect to conduct its own defense, participate in its own defense, or obtain independent legal counsel in defense of any claim related to this indemnification. In the event of such election, Owner/Permittee shall pay all of the costs related thereto, including without limitation reasonable attorney's fees and costs. In the event of a disagreement between the City and Owner/Permittee regarding litigation issues, the City shall have the authority to control the litigation and make litigation related decisions, including, but not limited to, settlement or other disposition of the matter. However, the Owner/Permittee shall not be required to pay or perform any settlement unless such settlement is approved by Owner/Permittee.
12. Development Impact Fees: The development will be subject to Development Impact Fees. The fee shall be determined in accordance with the fee schedule in effect at the time of building permit issuance and with the SDMC. The Owner/Permittee shall provide all necessary documentation to the City's Planning Department.

**ENVIRONMENTAL/MITIGATION REQUIREMENTS:**

13. Mitigation requirements in the Mitigation, Monitoring, and Reporting Program (MMRP) shall apply to this Permit. These MMRP conditions are hereby incorporated into this Permit by reference.
14. The mitigation measures specified in the MMRP and outlined in the 2006 Downtown Final Environmental Impact Report for the DCP and as amended by subsequent addenda (SCH No. 2003041001), shall be noted on the construction plans and specifications under the heading ENVIRONMENTAL MITIGATION REQUIREMENTS.
15. The Owner/Permittee shall comply with the MMRP as specified the 2006 Downtown Final Environmental Impact Report for the DCP and as amended by subsequent addenda (SCH No. 2003041001), 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: Air Quality (AQ-B.1-1), Historical Resources (HIST-A.1-1, HIST-A.1-2, HIST-A.1-3, HIST-B.1-1), Land Use (LU-B.1), Noise (NOI-B.1-1, NOI-B.2-1, NOI-C.1-1), Paleontology Resources (PAL-A.1-1).

**CLIMATE ACTION PLAN REQUIREMENTS:**

16. 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:**

17. 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 Chapter 14, Article 3, Division 7 of the San Diego Municipal Code and Inclusionary Affordable Housing Regulations of San Diego Municipal Code Chapter 14, Article 2, Division 13. The Owner/Permittee shall enter into a written Agreement with the San Diego Housing Commission which shall be drafted and approved by the San Diego Housing Commission, executed by the Owner/Permittee, and secured by a deed of trust which incorporates applicable affordability conditions consistent with the San Diego Municipal Code. The Agreement will specify that in exchange for the City's approval of the Project, which contains an affordable housing density bonus and other residential FAR bonuses (10.8 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 11 affordable units with rents of no more than 30% of 50% of AMI for no fewer than 55 years.

**AIRPORT REQUIREMENTS:**

18. The Owner/Permittee shall comply with conditions established by the City Airport Approach Overlay Zone (and any successor or amendment thereto) which were approved by the Airport Land Use Commission (ALUC) on January 24, 2022. The ALUC Board made the determination that the Project is conditionally consistent with the San Diego International Airport Land Use Compatibility Plan (ALUCP). Owner/Permittee shall comply with the following ALUC conditions:
- a. The structure and temporary construction crane shall be marked and lighted in accordance with Federal Aviation Administration (FAA) procedures.
  - b. An aviation easement for airspace shall be recorded with the County Recorder prior to building permit issuance.

**ENGINEERING REQUIREMENTS:**

19. Prior to the issuance of any building permit, the Owner/Permittee shall realign curb and gutter to provide a 14-foot wide sidewalk between the curb and raised private concrete deck, adjacent to the site along Seventh Avenue, per exhibit "A", satisfactory to the City Engineer.
20. Prior to the issuance of any building permit, the Owner/Permittee shall assure by permit and bond the reconstruction of the existing sidewalk with City Standard sidewalk, maintaining the existing sidewalk scoring pattern and preserving the contractor's stamp, adjacent to the site on Sixth Avenue, Island Avenue, and Seventh Avenue, satisfactory to the City Engineer.
21. Prior to the issuance of any building permit, the Owner/Permittee shall assure, by permit and bond, the reconstruction of the existing curb with City standard curb and gutter, adjacent to the site on Sixth Avenue, Island Avenue, and Seventh Avenue, satisfactory to the City Engineer.
22. Prior to the issuance of any building permit, the Owner/Permittee shall assure, by permit and bond, the reconstruction of existing curb ramps at the southeast corner of Sixth Avenue and Island Avenue and at the southwest corner of Island Avenue and Seventh Avenue, with current City Standard Directional curb ramps with truncated domes at each project corner per Standard Drawing SDG-130 and SDG-132, satisfactory to the City Engineer.
23. Prior to the issuance of any building permit, the Owner/Permittee shall assure by permit and bond the construction of a new City standard 20-foot driveway, adjacent to the site on Seventh Avenue, satisfactory to the City Engineer.
24. Prior to the issuance of any building permit, the Owner/Permittee shall assure, by permit and bond, the removal of existing driveway, and replace it with City standard curb, gutter and sidewalk, adjacent to the site on Island Avenue, satisfactory to the City Engineer.
25. Prior to the issuance of any building permit, the Owner/Permittee shall obtain an Encroachment Maintenance Removal Agreement (EMRA), for the proposed enhanced sidewalk, sidewalk underdrains/curb outlets, landscaping and irrigation, trash receptacles, street trees, and electrical conduits to be installed within the Sixth Avenue, Island Avenue, and Seventh Avenue ROW, satisfactory to the City Engineer.

26. Prior to the issuance of any building permit, the Owner/Permittee shall obtain an Encroachment Maintenance Agreement, for the reconstruction of historical loading dock within the in the Seventh Avenue ROW, satisfactory to the City Engineer.
27. Prior to the issuance of any building permit, the Owner/Permittee shall obtain a ROW Permit for the shoring proposed for this Project, satisfactory to the City Engineer.
28. The drainage system proposed for this development, as shown on the site plan, is private and subject to approval by the City Engineer.
29. Prior to the issuance of any construction permit, the Owner/Permittee shall incorporate any construction Best Management Practices (BMP) necessary to comply with Chapter 14, Article 2, Division 1 (Grading Regulations) of the SDMC, into the construction plans or specifications.
30. Prior to the issuance of any construction permit, the applicant 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.
31. 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.
32. 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:**

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

**HISTORICAL RESOURCES REQUIREMENTS:**

34. Prior to the issuance of any construction permits, the Owner/Permittee shall submit drawings that incorporate the Treatment Plan as approved by the Historical Resources Board (HRB) and City Historical Resources Staff.
35. Prior to the issuance of any construction permits, the Historic American Building Survey (HABS) documentation as approved by HRB and City Historical Resources Staff shall be submitted for archival storage with the City of San Diego HRB, South Coastal Information Center, the California Room of the City of San Diego Public Library, the San Diego Historical Society, and/or other historical society or group(s).

36. During construction of the Project, the Owner/Permittee shall implement the Monitoring Plan as approved by HRB and City Historical Resources staff. The Project's Principal Investigator shall send monitoring reports as described in the Monitoring Plan to the City's Mitigation Monitoring staff and Historical Resources staff. The Principal Investigator may submit a detailed letter to City staff prior to the start of work or during construction requesting a modification to the Monitoring Plan. This request shall be based on relevant information and site conditions.

**LANDSCAPE REQUIREMENTS:**

37. 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 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.
38. Prior to issuance of any public improvement permit, the Owner/Permittee shall submit complete landscape construction documents for ROW 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. Plant material located in the public ROW, other than trees, shall not exceed 36 inches in height.
39. 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 in DSD. Construction plans shall provide a 40-square-foot area around each tree that is unencumbered by hardscape and utilities unless otherwise approved per Sec. 142.0403(b)5.
40. 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.'
41. 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.
42. 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:**

43. Floor Area Ratio (FAR) Bonus: The Project achieves a FAR of **16.72** through the following FAR bonuses to increase the Project FAR above the Base Maximum of 6.0 pursuant to the SDMC:
- a. *Sec. 156.0309(e)(7) FAR Payment Program* – The Project is entitled to **1.0** FAR (20,063 SF) under the FAR Payment Bonus Program. The Owner and/or Permittee will be required to pay \$392,633 (based on the FY 2020 fee structure at \$19.57 per SF) prior to the issuance of a building permit for the Project, which will be deposited into a fund to be used for the construction of public parks and enhanced public ROW improvements in the DCP area.
  - b. *Sec. 156.0309(e)(3) Three-Bedroom Units* – The Project is entitled to **1.0** FAR (20,063 SF) for the provision of 23 three-bedroom DU, equivalent to 5% of the total 443 DU within the development. The development shall provide a minimum of 80% of the gross floor area for residential uses. Each bedroom in the DU used to earn the FAR bonus shall contain a minimum of 70 SF, with additional area for an enclosed closet. Covenants, Conditions and Restrictions (CC&R's) shall be recorded on the property to ensure the number of bedrooms in the DUs used to earn the FAR are not reduced. Such CC&Rs shall be in a form approved by DSD and the City Attorney's Office and shall be recorded prior to issuance of a Building Permit.
  - c. Affordable Housing Regulations - The Project is entitled to the following FAR Bonuses through compliance with the Affordable Housing Regulations (AHR) (SDMC Chapter 14, Article 3, Division 7) by providing 11 DU (5% of the number of DU in the Pre-AHR FAR Bonus FAR) restricted to persons qualifying as very low-income residents with rents of no more than 30% of 50% of area median income (AMI). A written agreement and a deed of trust securing the agreement shall be entered into by the Applicant and the President and Chief Executive Officer of the San Diego Housing Commission prior to the issuance of a building permit.
    - i. *Sec. 143.0720(l)(8) No Height or Setback Deviations* – The Project is entitled to a 10% FAR Bonus of **0.8** FAR (16,050 SF) for not requesting an incentive or waiver to exceed the maximum structure height or setbacks of the base zone.
    - ii. *Sec. 143.0720(l)(9) Micro-Unit Development* – The Project is entitled to a 100% FAR Bonus of **8.0** FAR (160,504 SF) by constructing a micro-unit development with an average DU size for 600 SF and no single DU exceeding 800 SF.
44. Affordable Housing Regulations – The Project is entitled to the following incentives and waivers through compliance with the AHR by providing 11 DU (5% of the number of DU in the Pre-AHR FAR Bonus FAR) restricted to persons qualifying as very low-income residents with rents of no more than 30% of 50% of area median income (AMI). A written agreement and a deed of trust securing the agreement shall be entered into by the Applicant and the President and Chief Executive Officer of the San Diego Housing Commission prior to the issuance of a building permit.
- a. *Incentive – Sec. 156.0310(d)(3)(A) Tower Lot Coverage* – Increase the allowable maximum tower lot coverage from 50% to 51%.

- b. *Waiver – Sec. 142.0560(j)(3) Driveway and Access Regulations* – Reduce the required distance from south property line to the driveway on Seventh Avenue from three feet to zero feet.
  - c. *Waiver – Sec. 156.0310(g)(3) Private Open Space* – Reduce the number of required DU with private open space (balconies) from 50% of DU (222 DU) to 9.7% of DU (43 DU)
  - d. *Waiver – Sec. 156.0311(d)(1) Transparency* – Reduce the minimum ground level transparency from 60% of the building façade to 37% on Sixth Avenue and 56% on Seventh Avenue.
45. **Parking:** No on-site parking is required for the residential DUs and the Project shall not provide more than 443 parking spaces for the residential DUs (one space per DU, excluding tandem spaces). The Project proposes 52 total parking spaces within a two-level subterranean parking garage. The parking spaces shall be designed to City standards, except as permitted in SDMC Sec. 156.0313(k).
46. **Motorcycle Parking:** One motorcycle parking space shall be provided for every ten parking spaces provided for the residential DU, or 5 spaces with the 52 parking spaces as proposed.
47. **Bicycle Parking:** Secured bicycle storage shall be provided to accommodate a minimum of 88 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.
48. **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.
49. **Architectural Standards:** The architecture of the development shall establish a high quality of design and complement the design and character of the East Village neighborhood as shown in the approved Exhibit "A," on file at DSD. The development shall utilize a coordinated color scheme consistent with the approved Exhibit "A," on file at DSD.
50. **Form and Scale:** The development is permitted to consist of a 37-story mixed-use development (approximately 430 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. Any changes to the development as shown in Exhibit "A" shall be reviewed by the City to determine the appropriate process for approval.
51. **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.

52. **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.
53. **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.
54. **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.
55. **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.
56. **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.

57. **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.
58. **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.
59. **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.
60. **Street Address:** Building address numbers shall be provided that are visible and legible from the ROW.
61. **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.
62. **Off-Site Improvements:** Public improvements shall be installed in accordance with the Centre City Streetscape Manual (CCSM) and City Street Design Manual as follows:

	Sixth Avenue	Island Avenue	Seventh Avenue
Sidewalk Paving	Gaslamp Quarter Paving	Island Avenue Paving	Ballpark Paving
Street Lights	Gaslamp Light	Standard	Standard
Street Trees	Bradford Pear	Chinese Evergreen Elm	Brisbane Box
Tree Grates	CCDC Standard	Special	Special

63. **Litter Containers:** The development shall include two trash receptacles, one at each intersection.
64. **Planters:** Planters shall be permitted to encroach into the ROW a maximum of three feet. The planter encroachment shall be measured from the property line to the face of the curb/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.
65. **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.

66. 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. The construction fence, any construction staging area, any pedestrian passageway associated with the project construction, or any similar construction-related feature may not encroach into Third Avenue beyond the existing curb line on the east side of the street. All aforementioned construction features must be located within the extant Third Avenue sidewalk area.
67. Development Identification Signs: Prior to commencement of construction on the site, the Owner and/or Permittee shall prepare and install, at its cost and expense, one sign on the barricade around the site which identifies the development. The sign shall be at least four feet by six feet and be visible to passing pedestrian and vehicular traffic. The signs shall at a minimum include: 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.

**PUBLIC UTILITIES REQUIREMENTS:**

68. 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.
69. Prior to the issuance of any building permits, the Owner/Permittee shall assure, by permit and bond, the design and construction of new water 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 right-of-way adjacent to the project site, in a manner satisfactory to the Public Utilities Director and the City Engineer.
70. Prior to the issuance of any building permits, the Owner/Permittee shall apply for a plumbing permit for the installation of appropriate private back flow prevention device(s) (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.
71. Prior to the issuance of any building permits, the Owner/Permittee shall obtain approval from Cross-Connection Control for location and installation of the BFPD.
72. 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 Seventh Avenue ROW as shown on the approved Exhibit "A", in a manner satisfactory to the Public Utilities Director and the City Engineer.

73. The Owner/Permittee shall be responsible for any damage caused to City water and sewer facilities within the vicinity of the project site, due to the construction activities associated with the Project, in accordance with SDMC Sec. 142.0607. In the event that any such facility loses integrity then, the Owner/Permittee shall repair or reconstruct any damaged public water and sewer facility in a manner satisfactory to the Public Utilities Director and the City Engineer.
74. Prior to the issuance of any building permits, the Owner/Permittee shall obtain an Encroachment Maintenance Removal Agreement (EMRA), from the City Engineer, for the private sewer facilities encroaching into the public ROW.
75. Prior to the issuance of any building permit the Owner/Permittee shall provide evidence to the Public Utilities Director and the City Engineer indicating that all on-site sewer and off-site sewer basin requirements have been satisfied.
76. 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.
77. 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.
78. 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:**

79. 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.

## ATTACHMENT 5

APPROVED by the Planning Commission of the City of San Diego on June 9, 2022 and Resolution No. \_\_\_\_-PC.

Approval No. SDP 2541003, NDP 2541004

Project No. 687976

Date of Approval: June 9, 2022

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.

Owner/Permittee

By \_\_\_\_\_  
Jeremy Lui  
Island Sky Place, LLC

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

ATTACHMENT: Resolution No. \_\_\_\_-PC

**CEQA CONSISTENCY EVALUATION  
FOR THE  
611 ISLAND AVENUE PROJECT  
PTS No. 0687976**

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

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**LIST OF ACRONYMS AND ABBREVIATIONS**

ADT	average daily trips
AHR	Affordable Housing Regulations
ALUCP	Airport Land Use Compatibility Plan
APN	Assessor's Parcel Number
BMP	Best Management Practice
CAP	Climate Action Plan
CAP FEIR	City of San Diego Final Environmental Impact Report for the Climate Action Plan
CBC	California Building Code
CCDC	Centre City Development Corporation
CCPDO	Centre City Planned District Ordinance
CEQA	California Environmental Quality Act
City	City of San Diego
CNEL	community noise equivalent level
dB(A)	A-weighted decibels
DCP	Downtown/Centre City Community Plan
DIF	Development Impact Fee
DOC	California Department of Conservation
DTSC	California Department of Toxic Substances
DU	dwelling unit
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
EV	electric vehicle
FAA	Federal Aviation Administration
FAR	floor-to-area ratio
FEIR	Final Environmental Impact Report
GHG	greenhouse gas
I-5	Interstate 5
LOS	level of service
MMRP	Mitigation, Monitoring and Reporting Program
NDP	Neighborhood Development Permit
NS	Not Significant
PLWTP	Point Loma Water Treatment Plant
PRC	Public Resources Code
SANDAG	San Diego Association of Governments
SB	Senate Bill
SDAPCD	San Diego Air Pollution Control District
SDBL	State Density Bonus Law
SDIA	San Diego International Airport
SDMC	San Diego Municipal Code
SDP	Site Development Permit
SEIR	Final Supplemental Environmental Impact Report
sf	square feet
SM	Significant but Mitigated
SMP	Soil Management Plan



SNM	Significant and Not Mitigated
SWPPP	Storm Water Pollution Prevention Plan
SWQMP	Stormwater Quality Management Plan
SWRCB	State Water Resources Control Board
TPA	Transit Priority Area
WSA	water supply assessment

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## CEQA CONSISTENCY EVALUATION

1. **PROJECT TITLE:** 611 Island Avenue Project
2. **APPLICANT:** Island Sky Place, LLC
3. **PROJECT LOCATION:** The 611 Island Project (project) is located in downtown San Diego (City) in western San Diego County at 611 Island Avenue, between Fifth and Sixth Avenues (Figure 1, *Regional Location*). The project site consists of a 0.46-acre (20,063-square foot [sf]) property on Assessor's Parcel Number (APN) 535-116-01, bound by Island Avenue to the north, 7<sup>th</sup> Avenue to the east, residential and commercial buildings to the south, and 6<sup>th</sup> Avenue to the west (Figure 2, *Project Vicinity*). The property is within the City of San Diego Downtown Community Plan (DCP) area, which designates a variety of uses, including office, residential, hotel, research and development, and educational and medical facilities.

The DCP area includes approximately 1,500 acres within the metropolitan core of the City, bounded by Laurel Street and Interstate 5 (I-5) on the north; I-5, Commercial Street, 16<sup>th</sup> 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, west, and southwest. The major north-south access routes to downtown are I-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, Greater Golden Hill and Sherman Heights to the east, Barrio Logan and Logan Heights to the South, and the City of Coronado to the west across San Diego Bay.

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

The project site is currently occupied by the four-story Ballpark Self Storage facility. The site is zoned as CCPD-ER (Centre City Planned District - Employment/Residential Mixed-Use) in the City's Zoning Map and within the East Village district and Ballpark sub-district of the DCP. While the project site is within the Ballpark sub-district of the DCP, the project site is not within the Ballpark Mixed-Use area of the CCPDO and is zoned as Employment/Residential Mixed Use. The project is hugged to the south by a 13-level Courtyard Marriott with roof lounge and the 10-level Solamar San Diego hotel. Other surrounding land uses include a restaurant to the north, offices to the east, and a nightclub and hotel to the west.

5. **PROJECT DESCRIPTION:** The project proposes a 37-story mixed-use development that will provide 443 residential dwelling units, 985 square feet of commercial space, and 52 residential parking spaces. The project consists of two levels of below grade parking, four podium levels of residential development (ground floor service spaces and one retail space), one level of amenities (level 5), and a 31-story residential tower (Figures 3a-3d, *Project Elevations*). The

proposed 443 residential dwelling units would consist of loft, studio, one-bedroom, two-bedroom, and three-bedroom units. The project entails the demolition of the interior of the existing Ballpark Self Storage facility and the rehabilitation of the historical façade of the Klauber-Wagenheim Company Building.

In the DCP, development intensity is measured as floor-to-area ratio (FAR), which is the gross floor area divided by the lot area. The proposed FAR is 16.72 and within the 16.8 FAR. The 16.8 FAR includes the base FAR of 6.0, plus FAR bonuses earned for including certain project amenities set forth in SDMC Sections 156.0309 and 143.0720: 1.0 FAR for providing 3 bedrooms on 5 percent of dwelling units; 1.0 FAR pursuant to the FAR purchase program, which helps to fund downtown parks; 8.0 FAR for providing micro-units while providing affordable housing consistent with the City Affordable Housing Regulations (AHR) implementing the State Density Bonus Law (SDBL); and 0.8 FAR for not requiring waivers for building height or setbacks while complying with the AHR. The Project FAR therefore complies with the SDMC and is consistent with the density anticipated for the downtown area and analyzed in 2006 Downtown Community Plan EIR, the 2015 Climate Action Plan EIR (GHG), the 2016 Downtown Mobility Plan EIR, the General Plan EIR, and the 2020 Complete Communities and Mobility Choices EIR and related supplements and addendums.

- 6. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE:** CEQA encourages reliance on a program EIR or other EIR previously adopted for a project.<sup>1</sup> The City has adopted several programmatic EIRs for its downtown planning documents, all with the goal of facilitating and streamlining downtown development. By analyzing the potential environmental impacts of buildout of the downtown land use plans, the City allows later development to enjoy streamlined CEQA analysis if they comply with the project scope analyzed in those previous EIRs.

The following environmental documents and their appendices, which were prepared prior to this Consistency Evaluation, are hereby incorporated by reference:

1. FEIR for the DCP, CCPDO, and Tenth 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.

<sup>1</sup> Public Resources Code § 21003(f); CEQA Guidelines § 15152, 15168, 15183.

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. 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.
10. General Plan FEIR (GP FEIR) consisting of (i) Land Development Code FEIR No. 96-0333 (SCH 96081056) certified November 18, 1997 (Resolution No. R-289458) and associated environmental determinations; (ii) General Plan PEIR No. 104495 (SCH 2006091032) certified March 10, 2008 (Resolution No. R-2008-685) and associated addenda; (iii) Public Resources Code (PRC) Section 21166 analysis covering City Council's approval of the City's Affordable Housing Density Bonus Regulations (San Diego Municipal Code ["SDMC"] section 143.0710 et seq.) on March 6, 2018 and March 22, 2018 (City Council Resolution No. R-311593 and City Council Ordinance No. O-20916, respectively); and (iv) CEQA Guidelines Section 15378 not a project determination and CEQA Guidelines Section 15183 analysis covering City Council's approval of the City's Inclusionary Affordable Housing Regulations (SDMC section 142.1301 et seq.) on December 10, 2019 (City Council Resolution No. R-312784) and on January 14, 2020 (City Council Ordinance No. O-21167, respectively).
11. City of San Diego Final Program Environmental Impact Report No. 2019060003 for Complete Communities: Housing Solutions and Mobility Choices (Complete Communities FEIR) 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. O-21274 on December 9, 2020.

As used herein, the term "FEIR or Downtown FEIR" refers to the 2006 FEIR and all the addenda and supplemental environmental documentation referenced in 1 thru 8 above; the term "CAP FEIR" refers to the 2015 FEIR and the Addendum referenced in 9 above, the term "GP FEIR" refers to the 2008 FEIR and the EIRs, addenda, and CEQA Section 21166 analysis referenced in 10 above, and the term "Complete Communities FEIR" refers to the 2020 FEIR and associated resolutions amending the Land Development Manual to amend the transportation threshold as

well as adding the new Transportation Study Manual (TSM) and Mobility Choices Regulations as referenced in 11 above.

The FEIR, GP FEIR, CAP FEIR, and Complete Communities FEIR (the FEIRs) are Program EIRs prepared in compliance with CEQA Guidelines Section 15168. The aforementioned environmental documents are the most recent and comprehensive environmental documents pertaining to the project. The FEIR and GP FEIR and subsequent addenda are available for review at the offices of the City of San Diego Smart and Sustainability Communities, Urban Division located at 1222 1<sup>st</sup> Avenue, San Diego, CA 92101 and on the City's website at <https://www.sandiego.gov/development-services/news-programs/downtown-development/eirs> and <https://www.sandiego.gov/planning/genplan/documents/peir>. The CAP FEIR and Complete Communities FEIR is available at the offices of the City of San Diego Planning Department located at 9485 Aero Drive, San Diego, CA 92123 and on the City's website at <https://www.sandiego.gov/sustainability/climate-action-plan> and [final\\_peir\\_for\\_complete\\_communities\\_housing\\_solutions\\_and\\_mobility\\_choices.pdf](https://www.sandiego.gov/sustainability/climate-action-plan/final_peir_for_complete_communities_housing_solutions_and_mobility_choices.pdf) ([sandiego.gov](https://www.sandiego.gov)).

Under this process described in CEQA Guidelines Section 15168(c), a Consistency Evaluation is prepared for each subsequent proposed action as a written checklist to determine whether additional environmental documentation beyond the FEIRs must be prepared. No additional documentation is required for subsequent proposed actions if the Consistency Evaluation determines that the potential impacts were within the scope of the FEIRs and subsequent proposed actions implement appropriate feasible mitigation measures identified in the Mitigation Monitoring and Reporting Programs (MMRPs) that accompanies the FEIRs.

Through its CEQA Guidelines 15162 analysis, the Consistency Evaluation identifies whether additional environmental documentation is required. The form of this documentation depends upon the nature of the impacts of the subsequent proposed action being proposed. A Subsequent or Supplemental Environmental Impact Report would be prepared in accordance with Sections 15162 or 15163 of the State CEQA Guidelines should the lead agency determine, on the basis of substantial evidence in the light of the whole record, one or more of the three triggers described in CEQA Guidelines Section 15162(a) exist.

Pursuant to CEQA Guidelines 15168(c)(2), if the lead agency under CEQA finds that, pursuant to Sections 15162, no subsequent EIR would be required, the lead agency can approve the subsequent proposed action to be within the scope of the project covered by the FEIRs, and no new environmental document is required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that a legal agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts and covered infrastructure as described in the program EIR. The Downtown FEIR is specific to the Downtown Community Plan Area where the project is located and the others are City-wide, which also includes where the project is located.

7. **PROJECT-SPECIFIC ENVIRONMENTAL ANALYSIS:** See attached Environmental Checklist.
8. **MITIGATION, MONITORING, AND REPORTING PROGRAM:** Mitigation may include, but is not limited to, the mitigation measures found in Volume 1B of the Downtown FEIR. Some of the

mitigation measures found in Volume 1B of the Downtown FEIR 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. Because of this, a project-specific MMRP is included as Appendix A that includes applicable Downtown 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 FEIR prepared for the DCP, CCPDO, and the six subsequent addenda to the FEIR listed in Section 6 above, as well as the SEIR for the Downtown San Diego Mobility Plan, the CAP FEIR, GP FEIR, and the Complete Communities FEIR.

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.

The Downtown FEIR and its subsequent addenda and CAP FEIR, as listed in Section 6 above, conclude that development downtown would result in significant impacts related to the following issues (mitigation and type of impact shown in parentheses):

Significant but Mitigated Impacts

- Air Quality: Construction Emissions (AQ-B.1) (Direct [D])
- Land Use: Ballpark Noise (LU-B.1) (D)
- Land Use: Ballpark Lighting (LU-B.5) (D)<sup>2</sup>
- Noise: Interior from Traffic Noise (NOI-B.1) (D)
- Noise: Interior from Ballpark Noise (NOI-B.2) (D)
- Historical Resources: Paleontological (PAL-A.1) (D)

Significant and Not Mitigated Impacts

- Aesthetics/Visual Quality: Views of Bay and Bay Bridge (VIS-B.1) (D)<sup>2</sup>
- 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)<sup>2</sup>
- Land Use: Railroad Noise (LU-B.4) (D)<sup>2</sup>
- 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)
- Noise: Exterior Traffic Noise in Residential Development (NOI-C.1) (D)
- Noise: Exterior Aircraft Noise in Residential Development (NOI-C.2) (D)<sup>2</sup>
- Noise: Exterior Traffic Noise in Public Parks and Plazas (NOI-D.1) (D)<sup>2</sup>

<sup>2</sup> Not applicable to the project

- Noise: Exterior Aircraft Noise in Public Parks and Plazas (NOI-D.2) (D)<sup>2</sup>
- Parking: Excessive Parking Demand (TRF-D.1) (D/C)<sup>2</sup>
- Traffic: Impact on Grid Streets (TRF-A.1.1) (D)<sup>2</sup>
- Traffic: Impact on Surrounding Streets (TRF-A.1.2) (D/C)<sup>2</sup>
- Traffic: Impact on Freeway Ramps and Segments (TRF-A.2.1) (D/C)<sup>2</sup>
- Traffic: Impact from Removal of Cedar Street Ramp (TRF-A.2.2) (D)<sup>2</sup>
- Water Quality: Urban Runoff (WQ-A.1) (C)

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

#### Overriding Considerations

- Develop Downtown as the primary urban center for the region.
- Maximize employment opportunities within the 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.

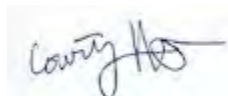
**10. SUMMARY OF FINDINGS:** In accordance with PRC Section 21166 and CEQA Guidelines Sections 15168, 15162, and 15180(c) the following findings are derived from the environmental review documented by this Consistency Evaluation and the FEIRs:

1. No substantial changes are proposed in the Centre City Redevelopment Project, or with respect to the circumstances under which the Centre City Redevelopment Project is to be undertaken as a result of the development of the proposed project, which will require important or major revisions in the Downtown FEIR, GP FEIR, CAP FEIR, or Complete Communities FEIR, 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 Centre City Redevelopment Project, which was not known and could not have been known with the exercise of reasonable diligence at the time the Downtown FEIR, GP FEIR, CAP FEIR, or Complete Communities FEIR 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, GP FEIR, CAP FEIR, or Complete Communities FEIR; or that any significant effects previously examined will be substantially more severe than shown in the Downtown FEIR, GP FEIR, CAP FEIR, and Complete Communities EIR 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, but the project proponents decline to adopt it; or that any mitigation measures or alternatives, which are considerable different from those analyzed in the Downtown FEIR, GP FEIR, CAP FEIR, or Complete Communities FEIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt it;

3. The proposed project will have no significant effect on the environment, except as identified and considered in the Downtown FEIR, GP FEIR, CAP FEIR, and Complete Communities FEIR that analyze the Centre City Redevelopment Project 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 Centre City Redevelopment Project covered by the Downtown FEIR, GP FEIR, CAP FEIR, and Complete Communities FEIR, and no new environmental document is required.
5. The finding that the proposed project is within the scope of the Downtown FEIR, GP FEIR, CAP FEIR, and Complete Communities FEIR 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 (residential and commercial), overall planned intensity (approximately 16.72 FAR), and geographic location (Downtown San Diego outside the Employment Required Overlay) were analyzed in the Downtown FEIR, GP FEIR, CAP FEIR, and Complete Communities FEIR.
6. The City has incorporated feasible and applicable mitigation measure and alternatives into the proposed project.



for Jeff Szymanski, Senior Planner

Signature of Lead Agency Representative/Preparer

4/11/2022

Date

Figure 1 – Regional Location

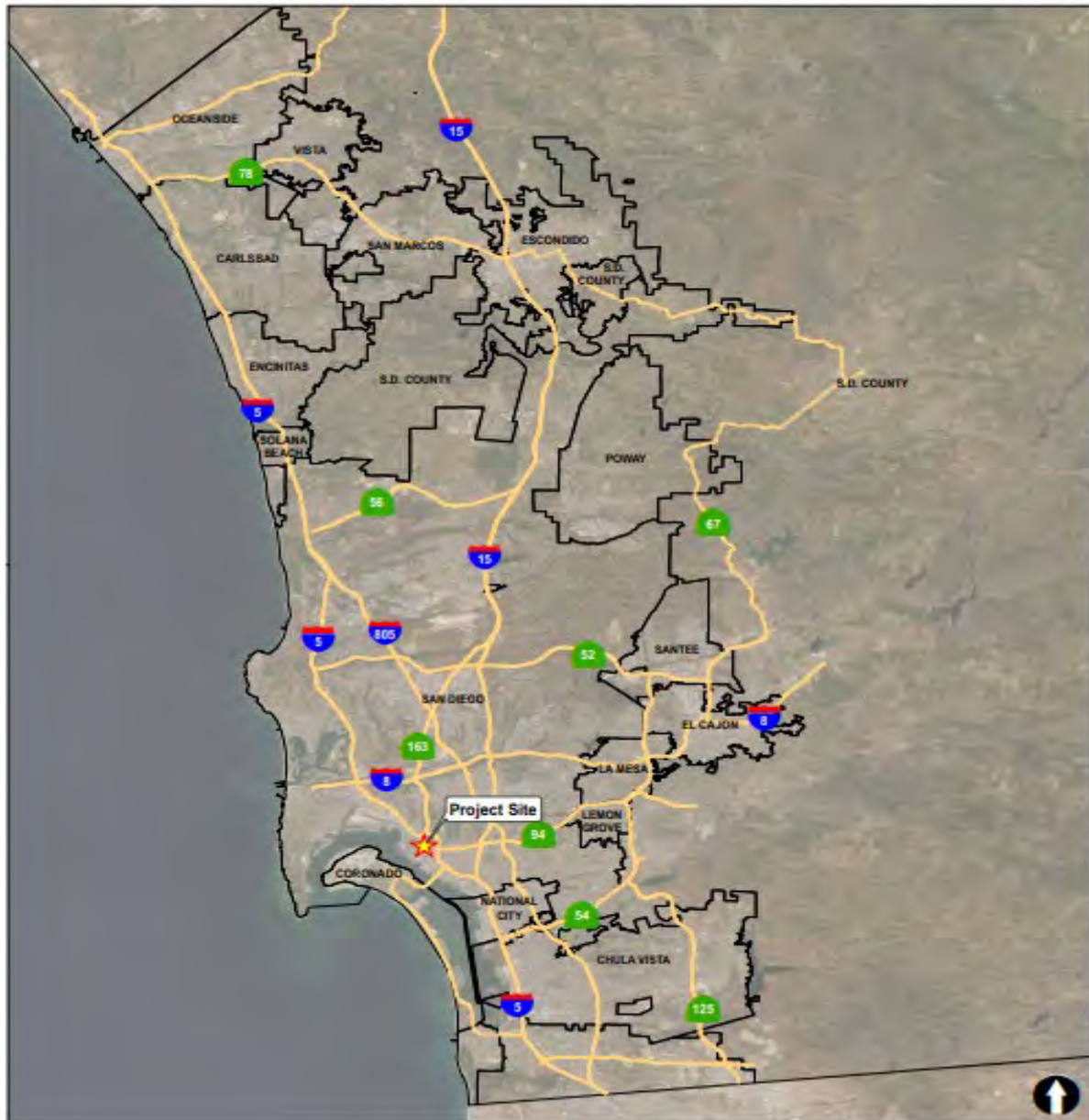


Figure 2 – Project Vicinity



### 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 FEIR, GP FEIR, and CAP FEIR 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 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 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 FEIR, or applicable sections of the GP FEIR and CAP FEIR, then it is noted in the analysis as a significant and unmitigated impact that would trigger the need for a SEIR.
- **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 analyses in the FEIR, GP FEIR, CAP FEIR, and Complete Communities FEIR. This Consistency Evaluation primarily analyzes the project's consistency with the Downtown FEIR, unless there has been a subsequent update to CEQA Guidelines such that a more recent environmental document's analysis applies to a specific impact area or threshold. Instances where consistency is evaluated with regards to a document besides the Downtown FEIR are noted in the evaluation below. 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 FEIR, GP FEIR, CAP FEIR, and/or Complete Communities 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)
<b>1. Aesthetics/Visual Quality</b>						
<p>(a) <b>Substantially disturb a scenic resource, vista, or view from a public viewing area or substantially degrade a scenic resource? <i>Not Significant</i></b></p> <p><u>FEIR Summary:</u> There are no designated scenic resources within the downtown planning area, and thus no significant impacts regarding scenic resources would occur. The FEIR concludes that there would also be no significant impact to the skyline views from Balboa Park or to views of San Diego Bay along the north-south trending Sixth Avenue and Park Boulevard.</p> <p>However, implementation of the DCP would substantially block views of the San Diego Bay and the San Diego-Coronado Bay Bridge currently seen from Balboa Park and Highway 94 through the construction of taller buildings. The DCP and CCPDO would ensure buildings are not unattractive but would not be able to restrict building height without compromising the DCP's goals. Thus, the FEIR concludes that the impact on public views would be significant and not mitigated.</p> <p><u>Project Summary:</u> As stated in the Downtown FEIR, there would be no impact to skyline views or views of San Diego Bay along Sixth Avenue, where the project would be located. The view corridors established within the DCP to maintain views of the San Diego Bay do not intersect with the project site. The project would involve the construction of a 37-story building in the East Village, which would not significantly alter existing views of the San Diego Bay or San Diego-Coronado Bay Bridge from Balboa Park and Highway 94. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>					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)
<p>(b) <b>Substantially incompatible with the bulk, scale, color, and/or design of surrounding development? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concluded that there would be no significant impacts related to incompatible bulk, scale, color, or design associated with future development in the DCP's Ballpark sub-district.</p> <p>The Ballpark Protection Overlay, established as a result of the Ballpark SEIR and incorporated into the DCP, would protect surrounding development from visually incompatible land uses by minimizing light, glare, and shadow impacts, and by defining design criteria for signs. Additionally, Urban Design Standards contained in the CCPDO would ensure compatible building scales and styles.</p> <p><u>Project Summary:</u> The project would comply with design standards, ordinances, and FAR requirements applicable to its location in the East Village Ballpark sub-district, such that the project would not be incompatible with surrounding development. Deviations from the CCPDO requested as incentives and waivers through utilization of the San Diego Municipal Code Affordable Housing Regulations (AHR) (Ch. 14, Art. 3, Div. 7) include a minor deviation of lot coverage, limited private open space, street-level transparency, and curb setback, as well as a Neighborhood Development Permit (NDP) for a right-of-way encroachment such that the historical façade of the building can be maintained. These deviations would not create incompatibility with the surrounding bulk, scale, color, or design of surrounding development. Further, Development that meets the applicable requirements of the AHR shall be entitled to waivers (SDMC Section 143.0743(b)) and incentives (SDMC Section 143.0740(c)(1)) unless the City makes a written finding of denial based upon substantial evidence. Each of the requested</p>					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)
<p>incentives and waivers were reviewed as they relate to the proposed design and use of the proposed Project on the Barrio Logan site, the site layout, and the impact on the surrounding neighborhood. Staff has determined that they are appropriate and will result in a better project that efficiently utilizes the property while meeting the purpose and intent of the Barrio Logan Community Plan. Additionally, NDP findings prepared during the permitting process for the encroachment found that “the project’s deviations are appropriate for the project and the location and do not adversely affect the applicable land use plan and downtown area,” and were therefore acceptable for issuance of a NDP.</p> <p>CEQA was also amended to affirm that “aesthetic and parking impacts of a residential, mixed use residential or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” (PRC 21099(d)(1)). The proposed project is a mixed-use residential project with residential and commercial uses, surrounded by urban development, and located within half a mile of a major transit stop. Therefore, any aesthetic impact of the project from its bulk, scale, color and/or design on surrounding development cannot be considered significant.</p> <p>The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review related to surrounding development, and no mitigation would be required.</p>						
<p>(c) <b>Substantially affect daytime or nighttime views in the area due to lighting? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The Downtown FEIR concludes that no significant impacts related to lighting would occur with</p>					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)
<p>implementation of the DCP. The DCP and CCPDO include policies to prevent adverse effects due to lighting.</p> <p><u>Project Summary:</u> As discussed above in section 1(b), Public Resources Code Section 21099(d)(1), has been amended since the FEIR was written to redefine aesthetic impacts for specific project types. The proposed project is a mixed-use residential project within a transit priority area (TPA) and therefore cannot be considered to have significant impacts related to aesthetics.</p> <p>Although the DCP mentions that the proposed CCPDO requires all buildings over 75 feet in height to prepare a light, glare, and shadow study, the CCPDO has since been amended to only require these studies where development may impact the ballpark. The project site is not within the planning area where a light, glare, and shadow study would be required related to the ballpark.</p> <p>Further, the project would comply with City regulation regarding light and glare to minimize adverse impacts. The project site is in an urban area where light and glare already exist such that the project would not substantially affect daytime or nighttime views due to its lighting. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>						
<b>2. Agricultural Resources</b>						
<p>(a) <b>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that no impacts to farmland would occur with implementation of the DCP.</p>					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)
<p><u>Project Summary:</u> There is no land that contains soils that would be considered prime agricultural soils or land that would be designated as Farmland by the California Department of Conservation (DOC) in the DCP. Therefore, there would be no conversion of land of Farmland to a non-agricultural use. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>						
<p>(b) <b>Conflict with existing zoning for agricultural use, or a Williamson Act contract? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that no impacts to agricultural zoning would occur with implementation of the DCP, as there are no Williamson Act contracts in the planning area or nearby.</p> <p><u>Project Summary:</u> As discussed in the DCP, the planning area, and therefore the project site, is not located on or near land zoned for agriculture or land that has a Williamson Act contract. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>					X	X
<b>3. Air Quality</b>						
<p>(a) <b>Conflict with or obstruct implementation of an applicable air quality plan, including the County's Regional Air Quality Strategies or the State Implementation Plan? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The 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</p>					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)
<p>planning as it would implement strategies and policies to reduce air pollution.</p> <p>As discussed in the FEIR, the mixed-use emphasis proposed in the DCP as well as the DCP area's proximity to a variety of transit opportunities would reduce mobile source emissions. The DCP also represents smart growth, which would be consistent with the goals and policies of the San Diego Air Pollution Control District (SDAPCD).</p> <p><u>Project Summary:</u> The proposed project would be consistent with goals of the DCP to represent smart growth through the creation of residential uses near existing mixed-use and employment areas. There are existing bus stops located approximately 500 feet north of the project site along Market Street. In addition, there is a trolley stop at the Gaslamp Quarter Station located south of the Proposed Project within a half-mile walking distance. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>						
<p>(b) <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? <i>Significant but Mitigated.</i></b></p> <p><u>FEIR Summary:</u> The Downtown FEIR concludes that emissions generated during demolition and construction activities could exceed acceptable local standards and pose a health risk to nearby sensitive receptors. The FEIR identifies Mitigation Measure AQ-B.1-1, which requires dust control measures to be implemented during demolition and construction. With implementation of Mitigation Measure AQ-B.1-1 and compliance with the City</p>			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)
<p>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 significant level. The 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.</p> <p><u>Project Summary:</u> The project would involve exposure of sensitive receptors to substantial air contaminants during short-term demolition of existing buildings and construction activities. The potential for impacts to sensitive receptors during these activities would be mitigated to below a significant level 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.</p> <p>As discussed in the FEIR, sensitive receptors would not be exposed to increased health risks with implementation of the DCP, as major sources of air pollution would not be created. The residential and commercial uses of the proposed project would not create health risks to sensitive receptors during operation.</p> <p>Section 16 of this Consistency Evaluation further discusses impacts to transportation. While the proposed project would increase the total number of vehicle trips in the DCP area, the project would generate fewer than 2,400 daily trips and not require further transportation study under the DCP. The project's location near commercial, retail, office, and other amenity uses would encourage residents to use alternative transportation methods such as walking, biking, or riding public transit, which would contribute to air quality benefits. The use of alternative modes of</p>						

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)
<p>transportation would reduce vehicular use and thus decrease (or not lead to an increase of) carbon dioxide emissions and other criteria pollutants. As a result, the project would not expose sensitive receptors to significant levels of any of the substantial air contaminants and would be consistent with the development projections in the FEIR.</p> <p>The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review related to air quality impacts to sensitive receptors. As discussed in the 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 demolition and construction activities (see Appendix A).</p>						
<p>(c) <b>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?</b>  <b><i>Significant and Not Mitigated for cumulative impacts.</i></b>  <b><i>Significant but Mitigated for direct impacts.</i></b></p> <p><u>FEIR &amp; Complete Communities FEIR Summary:</u> The Downtown FEIR concludes that emissions generated during demolition and construction activities could exceed acceptable local standards result in significant impacts. As discussed above in section 3(b), the FEIR identifies Mitigation Measure AQ-B.1-1, which requires dust control measures to be implemented during demolition and 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 significant level.</p>		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)
<p>Mobile source emissions combined with other emissions in the San Diego Air Basin would result in a significant cumulative impact.</p> <p>The Complete Communities FEIR's additional analysis of air quality impacts concluded that focusing residential development would support the reduction of mobile source emissions. The Complete Communities FEIR further notes that there are no additional feasible mitigation measures available to reduce air quality impacts beyond adherence to applicable regulations, which would reduce impacts but may not reduce cumulative impacts below significant levels.</p> <p><u>Project Summary:</u> As identified in the Downtown FEIR, demolition and construction of the proposed project would create emissions that would be significant impacts without mitigation. Implementation of Mitigation Measure AQ-B.1-1 and compliance with the City's dust control measures and other standards would reduce project impacts to less than significant levels.</p> <p>Vehicle traffic associated with the project would not exceed air quality significance standards, however, in combination with dust generated during demolition and proposed construction of the project, it would contribute to the significant and unmitigated cumulative impact to air quality identified in the FEIR. Total daily trips would not be increased by more than 2,400 additional average daily trips (ADT), which is the threshold for significant trip generation identified in the FEIR. The proposed project forecasts 1,790 ADT and would therefore be consistent with the analysis previously completed in the FEIR. While emissions were cumulatively considerable in the FEIR, implementation of the DCP would ultimately decrease vehicle emissions as it concentrates development in an area that is well served by transit and offers a variety of opportunities to work and</p>						

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)
<p>live in the same area. The project would add residential units to this area, which is close to employment opportunities and transit stations. The significant and unmitigated cumulative impacts related to air quality were previously identified in the FEIR and the project's contributions to these impacts do not require further environmental documentation related to the proposed project.</p> <p>The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review related to air contaminants. As discussed in the 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 demolition and construction activities (see Appendix A). As identified in the FEIR, cumulative impacts to the San Diego Air Basin cannot be mitigated.</p>						
<b>4. Biological Resources</b>						
<p>(a) <b>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? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that no significant impacts to sensitive species would occur with implementation of the DCP.</p> <p><u>Project Summary:</u> The DCP planning area, as discussed in the FEIR, covers a highly urbanized area with minimal plant and animal species. There are no sensitive plants or animals, native habitats, or wildlife migration corridors in the DCP area or project site. Therefore, the project does</p>					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)
not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						
<p>(b) <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? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that no significant impacts to riparian habitat or other sensitive natural communities would occur with implementation of the DCP.</p> <p><u>Project Summary:</u> The DCP covers a highly urbanized area with little to no native habitat. There have been no sensitive communities identified in the planning area or in plans covering the area. The project site currently is developed with a storage facility and does not contain riparian or other natural communities. As applicable, the project would comply with local, state, and federal plans and policies. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>					X	X
<b>5. Historical Resources</b>						
<p>(a) <b>Substantially impact a significant historical resource, as defined in § 15064.5? <i>Significant and Mitigated.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that significant impacts to historical resources have the potential to occur with implementation of the DCP and cannot be presumed to be mitigated below a significant level with implementation of the identified mitigation measures. Mitigation Measures HIST-A.1-1, HIST-A.1-2, and HIST-A.1-3 outline measures for identifying historic resources, permitting and constructing</p>			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)
<p>projects proposed to impact historic resources, submitting monitoring verifications, and issuance of demolition permits. Due to Mitigation Measure HIST-A.1-3 allowing pursuit of a demolition permit through the documentation program, impacts cannot be considered less than significant for the DCP. Impacts to San Diego Register Listed resources are considered potentially significant and unmitigated.</p> <p><u>Project Summary:</u> The project site (611 Island Avenue) is listed in the historic resources inventory of the FEIR. The site includes the Klauber-Wangenheim Company Building, which is locally significant for its contributions to early commercial developments in San Diego. The project proposes to alter the interior of the building but would rehabilitate its façade on 6<sup>th</sup> Avenue, 7<sup>th</sup> Avenue, and Island Avenue to maintain the historic character while achieving development goals through residential development.</p> <p>Findings for the Site Development Permit (SDP) and NDP demonstrated compliance with City historic resource regulations through rehabilitation of the façade. The project balances preservation of the historic resource with policies encouraging economic development and housing creation. In accordance with Mitigation Measures HIST-A.1-1, HIST-A.1-2, and HIST-A.1-3 (see Appendix A), a technical report, treatment plan, documentation plan, and monitoring plan have been prepared. A final report will be prepared after construction before issuance of a demolition permit.</p> <p>The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review related to historic resources. As discussed in the FEIR, implementation of Mitigation Measures HIST-A.1-1, HIST-A.1-2, and HIST-A.1-3 would be required prior to and during demolition and construction activities and would mitigate</p>						



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 to historic resources at the project site (see Appendix A).						
<p>(b) <b>Substantially impact a significant archaeological resource pursuant to § 15064.5, including the disturbance of human remains interred outside of formal cemeteries? <i>Significant and Not Mitigated.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that significant archaeological resources may be impacted by implementation of the DCP. Mitigation Measure HIST-B.1-1 lists steps required prior to, during, and after construction for projects with potential to impact archaeological resources. It further details steps to follow if remains are discovered during project activity. Due to the unknown nature of archaeological resources, specifically at undisturbed sites, there is potential for significant impacts to occur.</p> <p><u>Project Summary:</u> An Archaeological Initial Evaluation was conducted in accordance with Mitigation Measure HIST-B.1-1 and included a records search, a Sacred Lands File search, review of historic studies conducted for the project, reports of other studies in the vicinity, and review of historic maps and aerial photographs. Forty archeological resources have been discovered during nearby construction, so there is potential that project activity could encounter archaeological material. The evaluation recommends an archaeological testing program prior to grading and monitoring during all grading, trenching, and other ground-disturbing activity for the project. Mitigation Measure HIST-B.1-1 will be implemented and includes further details regarding monitoring, notification of discoveries, post-construction processes, handling of artifacts, and other regulations (see Appendix A).</p>	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)
The nature and extent of impacts associated with archaeological resources cannot be fully predicted prior to construction and thus, while Mitigation Measure HIST-B.1-1 is expected to mitigate any impact, the project's potential impacts must be considered significant and not mitigated. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review. As discussed in the FEIR, implementation of Mitigation Measures HIST-B.1-1 would be required prior to and during demolition and construction activities to mitigate impacts to archaeological resources (see Appendix A).						
<p>(c) <b>Substantially impact a unique paleontological resource or site or unique geologic feature? <i>Significant but Mitigated</i></b></p> <p><u>FEIR Summary:</u> The Downtown FEIR concludes that significant impacts to paleontological resources have the potential to occur with implementation of the DCP. The FEIR states that any grading or excavation outside of the artificial fill zone, measuring beyond 1 to 3 feet deep, of surficial fills for foundations, subterranean parking, or below-grade features such as utilities has the potential to expose fossil-bearing formations and impact resources. Mitigation Measure PAL-A.1-1 would require construction monitoring and would reduce impacts below a significant level.</p> <p><u>Project Summary:</u> The project site is not located on artificial fill and thus is in an area with potential for paleontological resources to occur. Construction of subterranean parking will require excavation beyond 3 feet deep, which presents the potential for paleontological resources to be encountered. Mitigation Measure PAL-A.1-1 would be implemented to reduce impacts below a significant level by requiring monitoring during ground disturbance and outlining procedures for before, during,</p>			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)
and after construction. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review. Mitigation Measure PAL-A.1-1 would be required for ground-disturbing activities and would reduce impacts to less than significant levels.						
<b>6. Geology and Soils</b>						
<p>(a) <b>Substantial health and safety risk associated with seismic or geologic hazards? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes there would be no significant impact to health or safety related to seismic or geologic hazards with implementation of the DCP. The planning area is subject to earthquakes and liquefaction, however impacts would not be significant with implementation of Health and Safety policies in the FEIR and conformance with design policies, such as the California Building Code (CBC; California Code of Regulations Title 24).</p> <p><u>Project Summary:</u> The project site is not located in one of the active fault zones downtown but is within the City of San Diego Downtown Special Fault Zone that covers the DCP area based on its proximity to faults. The Geotechnical Investigation prepared for the project site did not find evidence of fault traces beneath the site (Geocon 2021a). Ground rupture, liquefaction, tsunamis, seiches, and subsidence were all determined to be insignificant hazards to the project site. Ground shaking may occur; however, the project would be constructed in compliance with CBC requirements for seismic safety to reduce seismic and geologic hazards. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>					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>7. Greenhouse Gas Emissions</b>						
<p>(a) <b>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? <i>Not Significant.</i></b></p> <p><u>CAP FEIR &amp; Complete Communities FEIR Summary:</u></p> <p><b>GHG Emissions (CAP FEIR)</b></p> <p>Impacts related to greenhouse gas (GHG) emissions are identified in the Climate Action Plan (CAP) FEIR. The CAP FEIR analysis included impacts related to anticipated growth, inclusive of the DCP growth projections. The City adopted its CAP Consistency Checklist to provide streamlined review of project level consistency with the CAP. The CAP FEIR concludes that GHG emissions from a project that complies with the CAP are not a significant impact and are not cumulatively considerable.</p> <p>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 impacts.</p> <p><b>Energy (Complete Communities FEIR)</b></p> <p>Energy was added as a separate issue under CEQA after the certification of the CAP FEIR and is contained in the Complete Communities FEIR. Impacts related to this issue area are analyzed related to wasteful energy consumption</p>					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)
<p>or conflicts with energy efficiency plans. The Complete Communities FEIR concludes that development under the Housing Program would not result in significant impacts to energy resources or create conflicts with energy plans or policies, as projects would be required to comply with energy requirements in the state and local regulations.</p> <p><u>Project Summary:</u></p> <p><b>GHG Emissions (CAP FEIR)</b></p> <p>Given consistency with the CAP, further GHG analysis is not required, and emissions are not cumulatively considerable. The project's CAP Checklist demonstrates the project's consistency with the City's CAP through features such as a cool/green roof, low-flow fixtures/appliances, and electric vehicle (EV) charging spaces. Overall, implementation of residential units in proximity to transit corridors would result in a net decrease of GHG emissions over time. The project would contribute to Action 3.6 of the CAP FEIR by implementing development within a TPA. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p> <p><b>Energy (Complete Communities FEIR)</b></p> <p>The project would be constructed in compliance with the energy efficiency requirements contained in the CBC and City's CAP. No inefficient construction practices would be used. Energy use related to transportation would be efficient, as residences would be constructed in a TPA. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>						

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)
<p>(b) <b>Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gas? <i>Not Significant.</i></b></p> <p><u>CAP FEIR Summary:</u> The CAP FEIR concludes that it would not conflict with GHG reduction plans and policies, such as Executive Order S-3-05, Executive Order B-30-15, AB 32, or the CARB Scoping Plan. The CAP would result in the City attaining its share of statewide GHG emission reductions and would otherwise reduce future GHG emissions.</p> <p><u>Project Summary:</u> As discussed further in section 7(a) above, the project would be consistent with the CAP, as demonstrated by the CAP Checklist and verified by City staff. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>					X	X
<b>8. Hazards and Hazardous Materials</b>						
<p>(a) <b>Substantial health and safety risk related to on-site hazardous materials? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that no significant impacts related to on-site hazardous materials would occur with implementation of the DCP. Compliance with regulations related to hazardous materials would be sufficient to reduce impacts and no mitigation would be required.</p> <p><u>Project Summary:</u> The proposed project's primarily residential land use would not introduce a safety risk related to hazardous materials to the site. The project site has a previous report of gasoline-impacted soil that resulted in a case that closed in 2001. Preparation of a Soil Management Plan (SMP) was recommended in the project's Phase II Environmental Site Assessment (ESA) Report because of the gasoline released at the site</p>					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)
(Geocon 2021b). Excavation of hazardous materials during construction activities was a risk identified in the FEIR to be addressed through project-specific Phase II ESAs and remediation measures. The SMP for the project was accepted by the County of San Diego Department of Environmental Health and Quality and determined to prevent health risks at the site. As discussed in the FEIR, compliance with applicable regulations with County approval, reduces potential impacts to less than significant levels. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						
<p>(b) <b>Be located on or within 2,000 feet of a site that is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that projects within the planning area have a high likelihood of being located on or near sites compiled pursuant to Government Code Section 65962.5. Compliance with the applicable regulations would avoid significant impacts to human health and the environment. Implementation of the DCP would not create significant hazards related to hazardous materials sites and no mitigation would be required.</p> <p><u>Project Summary:</u> As discussed in the FEIR, project sites are likely to be located on or near sites listed as hazardous materials sites. However, this would not create a significant hazard given compliance with appropriate regulations.</p> <p>The California Department of Toxic Substances' EnviroStor database lists thirteen hazardous materials sites within 2,000 feet of the project site (DTSC 2022). All thirteen of these sites are designated as "Evaluation" status, which</p>					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)
<p>indicates suspected, but unconfirmed, contaminated sites that need or have gone through a limited investigation and assessment process. If any of these sites are found to have contamination, they would be required to comply with the applicable cleanup program.</p> <p>The State Water Resources Control Board's (SWRCB's) GeoTracker database lists approximately 200 sites within 2,000 feet of the project site. Only seven of these sites are currently open sites. As discussed above in section 8(a), the project site has gasoline-impacted soils, but the preparation of and compliance with the SMP approved by the County, the project would not pose a health risk.</p> <p>As indicated in the FEIR, the project's proximity to hazardous waste sites would not cause a significant impact given compliance with the applicable federal, state, and local regulations. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>						
<p>(c) <b>Substantially impair implementation of an adopted emergency response plan or emergency evacuation plan? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that there would not be significant impacts to emergency preparedness with implementation of the DCP. The City would continue to participate in the Unified San Diego County Emergency Services Organization and implement its Emergency Operations Plan.</p> <p><u>Project Summary:</u> As discussed in the FEIR, the ongoing implementation of the City's Emergency Operations Plan would provide adequate emergency response throughout the City. The project would not prevent or impair</p>					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 this plan and no significant impact would occur. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						
<b>9. Hydrology and Water Quality</b>						
<p>(a) <b>Substantially degrade groundwater or surface water quality? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that no significant impacts related to degradation of groundwater or surface water quality would occur. 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 water quality impacts generated by new development.</p> <p><u>Project Summary:</u> The proposed project has the potential to result in short-term, temporary water quality impacts during construction activities. Water quality control measures would reduce the potential impacts through compliance with (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); (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); or (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. A Storm Water Quality Management Plan</p>					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)
(SWQMP) has been prepared for the project and identified the Best Management Practices (BMPs) that would be implemented to prevent project impacts to water quality. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						
<p>(b) <b>Substantially increase impervious surfaces and associated runoff flow rates or volumes? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that there would not be significant impacts to impervious surface increase or associated runoff flow rates or volumes. The DCP area is composed of mostly impervious surfaces that may be decreased with implementation of the DCP. The hydrology of the DCP area would not be significantly altered, as it is already highly urbanized and the DCP does not propose topographic changes such that runoff patterns would be altered.</p> <p><u>Project Summary:</u> The project site is currently developed and covered with impervious surfaces. The proposed project would decrease impervious surface area at the site by 10.87 percent and would replace the rest of the existing impervious area thereby maintaining a similar level of runoff. The project would be required to comply with City BMPs, as identified in the SWQMP. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>					X	X
<p>(c) <b>Substantially impede or redirect flows within a 100-year flood hazard area? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that there would be no impacts to flood flows with implementation of the DCP.</p>					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)
<p><u>Project Summary:</u> There are no 100-year flood hazard areas in the DCP area and therefore the project site is not within a 100-year flood hazard area. The project would not impede or redirect flows associated with a 100-year flood hazard area. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>						
<p>(d) <b>Substantially increase erosion and sedimentation? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR discusses the potential for erosion and sedimentation 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 FEIR concludes that no significant impacts associated with an increase in erosion or sedimentation would occur with implementation of the DCP.</p> <p><u>Project Summary:</u> The project has the potential to result in erosion and sedimentation temporarily during construction. As discussed in the SWQMP, implementation of BMPs and a Water Pollution Control Plan would be required. These measures would reduce potential impacts to less than significant levels. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>					X	X
<b>10. Land Use and Planning</b>						
<p>(a) <b>Physically divide an established community? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIRs conclude that implementation of the DCP would not result in dividing established</p>					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)
<p>communities. The DCP should create integrated neighborhoods with strengthened community identity. Projects spanning more than one block would be subject to additional review, as they have the potential to divide an established community.</p> <p><u>Project Summary:</u> The proposed project is a residential, mixed-use facility, which complies with the use permitted for the site in the DCP. The project would no span more than one block and would therefore not be considered a large facility that may divide a community. The project footprint would be limited to the footprint of the existing facility. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>						
<p>(b) <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? <i>Not Significant.</i></b></p> <p><u>FEIR &amp; GP FEIR Summary:</u> The Downtown FEIR concludes that implementation of the DCP would not result in significant impacts related to conflicts with applicable land use plans. The DCP further details policies for the development of the downtown area as intended in the City's General Plan and Progress Guide.</p> <p>The GP FEIR includes the Land Development Code FEIR, General Plan PEIR and associated addenda, and PRC Section 21166 analysis covering City Council's approval of the City's Affordable Housing Density Bonus Regulations, which concludes there are no new significant and unmitigated impacts from implementation of the City's Affordable Housing Density Bonus Regulations, which permits floor area ratio bonuses in excess of maximum zoning density for project sites downtown.</p>					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)
<p><u>Project Summary:</u> The proposed project complies with the employment/residential mixed-use category through the creation of residential units and a retail space. Compliance with the assumed land use in the DCP and CCPDO ensures the Downtown FEIR adequately covered project impacts.</p> <p>Development intensity is measured as FAR in the DCP area. The proposed FAR is 16.72 and within the 16.8 maximum allowed and analyzed FAR. The 16.8 FAR includes the base FAR of 6.0, plus FAR bonuses earned for including certain project amenities set forth in SDMC Sections 156.0309 and 143.0720: 1.0 FAR for providing 3 bedrooms on 5 percent of dwelling units; 1.0 FAR pursuant to the FAR purchase program, which helps to fund downtown parks; 8.0 FAR for providing micro-units while providing affordable housing consistent with the AHR and implementing the SDBL; and 0.8 FAR for not requiring waivers for building height or setbacks while complying with the AHR. The Project FAR therefore complies with the SDMC and CCPDO and is consistent with the density anticipated for the Downtown area and analyzed in the FEIR and subsequent land use analysis.</p> <p>As discussed in the FEIR, the DCP is designed to implement the San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP) and would not create conflicts with this plan. The project site is in Review Area 2 and has received the necessary Determination of No Hazard subject to lighting requirements and notification to the Federal Aviation Administration after reaching its greatest height, as detailed in the determinations (FAA 2021a-d).</p> <p>The land use consistency analysis in the permit findings and staff report are incorporated by reference herein. As such, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>						

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) <b>Substantial incompatibility with surrounding land uses? <i>Significant and Not Mitigated.</i></b>	X	X				
<p><u>FEIR Summary:</u> The FEIR concludes that significant land use incompatibility impacts related to noise and lighting would occur with implementation of the DCP. Lighting impacts would occur within areas near Petco Park and would be mitigated by LU-B.5-1. Land use noise impacts would be mitigated by implementing Mitigation Measures LU-B.4-1, NOI-B.1-1, and NOI-B.2-1, which would require project-specific noise studies and mitigation measures for areas exposed to excessive noise as discussed in section 12 of this Consistency Evaluation. Even with implementation of the mitigation measures, impacts related to traffic, aircraft, and railroad noise would be significant and not mitigated.</p> <p><u>Project Summary:</u> The project site is not located in areas where aircraft or train noise exceeds applicable standards. The project site is also not located within two blocks of the ballpark and would therefore not result in associated lighting impacts.</p> <p>However, traffic and ballpark noise levels would exceed 65 A-weighted decibels (dBA) community noise equivalent level (CNEL) in the project area, and interior noise levels within habitable rooms could experience interior noise levels in excess of 45 dBA CNEL. Implementation of the noise attenuation measures required by Mitigation Measures LU-B.4.1, NOI-B.1-1, and NOI-B.2-1 would reduce interior noise levels to 45 dBA CNEL. In accordance with Mitigation Measure NOI-C.1-1, a project-specific analysis was conducted in 2021 for the original project and it was found that traffic noise in outdoor areas could exceed 65 dBA CNEL and would not be mitigated (Veneklasen Associates 2021). Additionally, the analysis determined that noise attenuation measures would reduce noise levels to</p>						

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)
45 dBA CNEL or less in habitable rooms resulting in a less than significant impact. Further discussion of noise impacts and mitigation measures is included in section 12 of this Consistency Evaluation. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review. The project would be required to implement Mitigation Measures LU-B.4.1, NOI-B.1-1, NOI B-2-1, and NOI-C.1-1 (see Appendix A).						
<p>(d) <b>Substantially impact surrounding communities due to sanitation and litter problems generated by transients displaced by Downtown development? <i>Significant and Not Mitigated for cumulative impacts. Not Significant for direct impacts.</i></b></p> <p><u>FEIR Summary:</u> The Downtown FEIR concludes that impacts related to sanitation and litter generated by individuals experiencing homelessness would be significant and unmitigated with implementation of the DCP. The City would continue to support social services and other programs that aim to support people experiencing homelessness as a mitigation effort but would not be able to reduce impacts below a significant level. Specifically identified in the FEIR is support for the Homeless Outreach Team that was created through mitigation in the Ballpark EIR.</p> <p><u>Project Summary:</u> The project site is currently developed and does not provide spaces that are used by people experiencing homelessness. As such, construction of the project would not cause displacement of any individuals.</p> <p>As identified in the FEIR, development of the DCP would overall have a significant cumulative impact on surrounding communities due to displacement of individuals who are experiencing homelessness. The appropriate mitigation for these impacts outlined in the</p>		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)
FEIR is the City's continued support of local social service providers and government programs. This mitigation effort would not be implemented at the project level and as such is not included in Appendix A. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						
<b>11. Mineral Resources</b>						
<p>(a) <b>Substantially reduce the availability of important mineral resources? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that there would be no impacts to mineral resources with implementation of the DCP as there is limited potential for mineral resources to occur and be extracted in the area.</p> <p><u>Project Summary:</u> As discussed in the FEIR, there are not known mineral deposits in the DCP area. Furthermore, the urban nature of the area prevents viable extraction. Therefore, the project would not substantially reduce the availability of important mineral resources. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>					X	X
<b>12. Noise</b>						
<p>(a) <b>Substantial noise generation? <i>Significant but Mitigated.</i></b></p> <p><u>FEIR Summary:</u> The 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 FEIR also concludes that significant impacts associated with</p>			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)
<p>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.</p> <p>However, Mitigation Measure NOI-B.1-1 requires that 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) Community Noise Equivalent Level (CNEL).</p> <p><u>Project Summary:</u> Project construction activities have the potential to cause temporary noise increases. However, compliance with the City's Noise Abatement and Control Ordinance would reduce these impacts to less than significant levels as discussed in the FEIR.</p> <p>Island Avenue and Market Street are identified in the FEIR as expected to experience noise in excess of 65 dB(A) CNEL upon implementation of the DCP. Residential uses facing these road segments could experience interior noise levels above 45 dB(A) if adequate insulation measures are not provided. In accordance with Mitigation Measure NOI-B.1-1, an Exterior Noise and Exterior Façade Acoustical Analysis (Acoustical Analysis) was prepared to identify interior noise attenuation measures, which would ensure that noise from traffic would not exceed 45 dB(A) CNEL within the proposed project's habitable rooms (see Appendix A; Veneklasen Associates 2021). The Acoustical Analysis determined that traffic on Island Avenue, 6<sup>th</sup> Avenue, and 7<sup>th</sup> Avenue is affecting the site. Interior noise levels in habitable rooms could exceed 45 dB(A) CNEL, however, adherence to Title 24 of the CBC and implementation of</p>						

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)
<p>the glazing as required in Acoustical Analysis, and mechanical ventilation systems in residential units would reduce interior noise levels to below 45 dB(A) CNEL.</p> <p>The project site is located within four blocks of Petco Park, which could result in noise impacts during events. These impacts would not exceed acceptable levels when averaged over a 24-hour period. No mitigation for noise generation is provided by the DCP, but Mitigation Measure NOI-B.2-1 would reduce interior noise levels below a significant level (see Appendix A). As discussed above, an Acoustical Analysis was prepared and outlines requirements to reduce interior noise impacts to acceptable levels.</p> <p>Operation of the project would not generate substantial noise and is overall consistent with the land use proposed in the DCP. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review. The project would be required to implement Mitigation Measures NOI-B.1-1 and NOI-B.2-1 (Appendix A).</p>						
<p>(b) <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 and Not Mitigated.</b></p> <p><u>FEIR Summary:</u> The FEIR concludes that outdoor residential open spaces or public parks and plazas may be subject to noise levels exceeding 65 dB(A) CNEL. Impacts would be significant and unmitigated.</p> <p>The FEIR identifies Mitigation Measure NOI-C.1-1, which would require a project-specific noise study prior to approval of a development permit for any residential development within 475 feet of the centerline of I-5 or</p>	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)
<p>adjacent to a roadway carrying more than 7,000 ADT. Even with implementation of Mitigation Measure NOI-C.1-1, without knowing the exact spatial relationship of the open space areas to the traffic noise for each future development, it is impossible to know whether every future development would be able to maintain noise levels below 65 dB(A) CNEL. Full attenuation of noise may be contrary to the goal of creating outdoor open space and parks, so impacts are considered unmitigated.</p> <p><u>Project Summary:</u> The project would construct 443 residential units and would provide required, common outdoor spaces that could be impacted by noise exceeding 65 dB(A) CNEL. Common outdoor spaces for the project would be located on the 5<sup>th</sup> and 37<sup>th</sup> floors. As identified in the FEIR, an Acoustical Analysis was prepared to satisfy FEIR Mitigation Measure NOI-C.1-1, traffic surrounding the project site would create noise in excess of the 65 dB(A) CNEL limit (Veneklasen Associates 2021). Based on the noise levels observed on the roof of the existing four-story building, the 5<sup>th</sup> level outdoor space could experience significant noise impacts. Modeling in the Acoustical Analysis predicted that the CNEL on the upper levels of the project would be less than 65 dB(A), therefore the 37<sup>th</sup> level outdoor space would not experience adverse impacts related to noise.</p> <p>The project would not include public parks or plazas, so no impact would occur in relation to these land uses. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required. The project would be required to implement Mitigation Measure NOI-C.1-1 (see Appendix A).</p>						

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)
<p>(c) <b>Substantial interior noise within habitable rooms (e.g., levels in excess of 45 dBA CNEL)? <i>Significant but Mitigated.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that significant impacts to interior noise as a result of traffic, railroad, and ballpark noise would occur with implementation of the DCP. The FEIR identifies Mitigation Measure 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 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.</p> <p><u>Project Summary:</u> As further discussed above in section 12(a), the project has prepared an Acoustical Analysis, as identified in Mitigation Measures NOI-B.1-1 and NOI-B.2-1, due to exterior traffic and ballpark noise. The Acoustical Analysis includes requirements for glazing and mechanical ventilation systems such that these features in addition to compliance with CBC Title 24, interior noise levels in habitable rooms would be reduced below 45 dB(A) CNEL. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review. Mitigation Measures NOI-B.1-1 and NOI-B.2-1 would be implemented (Appendix A).</p>			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>13. Population and Housing</b>						
<p>(a) <b>Substantially induce population growth in an area? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that no significant adverse impacts associated with inducing population growth would occur with implementation of the DCP.</p> <p><u>Project Summary:</u> The project would construct 443 dwelling units, which would be expected to induce population growth. However, the creation of housing would be consistent with the growth assumptions contained in the FEIR and would not lead to additional adverse physical changes. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>					X	X
<p>(b) <b>Substantial displacement of existing housing units or people? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that no significant adverse impacts would occur to housing units as a result of the DCP. Implementation of the DCP would result in a beneficial increase in housing supply by contributing additional residential units beyond those projected by SANDAG in an area that is experiencing housing deficiencies.</p> <p><u>Project Summary:</u> As discussed in the FEIR, the San Diego region has housing deficiencies that would be improved by the implementation of the DCP. The proposed project would contribute 443 new dwelling units to the area and would not result in the displacement of any existing housing, as there are no residents of the existing storage facility. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>					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>14. Public Services and Utilities</b>						
<p>(a) <b>Substantial adverse physical impacts associated with the provision of new schools? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that implementation of the DCP would generate residential units that increase the number of school-age children, therefore requiring additional schools. Specifically, the need for a new elementary school and possibly a new high school are identified. Impacts related to these facilities would be speculative, as there is no proposed location, and therefore the impacts are not required to be addressed in the FEIR.</p> <p><u>Project Summary:</u> The project would construct 443 residential units, which would be expected to generate new school-age residents. The project would be consistent with the increase in students identified in the FEIR and would not cause the need for an additional school facility. The payment of impact fees to the San Diego Unified School District would be required prior to issuance of a building permit and would reduce potential impacts related to school facilities. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>					X	X
<p>(b) <b>Substantial adverse physical impacts associated with the provision of new libraries? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that implementation of the DCP would result in the need for a new Main Library. The impacts of the Main Library were addressed in a Secondary Study, which concluded the library would have no impacts that could not be reduced below significant levels. Smaller libraries could be constructed to serve the</p>					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)
<p>downtown population; however, their location and impacts would be speculative and thus are not included in the FEIR.</p> <p><u>Project Summary:</u> The project would introduce new people to the downtown area through construction of 443 residential units, however this growth was anticipated in the Downtown FEIR and therefore included in assumptions regarding the need for library facilities. The project would not generate the need for any additional library facilities; however, the project's Development Impact Fees (DIFs) would contribute to funding any future library facilities that are proposed. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>						
<p>(c) <b>Substantial adverse physical impacts associated with the provision of new fire protection/emergency facilities? <i>Not Significant.</i></b></p> <p><u>FEIR &amp; Complete Communities FEIR Summary:</u></p> <p><b>Fire Protection Facilities (Downtown FEIR)</b></p> <p>The FEIR concludes that implementation of the DCP would result in the need for additional fire protection and emergency facilities. The impacts associated with new facilities proposed at the time of the FEIR's certification would have been speculative and were not included in the FEIR. Since the FEIR was certified, the City opened Station 2 at 875 West Cedar Street to serve Little Italy and the downtown area west of the train and trolley tracks. Any future facilities would be analyzed individually for impacts, as analysis provided in the FEIR would be speculative.</p> <p><b>Fire Hazards (Complete Communities FEIR)</b></p>					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)
<p>Further updates to CEQA Guidelines have resulted in the addition of a "Wildfire" section to ensure projects do not result in increased hazards associated with wildfires. Adherence to CBC, the City's Fire Code, and Brush Management Regulations would be required, but may not fully reduce impacts related to wildfire. The Complete Communities FEIR concludes that impacts related to wildfire would be significant and unavoidable, as there are places in the citywide planning area that may develop residences in an area with wildfire risks.</p> <p><u>Project Summary:</u></p> <p><b>Fire Protection Facilities (Downtown FEIR)</b></p> <p>The growth assumptions in the DCP include the project's introduction of additional housing and therefore construction of the project would not necessitate additional fire protection or emergency facilities beyond those identified in the FEIR. The collection of DIFs was the policy identified to mitigate future impacts associated with provision of fire protection and emergency facilities. The project would pay the applicable DIFs to minimize such impacts. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p> <p><b>Fire Hazards (Complete Communities FEIR)</b></p> <p>As identified in the Complete Communities FEIR, the project site is not located within a Fire Hazard Severity Zone and is located within the moderate fire threat level of the Downtown area. Urban areas, such as the project site, are unlikely to experience wildfires. The project would be constructed in accordance with state and local Fire Codes and Building Codes, such that impacts related to wildfire would not be significant. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances</p>						



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)
requiring additional review, and no mitigation would be required.						
<p>(d) <b>Substantial adverse physical impacts associated with the provision of new law enforcement facilities? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that implementation of the DCP would result in the need for additional law enforcement, which may include the need for additional facilities. However, the growth impacts associated with the DCP most directly require additional officers and not the provision of additional facilities. Any future substation addition would pursue its own analysis of environmental impacts associated with its physical construction.</p> <p><u>Project Summary:</u> The project would add population to the DCP area, consistent with the analysis provided in the FEIR. The additional population would not require the provision of additional law enforcement facilities but would be part of the population increase that would require additional officers. The addition of personnel would not result in environmental impacts under CEQA, and any future facility development would undergo a separate CEQA process. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>					X	X
<p>(e) <b>Substantial adverse physical impacts associated with the provision of new water transmission or treatment facilities? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The 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</p>					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)
<p>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. There would be no significant impacts associated with provision of water transmission or treatment as a result of DCP implementation.</p> <p><u>Project Summary:</u> As identified in the FEIR, the growth proposed in the DCP would not require the provision of new water facilities. The growth associated with the proposed project would be consistent with the assumptions included in the FEIR analysis and would not require new water facilities to be constructed. Future facilities would be assessed in accordance with CEQA as they are proposed. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>						
<p>(f) <b>Substantial adverse physical impacts associated with the provision of new storm water facilities? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that implementation of the DCP would not substantially alter stormwater runoff, and therefore would not require the provision of new stormwater facilities.</p> <p><u>Project Summary:</u> Similar to the majority of the DCP area, the project site would consist mainly of impervious surfaces. The project would result in a small decrease in impervious surfaces compared to existing conditions, but no significant change would occur regarding runoff. Any future changes to the offsite stormwater system would be assessed in accordance with CEQA as they are proposed. The project does not trigger any of the CEQA Guidelines</p>					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)
Section 15162 circumstances requiring additional review, and no mitigation would be required.						
<p>(g) <b>Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The 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 would 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. Pipe replacements in East Village were included in the FEIR to accommodate more intense development associated with the DCP.</p> <p><u>Project Summary:</u> The project proposes 443 units and would not require the preparation of a WSA. The increased population was included in assumptions of the DCP, and impacts were analyzed in the FEIR. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>					X	X
<p>(h) <b>Substantial adverse physical impacts associated with the provision of new wastewater transmission or treatment facilities? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that the Point Loma Wastewater Treatment Plant (PLWTP) would have sufficient capacity to accommodate increased wastewater through</p>					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)
<p>2025, by which point the South Bay Wastewater Treatment Plant would be available and able to accommodate excess wastewater. There would not be significant environmental impacts related to the provision of new wastewater transmission or treatment facilities given the implementation of the DCP.</p> <p><u>Project Summary:</u> The increased wastewater associated with construction of the project would be consistent with the growth assumed in the FEIR and would not directly warrant construction of a new wastewater treatment facility. The project's wastewater would be treated at the PLWTP. Future new or updated facilities will address their impacts pursuant to CEQA as they are proposed. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>						
<p>(i) <b>Substantial adverse physical impacts associated with the provision of new landfill facilities? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that solid waste would increase and be disposed of at the Miramar Landfill until it reaches capacity, however impacts related to a new landfill would be speculative and are not considered in the FEIR. Projects proposing at least 50 residential units are required to prepare a waste management plan.</p> <p><u>Project Summary:</u> The project would be consistent with growth assumptions included in the DCP and would not warrant the provision of new landfill facilities. Future landfill facilities needed once the Miramar Landfill reaches capacity would be assessed pursuant to CEQA when they are proposed. As the project would create more than 50 residential units, a Trash Management Plan was prepared for the project and includes design requirements and recommendations to reduce impacts associated with</p>					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)
waste (American Trash Management 2021). The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.						
<b>15. Parks and Recreational Facilities</b>						
<p>(a) <b>Substantial increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that there would be no significant impacts contributing to the physical deterioration of park facilities with implementation of the DCP. The DCP intends to provide increased park and recreational space to the downtown area through a Transfer of Development Rights program. Implementation of the DCP would accommodate an increased downtown population with park facilities and would not create significant impacts related to deterioration of these facilities.</p> <p><u>Project Summary:</u> The proposed project would increase population, and thereby the use of park facilities, in accordance with the growth assumed in the DCP and FEIR. Therefore, the planned park increases outlined in the FEIR would accommodate the project's residents and would not lead to accelerated deterioration of the facilities. Development of future park and recreation facilities would be supported through payment of the City's DIF. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>					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>16. Transportation/Traffic</b>						
<p>(a) <b>Cause the level of service (LOS) on a roadway segment or intersection to drop below LOS E? <i>Not Significant.</i></b></p> <p><u>FEIR &amp; Complete Communities FEIR Summary:</u></p> <p><b>LOS Analysis (Downtown FEIR)</b></p> <p>The FEIR concludes that significant traffic impacts on 62 intersections in the DCP area would occur with implementation of the DCP. The 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.</p> <p>The FEIR also concludes that significant traffic impacts to roadway segments in the DCP area would occur with implementation of the DCP. The 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, the impact may be significant and not mitigated.</p> <p><b>VMT Analysis (Complete Communities FEIR)</b></p> <p>Since certification of the Downtown FEIR, California enacted SB 743 to modernize transportation analysis and transition lead agencies from analyzing traffic impacts under CEQA from a congestion-based LOS threshold to a VMT threshold designed to assist the state in meeting its greenhouse gas emissions targets. SB 743, as codified in PRC 21099(b), provides that upon certification of the new VMT CEQA Guidelines by the Secretary of Natural</p>					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)
<p>Resources Agency in December 2018, automobile delay, as described <i>solely</i> by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment, except for transportation projects.</p> <p>The City of San Diego subsequently adopted the Complete Communities FEIR, which incorporated updates to CEQA significance thresholds by utilizing VMT analysis, as directed by SB 743. The Complete Communities FEIR concludes that development in areas with VMT at or below 85 percent of the base year regional average would have less than significant impacts. Future development of similar types would be expected to have similar levels of VMT to the existing development in that area.</p> <p><u>Project Summary:</u></p> <p><b>LOS Analysis (Downtown FEIR)</b></p> <p>With regards to level of service analyzed in the Downtown FEIR, the project is estimated to generate 1,790 ADT based on 443 dwelling units (DU; 4 ADT/DU) and 985 sf of specialty retail space (18 ADT/1,000 sf). The ADT rates were based on Centre City Cumulative Traffic Generation Rates in the City's Trip Generation Manual. The 1,790 ADT generated by the proposed project would not exceed the LOS significance threshold of 2,400 ADT that was established in the Downtown FEIR. Therefore, the project's impacts related to LOS would not be significant.</p> <p>Mitigation Measures TRF-A.1.1-1 and TRF-A.1.1-2 are not the responsibility of project applicants and instead apply to the City's responsibility to improve and maintain transportation services. The project's contributions to cumulative transportation impacts would not be significant, as they fall under the significance threshold. Therefore, the project does not trigger any of the CEQA</p>						

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)
<p>Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p> <p><b>VMT Analysis (Complete Communities FEIR)</b></p> <p>The Complete Communities FEIR designates sites within the DCP Area as Mobility Zone 1. Development in this zone supports VMT reductions through access to transportation and community amenities. The project's zone has VMT of 50 to 85 percent of the Region's Average for both residents and employees, and can be expected to have similar levels with implementation of the project. Therefore, the project would not have significant VMT impacts.</p> <p>Based on the City's Transportation Analysis Screening, the project was screened out from further VMT analysis based on its location in a VMT/Capita Efficient Area, inclusion of affordable housing, and creation of commercial space that would be considered a small project. No impacts related to VMT would occur. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>						
<p>(b) <b>Cause the LOS on a freeway segment to drop below LOS E or cause a ramp delay in excess of 15 minutes? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that significant traffic impacts on nine freeway segments and 14 freeway ramps would occur with implementation of the DCP. The FEIR identifies Mitigation Measure TRF-A.2.1-1, 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 CivicSD and the City of</p>					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)
<p>San Diego do not have jurisdiction to improve the freeway system, the impact would be significant and not mitigated.</p> <p><u>Project Summary:</u> As discussed above in section 16(a), if LOS was still the applicable threshold to analyze transportation, the project itself would not generate significant impacts related to traffic. It would contribute to the cumulative traffic increases identified in the FEIR that would cause traffic impacts to freeway segments and ramps but would not exceed the project-level significance threshold. The FEIR identified Mitigation Measure TRF-A.2.1-1 to address freeway impacts, however implementation of the measure would not be the responsibility of the project applicant to implement. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>						
<p>(c) <b>Create an average demand for parking that would exceed the average available supply? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that impacts to demand for parking would be significant, as demand may exceed supply with implementation of the DCP. The CCPDO would identify specific parking ratios for new development that would provide some of the supply but would not be adequate to cover the full demand. Mitigation Measure TRF-D.1-1 was identified to provide reviews of parking supply and demand every five years and identify necessary corrective action. The specific supply and demand for parking upon DCP implementation was not considered fully identified in the FEIR, and thus the impacts were considered significant, even with implementation of TRF-D.1-1.</p> <p><u>Project Summary:</u> The DCP requires projects to meet their individual project-generated parking demands through</p>					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)
<p>ratios established in the CCPDO. According to the CCPDO, residential developments may provide between zero and one parking space per dwelling unit and commercial developments of less than 30,000 sf are exempt from parking development requirements. The project would comply with these parking requirements through the creation of 52 total parking spaces over two levels, which would consist of 38 standard spaces, 2 ADA-accessible spaces, 10 compact spaces, and 2 parallel spaces. Three EV charging stations would be created initially with all spaces having the capability to be converted to EV charging stations in the future. Further, 6 motorcycle parking spaces and 212 bicycle parking spaces will be created in compliance with the CCPDO.</p> <p>The project would provide sufficient parking for its generated demand and would not be responsible for implementation of Mitigation Measure TRF-D.1-1. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>						
<p>(d) <b>Substantially discourage the use of alternative modes of transportation or cause transit service capacity to be exceeded? <i>Not Significant.</i></b></p> <p><u>FEIR Summary:</u> The FEIR concludes that implementation of the DCP would not result in significant impacts related to discouraging the use of alternative transportation or causing the transit service capacity to be exceeded.</p> <p>As discussed in the FEIR, the DCP contains policies to develop a pedestrian and bicycle network. Additionally, although development under the DCP would increase the demand for transit service, the San Diego Association of Governments indicates that existing and planned transit</p>					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)
<p>services would have the capacity to meet the increased demand.</p> <p><u>Project Summary:</u> The project would not discourage the use of alternative transportation, as it provides housing in a TPA. The housing would also be in proximity to existing commercial, entertainment, and retail services, which ultimately encourages the use of alternative transportation. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review, and no mitigation would be required.</p>						
<b>17. Mandatory Findings of Significance</b>						
<p>(a) <b>Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? <i>Significant and Not Mitigated.</i></b></p> <p><u>FEIR Summary:</u> The Downtown FEIR concludes that significant impacts to biological resources would not occur with implementation of the DCP. However, significant impacts to historical resources have the potential to occur with implementation of the DCP.</p> <p><u>Project Summary:</u> As discussed in section 4 of this Consistency Evaluation, pursuant to CEQA Guidelines Section 15162, the project does not trigger any of the circumstances requiring additional review related to biological resources, and no mitigation would be required.</p> <p>As discussed further in section 5 of this Consistency Evaluation, the project would be located at the site of a</p>	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)
<p>locally significant historical resource. The exterior would be rehabilitated but the interior would be converted primarily to residential units. Mitigation Measures HIST-A.1-1, HIST-A.1-2, and HIST-A.1-3 would be required prior to and during demolition and construction activities to mitigate impacts to historic resources (see Appendix A). The project will receive a City SDP and comply with City regulations and mitigation to ensure no impacts remain.</p> <p>The project also has the potential to impact unknown archaeological and paleontological resources during demolition and construction activities. Implementation of Mitigation Measures HIST-B.1-1 and PAL-A.1-1 would be required (see Appendix A).</p> <p>The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review related to historical, archaeological, or paleontological resources.</p>						
<p>(b) <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)? <i>Significant and Not Mitigated</i></b></p> <p><u>FEIR Summary</u>: As discussed in the 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 mitigated (see FEIR Table 1.4-1).</p>		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)
<p><u>Project Summary:</u> Pursuant to CEQA Guidelines Section 15162, the project was determined to not result in any new or more severe cumulative impacts than those identified in the FEIR and would not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review. As discussed in this Consistency Evaluation, the project type and intensity of development were assumed to occur as part of the FEIR analyses. The project would be required to implement applicable mitigation measures as discussed above and included in Appendix A.</p>						
<p>(c) <b>Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? <i>Significant and Not Mitigated.</i></b></p> <p><u>FEIR Summary:</u> Impacts associated with air quality, noise, and geology and soils have the potential to cause substantial adverse effects on human beings. The FEIR concludes that no significant impacts associated with geology and soils would occur with implementation of the DCP. Implementation of Mitigation Measure AQ-B.1-1 would reduce direct impacts related to construction to less than significant levels. Implementation of Mitigation Measures LU-B.4-1, NOI-B.1-1, and NOI-B.2-1 would reduce impacts associated with interior noise levels. Mitigation Measure NOI-C.1-1 would reduce impacts related to exterior noise levels, but full attenuation of these impacts would conflict with the goal of creating outdoor spaces for gathering and/or enjoyment.</p> <p><u>Project Summary:</u> Emissions related to the project were assumed in the DCP and FEIR analyses regarding air quality. Implementation of Mitigation Measure AQ-B.1-1 would reduce direct impacts related to construction to less than significant levels along with the City's dust control measures would reduce the temporary air contaminants</p>	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)
<p>related to construction activities below a significant level such that sensitive receptors would not be adversely affected. Mobile source emissions related to the project would be consistent with the analysis provided in the FEIR. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review related to air quality.</p> <p>A seismic event within the DCP area could cause significant ground shaking at the project site. The DCP outlines goals and conformance with CBC standards for seismic safety to reduce risks related to ground shaking. Other hazards such as landslides, liquefaction, slope failure, and subsidence, are considered unlikely at the project site, but are possible risks. Conformance with CBC design requirements and City policies would ensure impacts related to geological hazards are not significant. The project does not trigger any of the CEQA Guidelines Section 15162 circumstances requiring additional review related to geological hazards.</p> <p>The Acoustical Analysis prepared for the project determined that outside noise due to traffic may impact the interior and exterior portions of the project. Noise levels in the common outdoor space may exceed 65 dB(A) CNEL, however as identified in the FEIR, further mitigation measures would not meet the goals of providing outdoor open space and would therefore not be required. Interior noise impacts would be reduced through Mitigation Measures LU-B.4-1, NOI-B.1-1, and NOI-B.2-1, which require implementation of Title 24 and the recommendations in the Acoustical Analysis, such that habitable rooms would not exceed noise levels of 45 dB(A) CNEL (Veneklasen Associates 2021). Project demolition and construction activities also have the potential to increase noise levels temporarily; however, compliance with the City's Noise Abatement and Control Ordinance would reduce these impacts. Therefore, the project does not trigger any of the CEQA Guidelines Section 15162</p>						

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)
circumstances requiring additional review related to noise impacts.						

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**APPENDIX A**  
**MITIGATION, MONITORING AND REPORTING PROGRAM**  
**611 ISLAND AVENUE PROJECT**  
**PTS No. 0687976**

SIGNIFICANT IMPACT	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
<b>AIR QUALITY</b>				
<b>Impact AQ-B.1:</b> <b>Dust and construction equipment engine emissions generated during grading and demolition would impact local and regional air quality. (Direct and Cumulative)</b>	<p><b>Mitigation Measure AQ-B.1-1:</b> Prior to approval of a Grading or Demolition Permit, the City shall confirm that the following conditions have been applied, as appropriate:</p> <ol style="list-style-type: none"> <li>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.</li> <li>2. Dust suppression techniques shall be implemented including, but not limited to, the following: <ol style="list-style-type: none"> <li>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.</li> </ol> </li> </ol>	Prior to Demolition or Grading Permit (Design)	Developer	City

SIGNIFICANT IMPACT	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>b. On-site access points shall be paved as soon as feasible or watered periodically or otherwise stabilized.</p> <p>c. Material transported offsite shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.</p> <p>d. The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times.</p> <p>3. Vehicles on the construction site shall travel at speeds less than 15 miles per hour.</p> <p>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.</p> <p>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</p>			

SIGNIFICANT IMPACT	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>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.</p> <p>6. All diesel-powered vehicles and equipment shall be properly operated and maintained.</p> <p>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.</p> <p>8. The construction contractor shall utilize electric or natural gas-powered equipment in lieu of gasoline or diesel-powered engines, where feasible.</p> <p>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</p>			

SIGNIFICANT IMPACT	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>retained to maintain safety adjacent to existing roadways, if necessary.</p> <p>10. The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew.</p> <p>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.</p> <p>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.</p> <p>13. The developer shall require the use of particulate filters on diesel construction equipment if use of such</p>			

	filters is demonstrated to be cost competitive or use on this development.			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>14. During demolition activities, safety measures as required by City/County/State for removal of toxic or hazardous materials shall be utilized.</p> <p>15. Rubble piles shall be maintained in a damp state to minimize dust generation.</p> <p>16. During finish work, low-VOC paints and efficient transfer systems shall be utilized, to the extent possible.</p> <p>17. If alternative-fueled and/or particulate filter-equipped construction equipment is not feasible, construction equipment shall use the newest, least-polluting equipment, whenever possible.</p>			

SIGNIFICANT IMPACT	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
<b>HISTORICAL RESOURCES (HIST)</b>				
<b>Impact HIST-A.1:</b> <b>Future development in downtown could impact significant architectural structures. (Direct and Cumulative)</b>	<p><b>Mitigation Measure HIST-A.1-1:</b> For historic resources which are 45 years of age or older and which have not been evaluated for local, state and federal historic significance, City shall consult with HRB to determine whether the resources is significant pursuant to CEQA.</p> <p>For resources that have been formally determined to be significant under federal, state or local criteria, the following actions shall be carried out under direction of City in consultation with HRB, as appropriate.</p> <p>• <b>National Register-Listed/Eligible, California Register- Listed/Eligible Resources:</b> Resources listed on or formally determined eligible for the National Register or California Register and structures identified as contributing structures within a National or California Register District, shall be retained onsite and any improvements, renovation, rehabilitation and/or adaptive reuse of</p>	<p>Prior to Development Permit (Design)</p> <p>Prior to Demolition, Grading, and/or Building Permit (Design)</p> <p>Prior to Certificate of Occupancy (Implementation)</p>	Developer	City



	the property shall ensure its preservation according to the Secretary of the Interior's Standards for Rehabilitation of Historic Buildings and Guidelines for			
SIGNIFICANT IMPACT	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p><b>Mitigation Measure HIST-A.1-2:</b> If the potential exists for direct and/or indirect impacts to retained or relocated designated historical resources, the following measures shall be implemented.</p> <p><b>I. Prior to Permit Issuance</b>  A Construction Plan Check  1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit Building Permits, but prior to the first preconstruction meeting, whichever is applicable, the City of San Diego (City) shall verify that the requirements for historical monitoring during demolition and/or stabilization have been noted on the appropriate construction documents.</p> <p>(a) Stabilization work can not begin until a Precon Meeting has been</p>			

	<p>held at least one week prior to issuance of appropriate permits.</p> <p>(b) Physical description, including the year and type of structure, and extent of stabilization shall be noted on the plans.</p> <p>B. Submittal of Treatment Plan for Retained Historic Resources</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit and Building Permits, but prior to the first preconstruction meeting, whichever is applicable, the Applicant shall submit a Treatment Plan to City for review and approval that includes measures for protecting any historic buildings and/or building components during construction related activities (e.g. removal of non-historic features, demolition of adjacent structures, subsurface structural support, etc.). The Treatment Plan shall be shown as notes on all construction documents (i.e. Grading and/or Building Plans).</p> <p>C. Letters of Qualification have been submitted to City</p>			

	1. The applicant shall submit a letter of verification to City identifying the Principal Investigator (PI) for the project and the names of all persons involved in the historical monitoring program (i.e., Architectural Historian, Historic Architect			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>and/or Historian), as defined in the City of San Diego Historical Resources Guidelines (HRG)</p> <ol style="list-style-type: none"> <li>2. City will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the historical monitoring of the project.</li> <li>3. Prior to the start of work, the applicant must obtain approval from City for any personnel changes associated with the monitoring program.</li> </ol> <p><b>II. Prior to Start of Construction</b></p> <p>A. Documentation Program (DP)</p> <ol style="list-style-type: none"> <li>1. Prior to the first Precon Meeting and/or issuance of any construction permit, the DP shall be submitted to City for review and approval and shall include the following:</li> </ol>			

	(a) Photo Documentation (1) Documentation shall include professional quality photo documentation of the structure prior to demolition with 35mm black and white photographs, 4x6 standard format, taken of all four elevations and close-ups of select architectural elements, such as, but not limited to, roof/wall junctions,			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>window treatments, decorative hardware. Photographs shall be of archival quality and easily reproducible.</p> <p>(2) Xerox copies or CD of the photographs shall be submitted for archival storage with the City of San Diego Historical Resources Board and the City Project file. One set of original photographs and negatives shall be submitted for archival storage with the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other relative historical society or group(s).</p> <p>(b) Required drawings (1) Measured drawings of the building's exterior elevations depicting existing</p>			

	conditions or other relevant features shall be produced from recorded, accurate measurements. If portions of the building are not accessible for measurement, or cannot be reproduced from historic sources, they should not be drawn, but clearly labeled as not accessible. Drawings produced in ink on translucent material or archivally stable material (blue-line drawings are acceptable). Standard drawing sizes are 19" x 24" or			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>24" x 36", standard scale is 1/4" = 1 foot.</p> <p>(2) One set of measured drawings shall be submitted for archival storage with the City of San Diego Historical Resources Board, the CITY Project file, the South Coastal Information Center, the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other historical society or group(s).</p> <p>2. Prior to the first Precon Meeting, City shall verify that the DP has been approved.</p>			

	<p>B. PI Shall Attend Precon Meetings</p> <p>1. Prior to beginning any work that 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 City. The qualified Historian and/or Architectural Historian shall attend any grading/excavation</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>related Precon Meetings to make comments and/or suggestions concerning the Historical Monitoring program with the Construction Manager and/or Grading Contractor.</p> <p>(a) If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with City, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.</p> <p>2. Historical Monitoring Plan (HMP)</p> <p>(a) Prior to the start of any work that requires monitoring, the PI shall submit a Historical Monitoring Plan which describes how the monitoring would be accomplished for</p>			

	<p>approval by City. The HMP shall include an Historical Monitoring Exhibit (HME) based on the appropriate construction documents (reduced to 11x17) to City identifying the areas to be monitored including the delineation of grading/excavation limits.</p> <p>(b) Prior to the start of any work, the PI shall also submit a construction schedule to City through the RE indicating when and where monitoring will occur.</p> <p>(c) The PI may submit a detailed letter to City prior to the start of work or during</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as underpinning, shoring and/or extensive excavation which could result in impacts to, and/or reduce impacts to the on-site or adjacent historic resource.</p> <p>C. Implementation of Approved Treatment Plan for Historic Resources</p> <p>1. Implementation of the approved Treatment Plan for the protection of Historic Resources within the project site may not begin prior to</p>			

	<p>the completion of the Documentation Program as defined above.</p> <p>2. The Historian and/or Architectural Historian shall attend weekly jobsite meetings and be on-site daily during the stabilization phase for any retained or adjacent historic resource to photo document the Treatment Plan process.</p> <p>3. The Historian and/or Architectural Historian shall document activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day and last day (Notification of Monitoring Completion) of the Treatment</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>Plan process and in the case of ANY unanticipated incidents. The RE shall forward copies to City.</p> <p>4. Prior to the start of any construction related activities, the applicant shall provide verification to City that all historic resources on-site have been adequately stabilized in accordance with the approved Treatment Plan. This may include a site visit with City, the CM, RE or BI, but may also be accomplished through submittal of the draft Treatment Plan photo documentation report.</p> <p>5. City will provide written verification to the RE or BI after the site visit or upon approval of draft Treatment Plan report</p>			



	<p>indicating that construction related activities can proceed.</p> <p>D. Verification of approval of a Historical Commemorative Program(HCP), if applicable</p> <p>1. The applicant shall submit documentation to City for concurrent review and approval by HRB for a site-specific HCP, if mitigation for impacts to a designated resource is based on association with an important person, event or community history and the</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>building would not be retained onsite.</p> <p>2. City shall provide a letter to the applicant approving or denying the proposal prior to the first preconstruction meeting and/or issuance of any construction permit. However, should City grant conditional approval of the proposal, construction may be allowed to proceed, but the Certificate of Occupancy may not be issued until the historical commemorative program is approved.</p> <p>3. Prior to the issuance of any Certificate of Occupancy, the applicant shall provide verification to City that the HCP has</p>			

	<p>been implemented in accordance with the approved program. This may include a site visit with City, the CM, RE or BI, but may also be accomplished through submittal of photo documentation or appropriate reporting program.</p> <p>4. CITY will provide written verification to the RE or BI after the site visit indicating that the Certificate of Occupancy can issued.</p>			
SIGNIFICANT IMPACT	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p><b>III. During Construction</b></p> <p>A. Monitor Shall be Present During Grading/Excavation/Trenching</p> <p>1. The monitor shall be present full-time during grading/excavation/trenching activities which could result in impacts to historical resources as identified on the HME. The Construction Manager is responsible for notifying the RE, PI, and City of changes to any construction activities.</p> <p>2. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly</p>			

	<p>(Notification of Monitoring Completion), and in the case of ANY incidents involving the historical resource. The RE shall forward copies to City.</p> <p>3. The PI may submit a detailed letter to City during construction requesting a modification to the monitoring program when a field condition arises which could effect the historical resource being retained on-site or adjacent to the construction site.</p> <p>B. Notification Process</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>1. In the event of damage to a historical resource retained on-site or adjacent to the project site, the Historical Monitor shall direct the contractor to temporarily divert construction activities in the area of historical resource and immediately notify the RE or BI, as appropriate, and the PI (unless Monitor is the PI).</p> <p>2. The PI shall immediately notify City by phone of the incident, and shall also submit written documentation to City within 24 hours by fax or email with photos of the resource in context, if possible.</p>			

	<p>C. Determination/Evaluation of Impacts to a Historical Resource</p> <p>1. The PI shall evaluate the incident relative to the historical resource.</p> <p>(a) The PI shall immediately notify CITY by phone to discuss the incident and shall also submit a letter to CITY indicating whether additional mitigation is required.</p> <p>(b) If impacts to the historical resource are significant, the PI shall submit a proposal for mitigation and obtain written approval from City. Direct and/or indirect impacts to historical resources from construction</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>activities must be mitigated before work will be allowed to resume.</p> <p>(c) If impacts to the historical resource are not considered significant, the PI shall submit a letter to City indicating that the incident will be documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.</p> <p><b>IV. Night Work</b></p> <p>A. If night work is included in the contract</p> <p>1. When night work is included in the contract package, the extent and timing</p>			

	<p>shall be presented and discussed at the precon meeting.</p> <p>2. The following procedures shall be followed.</p> <p>(a) No Impacts/Incidents</p> <p>In the event that no historical resources were impacted during night work, the PI shall record the information on the CSV and submit to City via fax by 9 am the following morning, if possible.</p> <p>(b) Potentially Significant Impacts</p> <p>If the PI determines that a potentially significant impact has occurred to a historical resource, the procedures detailed under Section III - During</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>Construction shall be followed.</p> <p>(c) The PI shall immediately contact City, or by 8 am the following morning to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.</p> <p>B. If night work becomes necessary during the course of construction</p> <p>1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.</p> <p>2. The RE, or BI, as appropriate, shall notify CITY immediately.</p>			

	<p>C. All other procedures described above shall apply, as appropriate.</p> <p><b>V. Post Construction</b></p> <p>A. Submittal of Draft Monitoring Report</p> <p>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 Historical Monitoring Program (with appropriate graphics) to City for review and approval within 90 days following the completion of monitoring, (a) The preconstruction Treatment Plan and Documentation Plan (photos and measured drawings) and Historical Commemorative Program, if applicable, shall be included and/or</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>incorporated into the Draft Monitoring Report.</p> <p>(b) The PI shall be responsible for updating (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any existing site forms to document the partial and/or complete demolition of the resource. Updated forms shall be submitted to the South Coastal Information Center with the Final Monitoring Report.</p>			

	<p>2. City shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.</p> <p>3. The PI shall submit revised Draft Monitoring Report to City for approval.</p> <p>4. City shall provide written verification to the PI of the approved report.</p> <p>5. City shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.</p> <p>B. Final Monitoring Report(s)</p> <p>1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to City (even if negative), within 90 days after notification from City that the draft report has been approved.</p>			
SIGNIFICANT IMPACT	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from City.			
	<p><b>Mitigation Measure HIST-A.1-3:</b> If a Designated Local Register historical resource would be demolished, the following measure shall be implemented.</p> <p><b>I. Prior to Issuance of a Demolition Permit</b></p>			

	<p>A. A Documentation Program (DP) shall be submitted to City for review and approval and shall include the following:</p> <p>1. Photo Documentation</p> <p>(a) Documentation shall include professional quality photo documentation of the structure prior to demolition with 35mm black and white photographs, 4x6 standard format, taken of all four elevations and close-ups of select architectural elements, such as, but not limited to, roof/wall junctions, window treatments, decorative hardware. Photographs shall be of archival quality and easily reproducible.</p> <p>(b) Xerox copies or CD of the photographs shall be submitted for archival storage with the City of San Diego Historical Resources Board and the City</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>Project file. One set of original photographs and negatives shall be submitted for archival storage with the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other relative historical society or group(s).</p> <p>2. Required drawings</p>			



	<p>(a) Measured drawings of the building's exterior elevations depicting existing conditions or other relevant features shall be produced from recorded, accurate measurements. If portions of the building are not accessible for measurement, or cannot be reproduced from historic sources, they should not be drawn, but clearly labeled as not accessible. Drawings produced in ink on translucent material or archivally stable material (blue-line drawings are acceptable). Standard drawing sizes are 19" x 24" or 24" x 36", standard scale is 1/4" = 1 foot.</p> <p>(b) One set of measured drawings shall be submitted for archival storage with the City of San Diego Historical Resources Board, the City Project file, the South</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	Coastal Information Center, the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other historical society or group(s).			

	<p>B. Prior to the first Precon Meeting, City shall verify that the DP has been approved.</p> <p>C. In addition to the Documentation Program, the Applicant shall comply with any other conditions contained in the Site Development Permit, as approved through the City's Historic Regulations contained in Chapter 14, Article 3, Division 2, which shall include but not be limited to one or more actions prepared and adopted by the HRB for demolition of the Local Register Resource.</p>			
<p><b>Impact HIST-B.1: Development in downtown could impact significant buried archaeological resources. (Direct and Cumulative)</b></p>	<p><b>Mitigation Measure HIST-B.1-1:</b> If the potential exists for archaeological resources, the following measures shall be implemented.</p> <p><b>I. Prior to Permit Issuance</b></p> <p>A. Construction Plan Check</p> <p>1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Permits and Building Permits, but prior to the first preconstruction meeting, whichever is applicable, the City of San Diego (City) shall</p>	<p>Prior to Demolition or Grading Permit (Design)</p> <p>Prior to Certificate of Occupancy (Implementation)</p> <p>Developer</p>	Developer	City
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>

	<p>verify that the requirements for Archaeological Monitoring and Native American monitoring, if applicable, have been noted on the appropriate construction documents.</p> <p>B. Letters of Qualification have been submitted to City</p> <p>1. The applicant shall submit a letter of verification to 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.</p> <p>2. 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.</p> <p>3. Prior to the start of work, the applicant must obtain approval from City for any personnel changes associated with the monitoring program.</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>

	<p><b>II. Prior to Start of Construction</b></p> <p>A. Verification of Records Search</p> <p>1. The PI shall provide verification to 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.</p> <p>2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.</p> <p>3. The PI may submit a detailed letter to CITY requesting a reduction to the ¼ mile radius.</p> <p>B. PI Shall Attend Precon Meetings</p> <p>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 CITY. The qualified Archaeologist shall attend any grading/excavation related Precon</p>			
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SIGNIFICANT IMPACT	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.</p> <p>(a) If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with CITY, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.</p> <p>2. Archaeological Monitoring Plan (AMP)</p> <p>(a) Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Plan which describes how the monitoring would be accomplished for approval by City. The AMP shall include an Archaeological Monitoring Exhibit (AME) based on the appropriate construction documents (reduced to 11x17) to City identifying the areas to be monitored including the delineation of grading/excavation limits.</p> <p>(b) The AME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).</p> <p>(c) Prior to the start of any work, the PI shall also submit a construction schedule</p>			

SIGNIFICANT IMPACT	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>to CITY through the RE indicating when and where monitoring will occur            (d) The PI may submit a detailed letter to 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.</p> <p><b>III. During Construction</b>            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 CITY of changes to any construction activities.</p>			

SIGNIFICANT IMPACT	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>2. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to City.</p> <p>3. The PI may submit a detailed letter to City during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered may reduce or increase the potential for resources to be present.</p> <p>B. Discovery Notification Process</p> <p>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.</p> <p>2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.</p>			

SIGNIFICANT IMPACT	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>3. The PI shall immediately notify City by phone of the of the discovery, and shall also submit written documentation to City within 24 hours by fax or email with photos of the resource in context, if possible.</p> <p>C. Determination of Significance</p> <p>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.</p> <p>(a) The PI shall immediately notify City by phone to discuss significance determination and shall also submit a letter to City indicating whether additional mitigation is required.</p> <p>(b) If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from City. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.</p> <p>(c) If resource is not significant, the PI shall submit a letter to City indicating that artifacts will be collected, curated,</p>			



	and documented in the Final Monitoring Report.			
SIGNIFICANT IMPACT	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>The letter shall also indicate that that no further work is required.</p> <p><b>IV. Discovery of Human Remains</b>            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:</p> <p>A. Notification            1. Archaeological Monitor shall notify the RE or BI as appropriate, 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.</p> <p>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</p>			

	concerning the provenience of the remains.			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>2. The Medical Examiner, in consultation with the PI, shall determine the need for a field examination to determine the provenience.</p> <p>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 likely to be of Native American origin.</p> <p>C. If Human Remains are determined to be Native American</p> <p>1. The Medical Examiner shall notify the Native American Heritage Commission (NAHC). By law, only the Medical Examiner can make this call.</p> <p>2. The NAHC shall contact the PI within 24 hours or sooner, after Medical Examiner has completed coordination.</p> <p>3. NAHC shall identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information. The PI shall coordinate with the MLD for additional consultation.</p> <p>5. Disposition of Native American Human Remains shall be determined between the MLD and the PI, if:</p>			

	accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner.			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>(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;</p> <p>(b) The landowner or authorized representative rejects the recommendation of the MLD and mediation in provide measures acceptable to the landowner.</p> <p>D. If Human Remains are not Native American</p> <ol style="list-style-type: none"> <li>1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.</li> <li>2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).</li> <li>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 City, the applicant/landowner and the Museum of Man.</li> </ol>			

	<b>V. Night Work</b> A. If night work is included in the contract			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<ol style="list-style-type: none"> <li>1. When night work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.</li> <li>2. The following procedures shall be followed. <ol style="list-style-type: none"> <li>(a) No Discoveries In the event that no discoveries were encountered during night work, the PI shall record the information on the CSV and submit to City via fax by 9am the following morning, if possible.</li> <li>(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.</li> <li>(c) Potentially Significant Discoveries</li> </ol> </li> </ol>			

	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			
SIGNIFICANT IMPACT	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>contact 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.</p> <p>B. If night work becomes necessary during the course of construction</p> <p>1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.</p> <p>2. The RE, or BI, as appropriate, shall notify City immediately.</p> <p>C. All other procedures described above shall apply, as appropriate.</p> <p><b>VI. Post Construction</b></p> <p>A. Submittal of Draft Monitoring Report</p> <p>1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) which describes the results, analysis,</p>			

	and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to 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			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>Program shall be included in the Draft Monitoring Report.</p> <p>(b) Recording sites with State of California Department of Parks and Recreation</p> <p>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.</p> <p>2. City shall return the Draft Monitoring Report to the PI for revision or, for</p>			

	<p>preparation of the Final Report.</p> <p>3. The PI shall submit revised Draft Monitoring Report to City for approval.</p> <p>4. City shall provide written verification to the PI of the approved report.</p> <p>5. City shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>B. Handling of Artifacts and Submittal of Collections Management Plan, if applicable</p> <p>1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued.</p> <p>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.</p> <p>3. The PI shall submit a Collections Management Plan to CITY for review and approval for any project which results in a substantial collection of historical artifacts.</p>			

	<p>C. Curation of artifacts: Accession Agreement and Acceptance Verification</p> <p>1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with CITY and the Native American representative, as applicable.</p> <p>2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and CITY.</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>D. Final Monitoring Report(s)</p> <p>1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to CITY (even if negative), within 90 days after notification from CITY that the draft report has been approved.</p> <p>2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from CITY which includes the Acceptance Verification from the curation institution.</p>			
<b>Land Use (LND)</b>				



<b>Impact LU-B.1: Noise generated by major ballpark events could cause interior noise levels in noise-sensitive uses (e.g. residential and hotels) within four blocks of the ballpark to exceed the 45 dB(A) limit mandated by Title 24 of the California Code. (Direct)</b>	Implementation of the noise attenuation measures required by Mitigation Measure NOI-B.2-1 would reduce interior noise levels to 45 dB (A) CNEL and reduce potential impacts to below a level of significance.	Prior to Building Permit (Design)  Prior to Certificate of Occupancy (Implementation)	Developer	City
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
<b>Noise (NOI)</b>				
<b>Impact NOI-B.1: Noise generated by I-5 and highly traveled grid streets could cause interior noise levels in noise-sensitive uses (exclusive of residential and hotel uses) to exceed 45 dB(A). (Direct)</b>	<b>Mitigation Measure NOI-B.1-1:</b> Prior to approval of a Building Permit for any residential, hospital, or hotel within 475 feet of the centerline of Interstate 5 or adjacent to a roadway carrying more than 7,000 ADT, an acoustical analysis shall be performed to confirm that architectural or other design features are included which would assure that noise levels within habitable rooms would not exceed 45 dB(A) CNEL.	Prior to Building Permit (Design)  Prior to Certificate of Occupancy (Implementation)	Developer	City
<b>Impact NOI-B.2: Noise generated by major ballpark events could</b>	<b>Mitigation Measure NOI-B.2-1:</b> Prior to approval of a Building Permit for any	Prior to Building Permit (Design)	Developer	City

cause interior noise levels in noise-sensitive uses (e.g. residential and hotels) within four blocks of the ballpark to exceed the 45 dB(A) limit mandated by Title 24 of the California Code. (Direct)	noise-sensitive land uses within four blocks of Petco Park, an acoustical analysis shall be performed. The analysis shall confirm that architectural or other design features are included in the design which would assure that noise levels within habitable rooms would not exceed 45 dB(A) CNEL.	Prior to Certificate of Occupancy (Implementation) Developer City		
SIGNIFICANT IMPACT	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
Impact NOI-C.1: Exterior required outdoor open space in residential could experience traffic noise levels in excess 65 dB(A) CNEL. (Direct)	<b>Mitigation Measure NOI-C.1-1:</b> Prior to approval of a Development Permit for any residential development within 475 feet of the centerline of Interstate 5 or adjacent to a roadway carrying more than 7,000 ADT, an acoustical analysis shall be performed to determine if any required outdoor open space areas would be exposed to noise levels in excess of 65 dB(A) CNEL. Provided noise attenuation would not interfere with the primary purpose or design intent of the exterior use, measures shall be included in building plan, to the extent feasible.	Prior to Building Permit (Design)  Prior to Certificate of Occupancy (Implementation) Developer City	Developer	City
<b>PALEONTOLOGICAL RESOURCES (PAL)</b>				

<b>Impact PAL-A.1: Excavation in geologic formations with a moderate to high potential for paleontological resources could have an significant impact on these resources, if present. (Direct)</b>	<b>Mitigation Measure PAL-A.1-1:</b> In the event the Secondary Study indicates the potential for significant paleontological resources, the following measures shall be implemented as determined appropriate by CITY. <b>I. Prior to Permit Issuance</b> A. Construction Plan Check 1. Prior to Notice to Proceed (NTP) for any construction permits, including but not	Prior to Demolition, Grading or Building Permit (Design)  Prior to Certificate of Occupancy (Implementation)	Developer	City
SIGNIFICANT IMPACT	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	as defined in the City of San Diego Paleontology Guidelines. 2. City will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project. 3. Prior to the start of work, the applicant shall obtain approval from City for any personnel changes associated with the monitoring program. <b>II. Prior to Start of Construction</b> A. Verification of Records Search 1. The PI shall provide verification to CITY that a site-specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other			

	<p>institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.</p> <p>2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.</p> <p>B. PI Shall Attend Precon Meetings</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>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 City. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor.</p> <p>a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with City, the PI, RE, CM or BI, if appropriate, prior to the</p>			

	<p>start of any work that requires monitoring.</p> <p>2. Identify Areas to be Monitored</p> <p>a. Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to City identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>

	<p>regarding existing known soil conditions (native or formation).</p> <p>3. When Monitoring Will Occur</p> <p>a. Prior to the start of any work, the PI shall also submit a construction schedule to CITY through the RE indicating when and where monitoring will occur.</p> <p>b. The PI may submit a detailed letter to 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 conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.</p> <p><b>III. During Construction</b></p> <p>A. Monitor Shall be Present During Grading/Excavation/Trenching</p> <p>1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>

	<p>that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and City of changes to any construction activities.</p> <p>2. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of any discoveries. The RE shall forward copies to City.</p> <p>3. The PI may submit a detailed letter to CITY during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>B. Discovery Notification Process</p> <p>1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert</p>			

	<p>trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.</p> <p>2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.</p> <p>3. The PI shall immediately notify City by phone of the discovery, and shall also submit written documentation to CITY within 24 hours by fax or email with photos of the resource in context, if possible.</p> <p>C. Determination of Significance</p> <p>1. The PI shall evaluate the significance of the resource.</p> <p>a. The PI shall immediately notify CITY by phone to discuss significance determination and shall also submit a</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>letter to City indicating whether additional mitigation is required.</p> <p>The determination of significance for fossil discoveries shall be at the discretion of the PI.</p> <p>b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written</p>			



	<p>approval from City. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.</p> <p>c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a nonsignificant discovery has been made. The Paleontologist shall continue to monitor the area without notification to City unless a significant resource is encountered.</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>d. The PI shall submit a letter to City indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.</p> <p><b>IV. Night Work</b></p> <p>A. If night work is included in the contract</p> <p>1. When night work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.</p>			

	<p>2. The following procedures shall be followed.</p> <p>a. No Discoveries</p> <p>(1) In the event that no discoveries were encountered during night work, The PI shall record the information on the CSV and submit to City via fax by 9am the following morning, if possible.</p> <p>b. Discoveries</p> <p>(1) All discoveries shall be processed and documented using the existing procedures detailed in Sections III – During Construction.</p> <p>c. Potentially Significant Discoveries</p> <p>(1) If the PI determines that a potentially</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.</p> <p>d. The PI shall immediately contact 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.</p> <p>B. If night work becomes necessary during the course of construction</p> <p>1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.</p>			

	<p>2. The RE, or BI, as appropriate, shall notify City immediately.</p> <p>C. All other procedures described above shall apply, as appropriate.</p> <p><b>VI. Post Construction</b></p> <p>A. Submittal of Draft Monitoring Report</p> <p>1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to City for review</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>

	<p>and approval within 90 days following the completion of monitoring,</p> <p>a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.</p> <p>b. Recording Sites with the San Diego Natural History Museum</p> <p>(1) The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.</p> <p>2. City shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.</p> <p>3. The PI shall submit revised Draft Monitoring Report to City for approval.</p> <p>4. City shall provide written verification to the PI of the approved report.</p> <p>5. City shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>

	<p>B. Handling of Fossil Remains</p> <p>1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.</p> <p>2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate</p> <p>C. Curation of fossil remains: Deed of Gift and Acceptance Verification</p> <p>1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.</p> <p>2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and City.</p>			
<b>SIGNIFICANT IMPACT</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>

	<p>D. Final Monitoring Report(s)</p> <p>1. The PI shall submit two copies of the Final Monitoring Report to City (even if negative), within 90 days after notification from City that the draft report has been approved.</p> <p>2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from City which includes the Acceptance Verification from the curation institution.</p>			
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london moeder  
advisors

Cresleigh Homes  
Ballpark Storage — 611 Island Avenue  
Economic Alternative Analysis

November 17, 2021

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November 17, 2021

Ms. Deana Ellis  
Vice President Land Resources  
Cresleigh Homes Corporation

Via email: [dellis@cresleigh.com](mailto:dellis@cresleigh.com)

## 611 Island Avenue – Economic Alternative Analysis

Cresleigh Homes is currently in the entitlement phase of redeveloping the parcel that houses the Ballpark Storage building, considered of historical significance by the City of San Diego. The site includes full frontage on Island Avenue between 6th and 7th Avenues and represents 20,063 square feet of the approximately 60,000 square-foot block.

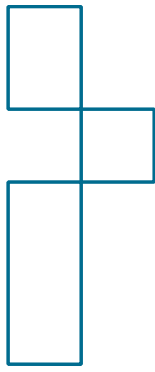
London Moeder Advisors has completed an economic analysis of various development alternatives for the property. The purpose of this analysis is to analyze the Proposed Project and the financial impacts and economic feasibility of the development alternatives. For the City's assessment of whether there is substantial evidence to support a Site Development Permit's Supplemental Findings for a Historical Resources Deviation for Substantial Alteration of a Designated Historical Resource pursuant to (i) Supplemental Findings--Historical Resources Deviation for Substantial Alteration of a Designated Historical Resource or Within a Historical District A Site Development Permit required in accordance with San Diego Municipal Code Section 125.0505(i), our report concludes the following:

1. There are no feasible measures, including a less environmentally damaging alternative, that can further minimize the potential adverse effects on the designated historical resource or historical district.
2. The deviation is the minimum necessary to afford relief and accommodate the development and all feasible measures to mitigate for the loss of any portion of the historical resource that have been provided by the applicant.
3. The denial of the proposed development would result in economic hardship to the owner. For purposes of this finding, "economic hardship" means there is no reasonable beneficial use of a property, and it is not financially feasible to derive a reasonable economic return from the property.

We have analyzed the Proposed Project and five development alternatives for the property, which include:

- ➔ **Proposed Project (5' & 5' Setbacks):** Maintain the existing façade of the historic structure, add two subterranean levels with 53 parking spaces, construct 37 levels of residential consisting of 443 units (12 affordable micro-units and 431 market-rate micro-units), ground floor retail and two levels of residential amenities.
- ➔ **Alternative 1 (5' & 10' Setbacks):** Maintain the existing façade of the historic structure, add two subterranean levels with 69 parking spaces, construct 41 levels of residential consisting of 393 units (8 affordable micro-units, 4 live/work units and 381 market-rate micro-units),





ground floor retail and two levels of residential amenities. Compared to the proposed project, this alternative is a less environmentally damaging alternative that can further minimize the potential adverse effects on the designated historical resource because it proposes greater setbacks from the wall plane than the proposed project making the tower less conspicuous when viewed from the street.

- ➔ **Alternative 2 (10' & 10' Setbacks):** Maintain the existing façade of the historic structure, add two subterranean levels with 69 parking spaces, construct 41 levels of residential consisting of 393 units (8 affordable micro-units, 4 live/work units and 381 market-rate micro-units), ground floor retail and two levels of residential amenities. Compared to the proposed project, this alternative is a less environmentally damaging alternative that can further minimize the potential adverse effects on the designated historical resource because it proposes greater setbacks from the wall plane than the proposed project making the tower less conspicuous when viewed from the street.
- ➔ **Alternative 3 (10' & 20' Setbacks):** Maintain the existing façade of the historic structure, add two subterranean levels with 68 parking spaces, construct 41 levels of residential consisting of 390 units (8 affordable micro-units, 4 live/work units and 378 market-rate micro-units), ground floor retail and two levels of residential amenities. Compared to the proposed project, this alternative is a less environmentally damaging alternative that can further minimize the potential adverse effects on the designated historical resource because it proposes greater setbacks from the wall plane than the proposed project making the tower less conspicuous when viewed from the street.
- ➔ **Alternative 4 (15' & 15' Setbacks):** Maintain the existing façade of the historic structure, add two subterranean levels with 68 parking spaces, construct 40 levels of residential consisting of 398 units (8 affordable micro-units, 4 live/work units, and 386 market-rate micro-units), ground floor retail, and two levels of residential amenities. Compared to the proposed project, this alternative is a less environmentally damaging alternative that can further minimize the potential adverse effects on the designated historical resource because it proposes greater setbacks from the wall plane than the proposed project making the tower less conspicuous when viewed from the street.
- ➔ **Alternative 5 (Retail/Office Rehab):** Rehabilitate the existing 54,225 square foot historic structure and use as 15,575 square feet of ground floor retail and two levels of office space above containing 36,150 square feet. Compared to the proposed project, this alternative is a less environmentally damaging alternative that can further minimize the potential adverse effects on the designated historical resource because it proposes greater setbacks from the wall plane than the proposed project making the tower less conspicuous when viewed from the street.

## Conclusions of Economic Feasibility

We analyzed the project performance of the Proposed Project for the property. The Proposed Project includes construction of two subterranean level of parking, construction of one level of ground floor retail and lobby space, 35 levels of residential units and two levels of residential amenities. The average usable area of the residential units is 586 square feet.

We have assumed a 24-month construction period with the lease up of residential units commencing immediately after completion, including two months of pre-leasing. The project will be sold after a 10-year holding period.

We have determined that only the Proposed Project is economically feasible. This project is estimated to generate a Net Operating Income ("NOI") at stabilization of \$12,799,028, which when compared to the total costs of the project (\$232,848,469) represents a Yield on Cost ("YOC") of 5.5%.

Based on performing feasibility analyses and consulting services on hundreds of real estate projects, it is our experience that a residential redevelopment project in the current market requires the Yield On Cost spread over existing cap rates to be 1.5% to be economically feasible and to qualify for project financing. Meaning if cap rates are approximately 4% for residential projects the targeted minimum YOC is 5.5%. For properties repositioned as office, the targeted YOC ranges between 6.5% and 7% to be considered economically feasible to developers and investors

The internal rate of return ("IRR") of the Proposed Project is forecasted to be 13.7%. This also demonstrates that the project is economically feasible. The typical minimum IRR for rental housing projects in today's market ranges from 13% to 15%. For commercial projects, the minimum targeted IRR ranges from 15% to 18%. Any IRR below this range would struggle to attract investors and achieve project financing.

The table on the following page summarizes the impacts to the Proposed Project under each of the five alternatives. None of the alternatives achieve the required minimum YOC or IRR, which demonstrates these alternatives are not economically feasible.

Summary of Scenarios  
Ballpark Storage - 611 Island Ave. Downtown San Diego, CA

Proposed Project

5' &amp; 5' Setbacks

<i>Development Summary</i>	
# Units:	443
Residential S.F.	259,785
Retail S.F.	<u>985</u>
Total Usable S.F.	260,770
Total Gross S.F.	448,439
Total Net Development Profit	\$165,292,443
Yield on Cost	5.50%
IRR	13.71%

Alternative 1

5' &amp; 10' Setbacks

<i>Development Summary</i>	
# Units:	393
Residential S.F.	238,415
Retail S.F.	<u>2,149</u>
Total Usable S.F.	240,564
Total Gross S.F.	408,418
Total Net Development Profit	\$132,316,095
Difference From Base Project (\$)	-\$32,976,348
Difference From Base Project (%)	-20.0%
Yield on Cost	5.19%
IRR	12.15%

Alternative 2

10' &amp; 10' Setbacks

<i>Development Summary</i>	
# Units:	393
Residential S.F.	238,470
Retail S.F.	<u>2,239</u>
Total Usable S.F.	240,709
Total Gross S.F.	408,418
Total Net Development Profit	\$132,411,574
Difference From Base Project (\$)	-\$32,880,868
Difference From Base Project (%)	-19.9%
Yield on Cost	5.19%
IRR	12.16%

Alternative 3

10' &amp; 20' Setbacks

<i>Development Summary</i>	
# Units:	390
Residential S.F.	237,142
Retail S.F.	<u>2,239</u>
Total Usable S.F.	239,381
Total Gross S.F.	407,962
Total Net Development Profit	\$130,660,786
Difference From Base Project (\$)	-\$34,631,656
Difference From Base Project (%)	-21.0%
Yield on Cost	5.16%
IRR	12.03%

Alternative 4

15' &amp; 15' Setbacks

<i>Development Summary</i>	
# Units:	398
Residential S.F.	238,069
Retail S.F.	<u>2,240</u>
Total Usable S.F.	240,309
Total Gross S.F.	406,147
Total Net Development Profit	\$137,111,427
Difference From Base Project (\$)	-\$28,181,016
Difference From Base Project (%)	-17.0%
Yield on Cost	5.20%
IRR	12.65%

Alternative 5

Retail/Office Rehab

<i>Development Summary</i>	
Office S.F.	30,728
<u>Retail S.F.</u>	<u>15,575</u>
Total Rentable S.F.	46,303
Total Gross S.F.	54,225
Total Net Development Profit	\$7,421,379
Difference From Base Project (\$)	-\$157,871,063
Difference From Base Project (%)	-95.5%
Yield on Cost	4.50%
IRR	5.11%

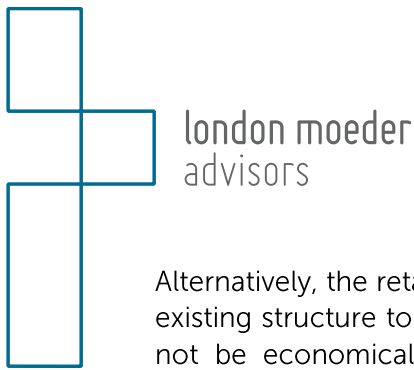
**Alternative 1** is not economically feasible. Due to the change in setback dimensions under this alternative, there is a reduction of 82 residential units. When compared to the high cost of high-rise construction, subterranean parking and acquisition, this reduction in revenue producing units is unable to support the total project costs. With an estimated NOI at stabilization of \$11,106,841 compared to the total project costs, the resulting YOC is 5.2%. This is below the 5.5% YOC threshold required. The total profit in this alternative is also reduced by approximately \$33.5 million (-20.2%) compared to the Proposed Project. In addition, the IRR for this alternative is only 12.1%, which is below the minimum targeted IRR of 13% to 15%.

**Alternative 2** is not economically feasible. Due to the change in setback dimensions under this alternative there is a reduction of 82 residential units. When compared to the high cost of high-rise construction, subterranean parking and acquisition, this reduction in revenue producing units is unable to support the total project costs. With an estimated NOI at stabilization of \$11,110,576 compared to the total project costs, the resulting YOC is 5.2%. This is below the 5.5% YOC threshold required. The total profit in this alternative is also reduced by approximately \$33.4 million (-20.1%) compared to the Proposed Project. In addition, the IRR for this alternative is only 12.2%, which is below the minimum targeted IRR of 13% to 15%.

**Alternative 3** is not economically feasible. Due to the change in setback dimensions under this alternative there is a reduction of 85 residential units. When compared to the high cost of high-rise construction, subterranean parking and acquisition, this reduction in revenue producing units is unable to support the total project costs. With an estimated NOI at stabilization of \$11,044,045 compared to the total project costs, the resulting YOC is 5.2%. This is below the 5.5% YOC threshold required. The total profit in this alternative is also reduced by \$35.1 million (-21.2%) compared to the Proposed Project. In addition, the IRR for this alternative is only 12%, which is below the minimum targeted IRR of 13% to 15%.

**Alternative 4** is not economically feasible. Due to the change in setback dimensions under this alternative there is a reduction of 77 residential units. When compared to the high cost of high-rise construction, subterranean parking and acquisition, this reduction in revenue producing units is unable to support the total project costs. With an estimated NOI at stabilization of \$11,200,775 compared to the total project costs, the resulting YOC is 5.2%. This is below the 5.5% YOC threshold required. The total profit in this alternative is also reduced by \$28.7 million (-17.3%) compared to the Proposed Project. In addition, the IRR for this alternative is only 12.6%, which is below the minimum targeted IRR of 13% to 15%.

**Alternative 5** is not economically feasible. The estimated NOI at stabilization is \$1,358,241. When compared to the total project costs of the rehabilitation, the resulting YOC is 4.5%, which is below the 6.5% to 7.0% threshold required by developers and investors for this type of product. Additionally, this alternative does not qualify for refinancing. Due to the high cost of acquisition (\$19.6 million), which represents a cost of approximately \$361 per gross square foot, additional equity investment of approximately \$3.8 million would be required to pay off the construction loan at refinancing. The IRR achieved by this alternative is 5.1% which does not meet the minimum required IRR of 15%. This also demonstrates that the project is not economically feasible.



Alternatively, the retaining of the existing façade of the historic structure, and rehabilitation of the existing structure to be used as residential units was considered. However, this alternative would not be economically feasible. The existing structure of historical significance was originally designed and used as industrial space, and most recently as a storage facility. The resulting inefficiency of the rehabilitated building would achieve an estimated 72 residential units. Due to structural and utility requirements to adequately accommodate residential use, the resulting project cost for this alternative would increase by 16% on a per square foot basis. The limited number of residential units that are physically allowed within the existing structure would not support the high cost of construction resulting from the required rehabilitation of the structure.

Additionally, this alternative would result in a significant reduction in the amount of market rate and rent-restricted inclusionary units that can be achieved when compared to the Proposed Project (371-unit reduction).

Therefore, there is substantial evidence to support that the deviations proposed in the proposed project are the minimum necessary to afford relief and accommodate the proposed development. These deviations represent the feasible measures to mitigate the loss of a portion of the historic resource, as demonstrated by the economic infeasibility of the above alternatives. The proposed project includes the only combination of setbacks and amount of rehabilitation of interior and exterior portions of the structure that does not cause an economic hardship and allows an economic return that from the property that is financially feasible.

## Approach to Analysis

To determine the impact to the project, we prepared financial proformas for the five alternatives and compared the performances to the Proposed Project proforma. In each proforma, we assumed the following:

- Construction period of 24 months for the Proposed Project and Alternatives 1 through 4 and 12 months for Alternative 5.
- Rental residential units begin leasing immediately after construction is completed with two months of pre-leasing.
- Construction costs are provided by the developer based on similar projects and construction types.
- Rental rates and revenues were provided by the developer with cross-reference by our survey of market rents for competitive projects in the area.
- Residential rental units are estimated to stabilize at approximately a 4% vacancy rate.
- Lease rates will increase on average 3% per year.
- The following summarizes the financial proformas we have prepared for analyzing the project, which are included in the [Appendix](#).

## Proposed Project

The proposed Project includes retaining the existing façade of the historic structure, the addition of two subterranean levels of parking and construction of 37 levels of residential units (12 affordable micro-units and 431 market-rate micro-units) including two levels of amenity space. The 443 residential units are to begin leasing after construction is complete with two months of pre-leasing. The project is to be sold after a 10-year holding period.

The 443 residential units include an average of 586 square feet of usable residential space. There will be a total of 53 parking spaces included in the parking levels of the building. In addition, there will be 985 square feet of ground-floor retail space.

When the 443 residential units are leased after construction is completed, the forecasted average rent is estimated to be \$5.11 per square foot of usable space (2021 dollars). The 985 square feet of total retail space is estimated to rent at \$3.00 per square foot (2021 dollars).

The total gross profit generated from this investment is forecasted to be \$165,292,443. In addition, this project is estimated to generate an NOI at stabilization of \$12,799,028, which when compared to the total costs of the project represents a YOC of 5.5%, which satisfies the minimum requirement of 5.5% for project feasibility.

The IRR of the investment is forecasted to be 13.7%. This also demonstrates that the project is economically feasible. The typical minimum IRR for rental housing projects ranges from 13% to 15%. Any IRR below this range would struggle to attract investors and achieve project financing.

## Alternative 1 – 5' & 10' Setbacks

Alternative 1 includes retaining the existing façade of the historic structure, the addition of two subterranean levels of parking and construction of 41 levels of residential units (8 affordable micro-units, 4 live/work units and 381 market-rate micro-units) including two levels of amenity space. The 393 residential units are to begin leasing after construction is complete with two months of pre-leasing. The project is to be sold after a 10-year holding period.

The 393 residential units include an average of 599 square feet of usable residential space. There will be a total of 69 parking spaces included in the parking levels of the building. In addition, there will be 2,149 square feet of ground-floor retail space.

When the 393 residential units are leased after construction is completed, the forecasted average rent is estimated to be \$4.89 per square foot of usable space (2021 dollars). The 2,149 square feet of total retail space is estimated to rent at \$3.00 per square foot (2021 dollars).

The forecasted sale price for the entire project is \$301,122,759. Total project costs are forecasted at \$214,202,315.

With a total forecasted profit at disposition of \$132,316,095, Alternative 1 would generate approximately \$33 million less total profit than the Proposed Project (20% reduction). More importantly, the project is not economically feasible because the forecasted YOC (5.2%) does not meet the minimum required of 5.5% to be economically feasible.

To further illustrate the infeasibility of Alternative 1, the IRR of this project is forecasted to be 12.1%. This also demonstrates that the project is infeasible because an IRR below 13% to 15% will struggle to attract investors and qualify for project financing.

### Alternative 2 – 10' & 10' Setbacks

Alternative 2 includes retaining the existing façade of the historic structure, the addition of two subterranean levels of parking and construction of 41 levels of residential units (8 affordable micro-units, 4 live/work units and 381 market-rate micro-units) including two levels of amenity space. The 393 residential units are to begin leasing after construction is complete with two months of pre-leasing. The project is to be sold after a 10-year holding period.

The 393 residential units include an average of 599 square feet of usable residential space. There will be a total of 69 parking spaces included in the parking levels of the building. In addition, there will be 2,239 square feet of ground-floor retail space.

When the 393 residential units are leased after construction is completed, the forecasted average rent is estimated to be \$4.89 per square foot of usable space (2021 dollars). The 2,239 square feet of total retail space is estimated to rent at \$3.00 per square foot (2021 dollars).

The forecasted sale price for the entire project is \$301,203,779. Total project costs are forecasted at \$214,204,530.

With a total forecasted profit at disposition of \$132,411,574, Alternative 2 would generate approximately \$32.9 million less total profit than the Proposed Project (19.9% reduction). More importantly, the project is not economically feasible because the forecasted YOC (5.2%) does not meet the minimum required of 5.5% to be economically feasible.

To further illustrate the infeasibility of Alternative 2, the IRR of this project is forecasted to be 12.2%. This also demonstrates that the project is infeasible because an IRR below 13% to 15% will struggle to attract investors and qualify for project financing.

### Alternative 3 – 10' & 20' Setbacks

Alternative 3 includes retaining the existing façade of the historic structure, the addition of two subterranean levels of parking and construction of 41 levels of residential units (8 affordable micro-units, 4 live/work units and 378 market-rate micro-units) including two levels of amenity space. The 390 residential units are to begin leasing after construction is complete with two months of pre-leasing. The project is to be sold after a 10-year holding period.



The 390 residential units include an average of 600 square feet of usable residential space. There will be a total of 68 parking spaces included in the parking levels of the building. In addition, there will be 2,239 square feet of ground-floor retail space.

When the 390 residential units are leased after construction is completed, the forecasted average rent is estimated to be \$4.89 per square foot of usable space (2021 dollars). The 2,239 square feet of total retail space is estimated to rent at \$3.00 per square foot (2021 dollars).

The forecasted sale price for the entire project is \$299,404,737. Total project costs are forecasted at \$213,945,882.

With a total forecasted profit at disposition of \$130,660,786, Alternative 3 would generate approximately \$34.6 million less total profit than the Proposed Project (21% reduction). More importantly, the project is not economically feasible because the forecasted YOC (5.2%) does not meet the minimum required of 5.5% to be economically feasible.

To further illustrate the infeasibility of Alternative 3, the IRR of this project is forecasted to be 12%. This also demonstrates that the project is infeasible because an IRR below 13% to 15% will struggle to attract investors and qualify for project financing.

#### **Alternative 4 – 15' & 15' Setbacks**

Alternative 4 includes retaining the existing façade of the historic structure, the addition of two subterranean levels of parking and construction of 40 levels of residential units (8 affordable micro-units, 4 live/work units and 386 market-rate micro-units) including two levels of amenity space. The 398 residential units are to begin leasing after construction is complete with two months of pre-leasing. The project is to be sold after a 10-year holding period.

The 398 residential units include an average of 590 square feet of usable residential space. There will be a total of 68 parking spaces included in the parking levels of the building. In addition, there will be 2,240 square feet of ground-floor retail space.

When the 398 residential units are leased after construction is completed, the forecasted average rent is estimated to be \$4.93 per square foot of usable space (2021 dollars). The 2,240 square feet of total retail space is estimated to rent at \$3.00 per square foot (2021 dollars).

The forecasted sale price for the entire project is \$303,618,082. Total project costs are forecasted at \$212,184,369.

With a total forecasted profit at disposition of \$137,111,427, Alternative 4 would generate approximately \$28.2 million less total profit than the Proposed Project (17% reduction). More importantly, the project is not economically feasible because the forecasted YOC (5.2%) does not meet the minimum required of 5.5% to be economically feasible.



To further illustrate the infeasibility of Alternative 4, the IRR of this project is forecasted to be 12.6%. This also demonstrates that the project is infeasible because an IRR below 13% to 15% will struggle to attract investors and qualify for project financing.

### Alternative 5 – Retail/Office Rehabilitation

Alternative 5 assumes retaining the existing façade of the historic structure, and rehabilitation of the existing structure of historical significance to include 15,575 square feet of retail space on the ground level and 36,150 square feet of office space on levels two and three above. The project is to be sold after a 10-year holding period.

When the rehabilitation is completed, the 30,728 net square feet of office space is forecasted to rent at \$3.25 per square foot (2021 dollars). The 15,575 net square feet of retail space is estimated to rent at \$2.75 per square foot (2021 dollars).

At the time of refinance in Year 3, the construction loan amount due is \$19.6 million. However, based on a stabilized value of \$22.6 million, the asset can only support a permanent loan amount of \$15.8 million. This is the first indication that the project is not economically feasible because it will not qualify to refinance the construction loan.

With a total forecasted profit at disposition of \$7,421,379, Alternative 5 would generate approximately \$157.9 million less total profit than the Proposed Project (95.5% reduction). More importantly, the project is not economically feasible because the forecasted YOC (4.5%) does not meet the minimum required of 6.5% to be economically feasible.

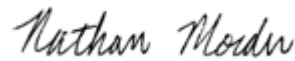
To further illustrate the infeasibility of Alternative 5, the IRR of this project is forecasted to be 5.1%. This also demonstrates that the project is infeasible because an IRR below 13% to 15% will struggle to attract investors and qualify for project financing.

Should you have any questions regarding this analysis, please feel free to contact our firm.

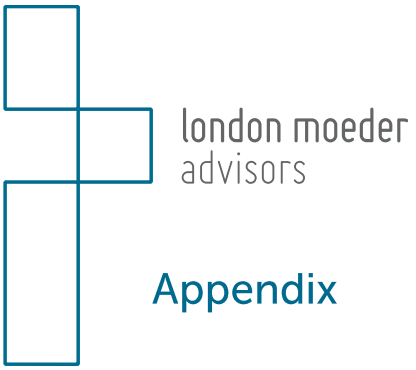
Sincerely,



Gary H. London



Nathan Moeder



GENERAL ASSUMPTIONS

Current Year	2021
Construction Start	2022
Hard Cost Escalation	3.0%
Impact Fees Escalation	1.0%
Construction Period	24 months
Op. Ex. Per Unit	\$500
Op. Ex. Inflation	2.0%
Revenue Inflation (Market Rate)	3.0%
Revenue Inflation (Affordable)	3.0%

HOLDING & DISPOSITION

Holding Period:	10 Years
Cap Rate @ Refi/Sale (Residential):	4.50%
Cap Rate @ Refi/Sale (Retail):	5.50%
Commissions & Closing Costs:	1.50%
Value at Time of Sale (Year 10)	\$347,024,367
Asset Value PSF	\$774

BUILDING ASSUMPTIONS

Total # of Units	443
Units Per Net Acre (Pad)	961.8
Residential Gross S.F.	371,512
Ground Floor Lobby/Equipment	18,313
Retail Gross S.F.	985
Amenity S.F. (Level 5 Amenity Floor)	10,802
Amenity S.F. (Level 37 Amenity Floor)	5,347
Basement (Parking) S.F.	41,480
Gross Building Area	448,439
Net Usable Area (Residential)	69.9% Efficiency 259,785
Net Rentable Area (Retail)	100% Efficiency 985
Total Net Usable Area	260,770
Parking Spaces	53

FINANCING

Construction Financing:		
Loan Amount	\$151,351,505	
Loan to Cost	65%	
Interest Rate	5.0%	
Term (Months)	48	
Refinance: Take-Out Refi		
Refinance at End of Year:	4	
Permanent Loan Amount	\$170,653,713	
Less: Construction Loan	(\$151,351,505)	
Less: Loan Fees	0.50% (\$853,269)	
Net Proceeds From Refinance	\$18,448,939	
Permanent Loan Info:		
Loan Amount	\$170,653,713	
Amortization	30	
Interest Rate	4.25%	
Annual Debt Service	\$10,074,164	
Next Year NOI @ Refi	\$12,799,028	
Value at Refi	\$284,422,855	
Loan To Value	60%	
Debt Coverage Ratio	1.27	
Debt Yield	7.50%	

PROJECT LAND VALUE

Land S.F.	20,063
Land Acres	0.46
Land Value	\$19,600,000
\$/Unit	\$44,244

PROJECT SUMMARY

Residential								Base Rents	
Market Rate	# of Units	% of Mix	Residential Unit Size	Residential Net Usable	Commercial Unit Size	Avg. Unit Size	Total Net Usable	Monthly Rent	\$/S.F. Rent
Studio	76	17.6%	411	31,236	0	411	31,236	\$2,696	\$6.56
1 Bed	163	37.8%	475	77,425	0	475	77,425	\$2,532	\$5.33
2 Bed	170	39.4%	743	126,310	0	743	126,310	\$3,587	\$4.83
3 Bed	22	5.1%	799	17,578	0	799	17,578	\$4,200	\$5.26
Subtotal	431	100.0%	586	252,549	0	586	252,549	\$3,062	\$5.23
Affordable Units									
Studio	2	16.7%	411	822	0	411	822	\$635	\$1.55
1 Bed	4	33.3%	475	1,900	0	475	1,900	\$660	\$1.39
2 Bed	5	41.7%	743	3,715	0	743	3,715	\$790	\$1.06
3 Bed	1	8.3%	799	799	0	799	799	\$910	\$1.14
Subtotal	12	100.0%	603	7,236	0	603	7,236	\$731	\$1.21
Total	443		586	259,785	0	586	259,785	\$2,999	\$5.11

Retail	
Retail S.F. (Gross)	985
Retail S.F. (Net)	985
Stabilized Occupancy	100%
Stabilized Occupied S.F.	985
Monthly Rent PSF (NNN - Base)	\$3.00
Rental Rate Inflation	3.0%

Average Daily Trips

Retail	40 /1,000 SF	39
Total		39

CONSTRUCTION COST SUMMARY

	Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs	\$19,600,000	\$44,244	\$43.71	\$75.16
Predevelopment	\$3,780,368	\$8,534	\$8.43	\$14.50
Hard Costs	\$153,093,887	\$345,584	\$341.39	\$587.08
Soft Costs	\$30,085,128	\$67,912	\$67.09	\$115.37
Prevailing Wage	\$0	\$0	\$0.00	\$0.00
Finance & Contingency	\$26,289,086	\$59,343	\$58.62	\$100.81
Total Costs	\$232,848,469	\$525,617	\$519.24	\$892.93
Less: Loan Amount	(\$151,351,505)	(\$341,651)	(\$337.51)	(\$1.32)
Initial Investment:	\$81,496,964	\$183,966	\$181.73	\$313.71

INVESTMENT PERFORMANCE

Stabilized NOI	Year 5	\$12,799,028
Total Project Costs		\$232,848,469
Stabilized Yield On Cost		5.5%
	Return on Equity	Cash Flow
Initial		(\$81,496,964)
Year 1	0.0%	\$0
Year 2	0.0%	\$0
Year 3	4.2%	\$3,383,399
Year 4	36.6%	\$29,851,038
Year 5	3.3%	\$2,724,864
Year 6	3.9%	\$3,159,257
Year 7	4.4%	\$3,607,689
Year 8	5.0%	\$4,063,866
Year 9	5.6%	\$4,548,454
Year 10	239.8%	\$195,450,840
Total Profit		\$165,292,443
Before Tax IRR		13.7%

Market Rate Units	431
Affordable Units	12
Total # of Units	443
Residential Gross S.F.	371,512
Ground Floor Lobby/Equipment	18,313
Retail Gross S.F.	985
Amenity S.F. (Level 5 Amenity Floor)	10,802
Gross Building Area (excl. Basement and Level 37)	401,612
Basement (Parking) S.F.	41,480
Amenity S.F. (Level 37 Amenity Floor)	5,347
Gross Building Area	448,439
Net Usable Area (Residential)	259,785
Net Rentable Area (Retail)	985
Total Net Usable Area	260,770
Parking Spaces	53

		Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs		\$19,600,000	\$44,244	\$43.71	\$75.16
<b>Predevelopment</b>					
Site Work		\$1,530,368	\$3,455	\$3.41	\$5.87
Historical Preservation		\$1,000,000	\$2,257	\$2.23	\$3.83
Environmental Mitigation		\$1,250,000	\$2,822	\$2.79	\$4.79
Predevelopment Subtotal		\$3,780,368	\$8,534	\$8.43	\$14.50
<b>Hard Costs</b>					
Hard Costs (Residential)		\$140,785,027	\$317,799	\$350.55	\$539.88
Hard Costs (Retail)	incl.	\$0	\$0	\$0.00	\$0.00
TI's (Retail)	incl.	\$0	\$0	\$0.00	\$0.00
Basement (Parking)		\$7,849,815	\$17,720	\$17.50	\$30.10
Cost Escalation		\$4,459,045	\$10,066	\$9.94	\$17.10
Hard Costs Subtotal		\$153,093,887	\$345,584	\$341.39	\$587.08
<b>Soft Costs</b>					
Predevelopment	0.5%	\$765,469	\$1,776	\$1.71	\$2.94
Architecture & Engineering	5.0%	\$7,654,694	\$17,760	\$17.07	\$29.35
Permit Costs	2.0%	\$3,061,878	\$7,104	\$6.83	\$11.74
Impact Fees - Market Rate					
DIF - Transportation	\$1,408 /unit	\$606,848	\$1,408	\$1.35	\$2.33
DIF - Parks	\$5,857 /unit	\$2,524,367	\$5,857	\$5.63	\$9.68
DIF - Library	\$0 /unit	\$0	\$0	\$0.00	\$0.00
DIF - Fire	\$1,244 /unit	\$536,164	\$1,244	\$1.20	\$2.06
RTCIP	\$2,408 /unit	\$1,037,848	\$2,408	\$2.31	\$3.98
School Impact Fee	\$4.08 /NSF	\$29,523	\$68	\$0.07	\$0.11
Impact Fees - Retail					
DIF - Transportation	\$352 /ADT	\$13,869	\$32	\$0.03	\$0.05
DIF - Fire	\$2,862 /1,000 GSF	\$2,819	\$7	\$0.01	\$0.01
School Impact Fee	\$0.66 /NSF	\$650	\$2	\$0.00	\$0.00
Housing Impact Fee	\$1.28 /GSF	\$1,261	\$3	\$0.00	\$0.00
Impact Fees Escalation		\$0	\$0	\$0.00	\$0.00
Inclusionary Aff. Housing Fee (in lieu fee)	\$0.00 /NSF	\$0	\$0	\$0.00	\$0.00
FAR Bonus Program		\$883,896	\$2,051	\$1.97	\$3.39
Legal & Accounting	1.0%	\$1,530,939	\$3,552	\$3.41	\$5.87
Taxes & Insurance	1.75%	\$2,679,143	\$6,216	\$5.97	\$10.27
Developer Fee	3.0%	\$5,268,425	\$12,224	\$11.75	\$20.20
Marketing/Lease-Up	1.50%	\$2,296,408	\$5,328	\$5.12	\$8.81
Soft Costs Subtotal	20%	\$30,085,128	\$67,912	\$67.09	\$115.37
<b>Prevailing Wage</b>					
Residential Impact	0%	\$0	\$0	\$0.00	\$0.00
Commercial Impact	0%	\$0	\$0	\$0.00	\$0.00
Prevailing Wage Subtotal	0%	\$0	\$0	\$0.00	\$0.00
<b>Finance &amp; Contingency</b>					
Contingency	5.0%	\$9,347,969	\$21,689	\$20.85	\$35.85
Construction Loan Interest		\$15,437,376	\$35,818	\$34.42	\$59.20
Loan Fee	1.0%	\$1,503,741	\$3,489	\$3.35	\$5.77
Finance & Contingency Subtotal		\$26,289,086	\$59,343	\$58.62	\$100.81
<b>Total Project Costs</b>		<b>\$232,848,469</b>	<b>\$525,617</b>	<b>\$519.24</b>	<b>\$892.93</b>
Total Project Costs (Excl. Land)		<b>\$213,248,469</b>	<b>\$481,374</b>	<b>\$475.54</b>	<b>\$817.76</b>

Ballpark Storage - Downtown, San Diego  
Proposed Project - 5' & 5' Setbacks  
Cash Flow Forecast

## ATTACHMENT 7

[illegible]

GENERAL ASSUMPTIONS	
Current Year	2021
Construction Start	2022
Hard Cost Escalation	3.0%
Impact Fees Escalation	1.0%
Construction Period	24 months
Op. Ex. Per Unit	\$500
Op. Ex. Inflation	2.0%
Revenue Inflation (Market Rate)	3.0%
Revenue Inflation (Affordable)	3.0%

HOLDING & DISPOSITION	
Holding Period:	10 Years
Cap Rate @ Refi/Sale (Residential):	4.50%
Cap Rate @ Refi/Sale (Retail):	5.50%
Commissions & Closing Costs:	1.50%
Value at Time of Sale (Year 10)	\$301,122,759
Asset Value PSF	\$737

BUILDING ASSUMPTIONS	
Total # of Units	393
Units Per Net Acre (Pad)	853.3
Residential Gross S.F.	339,284
Ground Floor Lobby/Equipment	12,906
Retail Gross S.F.	2,149
Amenity S.F. (Level 5 + Rooftop)	11,716
Basement (Parking) S.F.	42,363
Gross Building Area	408,418
Net Usable Area (Residential)	70.3% Efficiency 238,415
Net Rentable Area (Retail)	100% Efficiency 2,149
Total Net Usable Area	240,564
Parking Spaces	69

FINANCING	
Construction Financing:	
Loan Amount	\$139,231,505
Loan to Cost	65%
Interest Rate	5.0%
Term (Months)	48
Refinance: Take-Out Refi	
Refinance at End of Year:	4
Permanent Loan Amount	\$148,091,219
Less: Construction Loan	(\$139,231,505)
Less: Loan Fees	0.50% (\$740,456)
Net Proceeds From Refinance	\$8,119,258
Permanent Loan Info:	
Loan Amount	\$148,091,219
Amortization	30
Interest Rate	4.25%
Annual Debt Service	\$8,742,237
Next Year NOI @ Refi	\$11,106,841
Value at Refi	\$246,818,698
Loan To Value	60%
Debt Coverage Ratio	1.27
Debt Yield	7.50%

PROJECT LAND VALUE	
Land S.F.	20,063
Land Acres	0.46
Land Value	\$19,600,000
\$/Unit	\$49,873

PROJECT SUMMARY									
Residential									
Market Rate	# of Units	% of Mix	Residential Unit Size	Residential Net Usable	Commercial Unit Size	Avg. Unit Size	Total Net Usable	Base Rents	
Live/Work	4	1.0%	502	2,009	754	1,257	5,026	Monthly Rent	\$/S.F. Rent
Studio	114	29.6%	379	43,252	0	379	43,252	\$3,500	\$2.79
1 Bed	119	30.9%	560	66,658	0	560	66,658	\$2,360	\$6.22
2 Bed	129	33.5%	800	103,200	0	800	103,200	\$2,763	\$4.93
3 Bed	19	4.9%	800	15,200	0	800	15,200	\$3,634	\$4.54
Subtotal	385	100.0%	598	230,319	754	606	233,336	\$4,180	\$5.23
Affordable Units									
Studio	2	25.0%	379	759	0	379	759	\$3,013	\$4.97
1 Bed	2	25.0%	560	1,120	0	560	1,120	\$634	\$1.67
2 Bed	3	37.5%	800	2,400	0	800	2,400	\$718	\$1.28
3 Bed	1	12.5%	800	800	0	800	800	\$816	\$1.02
Subtotal	8	100.0%	635	5,079	0	635	5,079	\$912	\$1.14
Total	393		599	235,398	754	607	238,415	\$758	\$1.19
Retail									
Retail S.F. (Gross)		2,149							
Retail S.F. (Net)		2,149							
Stabilized Occupancy		100%							
Stabilized Occupied S.F.		2,149							
Monthly Rent PSF (NNN - Base)		\$3.00							
Rental Rate Inflation		3.0%							

Standard	36
ADA/Van	3
Parallel	6
Tandem	24

Average Daily Trips		
Retail	40 /1,000 SF	86
Total		86

CONSTRUCTION COST SUMMARY				
	Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs	\$19,600,000	\$49,873	\$47.99	\$81.48
Predevelopment	\$3,780,368	\$9,619	\$9.26	\$15.71
Hard Costs	\$139,379,631	\$354,656	\$341.27	\$579.39
Soft Costs	\$27,333,161	\$69,550	\$66.92	\$113.62
Prevailing Wage	\$0	\$0	\$0.00	\$0.00
Finance & Contingency	\$24,109,155	\$61,346	\$59.03	\$100.22
Total Costs	\$214,202,315	\$545,044	\$524.47	\$890.42
Less: Loan Amount	(\$139,231,505)	(\$354,279)	(\$340.90)	(\$1.49)
Initial Investment:	\$74,970,810	\$190,765	\$183.56	\$314.46

INVESTMENT PERFORMANCE		
Stabilized NOI	Year 5	\$11,106,841
Total Project Costs		\$214,202,315
Stabilized Yield On Cost		5.2%
	Return on Equity	Cash Flow
Initial		(\$74,970,810)
Year 1	0.0%	\$0
Year 2	0.0%	\$0
Year 3	4.6%	\$3,478,556
Year 4	24.7%	\$18,491,774
Year 5	3.2%	\$2,364,604
Year 6	3.7%	\$2,743,154
Year 7	4.2%	\$3,133,968
Year 8	4.7%	\$3,522,730
Year 9	5.3%	\$3,953,941
Year 10	226.2%	\$169,598,178
Total Profit		\$132,316,095
Before Tax IRR		12.1%

Construction Costs

Market Rate Units	385
Affordable Units	8
Total # of Units	393
Residential Gross S.F.	339,284
Ground Floor Lobby/Equipment	12,906
Retail Gross S.F.	2,149
Amenity S.F. (Level 5 + Rooftop)	11,716
Gross Building Area (excl. Basement)	366,055
Basement (Parking) S.F.	42,363
Gross Building Area	408,418
Net Usable Area (Residential)	238,415
Net Rentable Area (Retail)	2,149
Total Net Usable Area	240,564
Parking Spaces	69

		Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs		\$19,600,000	\$49,873	\$47.99	\$81.48
<b>Predevelopment</b>					
Site Work		\$1,530,368	\$3,894	\$3.75	\$6.36
Historical Preservation		\$1,000,000	\$2,545	\$2.45	\$4.16
Environmental Mitigation		\$1,250,000	\$3,181	\$3.06	\$5.20
Predevelopment Subtotal		\$3,780,368	\$9,619	\$9.26	\$15.71
<b>Hard Costs</b>					
Hard Costs (Residential)		\$128,320,526	\$326,515	\$350.55	\$533.42
Hard Costs (Retail)	incl.	\$0	\$0	\$0.00	\$0.00
TI's (Retail)	incl.	\$0	\$0	\$0.00	\$0.00
Basement (Parking)	incl.	\$6,999,504	\$17,810	\$17.14	\$29.10
Cost Escalation		\$4,059,601	\$10,330	\$9.94	\$16.88
Hard Costs Subtotal		\$139,379,631	\$354,656	\$341.27	\$579.39
<b>Soft Costs</b>					
Predevelopment	0.5%	\$696,898	\$1,810	\$1.71	\$2.90
Architecture & Engineering	5.0%	\$6,968,982	\$18,101	\$17.06	\$28.97
Permit Costs	2.0%	\$2,787,593	\$7,241	\$6.83	\$11.59
Impact Fees - Market Rate	\$0 /unit	\$0	\$0	\$0.00	\$0.00
DIF - Transportation	\$1,396 /unit	\$537,460	\$1,396	\$1.32	\$2.23
DIF - Parks	\$5,808 /unit	\$2,236,080	\$5,808	\$5.47	\$9.30
DIF - Library	\$0 /unit				
DIF - Fire	\$1,234 /unit	\$475,090	\$1,234	\$1.16	\$1.97
RTCIP	\$2,360 /unit	\$908,600	\$2,360	\$2.22	\$3.78
School Impact Fee	\$4.08 /NSF	\$972,733	\$2,527	\$2.38	\$4.04
Impact Fees - Affordable					
DIF - Transportation	\$1,396 /unit	\$11,168	\$29	\$0.03	\$0.05
DIF - Parks	\$5,808 /unit	\$46,464	\$121	\$0.11	\$0.19
DIF - Library	\$0 /unit	\$0	\$0	\$0.00	\$0.00
DIF - Fire	\$1,234 /unit	\$9,872	\$26	\$0.02	\$0.04
RTCIP	\$2,360 /unit	\$18,880	\$49	\$0.05	\$0.08
School Impact Fee	\$4.08 /NSF	\$20,723	\$54	\$0.05	\$0.09
Impact Fees - Retail					
DIF - Transportation	\$349 /ADT	\$30,000	\$78	\$0.07	\$0.12
DIF - Fire	\$2,839 /1,000 GSF	\$6,101	\$16	\$0.01	\$0.03
School Impact Fee	\$0.66 /NSF	\$1,418	\$4	\$0.00	\$0.01
Housing Impact Fee	\$1.28 /GSF	\$2,751	\$7	\$0.01	\$0.01
Impact Fees Escalation		\$0	\$0	\$0.00	\$0.00
Inclusionary Aff. Housing Fee (in lieu fee)	\$0.00 /NSF	\$0	\$0	\$0.00	\$0.00
FAR Bonus Program		\$883,896	\$2,296	\$2.16	\$3.67
Legal & Accounting	1.0%	\$1,393,796	\$3,620	\$3.41	\$5.79
Taxes & Insurance	1.75%	\$2,439,144	\$6,335	\$5.97	\$10.14
Developer Fee	3.0%	\$4,794,818	\$12,454	\$11.74	\$19.93
Marketing/Lease-Up	1.50%	\$2,090,694	\$5,430	\$5.12	\$8.69
Soft Costs Subtotal	20%	\$27,333,161	\$69,550	\$66.92	\$113.62
<b>Prevailing Wage</b>					
Residential Impact	0%	\$0	\$0	\$0.00	\$0.00
Commercial Impact	0%	\$0	\$0	\$0.00	\$0.00
Prevailing Wage Subtotal	0%	\$0	\$0	\$0.00	\$0.00
<b>Finance &amp; Contingency</b>					
Contingency	5.0%	\$8,524,658	\$22,142	\$20.87	\$35.44
Construction Loan Interest		\$14,201,174	\$36,886	\$34.77	\$59.03
Loan Fee	1.0%	\$1,383,323	\$3,593	\$3.39	\$5.75
Finance & Contingency Subtotal		\$24,109,155	\$61,346	\$59.03	\$100.22
<b>Total Project Costs</b>		<b>\$214,202,315</b>	<b>\$545,044</b>	<b>\$524.47</b>	<b>\$890.42</b>
Total Project Costs (Excl. Land)		\$194,602,315	\$495,171	\$476.48	\$808.94

Ballpark Storage - Downtown, San Diego  
Alternative 1 - 5' & 10" Setbacks  
Cash Flow Forecast

## ATTACHMENT 7

		24 Month Construction			Stabilization						
	Initial	Year 1 2022	Year 2 2023	Year 3 2024	Year 4 2025	Year 5 2026	Year 6 2027	Year 7 2028	Year 8 2029	Year 9 2030	Year 10 2031
	0	1	2	3	4	5	6	7	8	9	10
Total Market Rate Units			385	385	385	385	385	385	385	385	385
Units Leased (Market Rate)			0	161	358	369	369	369	369	369	369
Units Leased (Affordable)			0	8	8	8	8	8	8	8	8
Units Vacant (Market Rate)			385	224	27	16	16	16	16	16	16
Occupancy Rate (Market Rate)			0.0%	41.8%	93.1%	95.8%	95.8%	95.8%	95.8%	95.8%	95.8%
Vacancy Rate (Market Rate)			100.0%	58.2%	6.9%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%
Monthly Rent (Market Rate)		\$3,104	\$3,197	\$3,293	\$3,391	\$3,493	\$3,598	\$3,706	\$3,817	\$3,931	\$4,049
Monthly Rent Per S.F. (Market Rate)		\$5.19	\$5.34	\$5.50	\$5.67	\$5.84	\$6.01	\$6.19	\$6.38	\$6.57	\$6.77
Annual Increase In Rent (Market Rate)			3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Monthly Rent (Affordable)		\$781	\$804	\$828	\$853	\$879	\$905	\$932	\$960	\$989	\$1,019
Monthly Rent Per S.F. (Affordable)		\$1.23	\$1.27	\$1.30	\$1.34	\$1.38	\$1.43	\$1.47	\$1.51	\$1.56	\$1.60
Annual Increase In Rent (Affordable)			3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Monthly Rent PSF (Retail)		\$3.09	\$3.18	\$3.28	\$3.38	\$3.48	\$3.58	\$3.69	\$3.80	\$3.91	\$4.03
Annual Increase In Rent (Retail)			3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Gross Rental Income (Market Rate Units)		\$0	\$14,768,510	\$15,211,565	\$15,667,912	\$16,137,949	\$16,622,088	\$17,120,750	\$17,634,373	\$18,163,404	\$18,708,306
Gross Rental Income (Affordable Units)		\$0	\$0	\$79,516	\$81,901	\$84,358	\$86,889	\$89,495	\$92,180	\$94,946	\$97,794
Parking Income		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Retail Income (NNN)		\$0	\$0	\$84,538	\$87,074	\$89,686	\$92,377	\$95,148	\$98,002	\$100,942	\$103,971
Less: Vacancy & Credit Loss (Residential)		\$0	(\$14,768,510)	(\$8,850,365)	(\$1,088,615)	(\$670,668)	(\$690,788)	(\$711,512)	(\$732,857)	(\$754,843)	(\$777,488)
Net Rental Income		\$0	\$0	\$6,525,253	\$14,748,272	\$15,641,325	\$16,110,565	\$16,593,882	\$17,091,699	\$17,604,450	\$18,132,583
		Per Unit	% Increase								
Less: Operating Expenses (Residential)		(\$6,120)	2.0%	\$0	\$0	(\$1,076,065)	(\$2,378,645)	(\$2,497,431)	(\$2,547,379)	(\$2,598,327)	(\$2,650,294)
Less: Property Taxes		(\$4,789)	2.0%	\$0	\$0	(\$1,957,952)	(\$1,997,111)	(\$2,037,053)	(\$2,161,737)	(\$2,204,972)	(\$2,249,071)
Less: Brokerage Commission (Retail)		3.0%		\$0	\$0	(\$12,681)	\$0	\$0	\$0	(\$14,700)	\$0
Operating Expenses		\$0	\$0	(\$3,046,698)	(\$4,375,756)	(\$4,534,484)	(\$4,625,174)	(\$4,717,677)	(\$4,826,731)	(\$4,908,271)	(\$5,006,437)
Operating Expense Ratio		-	-	46.7%	29.7%	29.0%	28.7%	28.4%	28.2%	27.9%	27.6%
Net Operating Income		\$0	\$0	\$3,478,556	\$10,372,516	\$11,106,841	\$11,485,391	\$11,876,205	\$12,264,968	\$12,696,178	\$13,126,146
Less: Permanent Debt Service		\$0	\$0	\$0	\$0	(\$8,742,237)	(\$8,742,237)	(\$8,742,237)	(\$8,742,237)	(\$8,742,237)	(\$8,742,237)
Net Proceeds from Refinance:		\$0	\$0	\$0	\$8,119,258	\$0	\$0	\$0	\$0	\$0	\$0
Cash Flow From Operations		\$0	\$0	\$3,478,556	\$18,491,774	\$2,364,604	\$2,743,154	\$3,133,968	\$3,522,730	\$3,953,941	\$4,383,909
Disposition											
Residential											
Cap Rate											4.50%
Next Year NOI											\$13,462,905
Asset Value											\$299,175,671
Asset Value Per Net SF											\$1,255
Asset Value Per Unit											\$761,261
Retail											
Cap Rate											5.50%
Next Year NOI											\$107,090
Asset Value											\$1,947,089
Asset Value Per Net SF											\$906
Sale Price											\$301,122,759
Less: Commissions & Closing Costs											(\$4,516,841)
Less: Principal Balance of Loan O/S											(\$131,391,648)
Net Proceeds from Disposition											\$165,214,269
Total Cash Flow Before Taxes		(\$74,970,810)	\$0	\$0	\$3,478,556	\$18,491,774	\$2,364,604	\$2,743,154	\$3,133,968	\$3,522,730	\$3,953,941
IRR	12%										



GENERAL ASSUMPTIONS	
Current Year	2021
Construction Start	2022
Hard Cost Escalation	3.0%
Impact Fees Escalation	1.0%
Construction Period	24 months
Op. Ex. Per Unit	\$500
Op. Ex. Inflation	2.0%
Revenue Inflation (Market Rate)	3.0%
Revenue Inflation (Affordable)	3.0%

HOLDING & DISPOSITION	
Holding Period:	10 Years
Cap Rate @ Refi/Sale (Residential):	4.50%
Cap Rate @ Refi/Sale (Retail):	5.50%
Commissions & Closing Costs:	1.50%
Value at Time of Sale (Year 10)	\$301,203,779
Asset Value PSF	\$737

BUILDING ASSUMPTIONS	
Total # of Units	393
Units Per Net Acre (Pad)	853.3
Residential Gross S.F.	338,830
Ground Floor Lobby/Equipment	13,270
Retail Gross S.F.	2,239
Amenity S.F. (Level 5 + Rooftop)	11,716
Basement (Parking) S.F.	42,363
Gross Building Area	408,418
Net Usable Area (Residential)	70.4% Efficiency 238,470
Net Rentable Area (Retail)	100% Efficiency 2,239
Total Net Usable Area	240,709
Parking Spaces	69

FINANCING	
Construction Financing:	
Loan Amount	\$139,232,945
Loan to Cost	65%
Interest Rate	5.0%
Term (Months)	48
Refinance: Take-Out Refi	
Refinance at End of Year:	4
Permanent Loan Amount	\$148,141,020
Less: Construction Loan	(\$139,232,945)
Less: Loan Fees	0.50% (\$740,705)
Net Proceeds From Refinance	\$8,167,370
Permanent Loan Info:	
Loan Amount	\$148,141,020
Amortization	30
Interest Rate	4.25%
Annual Debt Service	\$8,745,177
Next Year NOI @ Refi	\$11,110,576
Value at Refi	\$246,901,700
Loan To Value	60%
Debt Coverage Ratio	1.27
Debt Yield	7.50%

PROJECT LAND VALUE	
Land S.F.	20,063
Land Acres	0.46
Land Value	\$19,600,000
\$/Unit	\$49,873

PROJECT SUMMARY									
Residential									
Market Rate	# of Units	% of Mix	Residential Unit Size	Residential Net Usable	Commercial Unit Size	Avg. Unit Size	Total Net Usable	Base Rents	
Live/Work	4	1.0%	541	2,165	774	1,315	5,259	Monthly Rent	\$/S.F. Rent
Studio	114	29.6%	380	43,321	0	380	43,321	\$3,500	\$2.66
1 Bed	119	30.9%	558	66,414	0	558	66,414	\$2,360	\$6.21
2 Bed	129	33.5%	800	103,200	0	800	103,200	\$2,763	\$4.95
3 Bed	19	4.9%	800	15,200	0	800	15,200	\$3,634	\$4.54
Subtotal	385	100.0%	598	230,300	774	606	233,394	\$4,180	\$5.23
Affordable Units									
Studio	2	25.0%	380	760	0	380	760	\$3,013	\$4.97
1 Bed	2	25.0%	558	1,116	0	558	1,116	\$634	\$1.67
2 Bed	3	37.5%	800	2,400	0	800	2,400	\$718	\$1.29
3 Bed	1	12.5%	800	800	0	800	800	\$816	\$1.02
Subtotal	8	100.0%	635	5,076	0	635	5,076	\$912	\$1.14
Total	393		599	235,376	774	607	238,470	\$758	\$1.19
Retail									
Retail S.F. (Gross)		2,239							
Retail S.F. (Net)		2,239							
Stabilized Occupancy		100%							
Stabilized Occupied S.F.		2,239							
Monthly Rent PSF (NNN - Base)		\$3.00							
Rental Rate Inflation		3.0%							

Standard	36
ADA/Van	3
Parallel	6
Tandem	24

Average Daily Trips		
Retail	40 /1,000 SF	90
Total		90

CONSTRUCTION COST SUMMARY				
	Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs	\$19,600,000	\$49,873	\$47.99	\$81.43
Predevelopment	\$3,780,368	\$9,619	\$9.26	\$15.71
Hard Costs	\$139,379,631	\$354,656	\$341.27	\$579.04
Soft Costs	\$27,335,117	\$69,555	\$66.93	\$113.56
Prevailing Wage	\$0	\$0	\$0.00	\$0.00
Finance & Contingency	\$24,109,414	\$61,347	\$59.03	\$100.16
Total Costs	\$214,204,530	\$545,050	\$524.47	\$889.89
Less: Loan Amount	(\$139,232,945)	(\$354,282)	(\$340.91)	(\$1.49)
Initial Investment:	\$74,971,586	\$190,767	\$183.57	\$314.39

INVESTMENT PERFORMANCE		
Stabilized NOI	Year 5	\$11,110,576
Total Project Costs		\$214,204,530
Stabilized Yield On Cost		5.2%
	Return on Equity	Cash Flow
Initial		(\$74,971,586)
Year 1	0.0%	\$0
Year 2	0.0%	\$0
Year 3	4.6%	\$3,481,545
Year 4	24.7%	\$18,543,513
Year 5	3.2%	\$2,365,399
Year 6	3.7%	\$2,744,062
Year 7	4.2%	\$3,134,991
Year 8	4.7%	\$3,523,257
Year 9	5.3%	\$3,955,206
Year 10	226.3%	\$169,635,188
Total Profit		\$132,411,574
Before Tax IRR		12.2%

Construction Costs

Market Rate Units	385
Affordable Units	8
Total # of Units	393
Residential Gross S.F.	338,830
Ground Floor Lobby/Equipment	13,270
Retail Gross S.F.	2,239
Amenity S.F. (Level 5 + Rooftop)	11,716
Gross Building Area (excl. Basement)	366,055
Basement (Parking) S.F.	42,363
Gross Building Area	408,418
Net Usable Area (Residential)	238,470
Net Rentable Area (Retail)	2,239
Total Net Usable Area	240,709
Parking Spaces	69

		Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs		\$19,600,000	\$49,873	\$47.99	\$81.43
<b>Predevelopment</b>					
Site Work		\$1,530,368	\$3,894	\$3.75	\$6.36
Historical Preservation		\$1,000,000	\$2,545	\$2.45	\$4.15
Environmental Mitigation		\$1,250,000	\$3,181	\$3.06	\$5.19
Predevelopment Subtotal	incl.	\$3,780,368	\$9,619	\$9.26	\$15.71
<b>Hard Costs</b>					
Hard Costs (Residential)		\$128,320,526	\$326,515	\$350.55	\$533.09
Hard Costs (Retail)	incl.	\$0	\$0	\$0.00	\$0.00
TI's (Retail)	incl.	\$0	\$0	\$0.00	\$0.00
Basement (Parking)	incl.	\$6,999,504	\$17,810	\$17.14	\$29.08
Cost Escalation		\$4,059,601	\$10,330	\$9.94	\$16.87
Hard Costs Subtotal		\$139,379,631	\$354,656	\$341.27	\$579.04
<b>Soft Costs</b>					
Predevelopment	0.5%	\$696,898	\$1,810	\$1.71	\$2.90
Architecture & Engineering	5.0%	\$6,968,982	\$18,101	\$17.06	\$28.95
Permit Costs	2.0%	\$2,787,593	\$7,241	\$6.83	\$11.58
Impact Fees - Market Rate	\$0 /unit	\$0	\$0	\$0.00	\$0.00
DIF - Transportation	\$1,396 /unit	\$537,460	\$1,396	\$1.32	\$2.23
DIF - Parks	\$5,808 /unit	\$2,236,080	\$5,808	\$5.47	\$9.29
DIF - Library	\$0 /unit	\$0	\$0	\$0.00	\$0.00
DIF - Fire	\$1,234 /unit	\$475,090	\$1,234	\$1.16	\$1.97
RTCIP	\$2,360 /unit	\$908,600	\$2,360	\$2.22	\$3.77
School Impact Fee	\$4.08 /NSF	\$972,958	\$2,527	\$2.38	\$4.04
Impact Fees - Affordable					
DIF - Transportation	\$1,396 /unit	\$11,168	\$29	\$0.03	\$0.05
DIF - Parks	\$5,808 /unit	\$46,464	\$121	\$0.11	\$0.19
DIF - Library	\$0 /unit	\$0	\$0	\$0.00	\$0.00
DIF - Fire	\$1,234 /unit	\$9,872	\$26	\$0.02	\$0.04
RTCIP	\$2,360 /unit	\$18,880	\$49	\$0.05	\$0.08
School Impact Fee	\$4.08 /NSF	\$20,711	\$54	\$0.05	\$0.09
Impact Fees - Retail					
DIF - Transportation	\$349 /ADT	\$31,256	\$81	\$0.08	\$0.13
DIF - Fire	\$2,839 /1,000 GSF	\$6,357	\$17	\$0.02	\$0.03
School Impact Fee	\$0.66 /NSF	\$1,478	\$4	\$0.00	\$0.01
Housing Impact Fee	\$1.28 /GSF	\$2,866	\$7	\$0.01	\$0.01
Impact Fees Escalation		\$0	\$0	\$0.00	\$0.00
Inclusionary Aff. Housing Fee (in lieu fee)	\$0.00 /NSF	\$0	\$0	\$0.00	\$0.00
FAR Bonus Program		\$883,896	\$2,296	\$2.16	\$3.67
Legal & Accounting	1.0%	\$1,393,796	\$3,620	\$3.41	\$5.79
Taxes & Insurance	1.75%	\$2,439,144	\$6,335	\$5.97	\$10.13
Developer Fee	3.0%	\$4,794,875	\$12,454	\$11.74	\$19.92
Marketing/Lease-Up	1.50%	\$2,090,694	\$5,430	\$5.12	\$8.69
Soft Costs Subtotal	20%	\$27,335,117	\$69,555	\$66.93	\$113.56
<b>Prevailing Wage</b>					
Residential Impact	0%	\$0	\$0	\$0.00	\$0.00
Commercial Impact	0%	\$0	\$0	\$0.00	\$0.00
Prevailing Wage Subtotal	0%	\$0	\$0	\$0.00	\$0.00
<b>Finance &amp; Contingency</b>					
Contingency	5.0%	\$8,524,756	\$22,142	\$20.87	\$35.42
Construction Loan Interest		\$14,201,321	\$36,887	\$34.77	\$59.00
Loan Fee	1.0%	\$1,383,338	\$3,593	\$3.39	\$5.75
Finance & Contingency Subtotal		\$24,109,414	\$61,347	\$59.03	\$100.16
<b>Total Project Costs</b>		<b>\$214,204,530</b>	<b>\$545,050</b>	<b>\$524.47</b>	<b>\$889.89</b>
Total Project Costs (Excl. Land)		\$194,604,530	\$495,177	\$476.48	\$808.46

		24 Month Construction			Stabilization						
	Initial	Year 1 2022	Year 2 2023	Year 3 2024	Year 4 2025	Year 5 2026	Year 6 2027	Year 7 2028	Year 8 2029	Year 9 2030	Year 10 2031
	0	1	2	3	4	5	6	7	8	9	10
Total Market Rate Units			385	385	385	385	385	385	385	385	385
Units Leased (Market Rate)			0	161	358	369	369	369	369	369	369
Units Leased (Affordable)			0	8	8	8	8	8	8	8	8
Units Vacant (Market Rate)			385	224	27	16	16	16	16	16	16
Occupancy Rate (Market Rate)			0.0%	41.8%	93.1%	95.8%	95.8%	95.8%	95.8%	95.8%	95.8%
Vacancy Rate (Market Rate)			100.0%	58.2%	6.9%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%
Monthly Rent (Market Rate)		\$3,104	\$3,197	\$3,293	\$3,391	\$3,493	\$3,598	\$3,706	\$3,817	\$3,931	\$4,049
Monthly Rent Per S.F. (Market Rate)		\$5.19	\$5.34	\$5.50	\$5.67	\$5.84	\$6.01	\$6.20	\$6.38	\$6.57	\$6.77
Annual Increase In Rent (Market Rate)			3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Monthly Rent (Affordable)		\$781	\$804	\$828	\$853	\$879	\$905	\$932	\$960	\$989	\$1,019
Monthly Rent Per S.F. (Affordable)		\$1.23	\$1.27	\$1.31	\$1.34	\$1.38	\$1.43	\$1.47	\$1.51	\$1.56	\$1.61
Annual Increase In Rent (Affordable)			3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Monthly Rent PSF (Retail)		\$3.09	\$3.18	\$3.28	\$3.38	\$3.48	\$3.58	\$3.69	\$3.80	\$3.91	\$4.03
Annual Increase In Rent (Retail)			3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Gross Rental Income (Market Rate Units)		\$0	\$14,768,510	\$15,211,565	\$15,667,912	\$16,137,949	\$16,622,088	\$17,120,750	\$17,634,373	\$18,163,404	\$18,708,306
Gross Rental Income (Affordable Units)		\$0	\$0	\$79,516	\$81,901	\$84,358	\$86,889	\$89,495	\$92,180	\$94,946	\$97,794
Parking Income		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Retail Income (NNN)		\$0	\$0	\$88,078	\$90,721	\$93,442	\$96,245	\$99,133	\$102,107	\$105,170	\$108,325
Less: Vacancy & Credit Loss (Residential)		\$0	(\$14,768,510)	(\$8,850,365)	(\$1,088,615)	(\$670,668)	(\$690,788)	(\$711,512)	(\$732,857)	(\$754,843)	(\$777,488)
Net Rental Income		\$0	\$0	\$6,528,794	\$14,751,919	\$15,645,081	\$16,114,434	\$16,597,867	\$17,095,803	\$17,608,677	\$18,136,937
		Per Unit	% Increase								
Less: Operating Expenses (Residential)		(\$6,120)	2.0%								
Less: Property Taxes		(\$4,789)	2.0%								
Less: Brokerage Commission (Retail)		3.0%									
Operating Expenses		\$0	\$0	(\$3,047,249)	(\$4,375,776)	(\$4,534,505)	(\$4,625,195)	(\$4,717,699)	(\$4,827,369)	(\$4,908,294)	(\$5,006,460)
Operating Expense Ratio		-	-	46.7%	29.7%	29.0%	28.7%	28.4%	28.2%	27.9%	27.6%
Net Operating Income		\$0	\$0	\$3,481,545	\$10,376,143	\$11,110,576	\$11,489,239	\$11,880,168	\$12,268,434	\$12,700,383	\$13,130,477
Less: Permanent Debt Service		\$0	\$0	\$0	\$0	(\$8,745,177)	(\$8,745,177)	(\$8,745,177)	(\$8,745,177)	(\$8,745,177)	(\$8,745,177)
Net Proceeds from Refinance:		\$0	\$0	\$0	\$8,167,370	\$0	\$0	\$0	\$0	\$0	\$0
Cash Flow From Operations		\$0	\$0	\$3,481,545	\$18,543,513	\$2,365,399	\$2,744,062	\$3,134,991	\$3,523,257	\$3,955,206	\$4,385,300
Disposition											
Residential											
Cap Rate											4.50%
Next Year NOI											\$13,462,882
Asset Value											\$299,175,146
Asset Value Per Net SF											\$1,255
Asset Value Per Unit											\$761,260
Retail											
Cap Rate											5.50%
Next Year NOI											\$111,575
Asset Value											\$2,028,632
Asset Value Per Net SF											\$906
Sale Price											\$301,203,779
Less: Commissions & Closing Costs											(\$4,518,057)
Less: Principal Balance of Loan O/S											(\$131,435,834)
Net Proceeds from Dispositlton											\$165,249,888
Total Cash Flow Before Taxes		(\$74,971,586)	\$0	\$0	\$3,481,545	\$18,543,513	\$2,365,399	\$2,744,062	\$3,134,991	\$3,523,257	\$3,955,206
IRR		12.2%									

GENERAL ASSUMPTIONS	
Current Year	2021
Construction Start	2022
Hard Cost Escalation	3.0%
Impact Fees Escalation	1.0%
Construction Period	24 months
Op. Ex. Per Unit	\$500
Op. Ex. Inflation	2.0%
Revenue Inflation (Market Rate)	3.0%
Revenue Inflation (Affordable)	3.0%

HOLDING & DISPOSITION	
Holding Period:	10 Years
Cap Rate @ Refi/Sale (Residential):	4.50%
Cap Rate @ Refi/Sale (Retail):	5.50%
Commissions & Closing Costs:	1.50%
Value at Time of Sale (Year 10)	\$299,404,737
Asset Value PSF	\$734

BUILDING ASSUMPTIONS	
Total # of Units	390
Units Per Net Acre (Pad)	846.8
Residential Gross S.F.	338,374
Ground Floor Lobby/Equipment	13,270
Retail Gross S.F.	2,239
Amenity S.F. (Level 5 + Rooftop)	11,716
Basement (Parking) S.F.	42,363
Gross Building Area	407,962
Net Usable Area (Residential)	70.1% Efficiency 237,142
Net Rentable Area (Retail)	100% Efficiency 2,239
Total Net Usable Area	239,381
Parking Spaces	68

FINANCING	
Construction Financing:	
Loan Amount	\$139,064,823
Loan to Cost	65%
Interest Rate	5.0%
Term (Months)	48
Refinance:	
Refinance at End of Year:	Take-Out Refi 4
Permanent Loan Amount	\$147,253,940
Less: Construction Loan	(\$139,064,823)
Less: Loan Fees	0.50% (\$736,270)
Net Proceeds From Refinance	\$7,452,847
Permanent Loan Info:	
Loan Amount	\$147,253,940
Amortization	30
Interest Rate	4.25%
Annual Debt Service	\$8,692,810
Next Year NOI @ Refi	\$11,044,045
Value at Refi	\$245,423,233
Loan To Value	60%
Debt Coverage Ratio	1.27
Debt Yield	7.50%

PROJECT LAND VALUE	
Land S.F.	20,063
Land Acres	0.46
Land Value	\$19,600,000
\$/Unit	\$50,256

PROJECT SUMMARY									
Residential									
Market Rate	# of Units	% of Mix	Residential Unit Size	Residential Net Usable	Commercial Unit Size	Avg. Unit Size	Total Net Usable	Base Rents	
Live/Work	4	1.0%	530	2,119	740	1,270	5,080	Monthly Rent	\$/S.F. Rent
Studio	109	28.5%	380	41,430	0	380	41,430	\$3,500	\$2.76
1 Bed	121	31.7%	555	67,162	0	555	67,162	\$2,360	\$6.21
2 Bed	129	33.8%	800	103,200	0	800	103,200	\$2,763	\$4.98
3 Bed	19	5.0%	800	15,200	0	800	15,200	\$3,634	\$4.54
Subtotal	382	100.0%	600	229,111	740	608	232,072	\$4,180	\$5.23
Affordable Units									
Studio	2	25.0%	380	760	0	380	760	\$3,020	\$4.97
1 Bed	2	25.0%	555	1,110	0	555	1,110	\$634	\$1.67
2 Bed	3	37.5%	800	2,400	0	800	2,400	\$718	\$1.29
3 Bed	1	12.5%	800	800	0	800	800	\$816	\$1.02
Subtotal	8	100.0%	634	5,070	0	634	5,070	\$912	\$1.14
Total	390		600	234,181	740	608	237,142	\$758	\$1.20
Retail									
Retail S.F. (Gross)		2,239							
Retail S.F. (Net)		2,239							
Stabilized Occupancy		100%							
Stabilized Occupied S.F.		2,239							
Monthly Rent PSF (NNN - Base)		\$3.00							
Rental Rate Inflation		3.0%							

Standard	37
ADA/Van	3
Parallel	6
Tandem	22

Average Daily Trips		
Retail	40 /1,000 SF	90
Total		90

CONSTRUCTION COST SUMMARY				
	Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs	\$19,600,000	\$50,256	\$48.04	\$81.88
Predevelopment	\$3,780,368	\$9,693	\$9.27	\$15.79
Hard Costs	\$139,214,985	\$356,961	\$341.24	\$581.56
Soft Costs	\$27,271,354	\$69,927	\$66.85	\$113.92
Prevailing Wage	\$0	\$0	\$0.00	\$0.00
Finance & Contingency	\$24,079,176	\$61,741	\$59.02	\$100.59
Total Costs	\$213,945,882	\$548,679	\$524.43	\$893.75
Less: Loan Amount	(\$139,064,823)	(\$356,576)	(\$340.88)	(\$1.50)
Initial Investment:	\$74,881,059	\$192,003	\$183.55	\$315.76

INVESTMENT PERFORMANCE		
Stabilized NOI	Year 5	\$11,044,045
Total Project Costs		\$213,945,882
Stabilized Yield On Cost		5.2%
	Return on Equity	Cash Flow
Initial		(\$74,881,059)
Year 1	0.0%	\$0
Year 2	0.0%	\$0
Year 3	4.7%	\$3,499,197
Year 4	23.8%	\$17,789,281
Year 5	3.1%	\$2,351,235
Year 6	3.6%	\$2,727,678
Year 7	4.2%	\$3,116,317
Year 8	4.7%	\$3,502,220
Year 9	5.3%	\$3,931,730
Year 10	225.2%	\$168,624,187
Total Profit		\$130,660,786
Before Tax IRR		12.0%

Market Rate Units	382
Affordable Units	8
Total # of Units	390
Residential Gross S.F.	338,374
Ground Floor Lobby/Equipment	13,270
Retail Gross S.F.	2,239
Amenity S.F. (Level 5 + Rooftop)	11,716
Gross Building Area (excl. Basement)	365,599
Basement (Parking) S.F.	42,363
Gross Building Area	407,962
Net Usable Area (Residential)	237,142
Net Rentable Area (Retail)	2,239
Total Net Usable Area	239,381
Parking Spaces	68

		Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs		\$19,600,000	\$50,256	\$48.04	\$81.88
<b>Predevelopment</b>					
Site Work		\$1,530,368	\$3,924	\$3.75	\$6.39
Historical Preservation		\$1,000,000	\$2,564	\$2.45	\$4.18
Environmental Mitigation		\$1,250,000	\$3,205	\$3.06	\$5.22
Predevelopment Subtotal	incl.	\$3,780,368	\$9,693	\$9.27	\$15.79
<b>Hard Costs</b>					
Hard Costs (Residential)		\$128,160,675	\$328,617	\$350.55	\$535.38
Hard Costs (Retail)	incl.	\$0	\$0	\$0.00	\$0.00
TI's (Retail)	incl.	\$0	\$0	\$0.00	\$0.00
Basement (Parking)	incl.	\$6,999,504	\$17,947	\$17.16	\$29.24
Cost Escalation		\$4,054,805	\$10,397	\$9.94	\$16.94
Hard Costs Subtotal		\$139,214,985	\$356,961	\$341.24	\$581.56
<b>Soft Costs</b>					
Predevelopment	0.5%	\$696,075	\$1,822	\$1.71	\$2.91
Architecture & Engineering	5.0%	\$6,960,749	\$18,222	\$17.06	\$29.08
Permit Costs	2.0%	\$2,784,300	\$7,289	\$6.82	\$11.63
Impact Fees - Market Rate	\$0 /unit	\$0	\$0	\$0.00	\$0.00
DIF - Transportation	\$1,396 /unit	\$533,272	\$1,396	\$1.31	\$2.23
DIF - Parks	\$5,808 /unit	\$2,218,656	\$5,808	\$5.44	\$9.27
DIF - Library	\$0 /unit				
DIF - Fire	\$1,234 /unit	\$471,388	\$1,234	\$1.16	\$1.97
RTCIP	\$2,360 /unit	\$901,520	\$2,360	\$2.21	\$3.77
School Impact Fee	\$4.08 /NSF	\$967,539	\$2,533	\$2.37	\$4.04
Impact Fees - Affordable					
DIF - Transportation	\$1,396 /unit	\$11,168	\$29	\$0.03	\$0.05
DIF - Parks	\$5,808 /unit	\$46,464	\$122	\$0.11	\$0.19
DIF - Library	\$0 /unit	\$0	\$0	\$0.00	\$0.00
DIF - Fire	\$1,234 /unit	\$9,872	\$26	\$0.02	\$0.04
RTCIP	\$2,360 /unit	\$18,880	\$49	\$0.05	\$0.08
School Impact Fee	\$4.08 /NSF	\$20,687	\$54	\$0.05	\$0.09
Impact Fees - Retail					
DIF - Transportation	\$349 /ADT	\$31,256	\$82	\$0.08	\$0.13
DIF - Fire	\$2,839 /1,000 GSF	\$6,357	\$17	\$0.02	\$0.03
School Impact Fee	\$0.66 /NSF	\$1,478	\$4	\$0.00	\$0.01
Housing Impact Fee	\$1.28 /GSF	\$2,866	\$8	\$0.01	\$0.01
Impact Fees Escalation		\$0	\$0	\$0.00	\$0.00
Inclusionary Aff. Housing Fee (in lieu fee)	\$0.00 /NSF	\$0	\$0	\$0.00	\$0.00
FAR Bonus Program		\$883,896	\$2,314	\$2.17	\$3.69
Legal & Accounting	1.0%	\$1,392,150	\$3,644	\$3.41	\$5.82
Taxes & Insurance	1.75%	\$2,436,262	\$6,378	\$5.97	\$10.18
Developer Fee	3.0%	\$4,788,295	\$12,535	\$11.74	\$20.00
Marketing/Lease-Up	1.50%	\$2,088,225	\$5,467	\$5.12	\$8.72
Soft Costs Subtotal	20%	\$27,271,354	\$69,927	\$66.85	\$113.92
<b>Prevailing Wage</b>					
Residential Impact	0%	\$0	\$0	\$0.00	\$0.00
Commercial Impact	0%	\$0	\$0	\$0.00	\$0.00
Prevailing Wage Subtotal	0%	\$0	\$0	\$0.00	\$0.00
<b>Finance &amp; Contingency</b>					
Contingency	5.0%	\$8,513,335	\$22,286	\$20.87	\$35.56
Construction Loan Interest		\$14,184,173	\$37,131	\$34.77	\$59.25
Loan Fee	1.0%	\$1,381,667	\$3,617	\$3.39	\$5.77
Finance & Contingency Subtotal		\$24,079,176	\$61,741	\$59.02	\$100.59
<b>Total Project Costs</b>		<b>\$213,945,882</b>	<b>\$548,579</b>	<b>\$524.43</b>	<b>\$893.75</b>
Total Project Costs (Excl. Land)		<b>\$194,345,882</b>	<b>\$498,323</b>	<b>\$476.38</b>	<b>\$811.87</b>

[illegible]

GENERAL ASSUMPTIONS	
Current Year	2021
Construction Start	2022
Hard Cost Escalation	3.0%
Impact Fees Escalation	1.0%
Construction Period	24 months
Op. Ex. Per Unit	\$500
Op. Ex. Inflation	2.0%
Revenue Inflation (Market Rate)	3.0%
Revenue Inflation (Affordable)	3.0%

HOLDING & DISPOSITION	
Holding Period:	10 Years
Cap Rate @ Refi/Sale (Residential):	4.50%
Cap Rate @ Refi/Sale (Retail):	5.50%
Commissions & Closing Costs:	1.50%
Value at Time of Sale (Year 10)	\$303,618,082
Asset Value PSF	\$748

BUILDING ASSUMPTIONS	
Total # of Units	398
Units Per Net Acre (Pad)	864.1
Residential Gross S.F.	336,558
Ground Floor Lobby/Equipment	13,270
Retail Gross S.F.	2,240
Amenity S.F. (Level 5 + Rooftop)	11,716
Basement (Parking) S.F.	42,363
Gross Building Area	406,147
Net Usable Area (Residential)	70.7% Efficiency 238,069
Net Rentable Area (Retail)	100% Efficiency 2,240
Total Net Usable Area	240,309
Parking Spaces	68

FINANCING	
Construction Financing:	
Loan Amount	\$137,919,840
Loan to Cost	65%
Interest Rate	5.0%
Term (Months)	48
Refinance: Take-Out Refi	
Refinance at End of Year:	4
Permanent Loan Amount	\$149,343,668
Less: Construction Loan	(\$137,919,840)
Less: Loan Fees	0.50% (\$746,718)
Net Proceeds From Refinance	\$10,677,110
Permanent Loan Info:	
Loan Amount	\$149,343,668
Amortization	30
Interest Rate	4.25%
Annual Debt Service	\$8,816,173
Next Year NOI @ Refi	\$11,200,775
Value at Refi	\$248,906,114
Loan To Value	60%
Debt Coverage Ratio	1.27
Debt Yield	7.50%

PROJECT LAND VALUE	
Land S.F.	20,063
Land Acres	0.46
Land Value	\$19,600,000
\$/Unit	\$49,246

PROJECT SUMMARY									
Residential									
Market Rate	# of Units	% of Mix	Residential Unit Size	Residential Net Usable	Commercial Unit Size	Avg. Unit Size	Total Net Usable	Base Rents	
Live/Work	4	1.0%	526	2,105	785	1,311	5,243	Monthly Rent	\$/S.F. Rent
Studio	118	30.3%	375	44,293	0	375	44,293	\$3,500	\$2.67
1 Bed	121	31.0%	545	65,893	0	545	65,893	\$2,351	\$6.26
2 Bed	128	32.8%	800	102,400	0	800	102,400	\$2,753	\$5.06
3 Bed	19	4.9%	800	15,200	0	800	15,200	\$3,621	\$4.53
Subtotal	390	100.0%	589	229,891	785	598	233,029	\$4,165	\$5.21
Affordable Units									
Studio	2	25.0%	375	751	0	375	751	\$2,993	\$5.01
1 Bed	2	25.0%	545	1,089	0	545	1,089	\$634	\$1.69
2 Bed	3	37.5%	800	2,400	0	800	2,400	\$718	\$1.32
3 Bed	1	12.5%	800	800	0	800	800	\$816	\$1.02
Subtotal	8	100.0%	630	5,040	0	630	5,040	\$912	\$1.14
Total	398		590	234,931	785	598	238,069	\$758	\$1.20
Retail									
Retail S.F. (Gross)		2,240						\$2,948	\$4.93
Retail S.F. (Net)		2,240							
Stabilized Occupancy		100%							
Stabilized Occupied S.F.		2,240							
Monthly Rent PSF (NNN - Base)		\$3.00							
Rental Rate Inflation		3.0%							

Standard	37
ADA/Van	3
Parallel	6
Tandem	22

Average Daily Trips		
Retail	40 /1,000 SF	90
Total		90

CONSTRUCTION COST SUMMARY				
	Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs	\$19,600,000	\$49,246	\$48.26	\$81.56
Predevelopment	\$3,780,368	\$9,498	\$9.31	\$15.73
Hard Costs	\$137,782,365	\$346,187	\$339.24	\$573.35
Soft Costs	\$27,148,400	\$68,212	\$66.84	\$112.97
Prevailing Wage	\$0	\$0	\$0.00	\$0.00
Finance & Contingency	\$23,873,236	\$59,983	\$58.78	\$99.34
Total Costs	\$212,184,369	\$533,127	\$522.43	\$882.96
Less: Loan Amount	(\$137,919,840)	(\$346,532)	(\$339.58)	(\$1.46)
Initial Investment:	\$74,264,529	\$186,594	\$182.85	\$311.95

INVESTMENT PERFORMANCE		
Stabilized NOI	Year 5	\$11,200,775
Total Project Costs		\$212,184,369
Stabilized Yield On Cost		5.2%
	Return on Equity	Cash Flow
Initial		(\$74,264,529)
Year 1	0.0%	\$0
Year 2	0.0%	\$0
Year 3	4.7%	\$3,457,176
Year 4	28.4%	\$21,089,914
Year 5	3.2%	\$2,384,602
Year 6	3.7%	\$2,766,111
Year 7	4.3%	\$3,159,974
Year 8	4.8%	\$3,551,258
Year 9	5.4%	\$3,986,333
Year 10	230.2%	\$170,980,588
Total Profit		\$137,111,427
Before Tax IRR		12.6%

Market Rate Units	390
Affordable Units	8
Total # of Units	398
Residential Gross S.F.	336,558
Ground Floor Lobby/Equipment	13,270
Retail Gross S.F.	2,240
Amenity S.F. (Level 5 + Rooftop)	11,716
Gross Building Area (excl. Basement)	363,784
Basement (Parking) S.F.	42,363
Gross Building Area	406,147
Net Usable Area (Residential)	238,069
Net Rentable Area (Retail)	2,240
Total Net Usable Area	240,309
Parking Spaces	68

		Total Cost	Cost Per Unit	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs		\$19,600,000	\$49,246	\$48.26	\$81.56
<b>Predevelopment</b>					
Site Work		\$1,530,368	\$3,845	\$3.77	\$6.37
Historical Preservation		\$1,000,000	\$2,513	\$2.46	\$4.16
Environmental Mitigation		\$1,250,000	\$3,141	\$3.08	\$5.20
Predevelopment Subtotal		\$3,780,368	\$9,498	\$9.31	\$15.73
<b>Hard Costs</b>					
Hard Costs (Residential)		\$126,769,782	\$318,517	\$350.55	\$527.53
Hard Costs (Retail)	incl.	\$0	\$0	\$0.00	\$0.00
TI's (Retail)	incl.	\$0	\$0	\$0.00	\$0.00
Basement (Parking)	incl.	\$6,999,504	\$17,587	\$17.23	\$29.13
Cost Escalation		\$4,013,079	\$10,083	\$9.88	\$16.70
Hard Costs Subtotal		\$137,782,365	\$346,187	\$339.24	\$573.35
<b>Soft Costs</b>					
Predevelopment	0.5%	\$688,912	\$1,766	\$1.70	\$2.87
Architecture & Engineering	5.0%	\$6,889,118	\$17,664	\$16.96	\$28.67
Permit Costs	2.0%	\$2,755,647	\$7,066	\$6.78	\$11.47
Impact Fees - Market Rate					
DIF - Transportation	\$1,396 /unit	\$544,440	\$1,396	\$1.34	\$2.27
DIF - Parks	\$5,808 /unit	\$2,265,120	\$5,808	\$5.58	\$9.43
DIF - Library	\$0 /unit	\$0	\$0	\$0.00	\$0.00
DIF - Fire	\$1,234 /unit	\$481,260	\$1,234	\$1.18	\$2.00
RTCIP	\$2,360 /unit	\$920,400	\$2,360	\$2.27	\$3.83
School Impact Fee	\$4.08 /NSF	\$971,322	\$2,491	\$2.39	\$4.04
Impact Fees - Affordable					
DIF - Transportation	\$1,396 /unit	\$11,168	\$29	\$0.03	\$0.05
DIF - Parks	\$5,808 /unit	\$46,464	\$119	\$0.11	\$0.19
DIF - Library	\$0 /unit	\$0	\$0	\$0.00	\$0.00
DIF - Fire	\$1,234 /unit	\$9,872	\$25	\$0.02	\$0.04
RTCIP	\$2,360 /unit	\$18,880	\$48	\$0.05	\$0.08
School Impact Fee	\$4.08 /NSF	\$20,563	\$53	\$0.05	\$0.09
Impact Fees - Retail					
DIF - Transportation	\$349 /ADT	\$31,270	\$80	\$0.08	\$0.13
DIF - Fire	\$2,839 /1,000 GSF	\$6,359	\$16	\$0.02	\$0.03
School Impact Fee	\$0.66 /NSF	\$1,478	\$4	\$0.00	\$0.01
Housing Impact Fee	\$1.28 /GSF	\$2,867	\$7	\$0.01	\$0.01
Impact Fees Escalation		\$0	\$0	\$0.00	\$0.00
Inclusionary Aff. Housing Fee (in lieu fee)	\$0.00 /NSF	\$0	\$0	\$0.00	\$0.00
FAR Bonus Program		\$883,896	\$2,266	\$2.18	\$3.68
Legal & Accounting	1.0%	\$1,377,824	\$3,533	\$3.39	\$5.73
Taxes & Insurance	1.75%	\$2,411,191	\$6,183	\$5.94	\$10.03
Developer Fee	3.0%	\$4,743,612	\$12,163	\$11.68	\$19.74
Marketing/Lease-Up	1.50%	\$2,066,735	\$5,299	\$5.09	\$8.60
Soft Costs Subtotal	20%	\$27,148,400	\$68,212	\$66.84	\$112.97
<b>Prevailing Wage</b>					
Residential Impact	0%	\$0	\$0	\$0.00	\$0.00
Commercial Impact	0%	\$0	\$0	\$0.00	\$0.00
Prevailing Wage Subtotal	0%	\$0	\$0	\$0.00	\$0.00
<b>Finance &amp; Contingency</b>					
Contingency	5.0%	\$8,435,557	\$21,630	\$20.77	\$35.10
Construction Loan Interest		\$14,067,388	\$36,070	\$34.64	\$58.54
Loan Fee	1.0%	\$1,370,292	\$3,514	\$3.37	\$5.70
Finance & Contingency Subtotal		\$23,873,236	\$59,983	\$58.78	\$99.34
<b>Total Project Costs</b>		<b>\$212,184,369</b>	<b>\$533,127</b>	<b>\$522.43</b>	<b>\$882.96</b>
Total Project Costs (Excl. Land)		<b>\$192,584,369</b>	<b>\$483,880</b>	<b>\$474.17</b>	<b>\$801.40</b>



		24 Month Construction			Stabilization						
	Initial	Year 1 2022	Year 2 2023	Year 3 2024	Year 4 2025	Year 5 2026	Year 6 2027	Year 7 2028	Year 8 2029	Year 9 2030	Year 10 2031
	0	1	2	3	4	5	6	7	8	9	10
Total Market Rate Units			390	390	390	390	390	390	390	390	390
Units Leased (Market Rate)			0	161	362	374	374	374	374	374	374
Units Leased (Affordable)			0	8	8	8	8	8	8	8	8
Units Vacant (Market Rate)			390	229	28	16	16	16	16	16	16
Occupancy Rate (Market Rate)			0.0%	41.3%	92.7%	95.9%	95.9%	95.9%	95.9%	95.9%	95.9%
Vacancy Rate (Market Rate)			100.0%	58.7%	7.3%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
Monthly Rent (Market Rate)		\$3,083	\$3,175	\$3,270	\$3,369	\$3,470	\$3,574	\$3,681	\$3,791	\$3,905	\$4,022
Monthly Rent Per S.F. (Market Rate)		\$5.23	\$5.39	\$5.55	\$5.71	\$5.89	\$6.06	\$6.24	\$6.43	\$6.62	\$6.82
Annual Increase In Rent (Market Rate)			3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Monthly Rent (Affordable)		\$781	\$804	\$828	\$853	\$879	\$905	\$932	\$960	\$989	\$1,019
Monthly Rent Per S.F. (Affordable)		\$1.24	\$1.28	\$1.31	\$1.35	\$1.39	\$1.44	\$1.48	\$1.52	\$1.57	\$1.62
Annual Increase In Rent (Affordable)			3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Monthly Rent PSF (Retail)		\$3.09	\$3.18	\$3.28	\$3.38	\$3.48	\$3.58	\$3.69	\$3.80	\$3.91	\$4.03
Annual Increase In Rent (Retail)			3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Gross Rental Income (Market Rate Units)		\$0	\$14,859,705	\$15,305,497	\$15,764,661	\$16,237,601	\$16,724,729	\$17,226,471	\$17,743,265	\$18,275,563	\$18,823,830
Gross Rental Income (Affordable Units)		\$0	\$0	\$79,516	\$81,901	\$84,358	\$86,889	\$89,495	\$92,180	\$94,946	\$97,794
Parking Income		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Retail Income (NNN)		\$0	\$0	\$88,118	\$90,761	\$93,484	\$96,288	\$99,177	\$102,152	\$105,217	\$108,373
Less: Vacancy & Credit Loss (Residential)		\$0	(\$14,859,705)	(\$8,987,074)	(\$1,145,296)	(\$666,158)	(\$686,143)	(\$706,727)	(\$727,929)	(\$749,767)	(\$772,260)
Net Rental Income		\$0	\$0	\$6,486,056	\$14,792,028	\$15,749,285	\$16,221,764	\$16,708,417	\$17,209,669	\$17,725,959	\$18,257,738
		Per Unit	% Increase								
Less: Operating Expenses (Residential)		(\$6,120)	2.0%	\$0	\$0	(\$1,076,065)	(\$2,400,835)	(\$2,530,553)	(\$2,581,164)	(\$2,632,788)	(\$2,685,443)
Less: Property Taxes		(\$4,684)	2.0%	\$0	\$0	(\$1,939,597)	(\$1,978,389)	(\$2,017,957)	(\$2,058,316)	(\$2,099,482)	(\$2,141,472)
Less: Brokerage Commission (Retail)		3.0%		\$0	\$0	(\$13,218)	\$0	\$0	\$0	(\$15,323)	\$0
Operating Expenses		\$0	\$0	(\$3,028,880)	(\$4,379,224)	(\$4,548,510)	(\$4,639,480)	(\$4,732,270)	(\$4,842,238)	(\$4,923,454)	(\$5,021,923)
Operating Expense Ratio		-	-	46.7%	29.6%	28.9%	28.6%	28.3%	28.1%	27.8%	27.5%
Net Operating Income		\$0	\$0	\$3,457,176	\$10,412,804	\$11,200,775	\$11,582,283	\$11,976,147	\$12,367,431	\$12,802,506	\$13,235,815
Less: Permanent Debt Service		\$0	\$0	\$0	\$0	(\$8,816,173)	(\$8,816,173)	(\$8,816,173)	(\$8,816,173)	(\$8,816,173)	(\$8,816,173)
Net Proceeds from Refinance:		\$0	\$0	\$0	\$10,677,110	\$0	\$0	\$0	\$0	\$0	\$0
Cash Flow From Operations		\$0	\$0	\$3,457,176	\$21,089,914	\$2,384,602	\$2,766,111	\$3,159,974	\$3,551,258	\$3,986,333	\$4,419,642
Disposition											
Residential											
Cap Rate											4.50%
Next Year NOI											\$13,571,484
Asset Value											\$301,588,543
Asset Value Per Net SF											\$1,267
Asset Value Per Unit											\$757,760
Retail											
Cap Rate											5.50%
Next Year NOI											\$111,625
Asset Value											\$2,029,539
Asset Value Per Net SF											\$906
Sale Price											\$303,618,082
Less: Commissions & Closing Costs											(\$4,554,271)
Less: Principal Balance of Loan O/S											(\$132,502,865)
Net Proceeds from Dispositlton											\$166,560,945
Total Cash Flow Before Taxes		(\$74,264,529)	\$0	\$0	\$3,457,176	\$21,089,914	\$2,384,602	\$2,766,111	\$3,159,974	\$3,551,258	\$3,986,333
IRR		12.6%									

GENERAL ASSUMPTIONS	
Current Year	2021
Acquisition/Construction Start	2022
Hard Cost Escalation	3.0%
Impact Fees Escalation	1.0%
Construction Period	12 months

HOLDING & DISPOSITION	
Holding Period:	10
Cap Rate @ Refi/Sale (Office):	6.00%
Cap Rate @ Refi/Sale (Retail):	5.50%
Commissions & Closing Costs:	1.50%
Value at Time of Sale (Year 10)	\$30,084,380
Asset Value PSF	\$555

BUILDING ASSUMPTIONS	
Total Building S.F.	54,225
FAR	2.70
Ground Floor Lobby/Equipment	2,500
Office Gross S.F.	36,150
Retail Gross S.F.	15,575
Gross Building Area	54,225
Net Rentable Area (Office)	85% Efficiency 30,728
Net Rentable Area (Retail)	100% Efficiency 15,575
Total Net Rentable Area	46,303
Parking Spaces	0

FINANCING	
Construction Financing:	
Loan Amount	\$19,613,767
Loan to Cost	65%
Interest Rate	5.0%
Term (Months)	24
Refinance:	
Refinance at End of Year:	2
Permanent Loan Amount	\$15,846,147
Less: Construction Loan	(\$19,613,767)
Less: Loan Fees	0.50% (\$79,231)
Net Proceeds From Refinance	(\$3,846,851)
Permanent Loan Info:	
Loan Amount	\$15,846,147
Amortization	30
Interest Rate	4.25%
Annual Debt Service	\$935,442
Next Year NOI @ Refi	\$1,358,241
Value at Refi	\$22,637,353
Loan To Value	70%
Debt Coverage Ratio	1.45
Debt Yield	8.57%

RESIDUAL LAND VALUE	
Land S.F.	20,063
Land Acres	0.46
Land Value	\$19,600,000
\$/Land S.F.	\$976.92

PROJECT SUMMARY		
<b>Commercial Office</b>		
Office S.F. (Gross)		36,150
Office S.F. (Net)		30,728
Stabilized Occupancy		90%
Stabilized Occupied S.F.		27,655
Annual Rent PSF (Base - \$2020)		\$3.25
Rental Rate Inflation		3.0%
<b>Ground Floor Retail</b>		
Retail S.F. (Gross)		15,575
Retail S.F. (Net)		15,575
Stabilized Occupancy		95%
Stabilized Occupied S.F.		14,796
Annual Rent PSF (Base - \$2020)		\$2.75
Rental Rate Inflation		3.0%

Parking Summary		
Office	0.0 /1,000 SF	0
Retail	0.0 /1,000 SF	0
Total		0
Monthly Parking Rate Per Space (Office Only)		\$0
Parking Revenue Inflation		2.0%

CONSTRUCTION COST SUMMARY			
	Total Cost	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs	\$19,600,000	\$361.46	\$423.30
Predevelopment	\$212,680	\$3.92	\$4.59
Hard Costs	\$7,501,722	\$138.34	\$162.02
Soft Costs	\$1,125,258	\$20.75	\$24.30
Contingency	\$431,349	\$7.95	\$9.32
Construction Loan Interest	\$1,109,147	\$20.45	\$23.95
Construction Loan Fee	\$194.871	\$3.59	\$4.21
Total Costs	\$30,175,027	\$556.48	\$651.69
Less: Loan Amount	(\$19,613,767)	(\$361.71)	(\$423.60)
Initial Investment:	\$10,561,259	\$194.77	\$228.09

INVESTMENT PERFORMANCE		
Stabilized NOI	Year 3	\$1,358,241
Total Project Costs		\$30,175,027
Stabilized Yield On Cost		4.5%
	Return on Equity	Cash Flow
Initial		(\$10,561,259)
Year 1	0.0%	\$0
Year 2	-26.7%	(\$2,821,366)
Year 3	4.0%	\$422,799
Year 4	4.6%	\$483,778
Year 5	5.0%	\$526,354
Year 6	5.4%	\$570,208
Year 7	3.9%	\$414,762
Year 8	6.1%	\$639,132
Year 9	6.7%	\$709,823
Year 10	161.3%	\$17,037,149
Total Profit		\$7,421,379
Before Tax IRR		5.1%

Ballpark Storage - 611 Island Ave. Downtown San Diego, CA  
Alternative 5 - Refurbish Existing Building to Retail & Office

ATTACHMENT 7

Construction Costs

Office Gross S.F.	36,150
Retail Gross S.F.	15,575
Gross Building Area	54,225
Net Rentable Area (Office)	30,728
Net Rentable Area (Retail)	15,575
Total Net Rentable Area	46,303
Parking Spaces	0

		Total Cost	Cost Per Gross S.F.	Cost Per Net S.F.
Land Costs		\$19,600,000	\$361.46	\$423.30
Predevelopment				
Site Work		\$212,680	\$10.00	\$4.59
Foundation Allowance		\$0	\$0.00	\$0.00
Predevelopment Subtotal		\$212,680	\$3.92	\$4.59
Hard Costs				
Hard Costs (Office)		\$3,795,750	\$105.00	\$81.98
Hard Costs (Retail)		\$1,635,375	\$105.00	\$35.32
TI's Office	\$40 PSF	\$1,229,100	\$22.67	\$26.55
TI's Retail	\$40 PSF	\$623,000	\$11.49	\$13.45
Parking	\$0	\$0	\$0.00	\$0.00
Cost Escalation		\$218,497	\$4.03	\$4.72
Hard Costs Subtotal		\$7,501,722	\$138.34	\$162.02
Soft Costs	15%	\$1,125,258	\$20.75	\$24.30
Finance & Contingency				
Contingency	5.0%	\$431,349	\$7.95	\$9.32
Construction Loan Interest		\$1,109,147	\$20.45	\$23.95
Loan Fee	1.0%	\$194,871	\$3.59	\$4.21
Finance & Contingency Subtotal		\$1,735,367	\$32.00	\$37.48
Total Project Costs		\$30,175,027	\$556.48	\$651.69
Total Project Costs (Excl. Land)		\$10,575,027	\$195.02	\$228.39

[illegible]

## Commercial Component Revenue Assumptions

## ATTACHMENT 7

## Office

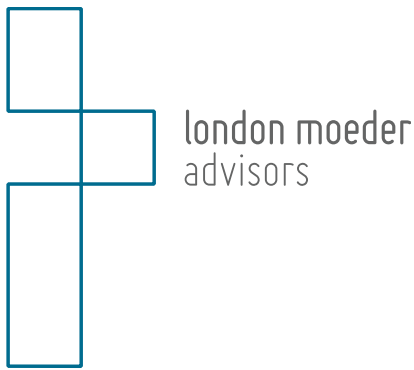
Gross S.F.	36,150
Efficiency % (Rentable)	85%
Net S.F. (Rentable)	30,728
Rental Rate (Monthly)	\$3.35
Inflation Rate	3.00%

[illegible]

## Retail

Gross S.F.	15,575
Efficiency % (Rentable)	100%
Net S.F. (Rentable)	15,575
Rental Rate (Monthly)	\$2.83
Inflation Rate	3.00%

[illegible]



## Corporate Profile

### London Moeder Advisors

#### REPRESENTATIVE SERVICES

Market and Feasibility Studies	Development Services	Litigation Consulting
Financial Structuring	Fiscal Impact	Workout Projects
Asset Disposition	Strategic Planning	MAI Valuation
Government Processing	Capital Access	Economic Analysis

**London Moeder Advisors (formerly The London Group)** was formed in 1991 to provide real estate advisory services to a broad range of clientele. The firm principals, Gary London and Nathan Moeder, combine for over 60 years of experience. We have analyzed, packaged and achieved capital for a wide variety of real estate projects. Clients who are actively pursuing, developing and investing in projects have regularly sought our advice and financial analysis capabilities. Our experience ranges from large scale, master planned communities to urban redevelopment projects, spanning all land uses and development issues of all sizes and types. These engagements have been undertaken principally throughout North America and Mexico.

A snapshot of a few of the services we render for both the residential and commercial sectors:

- **Market Analysis** for mixed use, urban and suburban properties. Studies concentrate on market depth for specific products, detailed recommendations for product type, absorption and future competition. It also includes economic overviews and forecasts of the relevant communities.
- **Financial Feasibility Studies** for new projects of multiple types, including condominium, apartment, office, and master-planned communities. Studies incorporate debt and equity needs, sensitivity analyses, rates of return and land valuations.
- **Litigation support/expert witness services** for real estate and financial related issues, including economic damages/losses, valuations, historic market conditions and due diligence. We have extensive deposition, trial, mediation and arbitration experience.
- **Investment studies for firms acquiring or disposing of real estate.** Studies include valuation, repositioning projects and portfolios, economic/real estate forecasts and valuation of partnerships. Often, the commercial studies include the valuation of businesses.
- **Estate Planning services** including valuation of portfolios, development of strategies for disposition or repositioning portfolios, succession planning and advisory services for high net worth individuals. We have also been involved in numerous marriage dissolution assignments where real estate is involved.
- **Fiscal Impact, Job Generation and Economic Multiplier Effect Reports**, traditionally prepared for larger commercial projects and in support of Environmental Impact Reports. We have been retained by both developers and municipalities for these reports. The studies typically relate to the tax revenues and employment impacts of new projects.

The London Group also draws upon the experience of professional relationships in the development, legal services, financial placement fields as well as its own staff. Clients who are actively investigating and investing in apartment projects, retail centers, commercial projects, mixed use developments and large master plans have regularly sought our advice and financial analysis capabilities.

**San Diego:** 825 10<sup>th</sup> Ave | San Diego, CA 92101 | (619) 269-4010  
**Carlsbad:** 2792 Gateway Road #104 | Carlsbad, CA 92009 | (619) 269-4012

Page 3		City of San Diego • Information Bulletin 620		May 2020						
		City of San Diego Development Services		<b>Community Planning Committee Distribution Form</b>						
Project Name: <b>Cresleigh 611 Island project</b>			Project Number: <b>687976</b>							
Community: <b>Downtown</b>										
<p>For project scope and contact information (project manager and applicant), log into OpenDSD at <a href="https://aca.accela.com/SANDIEGO">https://aca.accela.com/SANDIEGO</a>.</p> <p>Select "Search for Project Status" and input the Project Number to access project information.</p>										
<input checked="" type="radio"/> Vote to Approve <input type="radio"/> Vote to Approve with Conditions Listed Below <input type="radio"/> Vote to Approve with Non-Binding Recommendations Listed Below <input type="radio"/> Vote to Deny										
# of Members Yes <b>11</b>		# of Members No <b>2</b>		# of Members Abstain						
Conditions or Recommendations: <b>na</b>										
<input type="checkbox"/> No Action (Please specify, e.g., Need further information, Split vote, Lack of quorum, etc.)										
NAME: <b>ROBERT B. LINK</b>										
TITLE: <b>DCPC INTERIM CHAIR</b>			DATE: <b>October 26, 2021</b>							
<i>Attach additional pages if necessary (maximum 3 attachments).</i>										



City of San Diego

# 611 ISLAND

NEW MIXED-USE DEVELOPMENT

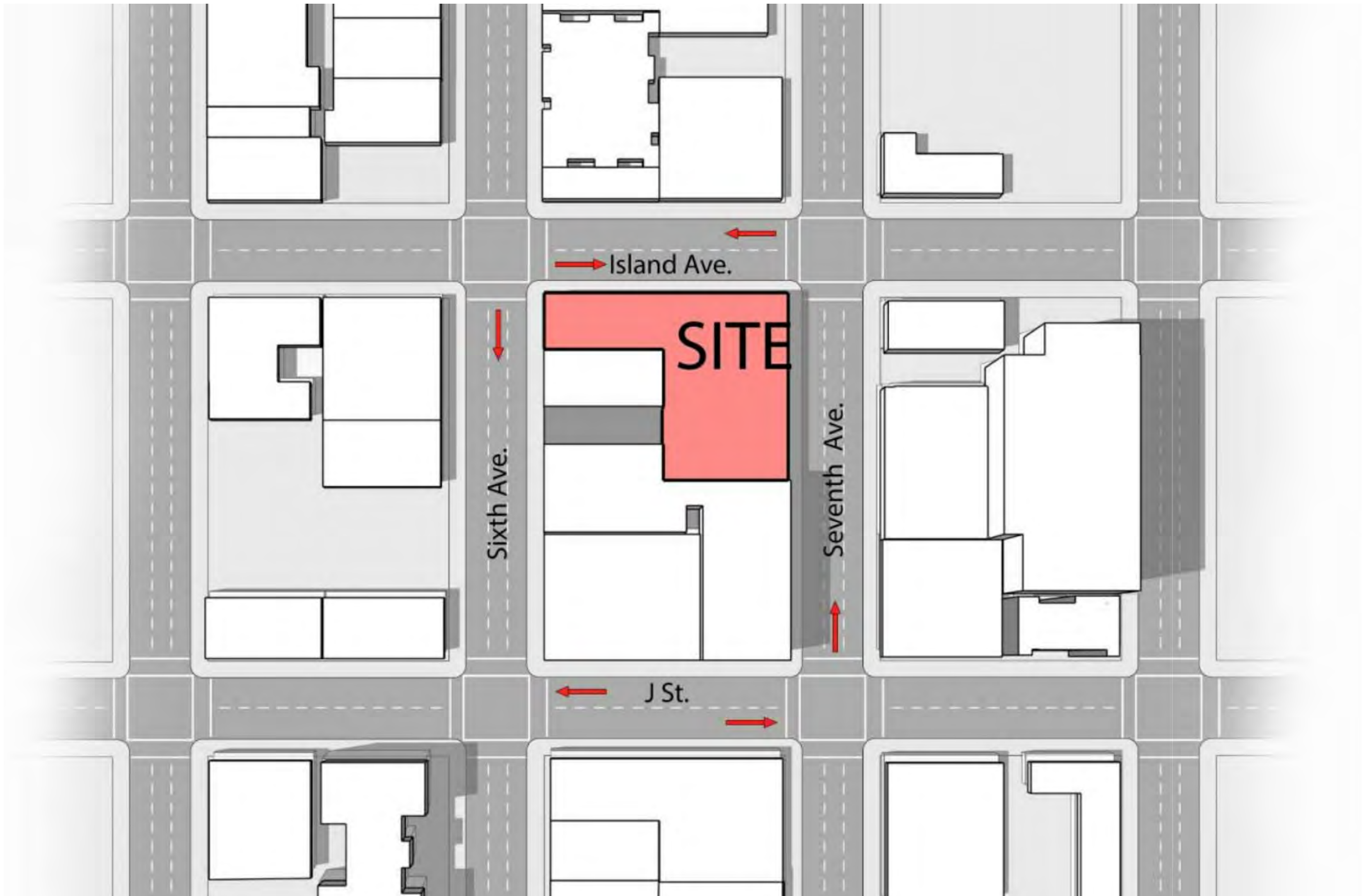
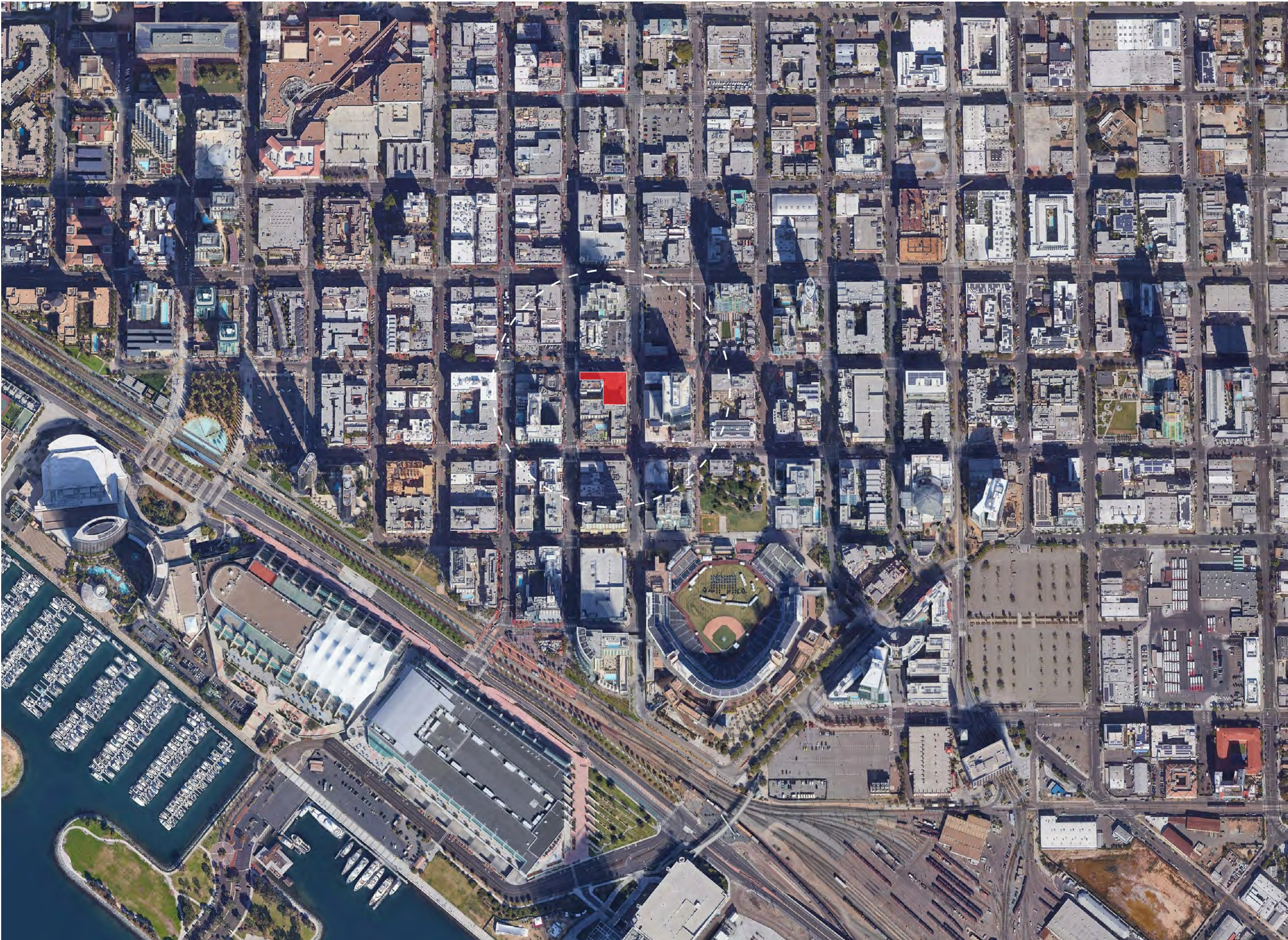
DEVELOPMENT PERMIT PACKAGE

12 / 10 / 2021





PROJECT LOCATION



PROJECT TEAM

**OWNER**  
ISLAND SKY PLACE, LLC  
433 California Street 7th Floor  
San Francisco, CA 94101  
Tel: 415.266.9929  
E: jlui@cresleigh.com  
Contact: Jeremy Lui

**ARCHITECT**  
CARRIER JOHNSON + CULTURE  
185 W. F Street # 500  
San Diego, CA 92101  
Tel: 619.417.4322  
E: cce@carrierjohnson.com  
Contact: Claudia Escala

**HISTORIC ARCHITECT**  
HERITAGE ARCHITECTURE+PLANNING  
832 Fifth Ave  
San Diego, CA 92101  
Tel: 619.239.7888 x211  
Contact: David Marshall

**LANDSCAPE ARCHITECT**  
URBAN ARENA  
11300 Sorrento Valley Road, Suite 230  
San Diego, CA 92121  
Tel: 858.625.0112  
E: phillip@urbanarena.com  
Contact: Phillip Barnes

**CIVIL ENGINEER**  
NASLAND  
4740 Ruffner St,  
San Diego, CA 92111  
Tel: 858.292.7770  
E: samw@nasland.com  
Contact: Samuel Waisbord

**DRY UTILITIES**  
UTILITY SPECIALISTS  
4429 Morena Blvd.  
San Diego, CA 92117  
Tel: 858.414.0831  
E: des@utilityspecialists.com  
Contact: Duane Strooboscher

**ENVIRONMENTAL**  
HELIX ENVIRONMENTAL PLANNING  
7578 El Cajon Blvd.  
La Mesa, CA 91942  
Tel: 858.900.5594  
E: YaraF@helixepi.com  
Contact: Yara Fisher

**GEOTECHNICAL**  
GEOCON  
6960 Flanders Drive  
San Diego, CA 92121  
Tel: 858.900.5594  
E: weedon@geoconinc.com  
Contact: Shawn Weedon

**ACOUSTICAL**  
VENEKLASEN  
1711 16th Street  
Santa Monica CA 90404  
Tel: 310.450.1733  
E: jlloverde@veneklasen.com  
Contact: John Loverde

DRAWING INDEX

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P2 PROJECT LOCATION, PROJECT TEAM, DRAWING INDEX  
P3 ZONING ANALYSIS, DEVELOPMENT SUMMARY  
P4 VICINITY MAP  
P5 PHOTO SURVEY

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P26 ENLARGED NORTH ELEVATION  
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P32 PERSPECTIVE  
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L2 2ND LEVEL  
L3 5TH LEVEL  
L4 37TH LEVEL  
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L6 EXISTING TREE PLAN

C1 GRADING PLAN  
C2 IMPROVEMENT PLAN  
C3 SIGHT DISTANCE PLAN

ATTACHMENT 9

carrierjohnson + CULTURE  
architecture + environments + brand strategy + graphics

CresleighHomes

611 ISLAND AVE.  
DEVELOPMENT PERMIT PACKAGE

07.28.21  
ISSUES:

PRELIMINARY NOT  
FOR CONSTRUCTION

PROJECT NO:  
5986.00  
FILE NAME:  
WRITE CENTRAL FILE PATH HERE:  
(E.G. P:\2020\005986\Central File\2020\_00-central.rvt)  
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Author Checker  
PLOT DATE:  
12/9/2021 5:15:45 PM  
TITLE:

PROJECT  
LOCATION,  
PROJECT TEAM,  
DRAWING INDEX

DRAWING NO:

P2

ALL IDEAS, DESIGN, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY, AND THE PROPERTY OF, CARRIER JOHNSON + CULTURE AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH THIS PROJECT. NONE OF SUCH IDEAS, DESIGN, ARRANGEMENTS, OR PLANS SHALL BE USED BY, OR DISCLOSED TO ANY PERSON, FIRM, OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF CARRIER JOHNSON + CULTURE. FILING THESE DRAWINGS OR SPECIFICATIONS WITH ANY PUBLIC AGENCY IS NOT A PUBLICATION OF SAME. NO COPYING, REPRODUCTION OR USE THEREOF IS PERMISSIBLE WITHOUT THE CONSENT OF CARRIER JOHNSON + CULTURE.



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# ZONING ANALYSIS

## SITE ADDRESS

SITE ADDRESS: 611 ISLAND AVENUE, SAN DIEGO, CA 92101  
SITE AREA: 20,063 SF

## LEGAL DESCRIPTION

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

LOTS A,J,K, AND L IN BLOCK 112 OF HORTON'S ADDITION, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF MADE BY L.L.LOCKLING ON FILE IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY.

## PROJECT DESCRIPTION

611 ISLAND AVE. IS A MIXED-USE DEVELOPMENT COMPRISED OF A 37-LEVEL TOWER CONTAINING 443 DWELLING UNITS, 985 SF OF COMMERCIAL SPACE AND 52 PARKING SPACES IN TWO LEVELS OF BELOW GRADE PARKING ON THE 20,063 SF SITE CONTAINING LOCALLY REGISTERED HISTORICAL RESOURCE HRB SITE#159 ON THE SOUTH SIDE OF ISLAND AVE. BETWEEN 6TH AND 7TH AVENUES IN THE EAST VILLAGE NEIGHBORHOOD OF THE DOWNTOWN COMMUNITY PLANNING AREA.

THE PROPOSED DEVELOPMENT INCLUDES THE REHABILITATION OF THE FACADES OF THE EXISTING HISTORICAL RESOURCE HRB SITE # 159 AKA THE KLAUBER WAGENHEIM COMPANY BUILDING.

## ZONING

CENTRE CITY PLANNED DISTRICT - EMPLOYMENT/RESIDENTIAL MIXED USE (ER)  
OVERLAYS: TRANSIT PRIORITY AREA, RESIDENTIAL TANDEM PARKING, FAA PART 77 NOTICING AREA, SAN DIEGO INTERNATIONAL AIRPORT REVIEW AREA 2, AND GEOLOGIC HAZARD CATEGORY 13

## FLOOR AREA RATIO

BASE MAXIMUM:	6.0
FAR PAYMENT BONUS PROGRAM:	1.0
3 BEDROOM FAR BONUS:	1.0
AFFORDABLE HOUSING MICRO UNIT BONUS:	8.0
SDBL ADDITIONAL CONFORMANCE BONUS WHEN NO WAIVERS FOR HEIGHT OR SETBACKS:	0.8
TOTAL PERMITTED FAR:	16.8
PROPOSED FAR: 335,541/20,063 =	16.72

## PROPOSED BUILDING HEIGHT

PROPOSED BUILDING HEIGHT  
37 STORY HIGH RISE  
396'-8" FROM DATUM (AVERAGE OF HIGHEST/LOWEST GRADE)  
24' SITE ELEVATION (SE) - FAA FILING  
430'-0" ABOVE GROUND LEVEL (AGL) - FAA FILING  
454'-0" ABOVE MEAN SEA LEVEL (AMSL) - FAA FILING

## CONSTRUCTION TYPE

TYPE IA - FULLY SPRINKLERED BELOW GRADE PARKING AND HIGHRISE BUILDING

## OCCUPANCY CLASSIFICATION

R-2 MULTIFAMILY RESIDENTIAL  
A-3 RESIDENTIAL AMENITY SPACE  
B OFFICE & LEASING/MANAGEMENT  
M COMMERCIAL/RETAIL  
S-2 PARKING GARAGE

## APPLICABLE REGULATORY DOCUMENTS

CENTRE CITY PLANNED DISTRICT ORDINANCE OF THE SAN DIEGO MUNICIPAL CODE  
DOWNTOWN DESIGN GUIDELINES  
CENTRE CITY STREETScape MANUAL  
DOWNTOWN FINAL ENVIRONMENTAL IMPACT REPORT  
DOWNTOWN COMMUNITY PLAN  
CALIFORNIA BUILDING CODE 2019

## REQUIRED DISCRETIONARY PERMITS / APPROVALS

SITE DEVELOPMENT PERMIT - SDP  
NEIGHBORHOOD DEVELOPMENT PERMIT - NDP

## REQUESTED WAIVERS

RELEVANT CCPDO (2-2020) & SAN DIEGO MUNICIPAL CODE (11-2020) SECTIONS FOR WHICH THE PROJECT IS SEEKING WAIVERS.

1. PRIVATE OPEN SPACE REDUCTION	222 BALCONIES REQUIRED, 43 BALCONIES PROVIDED 9.7%	156.0310 (g)(3)
2. GROUND LEVEL TRANSPARENCY	60% TRANSPARENCY REQUIRED- 7TH AVE. 56%, ISLAND AVE. 63%, 6TH AVE. 37%	156.0311 (d)(1)
3. DRIVEWAY OPENING LOCATION	DOOR REQUIRED TO BE 3' FROM PROPERTY LINE, 0' PROPOSED	142.0521(d)

DEVELOPMENT REGULATIONS (Per SDMC Chapter 15, Article 6, Division 3 UON)									
VEHICULAR PARKING				Required	Provided				
Residential	minimum	maximum		minimum	maximum	compact	standard	parallel	ada
	0	1	per dwelling unit	0	443	10	38	2	2
Commercial	Developments with less than 30,000SF exempt			0	0	0	0	0	0
Accessible Parking Spaces (per CBC 2019 1109A.3)				2%	TOTAL PARKING:		52	2	
Electric Vehicle Charging Spaces - EV Capable (per 2019 CALGreen)- 10%				6		10	38	2	2
Electric Vehicle Charging Stations - (per San Diego CAP) - 50% of EV Capable				3			3		
MOTORCYCLE PARKING									
Residential	1 space for every 10 parking spaces				5.20	TOTAL MOTORCYCLE PARKING		6	
BICYCLE PARKING									
Residential	1 space for every 5 dwelling units				89			212	
RESIDENTIAL DEVELOPMENT REQUIREMENTS									
COMMON OUTDOOR OPEN SPACE				Required		Provided			
Minimum dimension of 30 feet, or 40 feet when bordered by three building walls exceeding a height of 15 feet. Minimum 10% must be planting				15% of lot size	3,010 SF	7,386 SF			
COMMON INDOOR OPEN SPACE						500 SF		11,551 SF	
At least one community room									
PRIVATE OPEN SPACE						500 SF		11,551 SF	
Balcony, patio, or roof terrace, with a minimum area of 40 square feet each and an average horizontal dimension of 6 feet				50% of all dwelling units	222	43			
STORAGE (per SDMC Chapter 13, Article 1, Division 4)						240 cubic feet with a minimum 7-foot horizontal dimension along one plane		1 per dwelling unit	
				443	79				
PET OPEN SPACE						100 square feet for every 200 dwelling units		300 SF	
						785 SF			
PLANTING AREA						10% of Required Open Space		301 SF	
						505 SF			

### AFFORDABLE HOUSING

PROJECT PROPOSES 5% OF THE PRE-DENSITY BONUS DWELLING UNITS TO BE AFFORDABLE TO VERY LOW INCOME HOUSEHOLDS AT A RENT THAT DOES NOT EXCEED 30 PERCENT OF 50 PERCENT OF THE AREA MEDIAN INCOME

PRE-AHR BONUS - NON RESIDENTIAL FAR	X NUMBER OF PROPOSED DWELIING UNITS X AHR BONUS PERCENTAGE = REQUIRED AFFORDABLE UNITS
8.0 - 0.05	X 443 X 0.05 = 11 REQUIRED AFFORDABLE UNITS
16.67	

### AFFORDABLE HOUSING INCENTIVES

MAXIMUM LOT COVERAGE TOWER	50% PERMITTED, 51% PROPOSED	156.0310 (d)(3)(A)
----------------------------	-----------------------------	--------------------

# DEVELOPMENT SUMMARY

GROSS AREA TOTALS			
LEVEL	AREA	AREA INCLUDED IN FAR	AREA NOT INCLUDED IN FAR
LEVEL B2 - PARKING	20,610 SF		20,610 SF
LEVEL B1 - PARKING	20,870 SF		20,870 SF
LEVEL 1- LOBBY	19,298 SF		19,298 SF *
LEVEL 2	17,428 SF		17,428 SF *
LEVEL 3	17,428 SF		17,428 SF *
LEVEL 4	17,428 SF		17,428 SF *
LEVEL 5 - AMENITY	10,801 SF	10,801 SF	
LEVEL 6	10,298 SF	10,298 SF	
LEVEL 7	10,298 SF	10,298 SF	
LEVEL 8	10,298 SF	10,298 SF	
LEVEL 9	10,298 SF	10,298 SF	
LEVEL 10	10,298 SF	10,298 SF	
LEVEL 11	10,298 SF	10,298 SF	
LEVEL 12	10,298 SF	10,298 SF	
LEVEL 13	10,298 SF	10,298 SF	
LEVEL 14	10,298 SF	10,298 SF	
LEVEL 15	10,298 SF	10,298 SF	
LEVEL 16	10,298 SF	10,298 SF	
LEVEL 17	10,298 SF	10,298 SF	
LEVEL 18	10,298 SF	10,298 SF	
LEVEL 19	10,298 SF	10,298 SF	
LEVEL 20	10,298 SF	10,298 SF	
LEVEL 21	10,298 SF	10,298 SF	
LEVEL 22	10,298 SF	10,298 SF	
LEVEL 23	10,298 SF	10,298 SF	
LEVEL 24	10,298 SF	10,298 SF	
LEVEL 25	10,298 SF	10,298 SF	
LEVEL 26	10,298 SF	10,298 SF	
LEVEL 27	10,298 SF	10,298 SF	
LEVEL 28	10,298 SF	10,298 SF	
LEVEL 29	10,298 SF	10,298 SF	
LEVEL 30	10,298 SF	10,298 SF	
LEVEL 31	10,298 SF	10,298 SF	
LEVEL 32	10,298 SF	10,298 SF	
LEVEL 33	10,298 SF	10,298 SF	
LEVEL 34	10,298 SF	10,298 SF	
LEVEL 35	10,298 SF	10,298 SF	
LEVEL 36	10,298 SF	10,298 SF	
LEVEL 37 - AMENITY	5,511 SF	5,511 SF	
		448,603 SF	335,541 SF
			113,062 SF

\* HISTORIC EXEMPTION PER SDMC 156.0309(f)(1)

UNIT MIX TOTAL				
NAME	SIZE	QUANTITY	AVERAGE	%
1 BED	75,622 SF	164	461 SF	37%
2 BED	134,062 SF	178	752 SF	40%
3 BED	18,372 SF	23	799 SF	5%
STUDIO	32,012 SF	78	410 SF	18%
		260,067 SF	443	587 SF

AMENITY/LOBBY/LEASING		
Level	Name	Area
LEVEL 1- LOBBY	RES. LOBBY/AMENITY	3,115 SF
LEVEL 1- LOBBY	STORAGE	1,716 SF
LEVEL 1- LOBBY	RES. LOBBY/AMENITY	2,079 SF
LEVEL 5 - AMENITY	AMENITY	2,204 SF
LEVEL 5 - AMENITY	AMENITY	3,118 SF
LEVEL 5 - AMENITY	AMENITY	2,654 SF
LEVEL 36	SUPPORT	412 SF
LEVEL 37 - AMENITY	AMENITY	3,575 SF
		18,872 SF

COMMERCIAL		
Level	Name	Area
LEVEL 1- LOBBY	COMMERCIAL	985 SF
		985 SF

COMMON INDOOR SPACE			
Name	Room Name	Level	Area
LEVEL 5 - AMENITY	FITNESS	LEVEL 5 - AMENITY	2,204 SF
AMENITY	WELLNESS	LEVEL 5 - AMENITY	2,654 SF
AMENITY	CO-WORKING	LEVEL 5 - AMENITY	3,118 SF

LEVEL 37 - AMENITY	AMENITY	LEVEL 37 - AMENITY	3,575 SF
TOTAL COMMON INDOOR SPACE			11,551 SF

UNIT NET RETABLE MATRIX		
UNIT TYPE	QUANTITY	Area

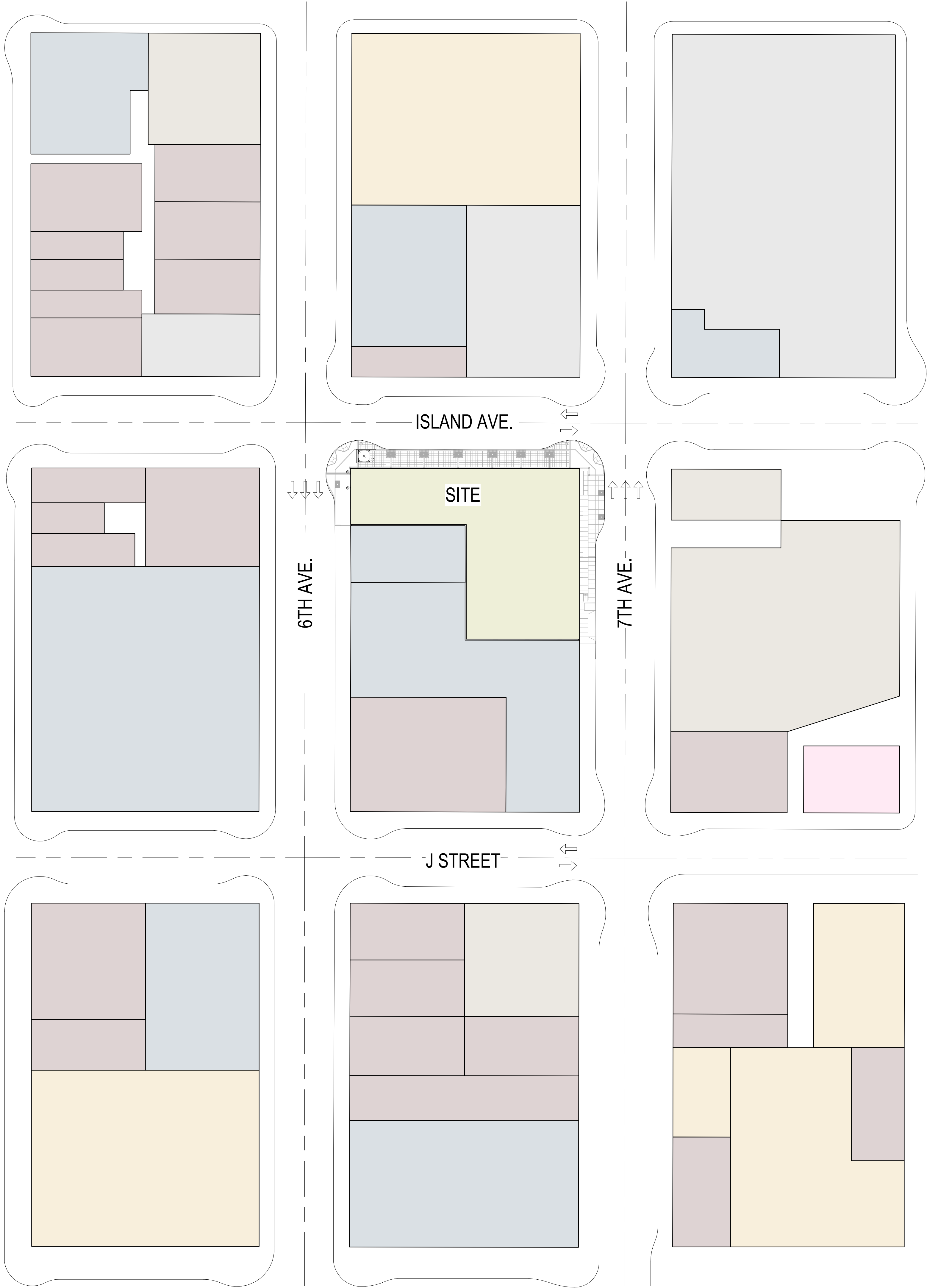
LEVEL 2		
1 BED	3	1,536 SF
2 BED	5	3,859 SF
STUDIO	16	6,550 SF
24		11,945 SF
LEVEL 3		
1 BED	3	1,536 SF
2 BED	5	3,859 SF
STUDIO	16	6,550 SF
24		11,945 SF
LEVEL 4		
1 BED	3	1,536 SF
2 BED	5	3,859 SF
STUDIO	16	6,550 SF
24		11,945 SF
LEVEL 6		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 7		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 8		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 9		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 10		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 11		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 12		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 13		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 14		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 15		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 16		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 17		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 18		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 19		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 20		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF

UNIT NET RETABLE MATRIX		
UNIT TYPE	QUANTITY	Area

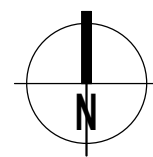
LEVEL 21		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 22		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 23		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 24		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 25		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 26		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 27		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 28		
1 BED	5	2,291 SF
2 BED	5	3,747 SF
3 BED	1	799 SF
STUDIO	1	412 SF
12		7,249 SF
LEVEL 29		
1 BED	5	2,291 SF
2 BED	6	4,538 SF
STUDIO	1	412 SF
12		7,241 SF
LEVEL 30		
1 BED	5	2,291 SF
2 BED	6	4,538 SF
STUDIO	1	412 SF
12		7,241 SF
LEVEL 31		
1 BED	5	2,291 SF
2 BED	6	4,538 SF
STUDIO	1	412 SF
12		7,241 SF
LEVEL 32		
1 BED	5	2,291 SF
2 BED	6	4,538 SF
STUDIO	1	412 SF
12		7,241 SF
LEVEL 33		
1 BED	5	2,291 SF
2 BED	6	4,538 SF
STUDIO	1	412 SF
12		7,241 SF

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1 VICINITY MAP  
SCALE: 1" = 50'-0"



- LEGEND
- SITE
  - COMMERCIAL
  - RESIDENTIAL
  - OFFICE
  - HOSPITALITY
  - PUBLIC SERVICES
  - PARKING



611 ISLAND AVE.  
DEVELOPMENT PERMIT PACKAGE

07.28.21  
ISSUES:

PRELIMINARY NOT  
FOR CONSTRUCTION

PROJECT NO:  
5986.00  
FILE NAME:  
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(E.G. D:\2020\005986\Central File\2020\_00-central.rvt)  
DRAWN BY: CHECKED BY:  
Author Checker  
PLOT DATE:  
12/9/2021 5:15:52 PM  
TITLE:

VICINITY MAP

DRAWING NO:





KEY PLAN



A



1



4



B



2



5



C

611 ISLAND AVE.  
DEVELOPMENT PERMIT PACKAGE

07.28.21

ISSUES:

PRELIMINARY NOT  
FOR CONSTRUCTION

PROJECT NO:  
5988.00  
FILE NAME:  
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(i.e. P:\5000-20088M\Central\5988.00.dwg)  
DRAWN BY:  
Author  
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TITLE:

PHOTO SURVEY

DRAWING NO:

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# ISLAND AVENUE








# ATTACHMENT 9

**LEGAL DESCRIPTION:**

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

LOTS A, J, K, AND L IN BLOCK 112 OF HORTON'S ADDITION, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF MADE BY L.L. LOCKLING ON FILE IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY.

**LEGEND:**

- - DENOTES FOUND LEAD AND DISC STAMPED "LS 6187".
-  - DENOTES CONCRETE SURFACE.
-  - DENOTES ASPHALT SURFACE.
-  - DENOTES BRICK SURFACE.
-  - DENOTES TRUNCATED DOME SURFACE.
-  - DENOTES EDGE OF BUILDING
-  - DENOTES FIRE HYDRANT.
-  - DENOTES HANDICAP SPACE.
- G#1 - DENOTES GAS HANDHOLE.
- WM - DENOTES WATER METER.
- LP - DENOTES LIGHT POST.
- TVLT - DENOTES TELEPHONE VAULT.
- EH#1 - DENOTES ELECTRICAL HANDHOLE.
- UH#1 - DENOTES UTILITY HANDHOLE.
- SDGEV - DENOTES SAN DIEGO GAS & ELECTRIC VAULT.
- CTR - DENOTES CABLE TELEVISION RISER.
- SM#1 - DENOTES SEWER MANHOLE.
- PM - DENOTES PARKING METER.
- GVL1 - DENOTES GAS VAULT.
- SL#H - DENOTES STREET LIGHT HANDHOLE.
- SCO - DENOTES SEWER CLEAN OUT.
- PBR - DENOTES PACIFIC BELL RISER.
- TR - DENOTES TELEPHONE RISER.
- WVLT - DENOTES WATER VAULT.
- ICV - DENOTES IRRIGATION CONTROL VALVE.
- BFP - DENOTES BACK FLOW PREVENTER.
- WV - DENOTES WATER VALVE.
- TH#1 - DENOTES TELEPHONE HANDHOLE.
- TRANS - DENOTES TRANSFORMER.
- URSR - DENOTES UTILITY RISER.
- CO - DENOTES CURB OUTLET.
- SDGE#1 - DENOTES SAN DIEGO GAS & ELECTRIC MANHOLE.

ASSESSOR'S PARCEL NUMBER:

535-116-01

LOT AREA,

20,063 SQ. FT.  
0.461 ACRES

**BUILDING FOOTPRINT AT GROUND LEVEL.**

20,036 SQ. FT.

NOTES:

NOTE 1:  
THE FEATURES SHOWN ON THIS A.L.T.A SURVEY PLAT REFLECTED ITEMS NOTED BY A FIELD  
SURVEY OF THE SUBJECT PROPERTY AND NO WARRANTY IS MADE HERE AS TO ANY  
SUBTERRANEAN FEATURES SUCH AS EXISTING UTILITY LINES, UNDERGROUND STORAGE TANKS  
OR OTHER SUCH FEATURES.

NOTE 2:  
IN ACCORDANCE WITH SECTION 8770.6 OF THE BUSINESS AND PROFESSIONS CODE OF THE STATE OF CALIFORNIA, THE USE OF THE WORD "CERTIFY" OR "CERTIFICATION" ON THIS DOCUMENT ONLY CONSTITUTES AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THOSE FACTS OR FINDINGS WHICH ARE THE SUBJECT OF THE CERTIFICATION, AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED.

NOTE 3:  
SAID DESCRIBED PROPERTY IS LOCATED WITHIN AN AREA OF MINIMAL FLOOD HAZARD ZONE X  
BY THE SECRETARY OF HOUSING AND URBAN DEVELOPMENT, ON FLOOD INSURANCE RATE MAP NO.  
06073C18856, EFFECTIVE MAY 16, 2012, IN SAN DIEGO COUNTY, STATE OF CALIFORNIA.

NOTE 4:  
THERE WAS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.

NOTE 5:  
THERE IS NO EVIDENCE OF CHANGES IN RIGHT-OF-WAY LINES BASED ON COUNTY PUBLIC RECORDS OF TITLE REPORT BY CHICAGO TITLE COMPANY, THERE IS NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.

NOTE 6:  
THERE IS NO EVIDENCE OF THE SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY  
LANDFILL.

NOTE 7:  
BASED SOLELY ON LETTER AND REPORT FROM DEPARTMENT OF ENVIRONMENTAL HEALTH SITE  
ASSESSMENT AND MITIGATION PROGRAM DATED APRIL 30, 2001 IT APPEARS THE 1,000  
GALLON TANK WAS REMOVED AND DISPOSED FROM THE SITE.

NOTE 8:  
NO VISIBLE PARKING SPACES ON SITE. 5 TEMPORARY LOADING SPACES OFF OF ISLAND AVENUE BEHIND BAY DOORS WITHIN BUILDING FOOTPRINT. 4 REGULAR AND 1 HANDICAP PARKING SPACE ON PUBLIC RIGHT-OF-WAY ON ISLAND AVENUE.

**SURVEYOR'S CERTIFICATE:**

TO: PNC BANK, NATIONAL ASSOCIATION AND ITS SUCCESSORS AND ASSIGNS, ISLAND STORAGE LLC, STANFORD HOTELS CORPORATION AND CHICAGO TITLE INSURANCE COMPANY, IT'S SUCCESSORS AND ASSIGNS.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WAS MADE IN ACCORDANCE WITH 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 7(a), 7(b)(1), 7(c), 8, 9, 11, 13 AND 16 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON DECEMBER 7, 2018

07.28.21  
ISSUES

PRELIMINARY NOT  
FOR CONSTRUCTION

PROJECT NO:  
5986.00

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Author	Checker

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TITLE:

ALTA SURVEY

DRAWING NO:

P6

**EXCEPTIONS:**

THE FOLLOWING ARE EXCEPTIONS AND EXCLUSIONS TO THE PRELIMINARY TITLE REPORT PREPARED BY CHICAGO TITLE COMPANY ORDER NO. 00100106-993-SD2-CFU, DATED NOVEMBER 9, 2018:

1. REFERS TO TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "ENCROACHMENT REMOVAL AGREEMENT" RECORDED 11/18/1957 IN BOOK 6836, PAGE 461 O.R.
2. REFERS TO THE FACT THAT THE PROPERTY LIES WITHIN THE BOUNDARIES OF THE CENTRE CITY REDEVELOPMENT PROJECT AREA AS DISCLOSED PER DOCUMENT RECORDED 12/22/1957 IN BOOK 6836, PAGE 461 O.R. AND 12/22/1957 IN BOOK 6836, PAGE 461 O.R.
3. REFERS TO THE FACT THAT THE PROPERTY LIES WITHIN THE BOUNDARIES OF THE COOC AREA 1-PHASE 1, MARKET ST. TO K ST. (6TH AVE. TO 12TH AVE.) UNDERGROUND UTILITY DISTRICT, PER DOC. RECORDED JUNE 18, 1998 AS FILE NO. 98-0371529 OF O.R.
4. REFERS TO TERMS AND PROVISIONS AND EASEMENTS CONTAINED IN THE DOCUMENT ENTITLED "RECIPROCAL SHORING AGREEMENT" RECORDED 4/25/2008 DOCUMENT NO. 2008-0221339 OF O.R. THE GENERAL LOCATION OF THE TIE BACK EASEMENT IS SHOWN THERE IS NO SPECIFIC LOCATION DESCRIBED IN THE DEED.
5. REFERS TO TERMS AND PROVISIONS AND EASEMENTS CONTAINED IN THE DOCUMENT ENTITLED "RECIPROCAL CRANE LICENSE AGREEMENT" RECORDED 4/25/2008 DOCUMENT NO. 2008-0221340 OF O.R. NO SPECIFIC LOCATION SET FORTH IN DEED AND CANNOT BE PLOTTED ON THE SURVEY.
6. REFERS TO TERMS AND PROVISIONS AND EASEMENTS CONTAINED IN THE DOCUMENT ENTITLED "ENCROACHMENT MAINTENANCE AND REMOVAL AGREEMENT" RECORDED 3/04/2011 DOCUMENT NO. 2011-0194448 OF O.R. NO SPECIFIC LOCATION SET FORTH IN DEED AND CANNOT BE PLOTTED ON THE SURVEY.

**VICINITY MAP**  
NO SCALE

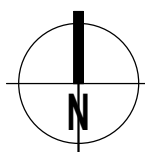
SCALE 1" = 10'

DRAWING NO:



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

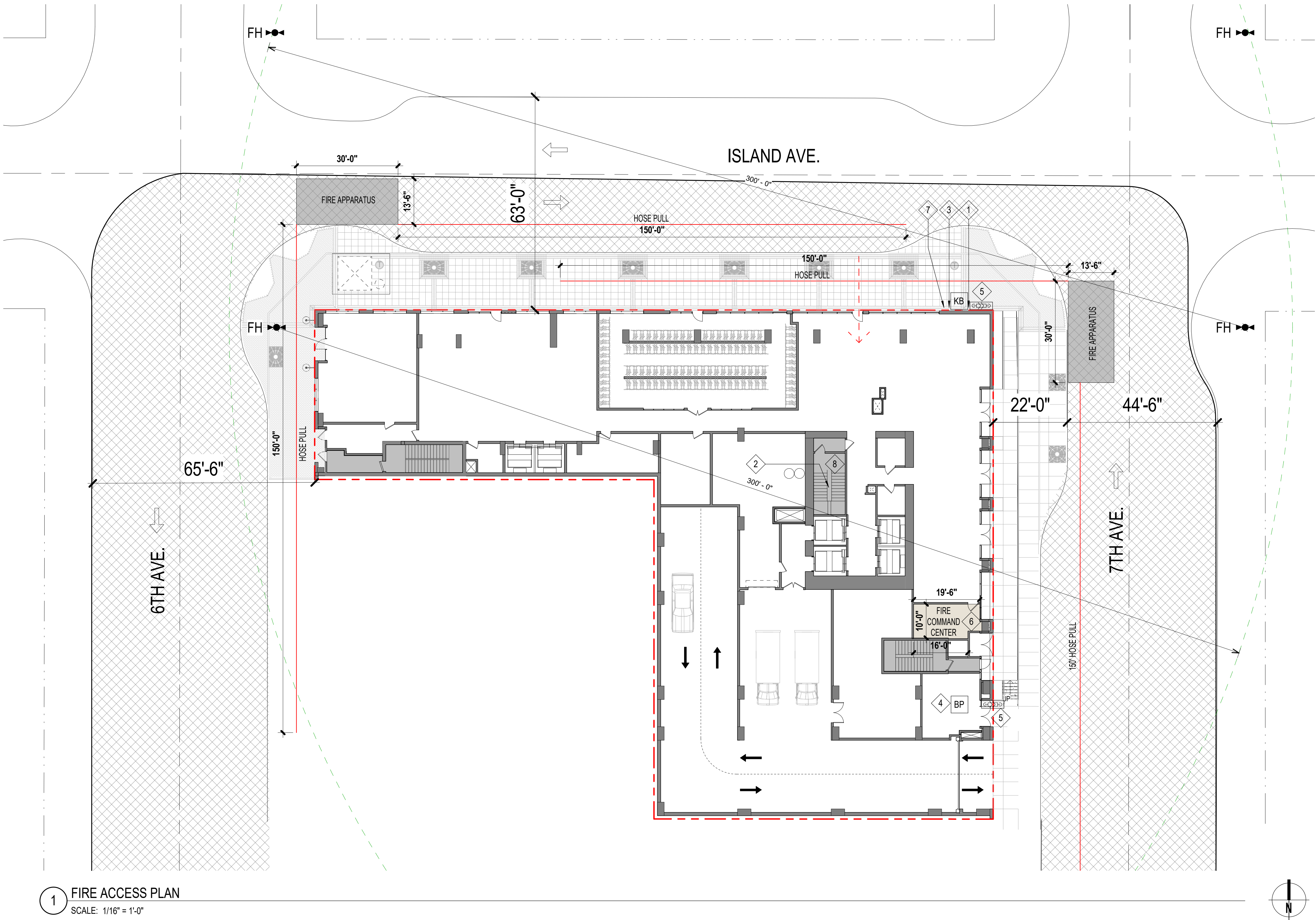




1. PROVIDE BUILDING ADDRESS NUMBERS, VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY PER SAN DIEGO MUNICIPAL CODE SECTION 95.0209.
2. POST INDICATOR VALVES, FIRE DEPARTMENT CONNECTIONS, AND ALARM BELL ARE TO BE LOCATED ON THE ADDRESS/ACCESS SIDE OF THE STRUCTURE.
3. CBC SEC. 3002.4A – GENERAL STRETCHER REQUIREMENTS – ALL BUILDINGS AND STRUCTURES WITH ONE OR MORE PASSENGER SERVICE ELEVATORS SHALL BE PROVIDED WITH NOT LESS THAN ONE MEDICAL EMERGENCY SERVICE ELEVATOR TO ALL LANDINGS MEETING THE PROVISIONS OF SECTION 3002.4A
4. THE REQUIRED WIDTH OF ACCESS ROADWAYS SHALL NOT BE OBSTRUCTED IN ANY MANNER, INCLUDING THE PARKING OF VEHICLES. WHERE NO SPACE IS PROVIDED FOR PARKING ALONG ACCESS ROADWAYS, THEY SHALL BE KEPT CLEAR BY THE POSTING OF SIGNS OR THE PAINTING OF CURBS PER POLICY A-14-1
5. STAIRWAYS EXITING DIRECTLY TO THE EXTERIOR OF A BUILDING FOUR OR MORE STORIES IN HEIGHT SHALL BE PROVIDED WITH A MEANS FOR EMERGENCY ENTRY FOR FIRE DEPARTMENT ACCESS. DOORS AT THESE LOCATIONS SHALL ALSO COMPLY WITH THIS REQUIREMENT.
6. CFC 594.3 – NEW BUILDINGS FOUR OR MORE STORIES ABOVE GRADE PLANE, EXCEPT THOSE WITH A ROOF SLOPE GREATER THAN FOUR UNITS VERTICAL IN 12 UNITS HORIZONTAL SHALL BE PROVIDED WITH A STAIRWAY TO THE ROOF.
7. EVERY BUILDING FOUR STORIES OR MORE IN HEIGHT SHALL BE PROVIDED WITH NOT LESS THAN ONE STANDPIPE FOR USE DURING CONSTRUCTION INSTALLED IN ACCORDANCE WITH CFC 3313.1 STANDPIPE SHALL BE INSTALLED WHEN PROGRESS OF CONSTRUCTION IS NOT MORE THAN 40 FEET IN HEIGHT ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT ACCESS. CFC 3313.1
8. VEGETATION SHALL BE SELECTED AND MAINTAINED IN SUCH MANNER AS TO ALLOW IMMEDIATE ACCESS TO ALL HYDRANTS, VALVES, FIRE DEPARTMENT CONNECTIONS, PUMP STATIONS, EXTINGUISHERS, SPRINKLER RISERS, ALARM CONTROL PANELS, RESCUE WINDOWS, AND OTHER DEVICES OR AREAS USED FOR FIRE FIGHTING PURPOSES. VEGETATION OF BUILDING FEATURES SHALL NOT OBSTRUCT ADDRESS NUMBERS OR INHIBIT THE FUNCTIONING OF ALARM BELLS, HORNS OR STROBES.
9. DECORATIVE MATERIALS SHALL BE MAINTAINED IN A FLAME RETARDANT CONDITION. CFC SEC. 804
10. ALL BUILDINGS AND SITES UNDERGOING CONSTRUCTION, ALTERATION, OR DEMOLITION SHALL COMPLY WITH THE REQUIREMENTS OF CHAPTER 33 OF THE CFC
11. FIRE APPARATUS ACCESS ROADS AND WATER SUPPLIES FOR FIRE PROTECTION, SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING TIME OF CONSTRUCTION CFC 501.4
12. FIRE COMMAND CENTER SHALL COMPLY WITH NFPA 72 AND SHALL CONTAIN THE FEATURES LISTED IN CFC SECTION 508
13. POST INDICATOR VALVES, FIRE DEPARTMENT CONNECTIONS, AND ALARM BELL ARE TO BE LOCATED ON THE ADDRESS/ACCESS SIDE OF THE STRUCTURE. 912.2.1
14. SAN DIEGO MUNICIPAL CODE SECTION 55.507 ITEM (C) HYDRANT LOCATIONS SHALL BE IDENTIFIED BY THE INSTALLATION OF REFLECTIVE BLUE COLORED MARKERS. SUCH MARKERS SHALL BE AFFIXED TO THE ROADWAY SURFACE, APPROXIMATELY CENTERED BETWEEN CURBS, AND AT A RIGHT ANGLE TO THE HYDRANT.
15. EXTERIOR DOORS AND OPENINGS REQUIRED BY THIS CODE OR THE CBC SHALL BE MAINTAINED READILY ACCESSIBLE FOR EMERGENCY ACCESS BY THE FIRE DEPARTMENT. AN APPROVED ACCESS WALKWAY LEADING FROM FIRE APPARATUS ACCESS ROADS TO EXTERIOR OPENINGS SHALL BE PROVIDED WHEN REQUIRED BY THE FIRE CODE OFFICIAL.
16. EMERGENCY SYSTEMS CONFORMING WITH CFC SECTION 604 AND THE CALIFORNIA ELECTRICAL CODE SHALL BE PROVIDED.
17. CFC 105.4.4 CONSTRUCTION DOCUMENTS APPROVED BY THE FIRE CODE OFFICIAL ARE APPROVED WITH THE INTENT THAT SUCH CONSTRUCTION DOCUMENTS COMPLY IN ALL RESPECTS WITH THE CFC. REVIEW AND APPROVAL BY THE FIRE CODE OFFICIAL SHALL NOT RELIEVE THE APPLICANT OF THE RESPONSIBILITY OF COMPLIANCE WITH THIS CODE.
18. ROOMS CONTAINING CONTROLS FOR A/C SYSTEMS, SPRINKLER RISERS AND VALVES, OR OTHER FIRE DETECTION, SUPPRESSION OR CONTROL ELEMENTS SHALL BE IDENTIFIED FOR THE USE OF THE FIRE DEPARTMENT. APPROVED SIGNS REQUIRED TO IDENTIFY FIRE PROTECTION EQUIPMENT AND EQUIPMENT LOCATION SHALL BE CONSTRUCTED OF DURABLE MATERIALS, PERMANENTLY INSTALLED AND READILY VISIBLE.
19. FD POLICY 10-09 - HIGH RISE BUILDINGS FDC'S SHALL HAVE FOUR 2 1/2 INCH INLETS. HIGH RISE BUILDINGS SHALL HAVE TWO REMOTELY LOCATED FDC'S FOR EACH ZONE. HIGH RISE AND OTHER BUILDINGS EQUIPPED WITH HOSE VALVES OF THE PRESSURE REGULATING TYPE (PRVS) SHALL PROVIDE A SIGN INDICATING THE MINIMUM PRESSURE THE FIRE APPARATUS REQUIRED TO PUMP TO PUMP INTO THE FDC. (EXAMPLE: FD MINIMUM PUMP PRESSURE 225 PSI). A WEATHER-RESISTANT SIGN SECURED WITH A CORROSION RESISTANT CHAIN OR FASTENER SHALL INDICATE THE ADDRESS, PORTION OF THE BUILDING SERVED. SEE NFPA 14 - 6.4.6 FOR HEIGHT REQUIREMENTS.

20. A "DISCRETIONARY" PLAN REVIEW IS "CONCEPTUAL" BY DEFINITION, AND AS SUCH DOES NOT CONSTITUTE AN APPROVAL FOR FIRE ACCESS. IT SHALL THEREFORE BE INCUMBENT OF THE APPLICANT TO ENSURE THAT A FIRE PLAN REVIEW CYCLE IS PROVIDED DURING THE "MINISTERIAL" REVIEW. ALSO, AN "EXHIBIT A" PACKAGE WITH OR WITHOUT A "FIRE ACCESS" PLAN DOES NOT CONSTITUTE AN APPROVED FAP FOR ISSUANCE OF CONSTRUCTION BUILDING PERMIT.
21. FIRE APPARATUS ACCESS ROADS SHALL BE DESIGNED AND MAINTAINED TO SUPPORT THE IMPOSED LOADS OF FIRE APPARATUS AND SHALL BE SURFACED SO AS TO PROVIDE ALL WEATHER DRIVING CAPABILITIES.
22. AERIAL FIRE ACCESS ROAD(S) ADJACENT TO BUILDINGS THAT ARE GREATER THAN 30 FEET IN HEIGHT FROM GRADE PLANE, SHALL HAVE A MINIMUM WIDTH OF 26 FEET. THE PROXIMAL EDGE OF AERIAL FIRE ACCESS SHALL BE A MINIMUM OF 15-30 FEET FROM THE BUILDING FACADE(S) AND/OR PLUMB LINE OF EAVE(S). AERIAL ACCESS SHALL BE PROVIDED ALONG ONE ENTIRE LONG SIDE(S) OF THE BUILDING(S).
23. 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 SPRINKLERED BUILDING(S), THE MAXIMUM HOSE PULL IS 200'. FOR NON-SPRINKLERED BUILDING(S), THE MAXIMUM HOSE PULL IS 150'. CHANGE IN VERTICAL ELEVATION MUST ALSO BE ACCOUNTED FOR.
24. ALL EXISTING AND/OR PROPOSED FIRE HYDRANTS WITHIN 600 FEET OF THE PROJECT SITE AND A 300 FEET RADIUS OVERLAY SHALL BE SHOWN TO ENCOMPASS ALL PORTIONS OF ALL STRUCTURES AS PART OF SUBMITTED PROJECT.
25. ALL RED CURB/NO PARKING SIGN AREAS HAVE BEEN SHOWN WITH A KEY INDICATOR. ALL REQUIRED ACCESS ROADWAYS SHALL NOT PROVIDE LESS THAN THE REQUIRED APPROVED WIDTH AND/OR BE OBSTRUCTED IN ANY MANNER, INCLUDING THE PARKING OF VEHICLES. WHERE INADEQUATE WIDTH HAS NOT PROVIDED FOR PARKING ALONG ACCESS ROADWAYS, THEN SUCH ACCESS SHALL BE KEPT CLEAR BY THE POSTING OF SIGNS OR THE PAINTING OF CURBS PER POLICY A-14-1.
26. THE LOCATION(S) OF AN APPROVED "KNOX" KEY BOX ARE SHOWN ON THE FAP AND FOLLOW THE SAN DIEGO FIRE DEPARTMENT FPB POLICY K-15-2. (SANDIEGO GOV/FIRE SERVICES & PROGRAMS, POLICIES, KNOX BOX REQUIREMENTS).
27. MINIMUM ROOM SIZE FOR FIRE COMMAND CENTER IS 200 SQUARE FEET IN AREA WITH A MINIMUM DIMENSION OF 10 FEET.
28. AT LEAST ONE FIRE EXTINGUISHER WITH A MINIMUM RATINGS OF 2-A-10-BC SHALL BE PROVIDED WITHIN 75 FEET MAXIMUM TRAVEL DISTANCE FOR EACH 6,000 SQUARE FEET OR PORTION THEREOF ON EACH FLOOR CFC SEC 906.
29. STRUCTURES UNDER CONSTRUCTION, ALTERATION OR DEMOLITION SHALL BE PROVIDED WITH NOT LESS THAN ONE APPROVED PORTABLE FIRE EXTINGUISHER IN ACCORDANCE WITH SECTION 906 AND SIZED FOR NOT LESS THAN ORDINARY HAZARD (2A10BC) AS FOLLOWS:  
1. AT EACH STAIRWAY ON ALL FLOOR LEVELS WHERE COMBUSTIBLE MATERIALS HAVE ACCUMULATED.  
2. IN EVERY STORAGE AND CONSTRUCTION SHED  
3. ADDITIONAL PORTABLE FIRE EXTINGUISHERS SHALL BE PROVIDED WHERE SPECIAL HAZARDS EXIST, INCLUDING, BUT NOT LIMITED TO, THE STORAGE AND USE OF FLAMMABLE AND COMBUSTIBLE LIQUIDS. CFC 3315.
30. PROVIDE STAIRWAY IDENTIFICATION SIGNS PER CFC 3315.

31. A CLASS I (OR I AND II OR III) STANDPIPE OUTLET CONNECTION IS REQUIRED IN OCC. OF 4 OR MORE STORIES AT EVERY FLOOR LEVEL CONNECTION OF EVERY REQUIRED STAIRWAY ABOVE OR BELOW GRADE. OUTLETS AT STAIRWAYS SHALL BE LOCATED WITHIN THE EXIT ENCLOSURE OR, IN THE CASE OF PRESSURIZED ENCLOSURES, WITHIN THE VESTIBULE OR EXTERIOR BALCONY, GIVING ACCESS TO THE STAIRWAY. THERE SHALL BE AT LEAST ONE OUTLET ABOVE THE ROOF LINE WHEN THE ROOF HAS A SLOPE OF LESS THAN 4/12 UNITS HORIZONTAL. IN BUILDINGS WHERE MORE THAN ONE STANDPIPE IS PROVIDED, THE STANDPIPES SHALL BE INTERCONNECTED CFC 905.
32. FIRE PROTECTION EQUIPMENT SHALL BE IDENTIFIED IN AN APPROVED MANNER. ROOMS CONTAINING CONTROLS FOR A/C SYSTEMS, SPRINKLER RISERS AND VALVES, OR OTHER FIRE DETECTION, SUPPRESSION OR CONTROL ELEMENTS SHALL BE IDENTIFIED FOR THE USE OF THE FIRE DEPARTMENT. APPROVED SIGNS REQUIRED TO IDENTIFY FIRE
33. FUEL TANKS (TO INCLUDE BELLY TANKS OF GENERATOR EQUIPMENT) REQUIRE PLAN CHECK AND APPROVAL FROM THE TECHNICAL SERVICES SECTION OF THE FIRE DEPARTMENT. TO OBTAIN A BUILDING PERMIT / TA NUMBER OR REQUEST A REVIEW FOR PERMIT, CALL (619) 533-4477 TO SCHEDULE AN APPOINTMENT. BUILDING FINAL WILL NOT BE APPROVED UNTIL THE TANK PERMIT HAS BEEN APPROVED.



1 FIRE ACCESS PLAN  
SCALE: 1/16" = 1'-0"

FIRE DEPT. ACCESS KEYNOTES

- 1 BUILDING ADDRESS LOCATION
- 2 STAIRWAY ACCESS TO ROOF
- 3 KNOX BOX LOCATION
- 4 BACKFLOW PREVENTER
- 5 FIRE DEPARTMENT CONNECTION / PIV LOCATION
- 6 FIRE COMMAND CENTER (200SF MIN.)
- 7 FIRE ALARM BELL
- 8 FIRE SPRINKLER RISER / STANDPIPE LOCATION

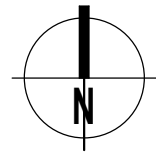
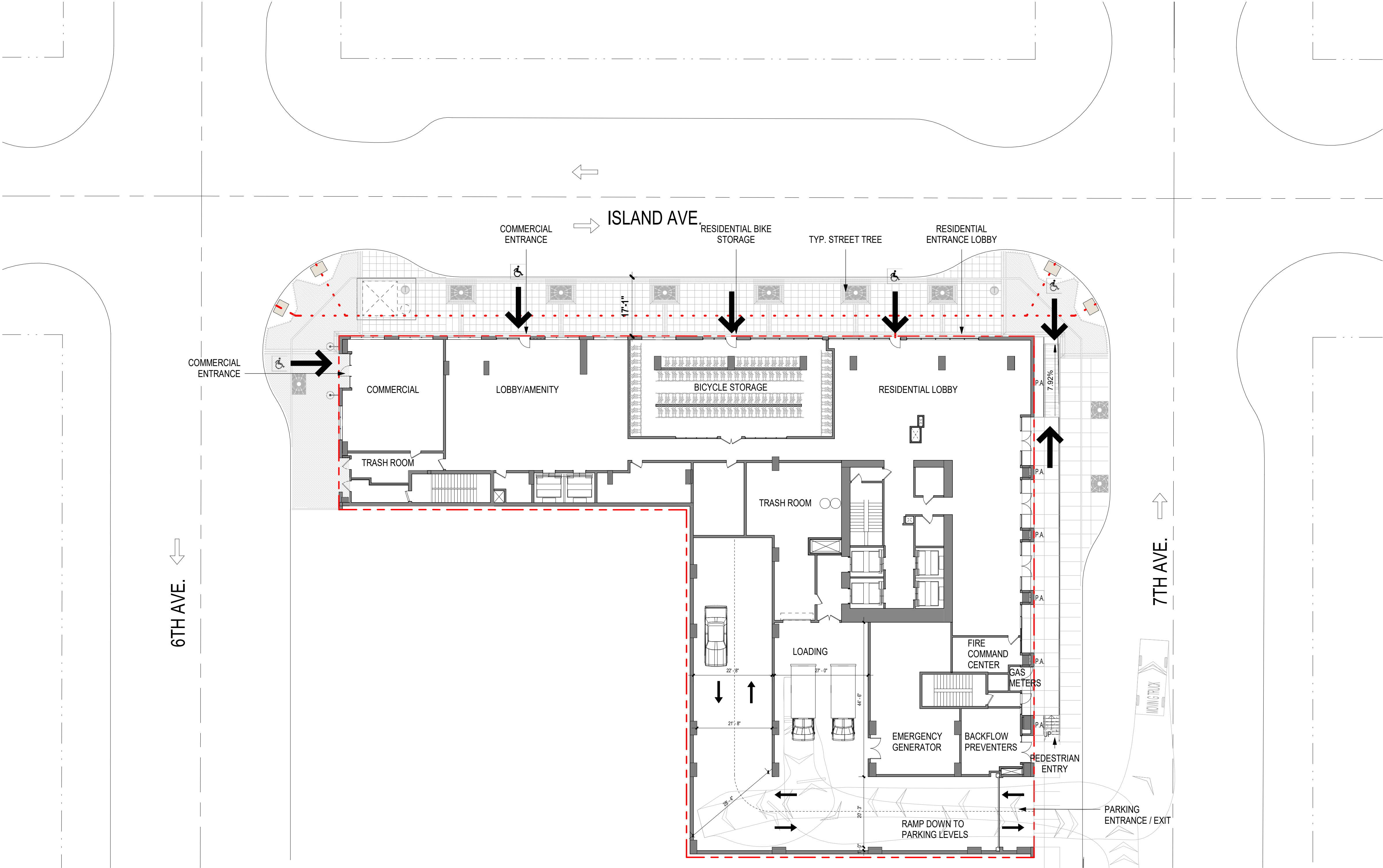
FIRE DEPT. ACCESS LEGEND

- FIRE APPARATUS ACCESS ROADS, CFC 503.
- FIRE HYDRANT  
NOTE: LOCATED 6' FROM FACE OF CURB W/ BLUE REFLECTIVE PAVEMENT MARKER. CFC 507 (PROVIDE 3'-0" DIA. MIN. CLEAR AREA, CFC 507.5.5).
- FIRE DEPT. CONNECTION/PIV  
NOTE: POST INDICATOR VALVES, FIRE DEPARTMENT CONNECTIONS, AND ALARM BELL ARE TO BE LOCATED ON THE ADDRESS/ACCESS SIDE OF THE STRUCTURE. ALL FDC SHALL HAVE SIGNAGE THAT INDICATES THE BUILDING ADDRESS.
- BACKFLOW PREVENTER
- KNOX BOX (RECESSED)  
NOTE: KNOX BOXES ARE TO BE INSTALLED WITHIN 10' OF THE MAIN ENTRANCE TO A BUILDING AT A HEIGHT NOT TO EXCEED 7' ABOVE FINISHED GRADE MEASURED FROM THE TOP OF THE BOX (BUT PREFERABLY AT 5'). CFC 506
- FIRE DEPARTMENT BUILDING ACCESS



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



SITE ACCESSIBILITY PLAN LEGEND	
	ACCESSIBLE ROUTE PER CBC 11B-403, 405 A CONTINUOUS UNOBSTRUCTED PATH CONNECTING ACCESSIBLE ELEMENTS AND SPACES OF AN ACCESSIBLE SITE, BUILDING OR FACILITY THAT CAN BE NEGOTIATED BY A PERSON WITH A DISABILITY USING A WHEELCHAIR, AND THAT IS ALSO SAFE FOR AND USABLE BY PERSONS WITH OTHER DISABILITIES. EXTERIOR ACCESSIBLE ROUTES MAY INCLUDE PARKING ACCESS AISLES, CURB RAMP, CROSSWALKS AT VEHICULAR WAYS, WALKS, RAMP AND LIFTS.
	PATH OF TRAVEL (POT) AS INDICATED IS A BARRIER FREE ACCESS ROUTE WITHOUT ANY ABRUPT VERTICAL CHANGES EXCEEDING 1/2" BEVELED AT 1:2 MAXIMUM SLOPE, EXCEPT THAT VERTICAL CHANGES DO NOT EXCEED 1/4" VERTICAL AND IS AT LEAST 48" WIDE. SURFACE IS SLIP RESISTANT (MEDIUM BROOM FINISH WITH AMPLITUDE OF 1/16" TO 1/32", STABLE, FIRM, AND SMOOTH. CROSS SLOPE DOES NOT EXCEED 2% AND SLOPE IN THE DIRECTION OF TRAVEL IS NO MORE THAN 5% UNLESS OTHERWISE INDICATED. POT SHALL BE MAINTAINED FREE OF OVERHANGING OBSTRUCTIONS TO 80" MINIMUM AND PROTRUDING OBJECTS GREATER THAN 4" PROJECTION FROM A WALL AND ABOVE 27" AND LESS THAN 80". CONTRACTOR TO VERIFY THAT THERE ARE NO BARRIERS IN THE POT, AND THE POT COMPLIES WITH CBC 11B-403, 405.
	ACCESSIBLE CURB RAMP W/ 12" WIDE GROOVED BORDER AND DETECTABLE WARNING SURFACE PER CBC 11B-406
	ACCESSIBLE BUILDING ENTRANCE-PROVIDE INTERNATIONAL SYMBOL OF ACCESSIBILITY ENTRANCE SIGN (6"x6" DECAL MOUNTED BETWEEN 3'-0" TO 3'-6" A.F.F. CENTERED ON SINGLE DOORS, CENTERED ON RIGHT PANEL OF DOUBLE DOORS) PER CBC 11B-404
	FIRE HYDRANT LOCATED 6' FROM FACE OF CURB W/ BLUE REFLECTIVE PAVEMENT MARKER, CFC 507 (PROVIDE 3/4" DIA. MIN. CLEAR AREA, CFC 507.5.5)
P.A.	PLANTER AREA

611 ISLAND AVE.  
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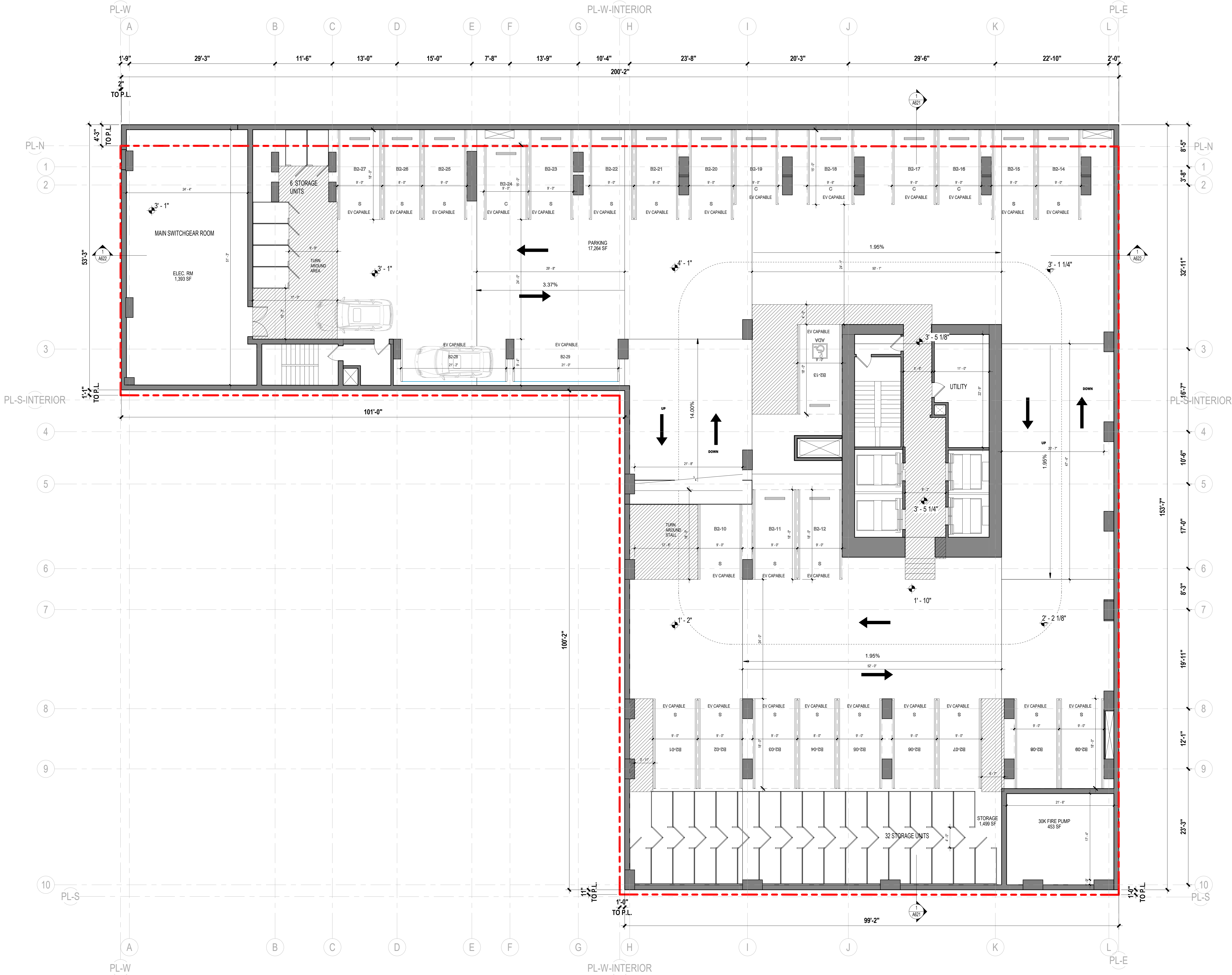
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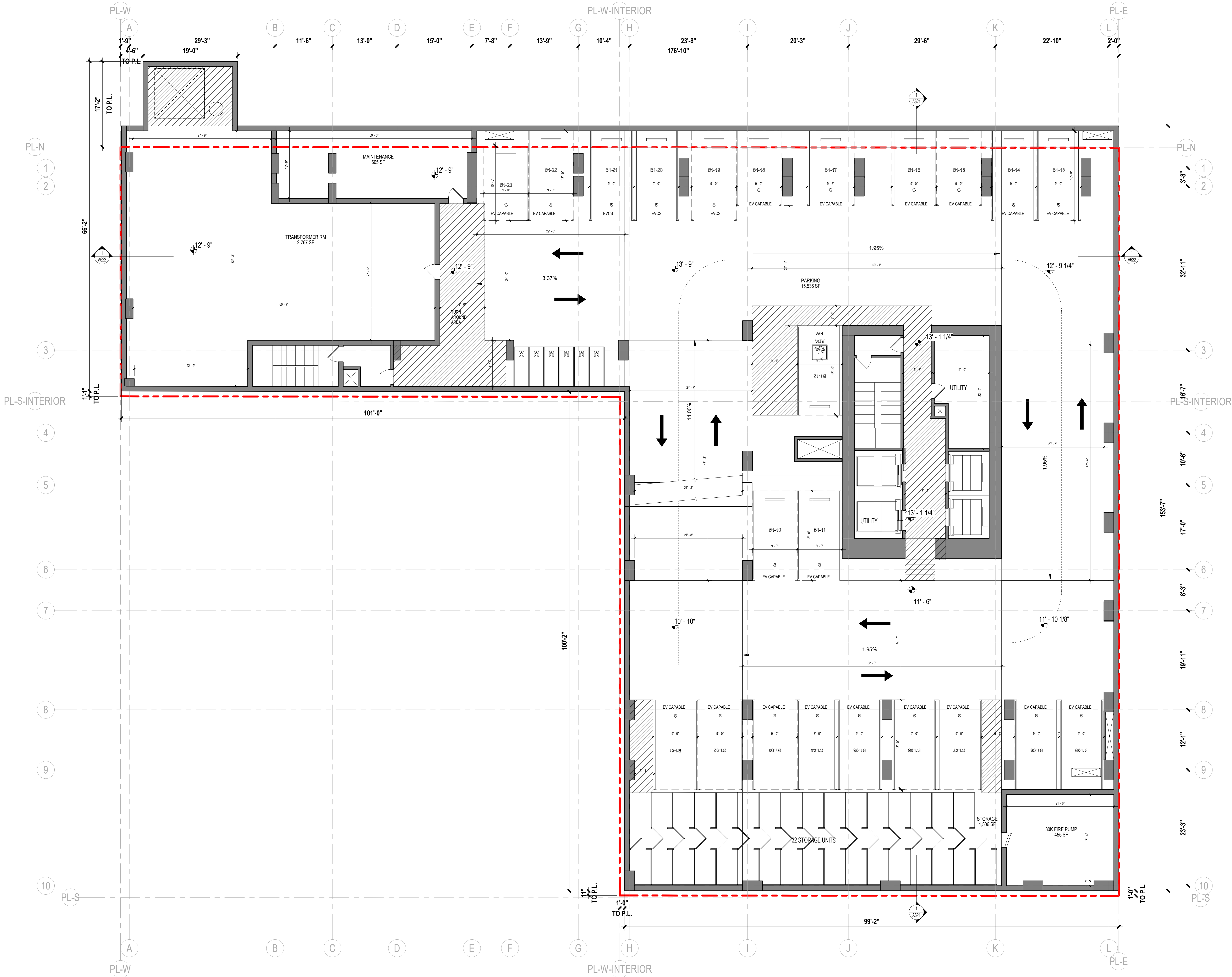




**1 LEVEL B2 - PARKING - ENTITLEMENT**  
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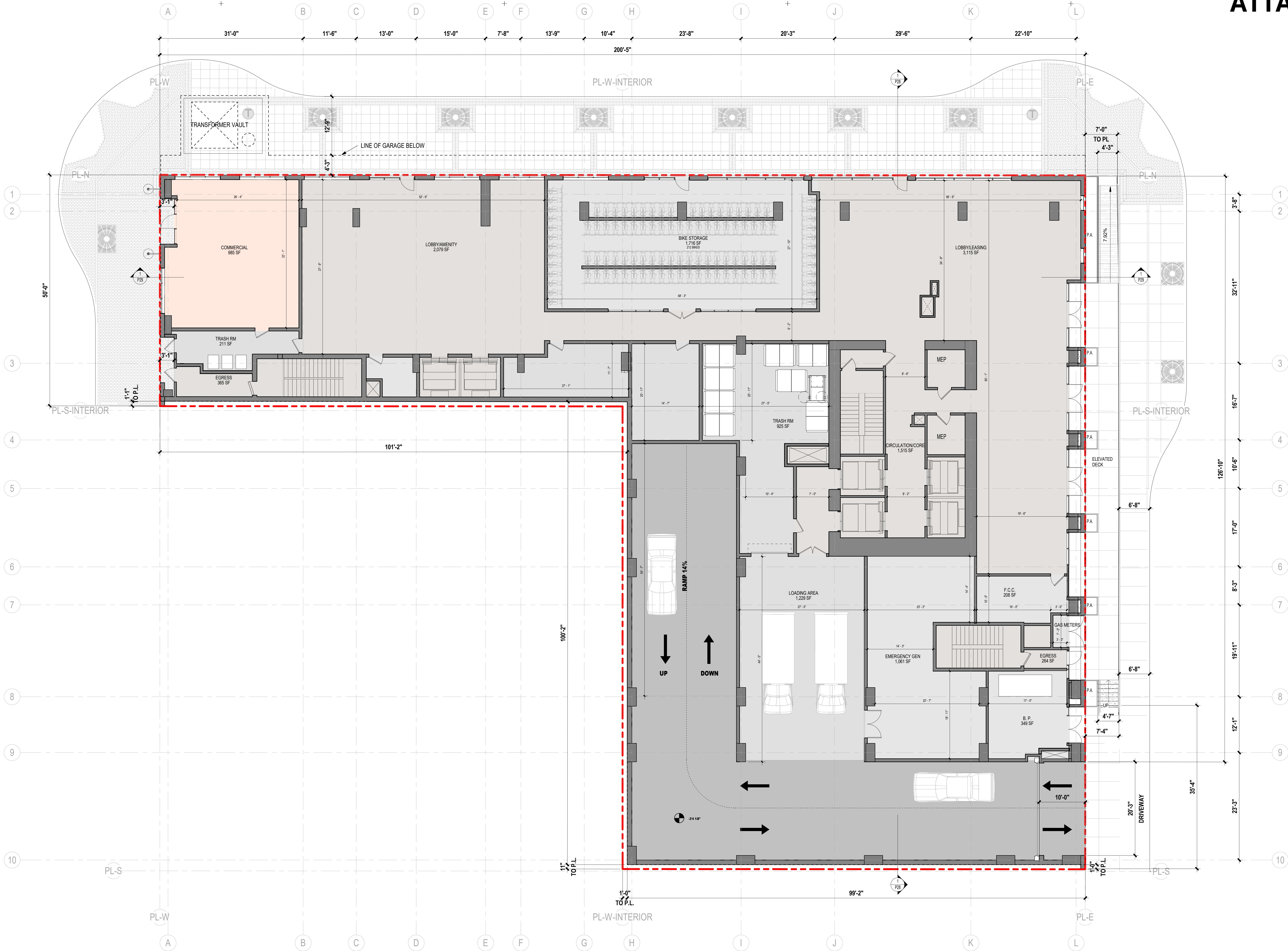


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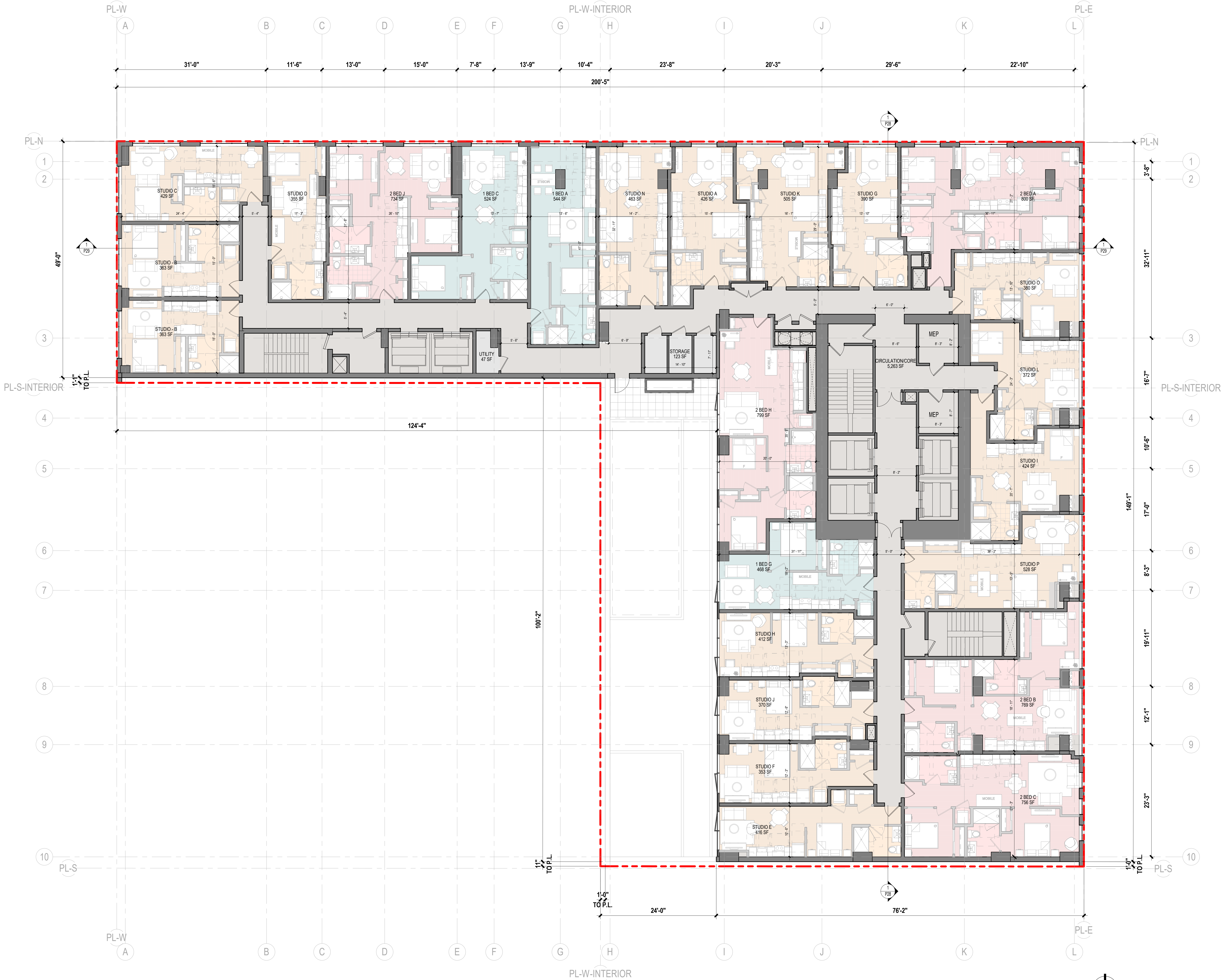
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1 LEVEL 1 - GROUND FLOOR  
SCALE: 1/8" = 1'-0"

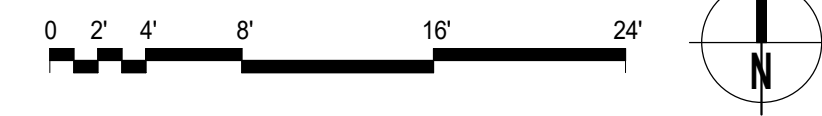


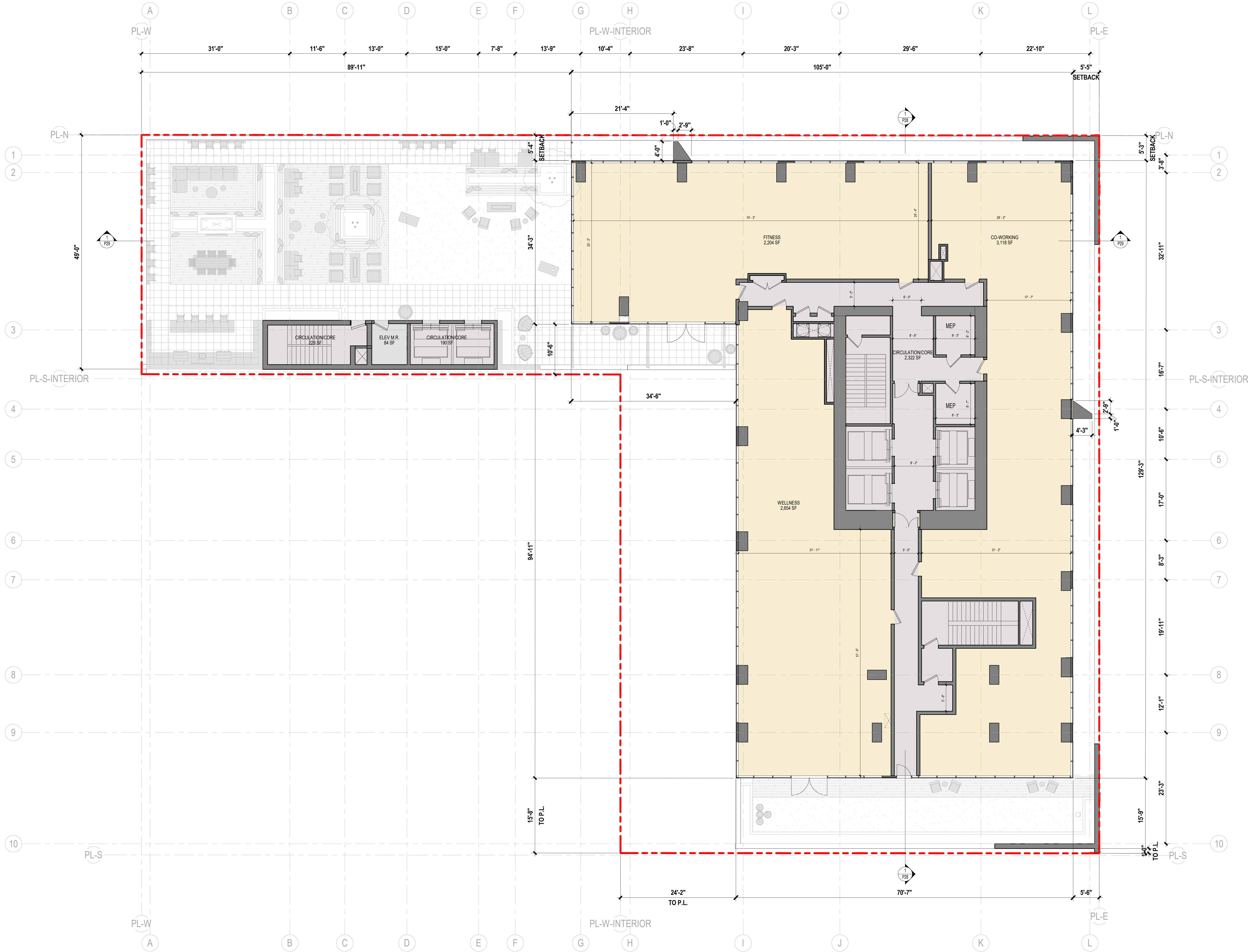


1 LEVEL 2 - RESIDENTIAL  
SCALE: 1/8" = 1'-0"

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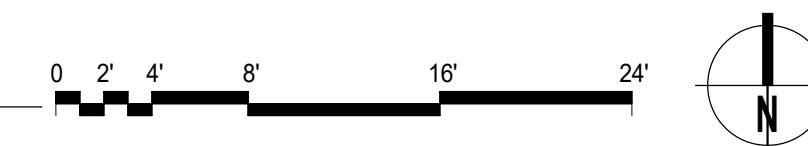
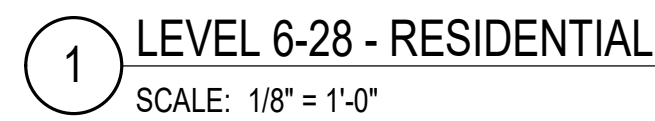
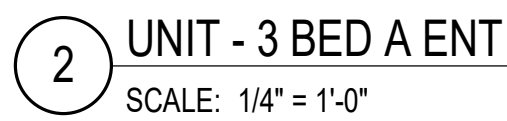




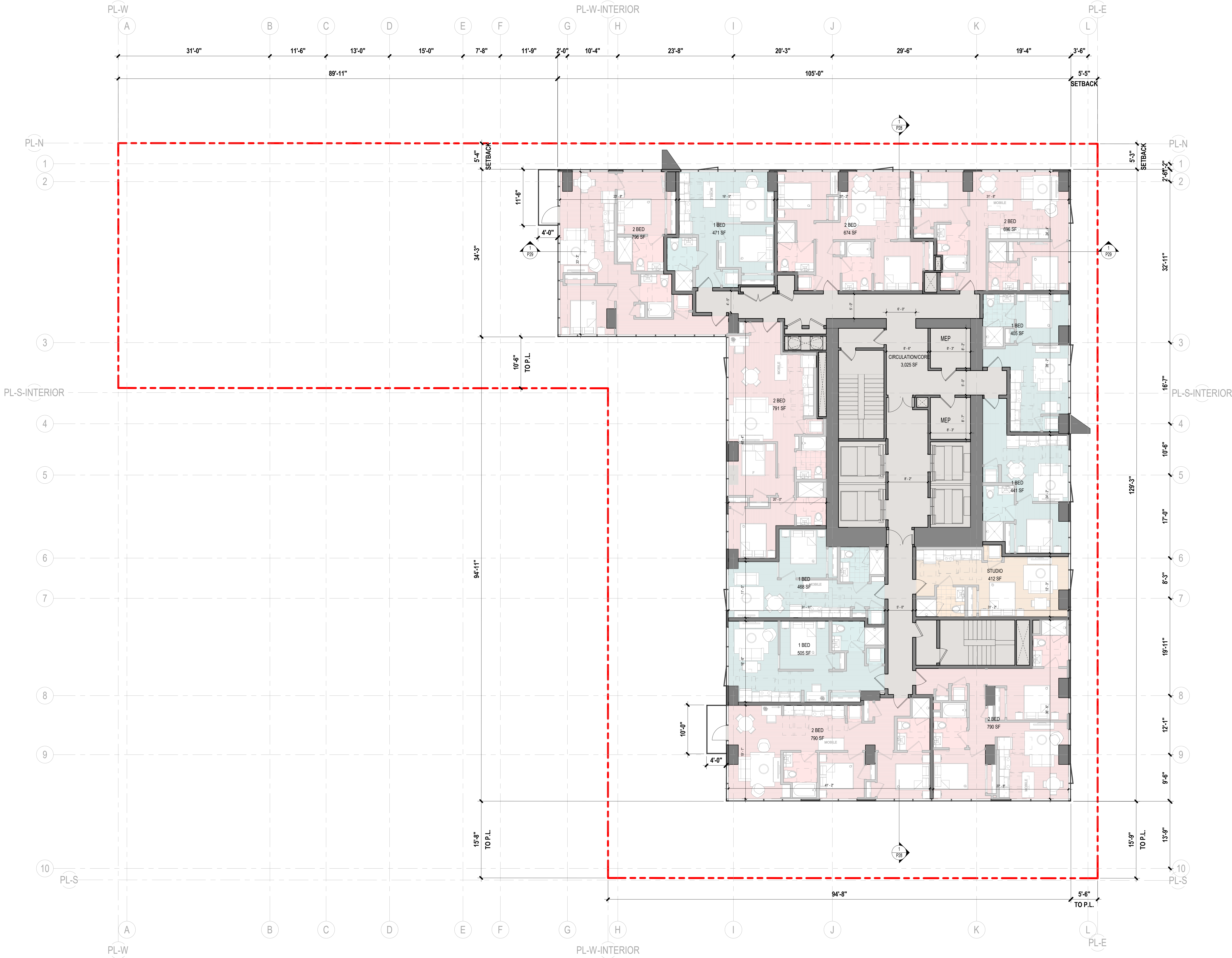


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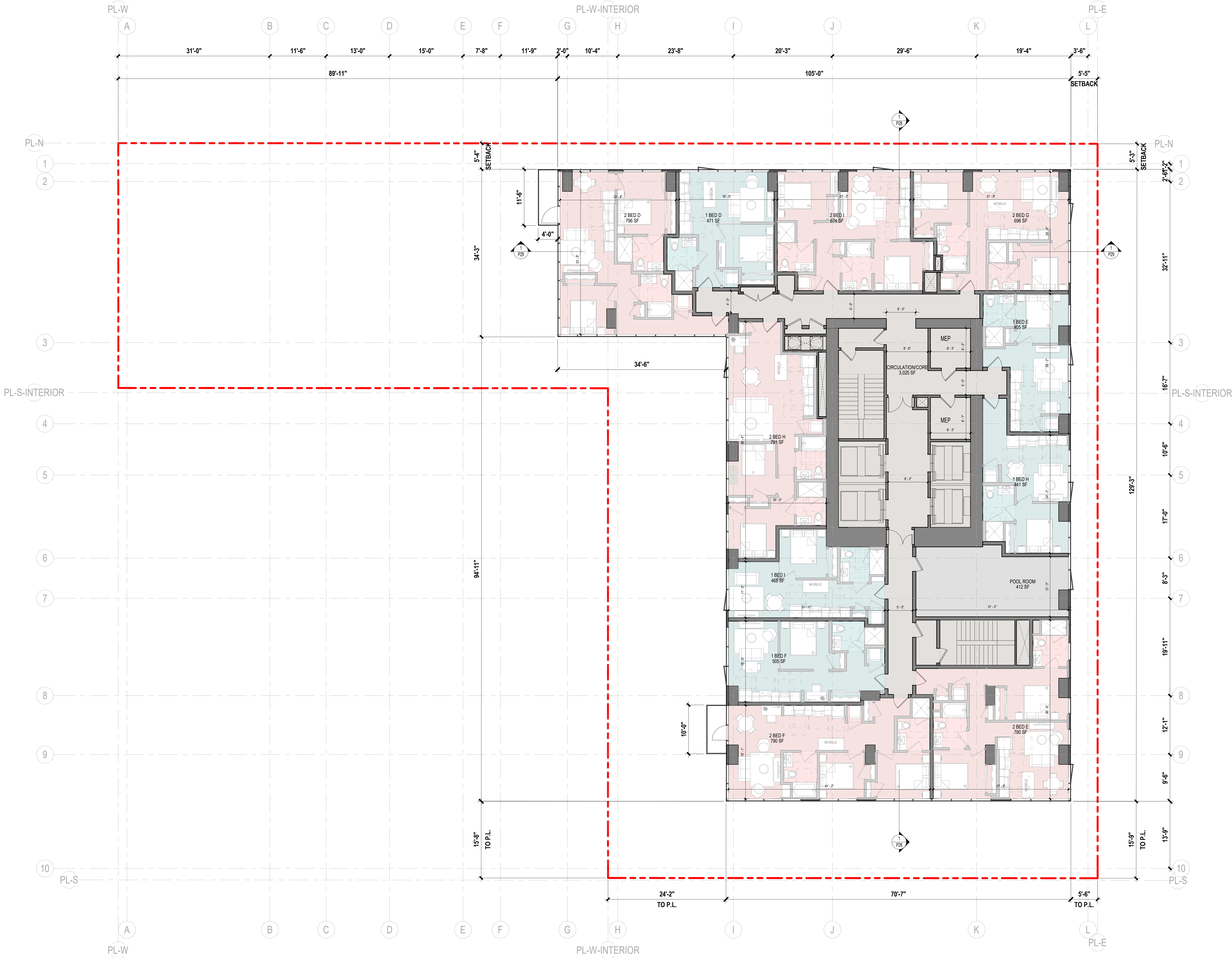






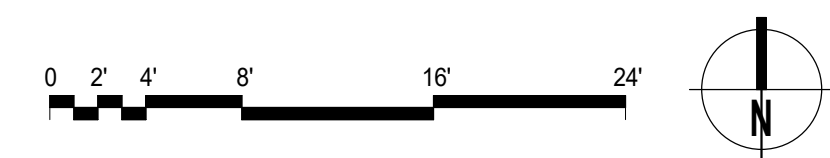


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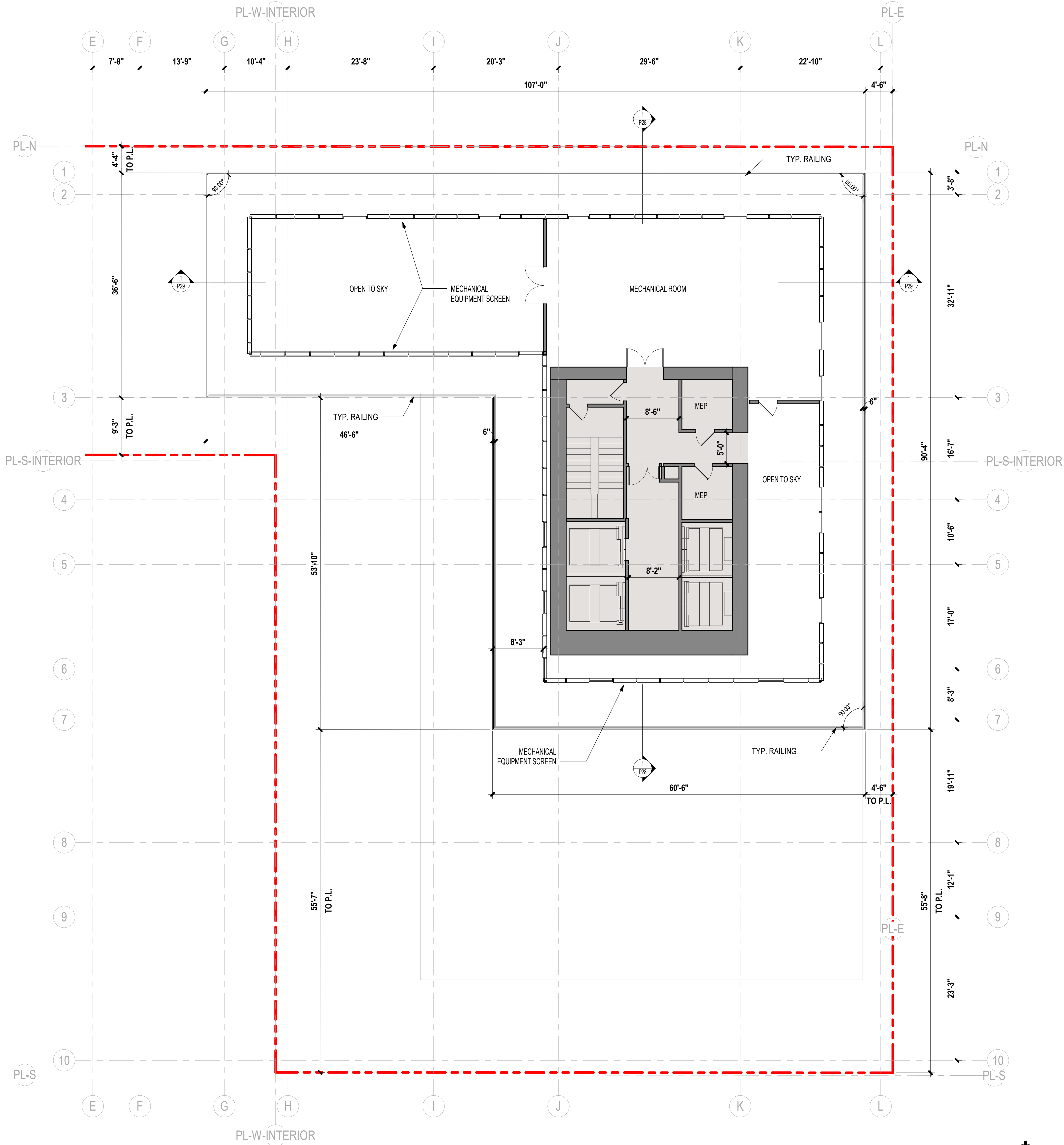
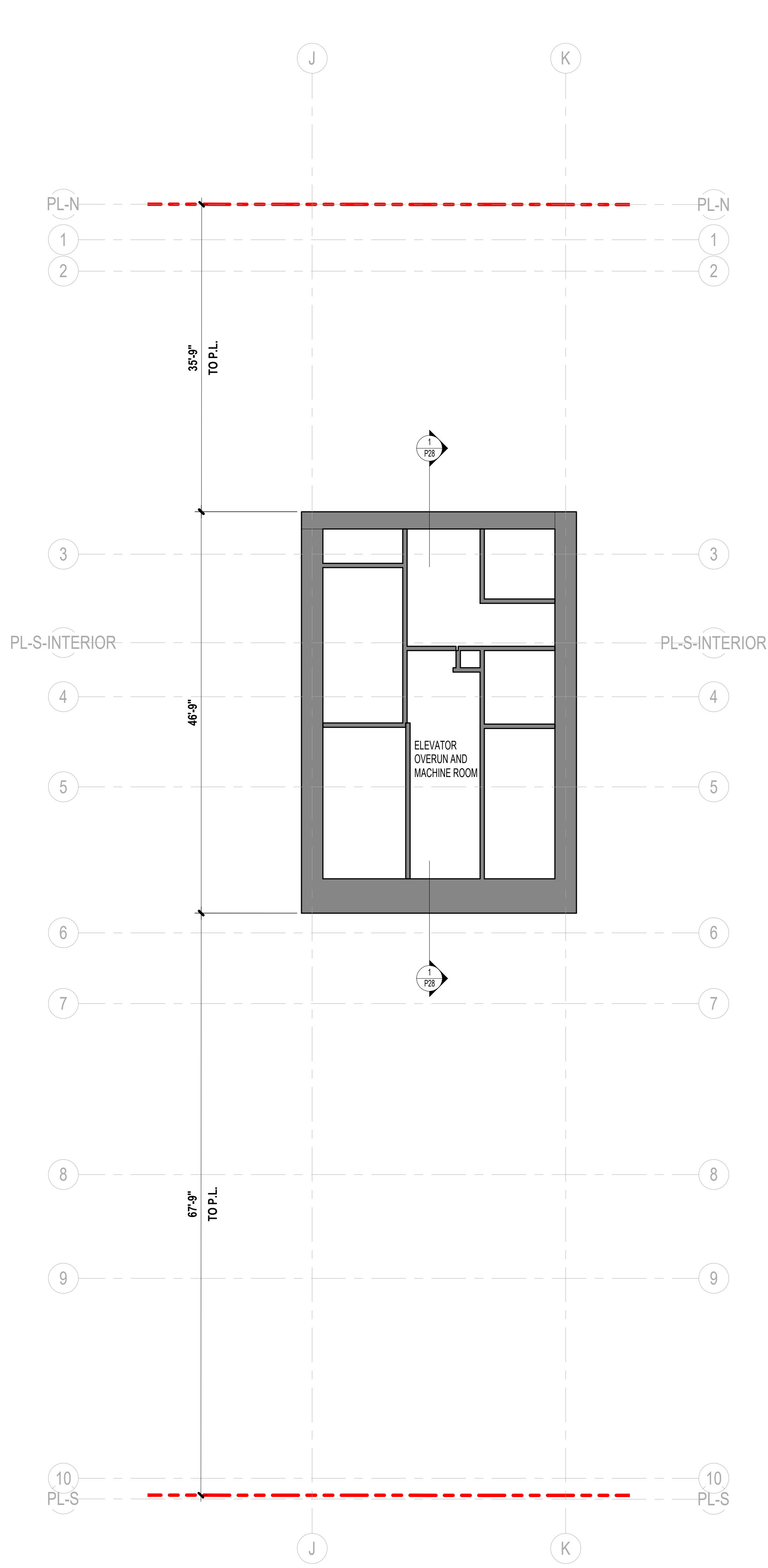
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SCALE: 1/8" = 1'-0"





1 LEVEL 37 - AMENITY FLOOR  
SCALE: 1/8" = 1'-0"

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ELEVATION / SECTION KEYNOTES

- 3A

NEW CAST-IN-PLACE CONCRETE
- 3B

POST-TENSIONED CONCRETE
- 3C

EXISTING PAINTED BOARD FORM CONCRETE
- 3D

CONCRETE TOPPING
- 3E

NEW BOARD FORM CONCRETE
- 4A

CONCRETE MASONRY
- 5A

CUSTOM BUILDING ENTRY METAL CANOPY; PROVIDE INFRASTRUCTURE FOR LIGHTING AND ADDITIONAL STRUCTURAL SUPPORT
- 5B

GLASS RAILING - BALCONIES; POST COLOR AND FINISH TO MATCH W.W. SYSTEM
- 5C

3'-6" GUARDRAIL
- 5D

3'-6" FRAMELESS GLASS RAILING WITH BASE SHOE SYSTEM
- 5E

5'-0" GLASS RAILING - POOL DECK
- 5F

3'-6" GLASS RAILING
- 5G

METAL PLANTER
- 5H

METAL PANEL BYPASS AT SLAB EDGE
- 7B

FLAT METAL PANEL - (GARAGE SCREEN WALL)
- 7E

PAVER ON PEDESTAL SYSTEM TYP.
- 7F

THERMAL PROTECTION FOR UNDERSIDE OF SLAB
- 7G

COLD FLUID-APPLIED WATERPROOFING SYSTEM; THERMAL PROTECTION FOR ROOFS R-30
- 7H

THERMAL PROTECTION FOR EXTERIOR WALLS - R-15
- 7K

MECHANICAL EQUIPMENT ENCLOSURE; PROVIDE STRUCTURAL SUPPORT AS NEEDED
- 7L

COMPOSITE METAL PANEL
- 8A

HOLLOW METAL DOOR AND FRAME
- 8B

COILING DOORS AND GRILLES - 80% SOLID MATERIAL MIN. COOKSON HIGH SPEED OR SIMILAR; VANDAL RESISTANCE MODEL
- 8C

STOREFRONT SYSTEM
- 8D

SPANDREL WINDOW WALL
- 8E

WINDOW WALL GLAZING SYSTEM ; PROVIDE ADD. STEEL SUPPORT FOR LEVELS 5 & 36
- 8F

NEW GLASS TO BE INSTALLED BEHIND EXISTING STEEL BARS (HISTORIC BUILDING )
- 8G

NEW REPLICATED WINDOW TO MATCH HISTORIC (HISTORIC BUILDING)
- 8H

MECHANICAL LOUVERS - HORIZONTAL PERFORATED SLOTTED METAL PANEL
- 8J

SOLID NATURAL ANODIZED ALUMINUM PANEL
- 8L

NEW ALUMINUM FRAMED WINDOWS (HISTORIC BUILDING)
- 8M

HISTORIC STEEL WINDOW TYP.
- 8N

WINDOW WALL GLAZING SYSTEM; METAL PANEL INFILL
- 8P

STOREFRONT SYSTEM - FROSTED GLASS
- 10A

BUILDING SIGNAGE; PROVIDE LIGHTING
- 10B









EXISTING CAST STONE SHIELD
- 10C









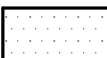

EXISTING STEEL BALCONY/FIRE ESCAPE
- 10D

EXISTING FLAGPOLE
- 11A

FACADE ACCESS EQUIPMENT
- 16A

NEW LIGHT

EXTERIOR MATERIAL LEGEND			
SYMBOL	DESCRIPTION		 METAL PERFORATED 07 mechanical screen on upper roof
	CONCRETE		DARK GRAY
	METAL PANEL 01 - TOWER WINDOW WALL DARK GRAY (charcoal gray PPG Architectural Coating Systems or sim.)		
	METAL PANEL 02 - TOWER WINDOW WALL MEDIUM GRAY (fashion gray PPG Architectural Coating Systems or sim.)		
	METAL PANEL 03 composite metal panel (level 01 & 22)		METAL PANEL 04 mechanical screen on level 7
GRAY	WHITE	DARK GRAY	
	METAL PANEL 05 garage flat metal panel		
DARK GRAY	MEDIUM GRAY	DARK GRAY	
METAL LOUVER 06 mechanical screen on upper roof			

GLASS TYPE LEGEND					
SYMBOL	DESCRIPTION				
		TOWER GLASS 01 Viracon VE1-48			TOWER GLASS 02 Viracon VRE1-38
		SPANDREL GLASS Viracon VE1-48			SPANDREL GLASS Viracon VRE1-38
		GLASS RAILINGS			

PROVIDE TEMPERED SAFETY GLAZING AS FOLLOWS: (CBC SECTION 2406)

A. GLAZING IN DOORS

B. FIXED GLAZING WITHIN 24" OF DOORS AND LOWER THAN 60" AFF

C. GLAZING ADJACENT TO A WALKING SURFACE WITH BOTTOM EDGE LESS THAN 18" AFF AND TOP EDGE GREATER THAN 36" AFF

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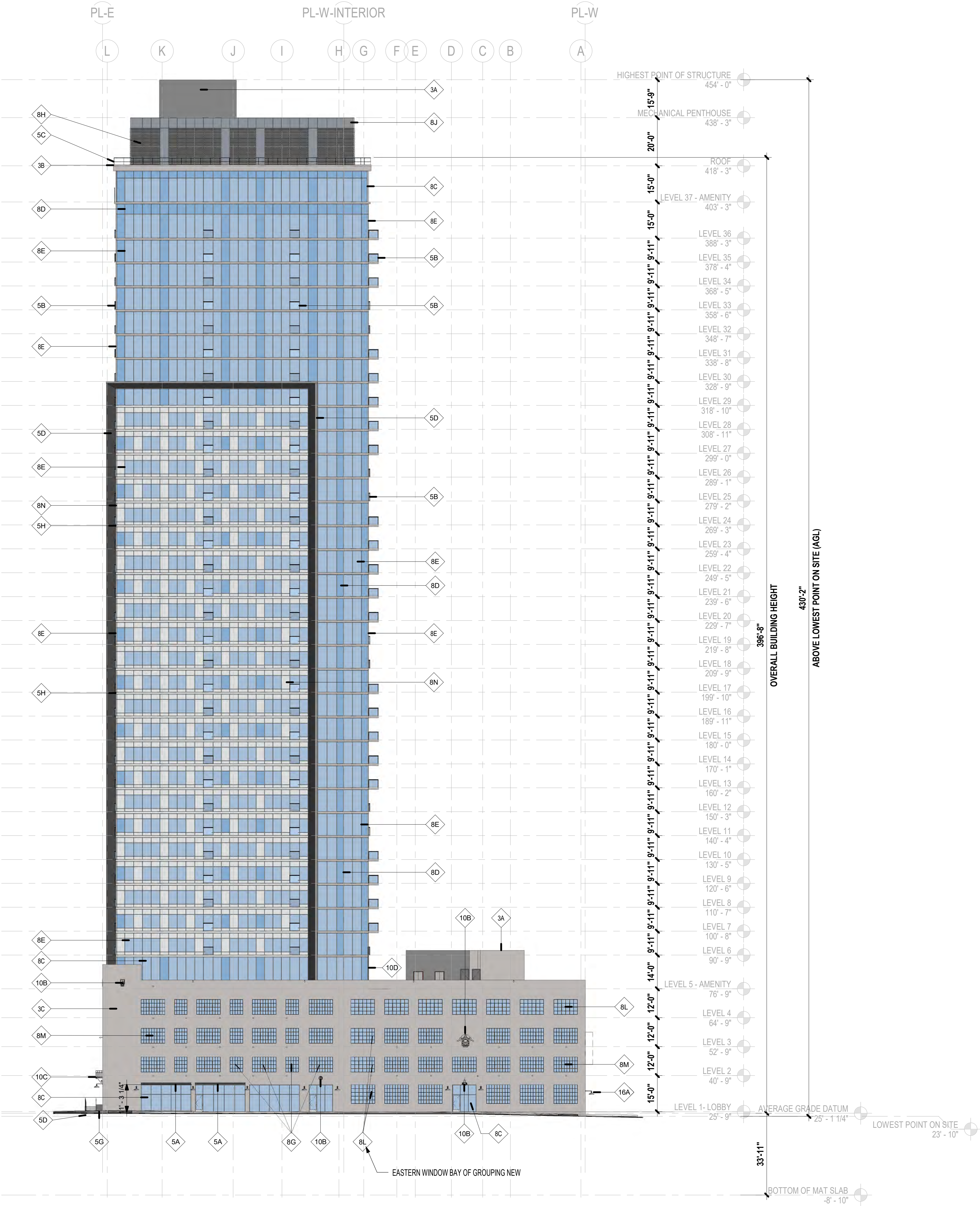
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ELEVATION

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P21



1 NORTH ELEVATION ENTITLEMENT  
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ELEVATION / SECTION KEYNOTES

- 3A NEW CAST-IN-PLACE CONCRETE
- 3B POST-TENSIONED CONCRETE
- 3C EXISTING PAINTED BOARD FORM CONCRETE
- 3D CONCRETE TOPPING
- 3E NEW BOARD FORM CONCRETE
- 4A CONCRETE MASONRY
- 5A CUSTOM BUILDING ENTRY METAL CANOPY; PROVIDE INFRASTRUCTURE FOR LIGHTING AND ADDITIONAL STRUCTURAL SUPPORT
- 5B GLASS RAILING - BALCONIES; POST COLOR AND FINISH TO MATCH W.W. SYSTEM
- 5C 3'-6" GUARDRAIL
- 5D 3'-6" FRAMELESS GLASS RAILING WITH BASE SHOE SYSTEM
- 5E 5'-0" GLASS RAILING - POOL DECK
- 5F 3'-6" GLASS RAILING
- 5G METAL PLANTER
- 5H METAL PANEL BYPASS AT SLAB EDGE
- 7B FLAT METAL PANEL - (GARAGE SCREEN WALL)
- 7E PAVER ON PEDESTAL SYSTEM TYP.
- 7F THERMAL PROTECTION FOR UNDERSIDE OF SLAB
- 7G COLD FLUID-APPLIED WATERPROOFING SYSTEM; THERMAL PROTECTION FOR ROOFS R-30
- 7H THERMAL PROTECTION FOR EXTERIOR WALLS - R-15
- 7K MECHANICAL EQUIPMENT ENCLOSURE; PROVIDE STRUCTURAL SUPPORT AS NEEDED
- 7L COMPOSITE METAL PANEL
- 8A HOLLOW METAL DOOR AND FRAME
- 8B COILING DOORS AND GRILLES - 80% SOLID MATERIAL MIN. COOKSON HIGH SPEED OR SIMILAR; VANDAL RESISTANCE MODEL
- 8C STOREFRONT SYSTEM
- 8D SPANDREL WINDOW WALL
- 8E WINDOW WALL GLAZING SYSTEM; PROVIDE ADD. STEEL SUPPORT FOR LEVELS 5 & 36
- 8F NEW GLASS TO BE INSTALLED BEHIND EXISTING STEEL BARS (HISTORIC BUILDING)
- 8G NEW REPLICATED WINDOW TO MATCH HISTORIC (HISTORIC BUILDING)
- 8H MECHANICAL LOUVERS - HORIZONTAL PERFORATED SLOTTED METAL PANEL
- 8J SOLID NATURAL ANODIZED ALUMINUM PANEL
- 8L NEW ALUMINUM FRAMED WINDOWS (HISTORIC BUILDING)
- 8M HISTORIC STEEL WINDOW TYP.
- 8N WINDOW WALL GLAZING SYSTEM; METAL PANEL INFILL
- 8P STOREFRONT SYSTEM - FROSTED GLASS
- 10A BUILDING SIGNAGE; PROVIDE LIGHTING
- 10B EXISTING CAST STONE SHIELD
- 10C EXISTING STEEL BALCONY/FIRE ESCAPE
- 10D EXISTING FLAGPOLE
- 11A FACADE ACCESS EQUIPMENT
- 16A NEW LIGHT

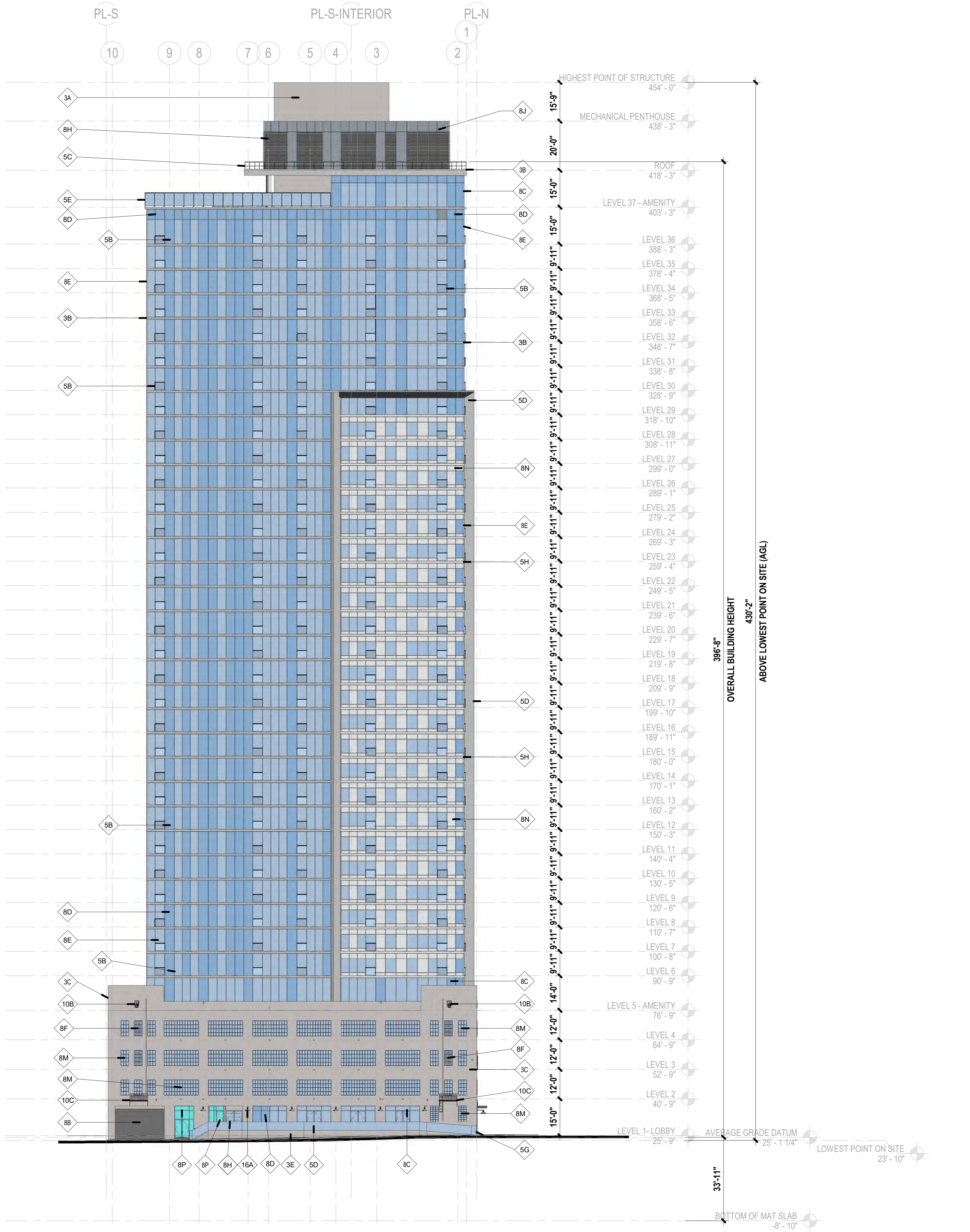
EXTERIOR MATERIAL LEGEND				
SYMBOL	DESCRIPTION			
	CONCRETE		METAL PERFORATED 07 mechanical screen on upper roof	
	METAL PANEL 01 - TOWER WINDOW WALL DARK GRAY (charcoal gray PPG Architectural Coating Systems or sim.)		DARK GRAY	
	METAL PANEL 02 - TOWER WINDOW WALL MEDIUM GRAY (fashion gray PPG Architectural Coating Systems or sim.)			
	METAL PANEL 03 composite metal panel (level 01 & 22)		METAL PANEL 04 mechanical screen on level 7	
GRAY	WHITE		DARK GRAY	
	METAL PANEL 05 garage flat metal panel		METAL LOUVER 06 mechanical screen on upper roof	
DARK GRAY	MEDIUM GRAY		DARK GRAY	
GLASS TYPE LEGEND				
SYMBOL	DESCRIPTION			
	GL-1	TOWER GLASS 01 Viracon VE1-48	GL-2	TOWER GLASS 02 Viracon VRE1-38
	GL-3	SPANDREL GLASS Viracon VE1-48	GL-4	SPANDREL GLASS Viracon VRE1-38
	GL-5	GLASS RAILINGS		
PROVIDE TEMPERED SAFETY GLAZING AS FOLLOWS: (CBC SECTION 2406)				
A. GLAZING IN DOORS				
B. FIXED GLAZING WITHIN 24" OF DOORS AND LOWER THAN 60" AFF				
C. GLAZING ADJACENT TO A WALKING SURFACE WITH BOTTOM EDGE LESS THAN 18" AFF AND TOP EDGE GREATER THAN 36" AFF				

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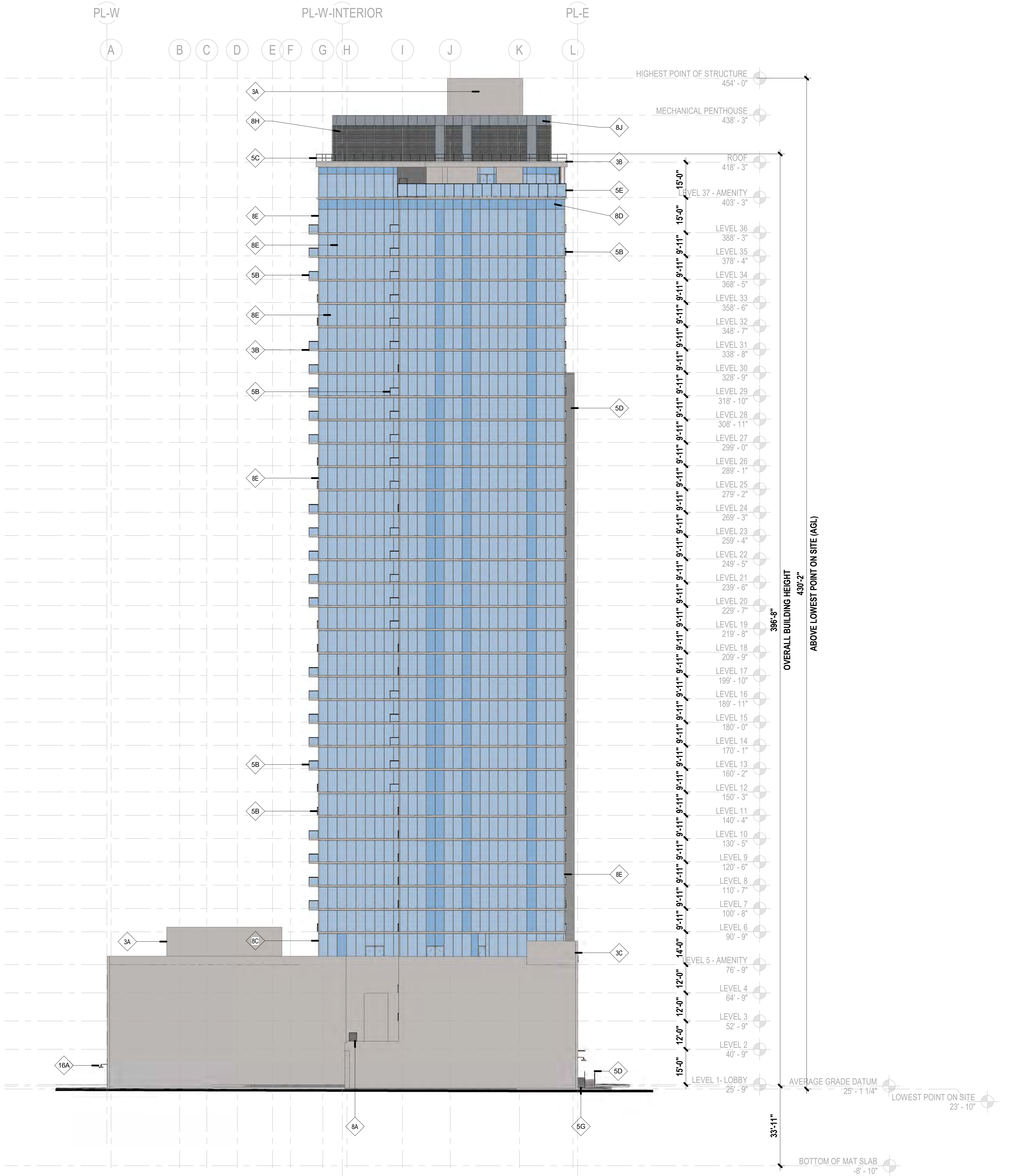
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











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# ATTACHMENT 9

## ELEVATION / SECTION KEYNOTES

- 3A NEW CAST-IN-PLACE CONCRETE
- 3B POST-TENSIONED CONCRETE
- 3C EXISTING PAINTED BOARD FORM CONCRETE
- 3D CONCRETE TOPPING
- 3E NEW BOARD FORM CONCRETE
- 4A CONCRETE MASONRY
- 5A CUSTOM BUILDING ENTRY METAL CANOPY; PROVIDE INFRASTRUCTURE FOR LIGHTING AND ADDITIONAL STRUCTURAL SUPPORT
- 5B GLASS RAILING - BALCONIES; POST COLOR AND FINISH TO MATCH W.W. SYSTEM
- 5C 3'-6" GUARDRAIL
- 5D 3'-6" FRAMELESS GLASS RAILING WITH BASE SHOE SYSTEM
- 5E 5'-0" GLASS RAILING - POOL DECK
- 5F 3'-6" GLASS RAILING
- 5G METAL PLANTER
- 5H METAL PANEL BYPASS AT SLAB EDGE
- 7B FLAT METAL PANEL - (GARAGE SCREEN WALL)
- 7E PAVER ON PEDESTAL SYSTEM TYP.
- 7F THERMAL PROTECTION FOR UNDERSIDE OF SLAB
- 7G COLD FLUID-APPLIED WATERPROOFING SYSTEM; THERMAL PROTECTION FOR ROOFS R-30
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- 7K MECHANICAL EQUIPMENT ENCLOSURE; PROVIDE STRUCTURAL SUPPORT AS NEEDED
- 7L COMPOSITE METAL PANEL
- 8A HOLLOW METAL DOOR AND FRAME
- 8B COILING DOORS AND GRILLES - 80% SOLID MATERIAL MIN. COOKSON HIGH SPEED OR SIMILAR; VANDAL RESISTANCE MODEL
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- 8E WINDOW WALL GLAZING SYSTEM; PROVIDE ADD. STEEL SUPPORT FOR LEVELS 5 & 36
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- 10D EXISTING FLAGPOLE
- 11A FACADE ACCESS EQUIPMENT
- 16A NEW LIGHT

EXTERIOR MATERIAL LEGEND					
SYMBOL	DESCRIPTION		METAL PERFORATED 07 mechanical screen on upper roof		
	CONCRETE	DARK GRAY			
	METAL PANEL 01 - TOWER WINDOW WALL DARK GRAY (charcoal gray PPG Architectural Coating Systems or sim.)				
	METAL PANEL 02 - TOWER WINDOW WALL MEDIUM GRAY (fashion gray PPG Architectural Coating Systems or sim.)				
	METAL PANEL 03 composite metal panel (level 01 & 22)		METAL PANEL 04 mechanical screen on level 7		
GRAY	WHITE	DARK GRAY			
	METAL PANEL 05 garage flat metal panel				
DARK GRAY	MEDIUM GRAY		METAL LOUVER 06 mechanical screen on upper roof		
		DARK GRAY			
GLASS TYPE LEGEND					
SYMBOL	DESCRIPTION				
	GL-1	TOWER GLASS 01 Viracon VE1-48		GL-2	TOWER GLASS 02 Viracon VRE1-38
	GL-3	SPANDREL GLASS Viracon VE1-48		GL-4	SPANDREL GLASS Viracon VRE1-38
	GL-5	GLASS RAILINGS			
PROVIDE TEMPERED SAFETY GLAZING AS FOLLOWS: (CBC SECTION 2406)					
A. GLAZING IN DOORS					
B. FIXED GLAZING WITHIN 24" OF DOORS AND LOWER THAN 60" AFF					
C. GLAZING ADJACENT TO A WALKING SURFACE WITH BOTTOM EDGE LESS THAN 18" AFF AND TOP EDGE GREATER THAN 36" AFF					

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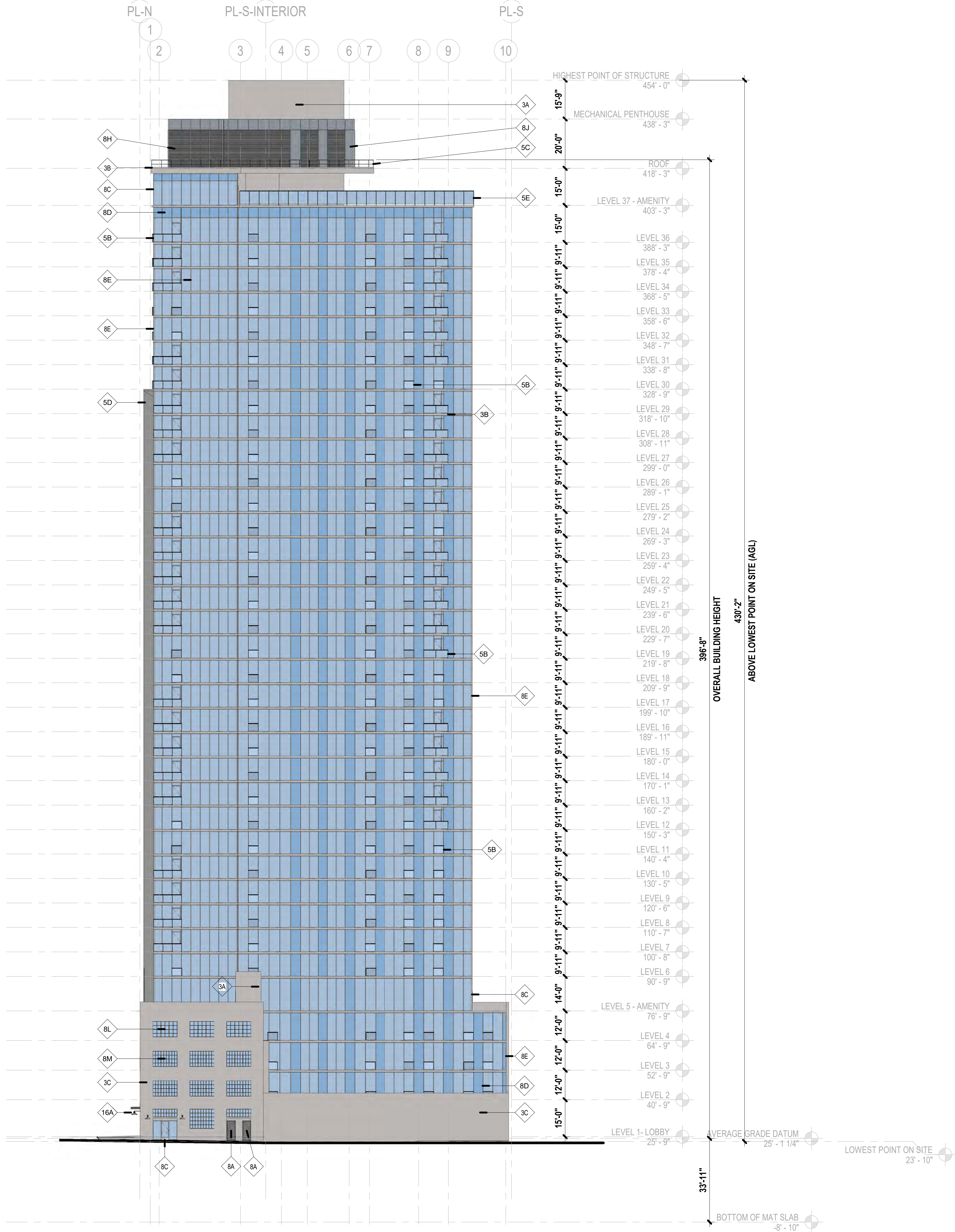
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1 WEST ELEVATION ENTITLEMENT  
SCALE: 3/64" = 1'-0"



EXTERIOR MATERIAL LEGEND		
SYMBOL	DESCRIPTION	
	CONCRETE	METAL PERFORATED 07 mechanical screen on upper roof
	METAL PANEL 01 - TOWER WINDOW WALL DARK GRAY (charcoal gray PPG Architectural Coating Systems or sim.)	DARK GRAY
	METAL PANEL 02 - TOWER WINDOW WALL MEDIUM GRAY (fashion gray PPG Architectural Coating Systems or sim.)	
	METAL PANEL 03 composite metal panel (level 01 & 22)	METAL PANEL 04 mechanical screen on level 7
	GRAY	DARK GRAY
	WHITE	METAL PANEL 05 garage flat metal panel
	DARK GRAY	METAL LOUVER 06 mechanical screen on upper roof
	MEDIUM GRAY	DARK GRAY
GLASS TYPE LEGEND		
SYMBOL	DESCRIPTION	
	TOWER GLASS 01 Viracon VE1-48	TOWER GLASS 02 Viracon VRE1-38
	SPANDREL GLASS Viracon VE1-48	SPANDREL GLASS Viracon VRE1-38
	GLASS RAILINGS	
PROVIDE TEMPERED SAFETY GLAZING AS FOLLOWS: (CBC SECTION 2406) A. GLAZING IN DOORS B. FIXED GLAZING WITHIN 24" OF DOORS AND LOWER THAN 60" AFF C. GLAZING ADJACENT TO A WALKING SURFACE WITH BOTTOM EDGE LESS THAN 18" AFF AND TOP EDGE GREATER THAN 36" AFF		

- 3A NEW CAST-IN-PLACE CONCRETE
- 3B POST-TENSIONED CONCRETE
- 3C EXISTING PAINTED BOARD FORM CONCRETE
- 3D CONCRETE TOPPING
- 3E NEW BOARD FORM CONCRETE
- 4A CONCRETE MASONRY
- 5A CUSTOM BUILDING ENTRY METAL CANOPY; PROVIDE INFRASTRUCTURE FOR LIGHTING AND ADDITIONAL STRUCTURAL SUPPORT
- 5B GLASS RAILING - BALCONIES; POST COLOR AND FINISH TO MATCH W.W. SYSTEM
- 5C 3'-6" GUARDRAIL
- 5D 3'-6" FRAMELESS GLASS RAILING WITH BASE SHOE SYSTEM
- 5E 5'-0" GLASS RAILING - POOL DECK
- 5F 3'-6" GLASS RAILING
- 5G METAL PLANTER
- 5H METAL PANEL BYPASS AT SLAB EDGE
- 7B FLAT METAL PANEL - (GARAGE SCREEN WALL)
- 7E PAVER ON PEDESTAL SYSTEM TYP.
- 7F THERMAL PROTECTION FOR UNDERSIDE OF SLAB
- 7G COLD FLUID-APPLIED WATERPROOFING SYSTEM; THERMAL PROTECTION FOR ROOFS R-30
- 7H THERMAL PROTECTION FOR EXTERIOR WALLS - R-15
- 7K MECHANICAL EQUIPMENT ENCLOSURE; PROVIDE STRUCTURAL SUPPORT AS NEEDED
- 7L COMPOSITE METAL PANEL
- 8A HOLLOW METAL DOOR AND FRAME
- 8B COILING DOORS AND GRILLES - 80% SOLID MATERIAL MIN. COOKSON HIGH SPEED OR SIMILAR; VANDAL RESISTANCE MODEL
- 8C STOREFRONT SYSTEM
- 8D SPANDREL WINDOW WALL
- 8E WINDOW WALL GLAZING SYSTEM; PROVIDE ADD. STEEL SUPPORT FOR LEVELS 5 & 36
- 8F NEW GLASS TO BE INSTALLED BEHIND EXISTING STEEL BARS (HISTORIC BUILDING)
- 8G NEW REPLICATED WINDOW TO MATCH HISTORIC (HISTORIC BUILDING)
- 8H MECHANICAL LOUVERS - HORIZONTAL PERFORATED SLOTTED METAL PANEL
- 8J SOLID NATURAL ANODIZED ALUMINUM PANEL
- 8L NEW ALUMINUM FRAMED WINDOWS (HISTORIC BUILDING)
- 8M HISTORIC STEEL WINDOW TYP.
- 8N WINDOW WALL GLAZING SYSTEM; METAL PANEL INFILL
- 8P STOREFRONT SYSTEM - FROSTED GLASS
- 10A BUILDING SIGNAGE; PROVIDE LIGHTING
- 10B EXISTING CAST STONE SHIELD
- 10C EXISTING STEEL BALCONY/FIRE ESCAPE
- 10D EXISTING FLAGPOLE
- 11A FACADE ACCESS EQUIPMENT
- 16A NEW LIGHT

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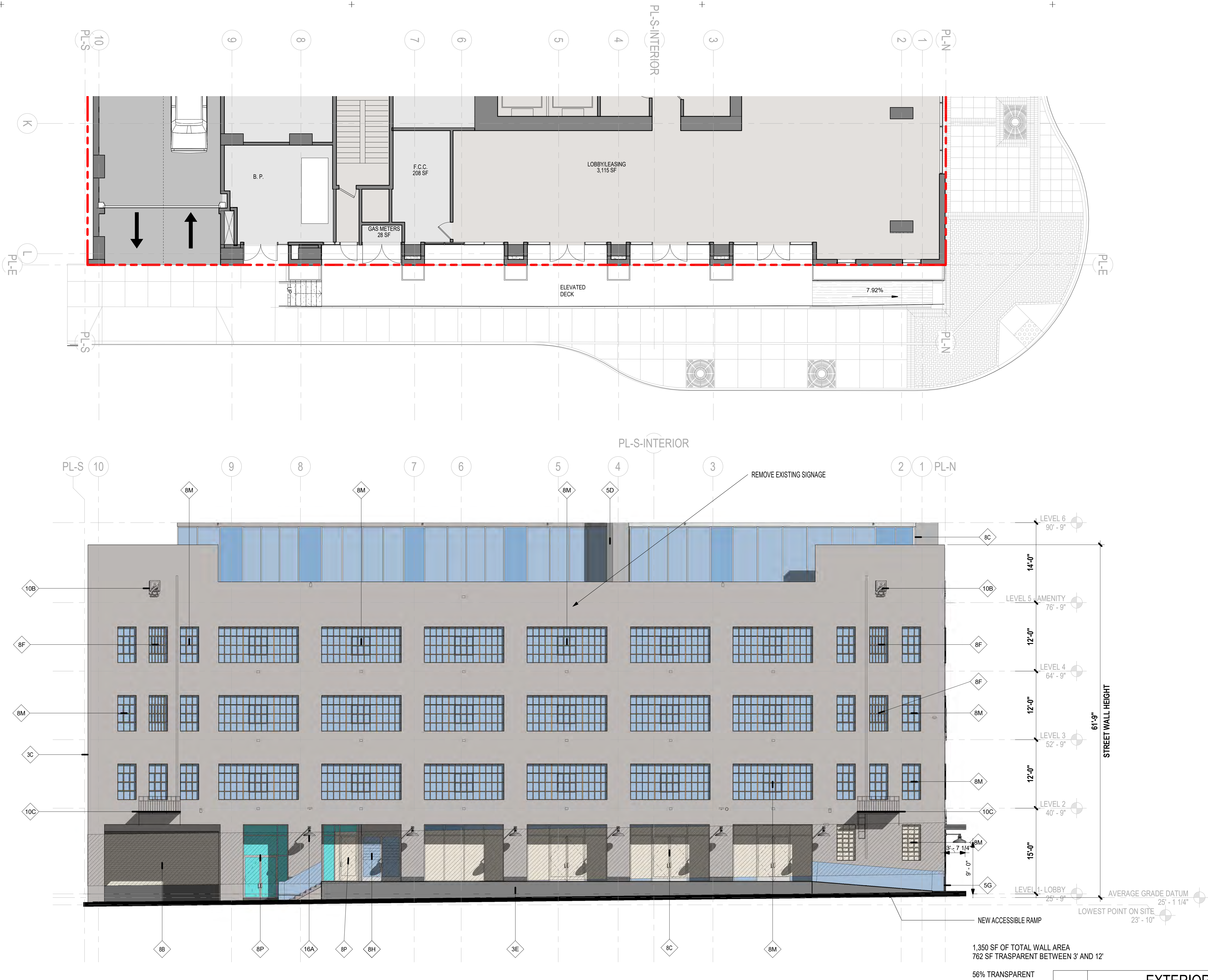
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ELEVATION / SECTION KEYNOTES

carrierjohnson + culture  
architecture + environments + brand strategy + graphics  
CresleighHomes

185 w f street #500 san diego ca 92101  
phone 619.239.2363 | fax 619.239.6227





ELEVATION / SECTION KEYNOTES

- 3A NEW CAST-IN-PLACE CONCRETE
- 3B POST-TENSIONED CONCRETE
- 3C EXISTING PAINTED BOARD FORM CONCRETE
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- 3E NEW BOARD FORM CONCRETE
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- 8G NEW REPLICATED WINDOW TO MATCH HISTORIC (HISTORIC BUILDING)
- 8H MECHANICAL LOUVERS
- 8J MECHANICAL PERFORATED METAL PANELS
- 8L NEW ALUMINUM FRAMED WINDOWS (HISTORIC BUILDING)
- 8M HISTORIC STEEL WINDOW TYP.
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- 16A NEW LIGHT

EXTERIOR MATERIAL LEGEND		
SYMBOL	DESCRIPTION	
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	METAL PANEL 02 - TOWER WINDOW WALL MEDIUM GRAY (fashion gray PPG Architectural Coating Systems or sim.)	
	METAL PANEL 03 composite metal panel (level 01 & 22)	METAL PANEL 04 mechanical screen on level 7
	WHITE	DARK GRAY
	METAL PANEL 05 garage flat metal panel	METAL LOUVER 06 mechanical screen on upper roof
GLASS TYPE LEGEND		
SYMBOL	DESCRIPTION	
	TOWER GLASS 01 Viracon VE1-48	TOWER GLASS 02 Viracon VRE1-38
	SPANDREL GLASS Viracon VE1-48	SPANDREL GLASS Viracon VRE1-38
	GLASS RAILINGS	
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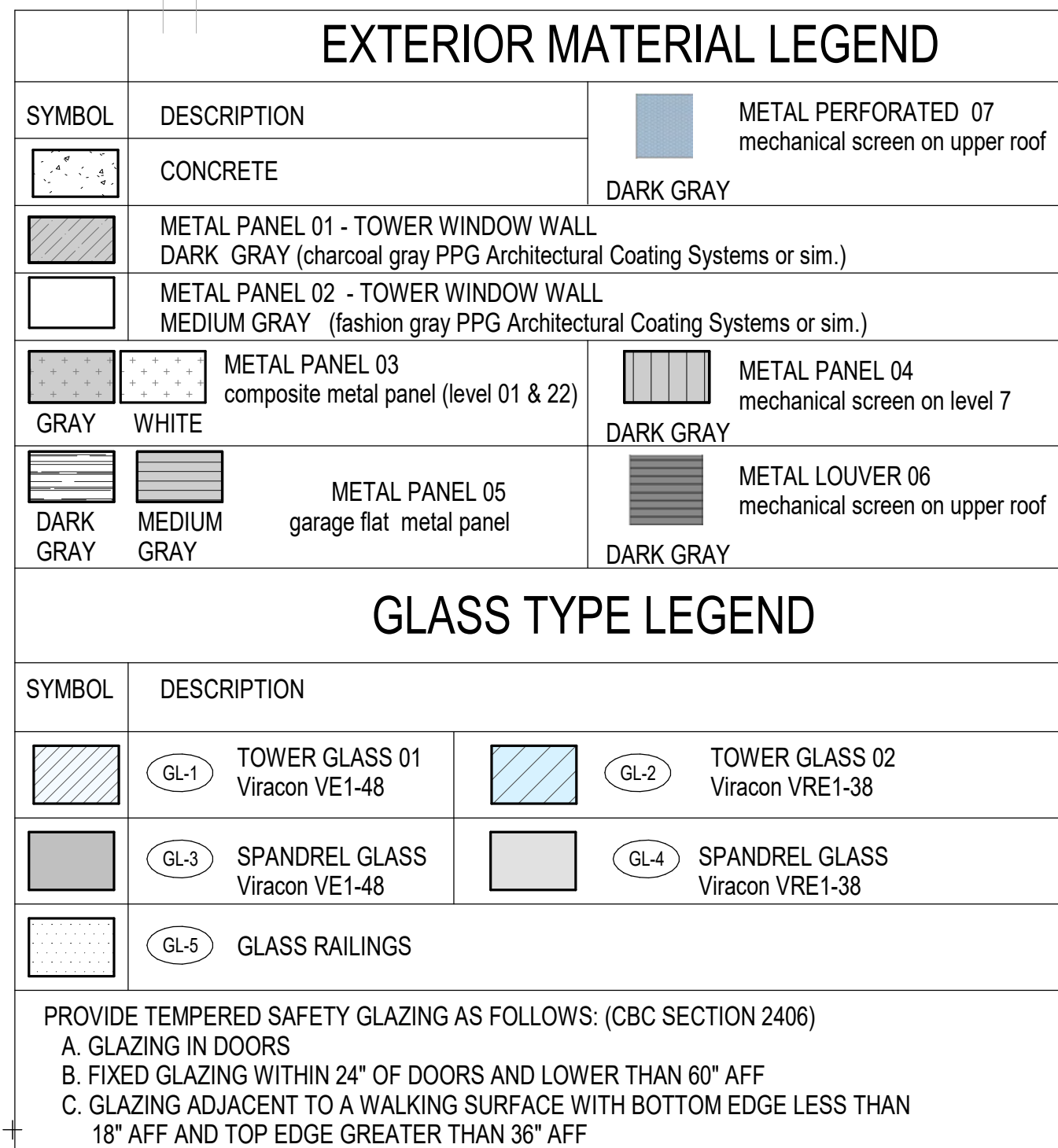
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3A	NEW CAST-IN-PLACE CONCRETE	7B	FLAT METAL PANEL - (GARAGE SCREEN WALL)	8H	MECHANICAL LOUVERS
3B	POST-TENSIONED CONCRETE	7E	PAVER ON PEDESTAL SYSTEM TYP.	8J	MECHANICAL PERFORATED METAL PANELS
3C	EXISTING PAINTED BOARD FORM CONCRETE	7F	THERMAL PROTECTION FOR UNDERSIDE OF SLAB	8L	NEW ALUMINUM FRAMED WINDOWS (HISTORIC BUILDING)
3D	CONCRETE TOPPING	7G	COLD FLUID-APPLIED WATERPROOFING SYSTEM; THERMAL PROTECTION FOR ROOFS R-30	8M	HISTORIC STEEL WINDOW TYP.
3E	NEW BOARD FORM CONCRETE	7H	THERMAL PROTECTION FOR EXTERIOR WALLS - R-15	8N	WINDOW WALL GLAZING SYSTEM; METAL PANEL INFILL
4A	CONCRETE MASONRY	7K	MECHANICAL EQUIPMENT ENCLOSURE; PROVIDE STRUCTURAL SUPPORT AS NEEDED	8P	STOREFRONT SYSTEM - FROSTED GLASS
5A	CUSTOM BUILDING ENTRY METAL CANOPY; PROVIDE INFRASTRUCTURE FOR LIGHTING AND ADDITIONAL STRUCTURAL SUPPORT	7L	COMPOSITE METAL PANEL	10A	BUILDING SIGNAGE; PROVIDE LIGHTING
5B	GLASS RAILING - BALCONIES; POST COLOR AND FINISH TO MATCH W.W. SYSTEM	8A	HOLLOW METAL DOOR AND FRAME	10B	EXISTING CAST STONE SHIELD
5C	3'-6" GUARDRAIL	8B	COILING DOORS AND GRILLES - 80% SOLID MATERIAL MIN. COOKSON HIGH SPEED OR SIMILAR; VANDAL RESISTANCE MODEL	10C	EXISTING STEEL BALCONY/FIRE ESCAPE
5D	3'-6" FRAMELESS GLASS RAILING WITH BASE SHOE SYSTEM	8C	STOREFRONT SYSTEM	10D	EXISTING FLAGPOLE
5E	5'-0" GLASS RAILING - POOL DECK	8D	SPANDREL WINDOW WALL	11A	FACADE ACCESS EQUIPMENT
5F	3'-6" GLASS RAILING	8E	WINDOW WALL GLAZING SYSTEM ; PROVIDE ADD. STEEL SUPPORT FOR LEVELS 5 & 36	16A	NEW LIGHT
5G	METAL PLANTER	8F	NEW GLASS TO BE INSTALLED BEHIND EXISTING STEEL BARS (HISTORIC BUILDING )		
5H	METAL PANEL BYPASS AT SLAB EDGE	8G	NEW REPLICATED WINDOW TO MATCH HISTORIC (HISTORIC BUILDING)		



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ELEVATION / SECTION KEYNOTES

- 3A NEW CAST-IN-PLACE CONCRETE

3B POST-TENSIONED CONCRETE

3C EXISTING PAINTED BOARD FORM CONCRETE

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5E 5'-0" GLASS RAILING - POOL DECK

5F 3'-6" GLASS RAILING

5G METAL PLANTER

5H METAL PANEL BYPASS AT SLAB EDGE
- 7B FLAT METAL PANEL - (GARAGE SCREEN WALL)

7E PAVER ON PEDESTAL SYSTEM TYP.

7F THERMAL PROTECTION FOR UNDERSIDE OF SLAB

7G COLD FLUID-APPLIED WATERPROOFING SYSTEM; THERMAL PROTECTION FOR ROOFS R-30

7H THERMAL PROTECTION FOR EXTERIOR WALLS - R-15

7K MECHANICAL EQUIPMENT ENCLOSURE; PROVIDE STRUCTURAL SUPPORT AS NEEDED

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8A HOLLOW METAL DOOR AND FRAME

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8C STOREFRONT SYSTEM

8D SPANDREL WINDOW WALL

8E WINDOW WALL GLAZING SYSTEM ; PROVIDE ADD. STEEL SUPPORT FOR LEVELS 5 & 36

8F NEW GLASS TO BE INSTALLED BEHIND EXISTING STEEL BARS (HISTORIC BUILDING )

8G NEW REPLICATED WINDOW TO MATCH HISTORIC (HISTORIC BUILDING)
- 8H MECHANICAL LOUVERS

8J MECHANICAL PERFORATED METAL PANELS

8L NEW ALUMINUM FRAMED WINDOWS (HISTORIC BUILDING)

8M HISTORIC STEEL WINDOW TYP.

8N WINDOW WALL GLAZING SYSTEM; METAL PANEL INFILL

8P STOREFRONT SYSTEM - FROSTED GLASS

10A BUILDING SIGNAGE; PROVIDE LIGHTING

10B EXISTING CAST STONE SHIELD

10C EXISTING STEEL BALCONY/FIRE ESCAPE

10D EXISTING FLAGPOLE

11A FACADE ACCESS EQUIPMENT

16A NEW LIGHT

EXTERIOR MATERIAL LEGEND		
SYMBOL	DESCRIPTION	
	CONCRETE	METAL PERFORATED 07 mechanical screen on upper roof
		DARK GRAY
	METAL PANEL 01 - TOWER WINDOW WALL	
	DARK GRAY (charcoal gray PPG Architectural Coating Systems or sim.)	
	METAL PANEL 02 - TOWER WINDOW WALL	
	MEDIUM GRAY (fashion gray PPG Architectural Coating Systems or sim.)	
	METAL PANEL 03 composite metal panel (level 01 & 22)	METAL PANEL 04 mechanical screen on level 7
	WHITE	DARK GRAY
	MEDIUM GRAY	METAL LOUVER 06 mechanical screen on upper roof
	METAL PANEL 05 garage flat metal panel	DARK GRAY
GLASS TYPE LEGEND		
SYMBOL	DESCRIPTION	
	TOWER GLASS 01 Viracon VE1-48	TOWER GLASS 02 Viracon VRE1-38
	SPANDREL GLASS Viracon VE1-48	SPANDREL GLASS Viracon VRE1-38
	GLASS RAILINGS	
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ATTACHMENT 9

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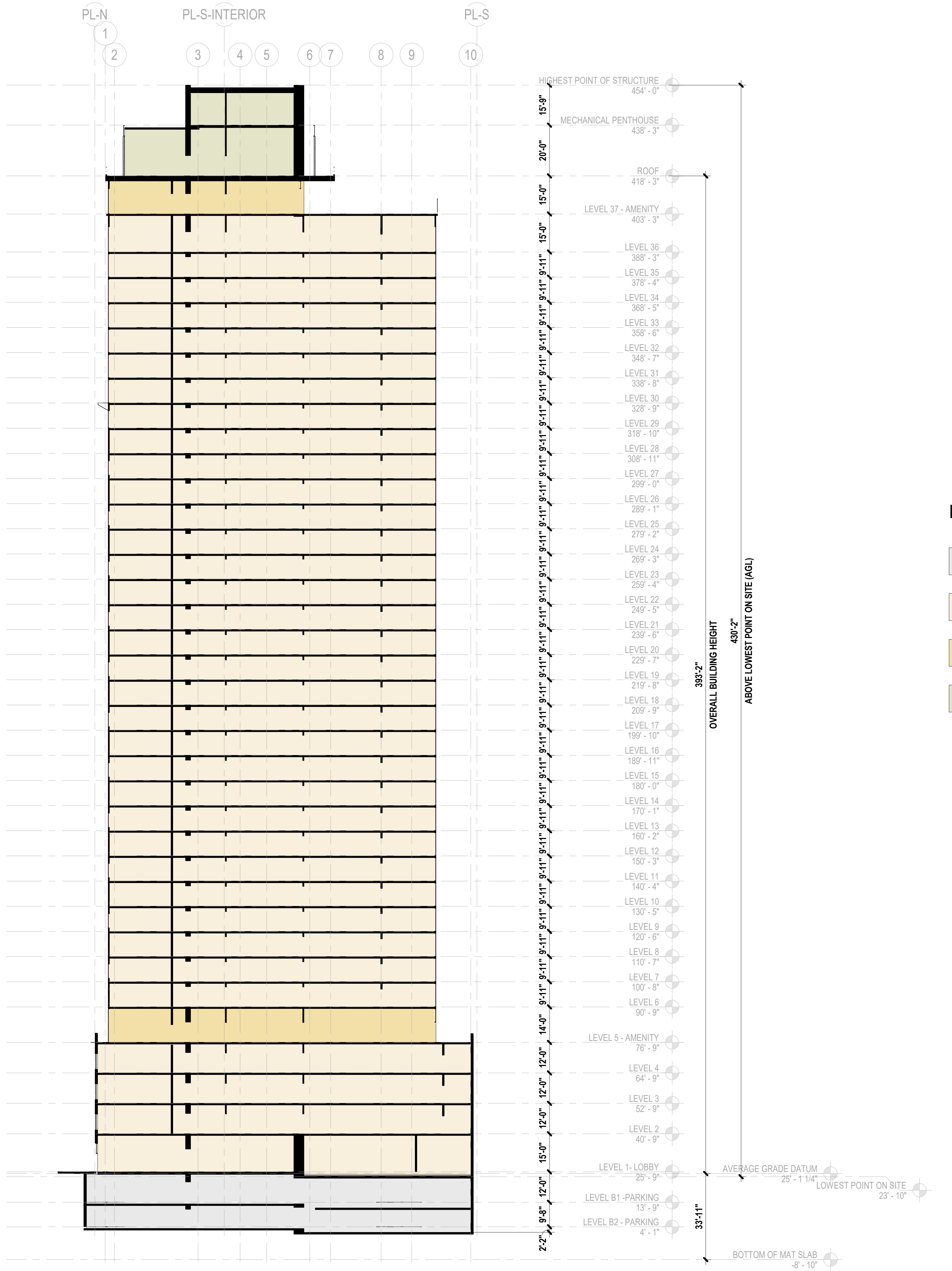
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architecture + environments + brand strategy + graphics  
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1 SECTION A  
SCALE: 3/64" = 1'-0"





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1 SECTION B  
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SECTION B

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ATTACHMENT 9



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architecture + environments + brand strategy + graphics

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NORTHWEST

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P34

611 ISLAND AVE.  
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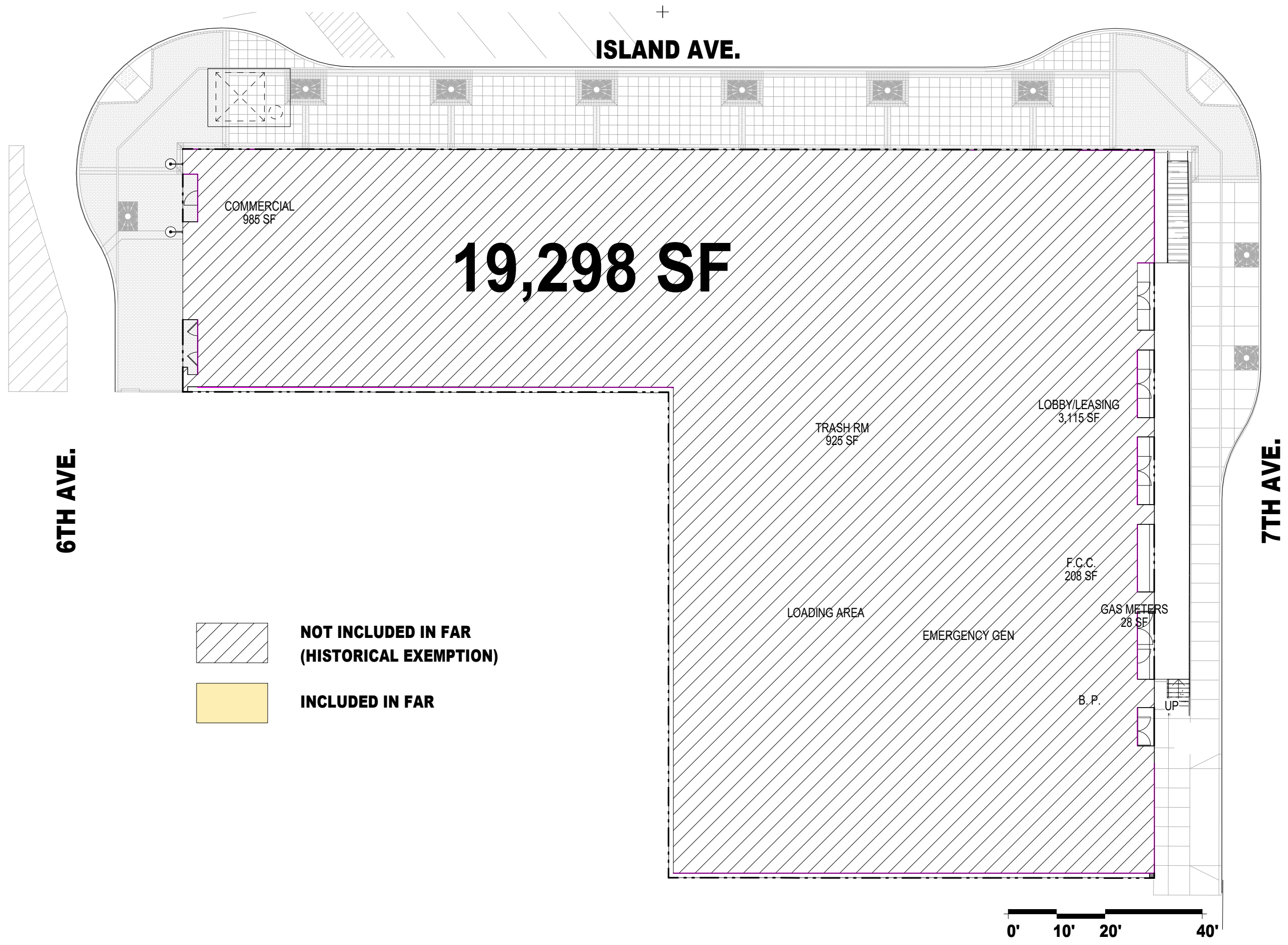
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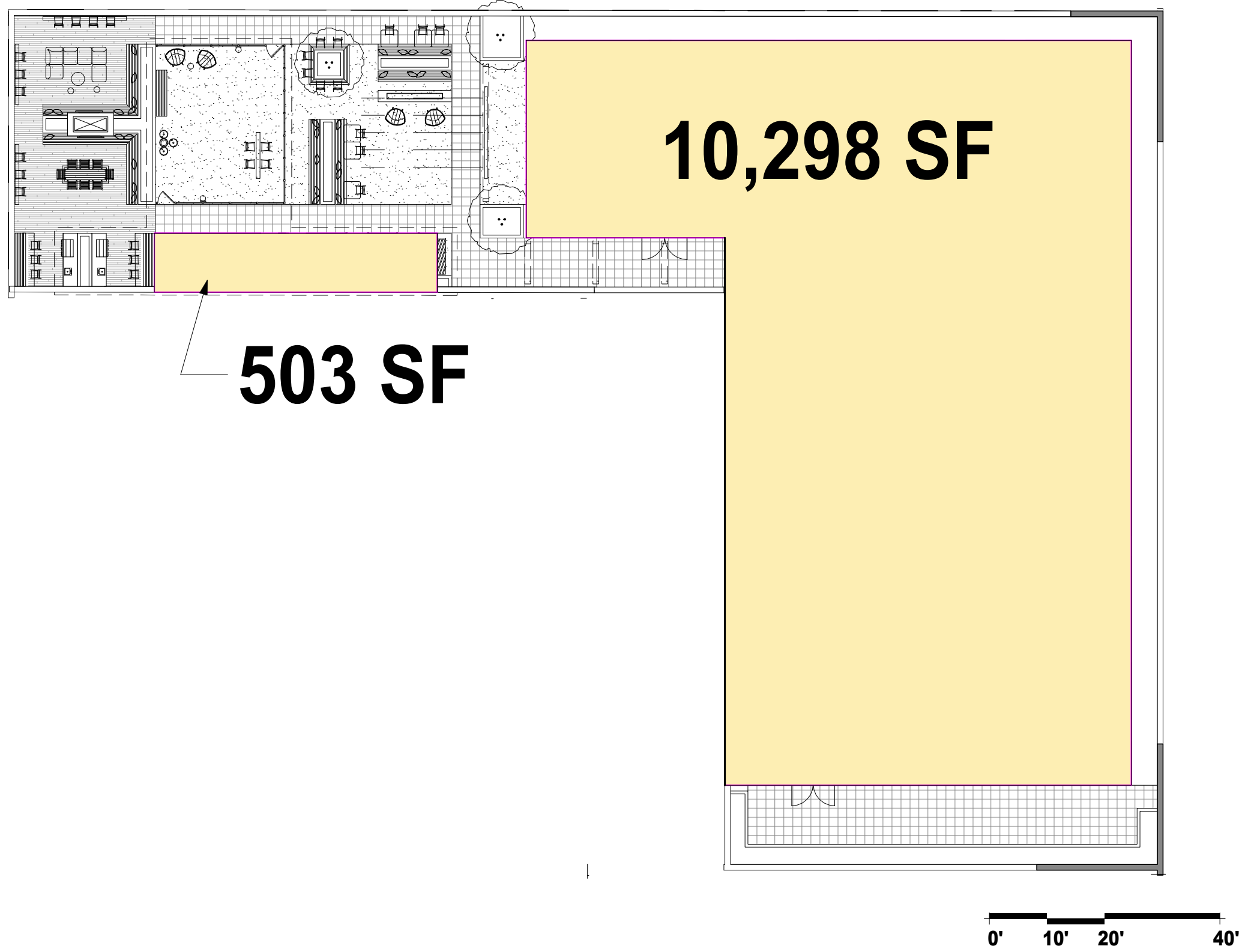
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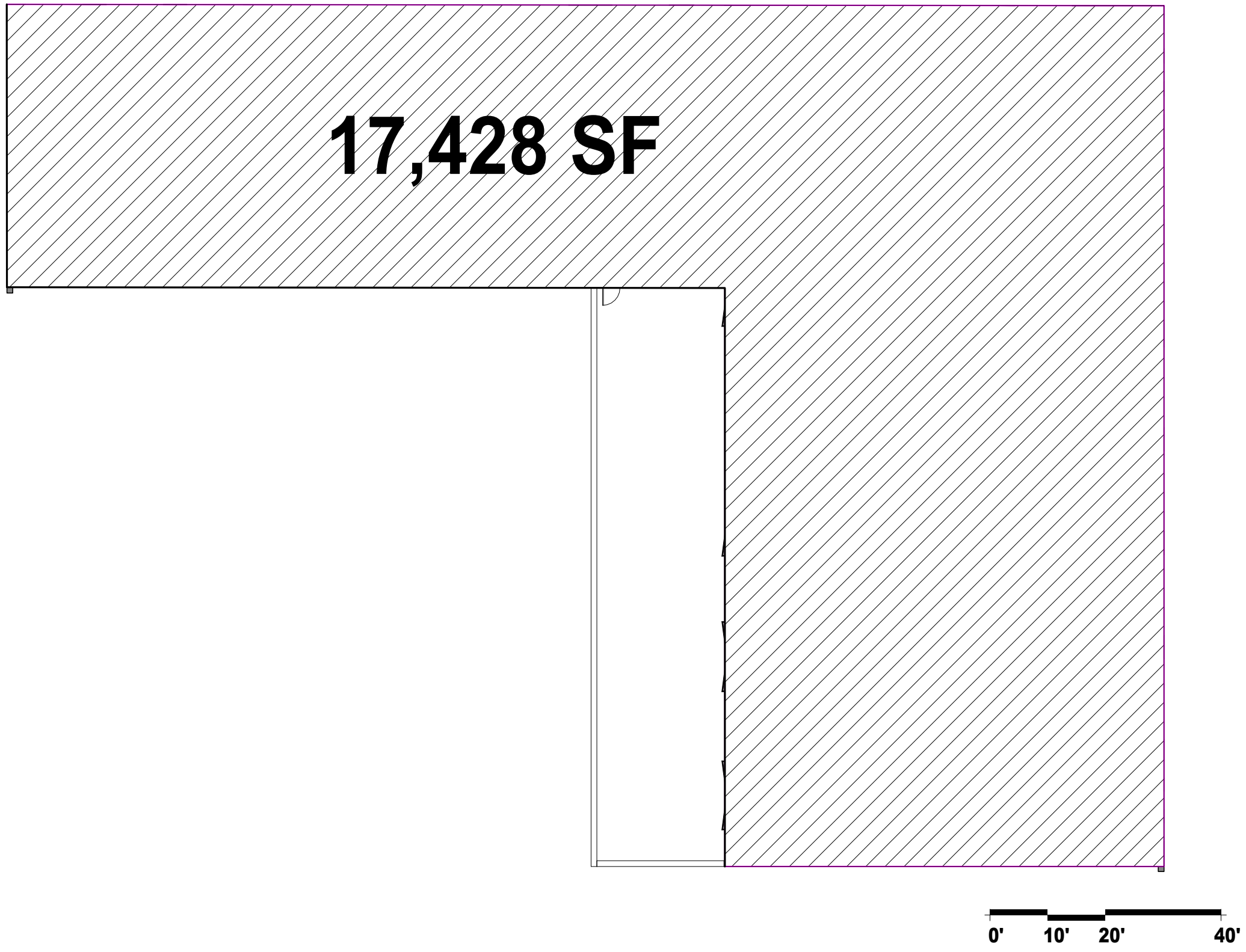
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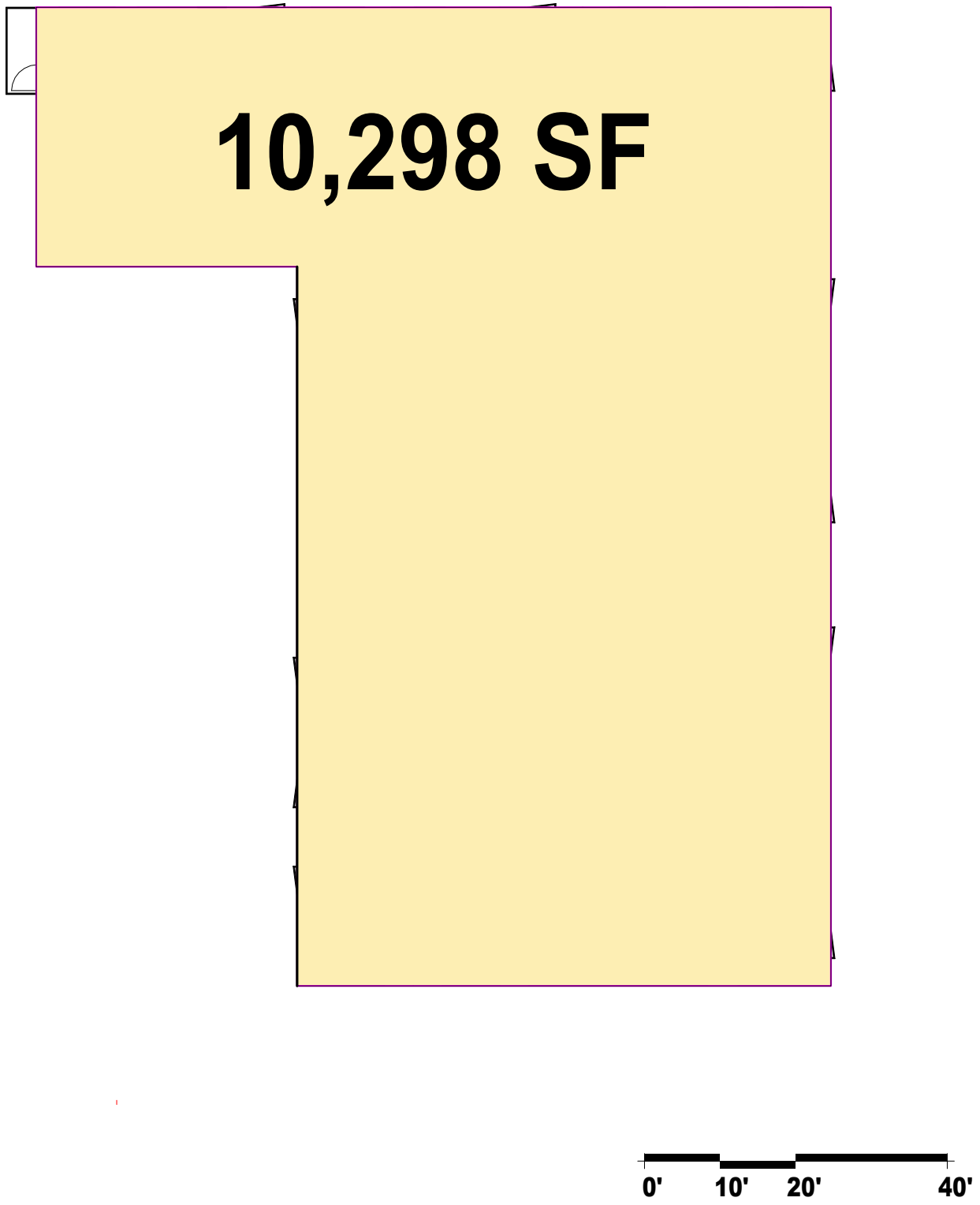
LEVEL 1 - GROUND FLOOR -FAR



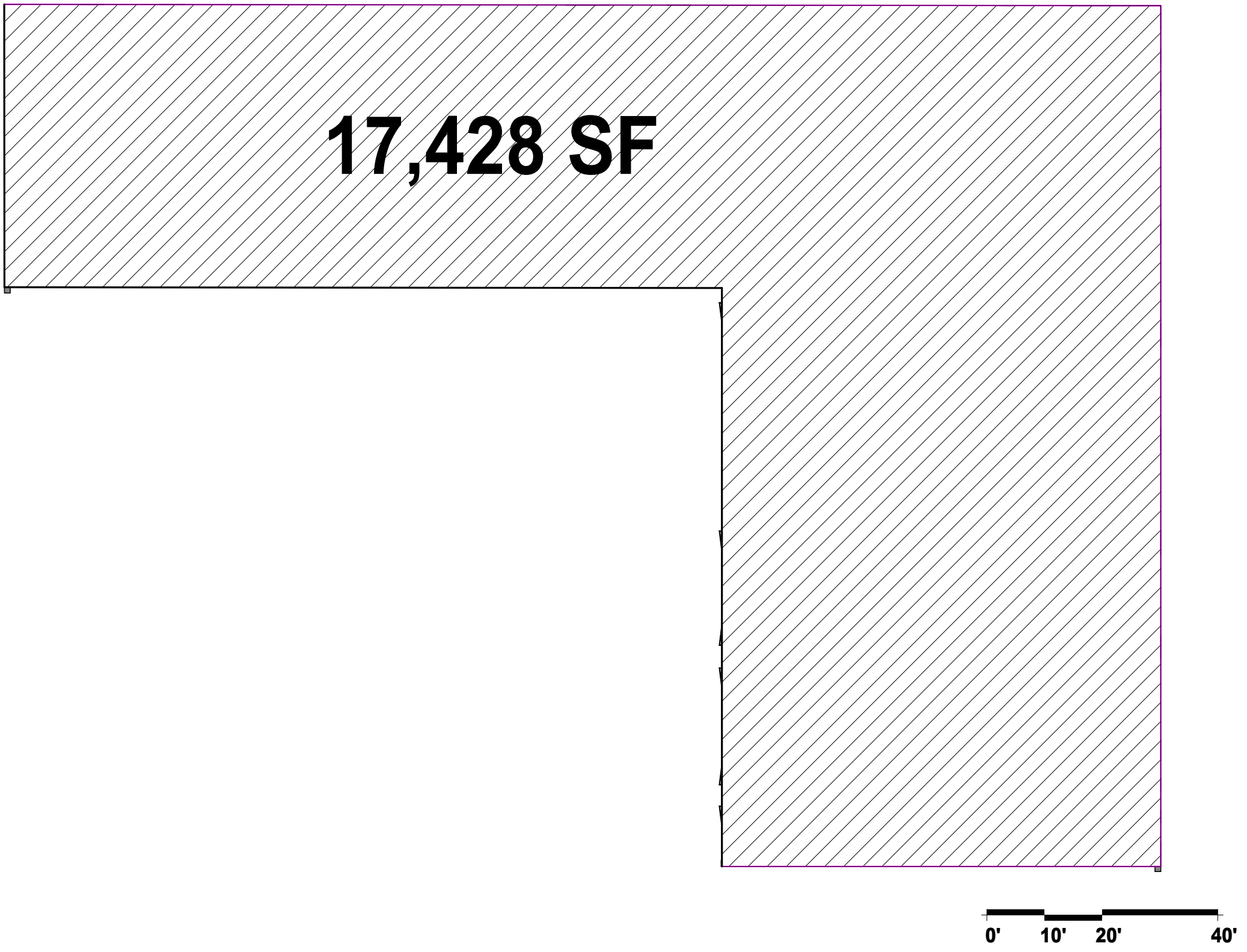
LEVEL 5 - RESIDENTIAL -FAR



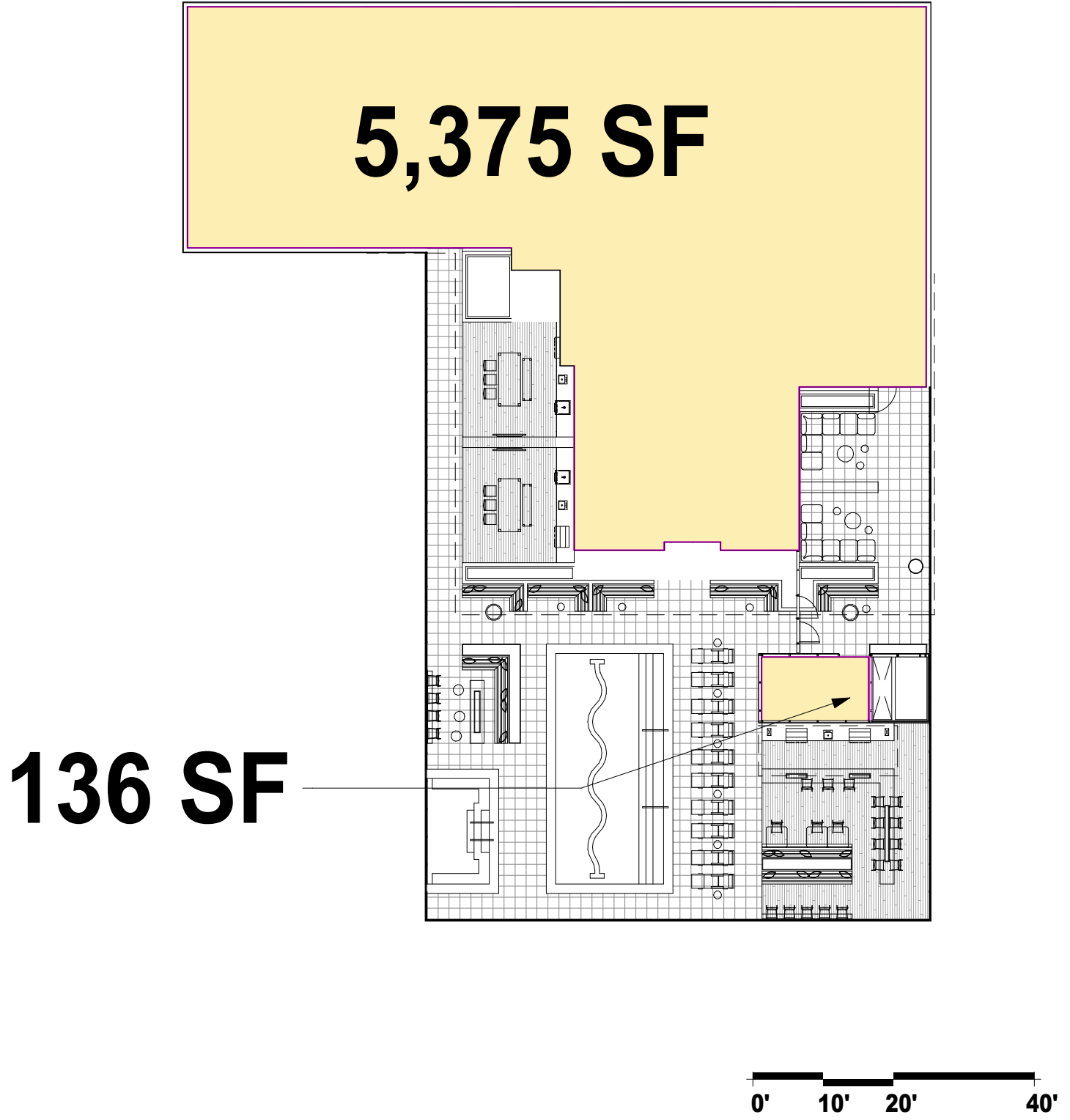
LEVEL 2 - RESIDENTIAL -FAR



LEVEL 6-36 - RESIDENTIAL -FAR

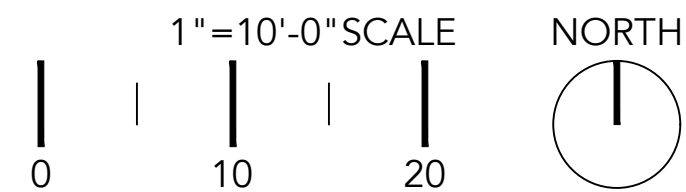


LEVEL 3-4 - RESIDENTIAL -FAR



LEVEL 37 - AMENITY FLOOR -FAR





1. NO SHRUB PLANTING WITHIN THE SIGHT TRIANGLE AREAS SHALL BE ABOVE 36" IN HEIGHT.
2. NO TREE BRANCHES WITHIN THE SITE TRIANGLE AREAS SHALL BE BELOW THE 6'-0" CLEARANCE REQUIRED BY CITY ORDINANCE.

The 5TH LEVEL, WHICH IS THE EXISTING ROOF OF THE BALL PARK STORAGE FACILITY, FEATURES A ROUGHLY ROOF DECK ON THE NORTHWEST SIDE OF THE TOWER WHICH WILL BE USED AS AN INTERSECTION FOR THE PROPOSED WALKWAY AND STAIRS TO THE MULTILEVEL LAWN ADJACENT TO THE PROPOSED FITNESS CENTER, RESTAURANT-STYLE SEATING, LOUNGE SEATING AND FIREPLACES LOCATED AROUND A SPECIMENT REE. AN OUTDOOR KITCHEN WITH BARBECUES AND A BAR COUNTER, AND OUTDOOR FIREPLACE WITH TVS AND SMALL PARTY AREAS AND BAR LEDGES LOCATED AROUND THE PERIMETER.

THE 37TH LEVEL, WHICH IS THE TOP FLOOR OF THE TOWER STRUCTURE, FEATURES A ROOF DECK ON THE SOUTH SIDE OF THE TOWER. THIS LEVEL INCLUDES A POOL, SPA, BARBECUE AREA WITH A FIREPIT TABLE AND DRINK CHILLERS, DOUBLE-SIDED FIREPLACE WITH LOUNGE SEATING, AND A LARGE OPEN SPACE WITH A VIEW OF THE CITY. THE LAYOUT IS INTENDED TO CAPTURE SPECTACULAR VIEWS OUT THE BAY AND PETCO PARK.



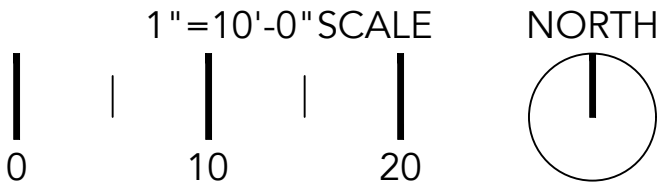
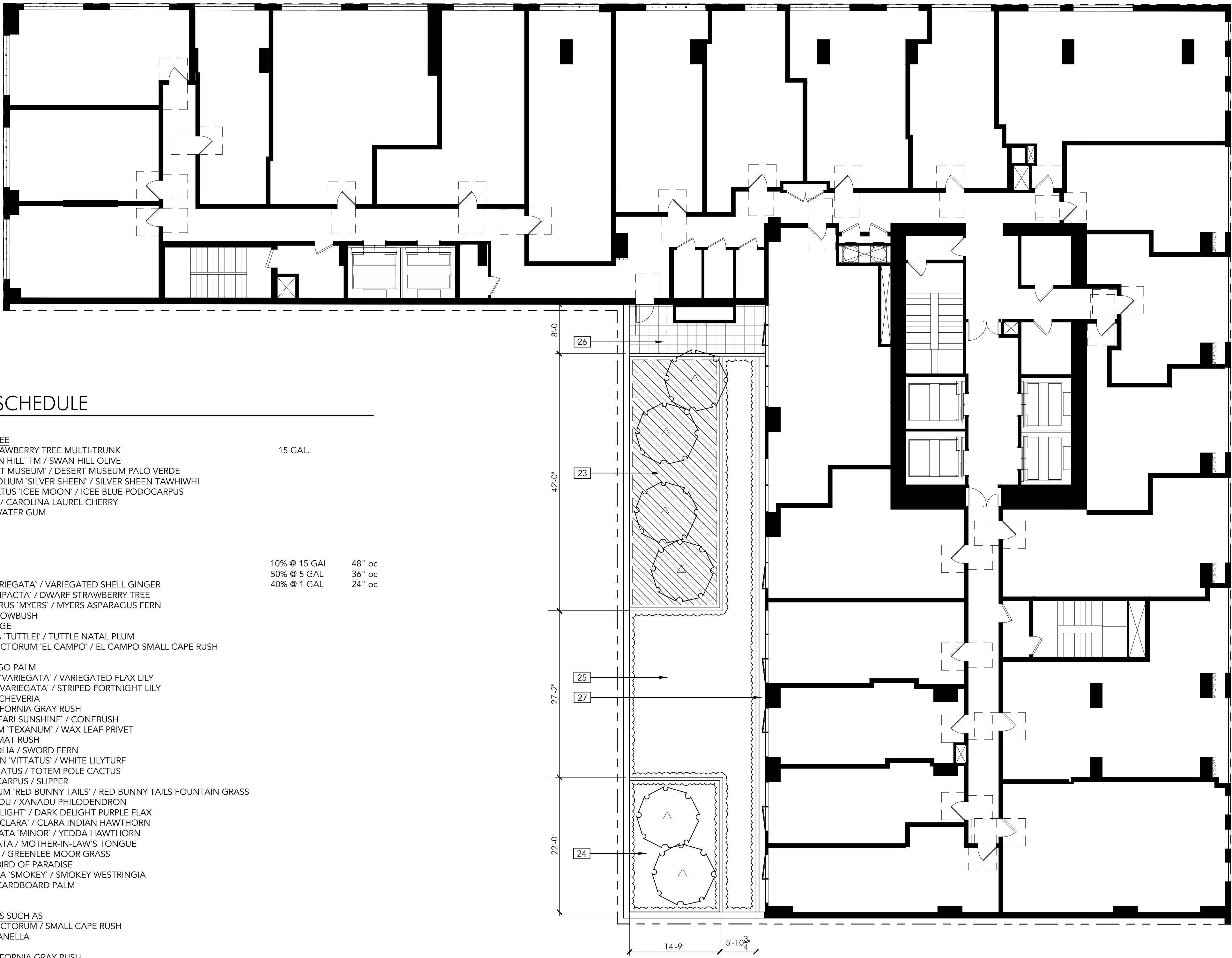
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REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
23	STORMWATER TREATMENT PLANTER (68" HT.)
24	RAISED LANDSCAPE PLANTER (36" HT.)
25	RAISED LANDSCAPE PLANTER (24" HT.)
26	CONCRETE MAINTENANCE ACCESS PAD
27	12" AIR GAP AT BUILDING FACADE

CONCEPT PLANT SCHEDULE

	PROPOSED ACCENT TREE ARBUTUS UNEDO / STRAWBERRY TREE MULTI-TRUNK OLEA EUROPAEA 'SWAN HILL' TM / SWAN HILL OLIVE PARKINSONIA X 'DESERT MUSEUM' / DESERT MUSEUM PALO VERDE PITTOSPORUM TENUIFOLIUM 'SILVER SHEEN' / SILVER SHEEN TAWHIWI PODOCARPUS ELONGATUS 'ICEE MOON' / ICEE BLUE PODOCARPUS PRUNUS CAROLINIANA / CAROLINA LAUREL CHERRY TRISTANIA LAURINA / WATER GUM 15 GAL.	
	SHRUBS SUCH AS ALOE X SPECIES AGAVE X SPECIES ALPINIA ZERUMBET 'VARIEGATA' / VARIEGATED SHELL GINGER ARBUTUS UNEDO 'COMPACTA' / DWARF STRAWBERRY TREE ASPARAGUS DENSIFLORUS 'MYERS' / MYERS ASPARAGUS FERN BREYNIA DISTICHA / SNOWBUSH CAREX X SPECIES / SEDGE CARISSA MACROCARPA 'TUTTLE' / TUTTLE NATAL PLUM CHONDRLOPETALUM TECTORUM 'EL CAMPO' / EL CAMPO SMALL CAPE RUSH CORDYLONE X SPECIES CYCAS REVOLUTA / SAGO PALM DIANELLA TASMANICA 'VARIEGATA' / VARIEGATED FLAX LILY DIETES GRANDIFLORA 'VARIEGATA' / STRIPED FORTNIGHT LILY ECHEVERIA SPECIES / ECHEVERIA JUNCUS PATENS / CALIFORNIA GRAY RUSH LEUCADENDRON X 'SAFARI SUNSHINE' / CONEBUSH LIGUSTRUM JAPONICUM 'TEXANUM' / WAX LEAF PRIVET LOMANDRA SPECIES / MAT RUSH NEPHROLEPIS CORDIFOLIA / SWORD FERN OPHIPOGON JABURAN 'VITTATUS' / WHITE LILYTURF PACHYCEURUS MARGINATUS / TOTEM POLE CACTUS PEDILANTHUS MACROCARPUS / SLIPPER PENNISETUM MESSIACUM 'RED BUNNY TAILS' / RED BUNNY TAILS FOUNTAIN GRASS PHILODENDRON XANADU / XANADU PHILODENDRON PHORMIUM X 'DARK DELIGHT' / DARK DELIGHT PURPLE FLAX RHAPHIOLEPIS INDICA 'CLARA' / CLARA INDIAN HAWTHORN RHAPHIOLEPIS UMBELLATA 'MINOR' / YEDDA HAWTHORN SANSEVIERIA TRIFASCIATA / MOTHER-IN-LAW'S TONGUE SESLERIA X 'GREENLEE' / GREENLEE MOOR GRASS STRELITZIA REGINAE / BIRD OF PARADISE WESTRINGIA FRUTICOSA 'SMOKEY' / SMOKEY WESTRINGIA ZAMIA FURFURACEA / CARDBOARD PALM	10% @ 15 GAL 48" oc 50% @ 5 GAL 36" oc 40% @ 1 GAL 24" oc
	BIO-RETENSION SHRUBS SUCH AS CHONDRLOPETALUM TECTORUM / SMALL CAPE RUSH DIANELLA SPECIES / DIANELLA FESTUCA SPECIES JUNCUS PATENS / CALIFORNIA GRAY RUSH LEYMUS CONDENSATUS 'CANYON PRINCE' / CANYON PRINCE GIANT WILD RYE LOMANDRA SPECIES / MAT RUSH SESLERIA X 'BRUSHSTROKES' / BRUSHSTROKES MOOR GRASS	
	GROUND COVERS SUCH AS CAREX PRAEGRACILIS / CALIFORNIA FIELD SEDGE CARISSA MACROCARPA 'GREEN CARPET' / GREEN CARPET NATAL PLUM FESTUCA GLAUCA 'ELIJAH BLUE' / ELIJAH BLUE FESCUE IRIS SPECIES / IRIS ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET' / HUNTINGTON CARPET ROSEMARY SENECIO MANDRALISCAE / BLUE FINGERS TRADESCANTIA PALLIDA 'PURPLE HEART' / PURPLE QUEEN SPIDERWORT	



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LANDSCAPE PLAN  
2ND LEVEL

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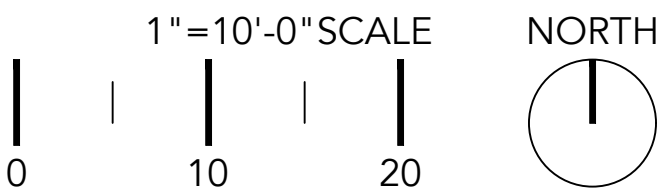
L2

ATTACHMENT 9

carrierjohnson + CULTURE  
architecture + environments + brand strategy + graphics  
185 w f street #500 san diego ca 92101  
phone 619.239.2363 | fax 619.239.0227

CresleighHomes

URBAN  
ARENA  
OC SD OAK  
11300 Sorrento Valley Road, Suite 230  
San Diego, CA 92121  
858.625.0112





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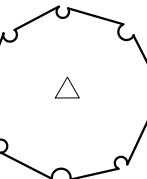

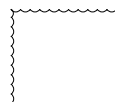
6TH AVE.

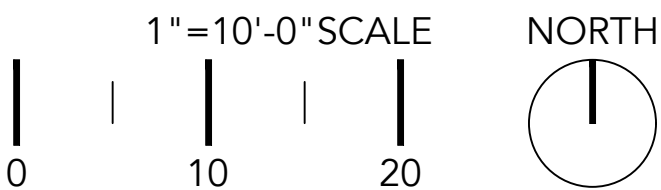
7TH AVE.

REFERENCE NOTES SCHEDULE

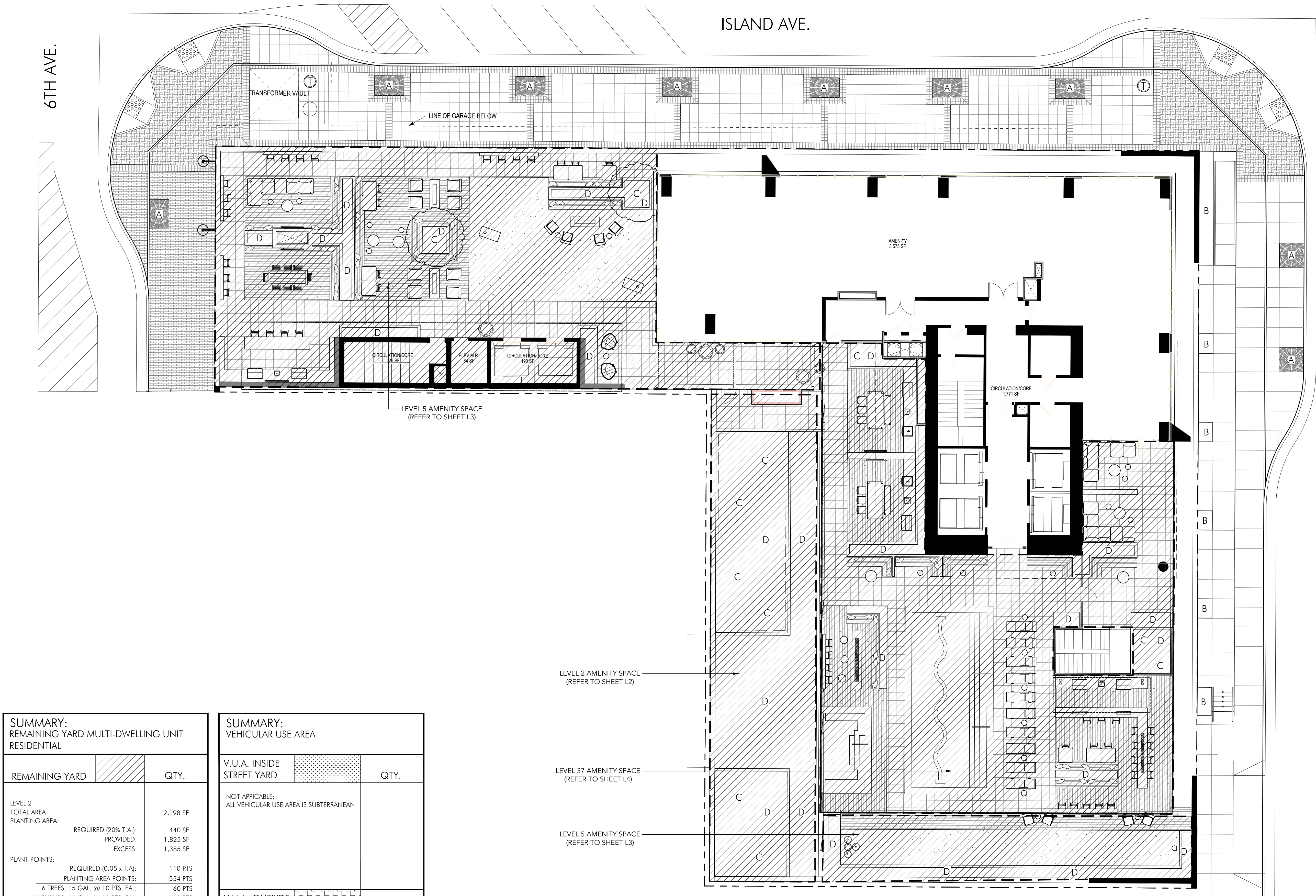
SYMBOL	DESCRIPTION
48	RAISED LANDSCAPE PLANTER (36" HT. - MASONRY)
49	RAISED LANDSCAPE PLANTER (18" HT. - METAL)
50	RAISED LANDSCAPE PLANTER (36" HT. - METAL)
51	SITE FURNITURE (CONCEPTUAL ONLY)
52	BARBECUE COUNTER WITH SINK AND MINI FRIDGE
53	ENTERTAINMENT WALL WITH FIRE FEATURE
54	BUILT-IN BENCH SEATING
55	BAR RAIL
56	LINEAR FIRE PIT (CUSTOM)
57	SPA WITH GLASS EDGE
58	POOL
59	FIRE PIT TABLE (BAR HEIGHT)
60	CUSTOM COUNTER WITH DRINK CHILLERS (BAR HEIGHT)
61	BARBECUE COUNTER WITH SINK
62	CUSTOM METAL OVERHEAD
63	GLASS POOL FENCE & GATE (5' HT. MIN.)
64	GLASS WINDSCREEN

CONCEPT PLANT SCHEDULE

	PROPOSED ACCENT TREE ARBUTUS UNEDO / STRAWBERRY TREE MULTI-TRUNK OLEA EUROPAEA 'SWAN HILL' TM / SWAN HILL OLIVE PARKINSONIA X 'DESERT MUSEUM' / DESERT MUSEUM PALO VERDE PITTOSPORUM TENUIFOLIUM 'SILVER SHEEN' / SILVER SHEEN TAWHIWI PODOCARPUS ELONGATUS 'ICEE MOON' / ICEE BLUE PODOCARPUS PRUNUS CAROLINIANA / CAROLINA LAUREL CHERRY TRISTANIA LAURINA / WATER GUM	36" BOX	
	SHRUBS SUCH AS ALOE X SPECIES AGAVE X SPECIES ALPINIA ZERUMBET 'VARIEGATA' / VARIEGATED SHELL GINGER ARBUTUS UNEDO 'COMPACTA' / DWARF STRAWBERRY TREE ASPARAGUS DENSIFLORUS 'MYERS' / MYERS ASPARAGUS FERN BREVIA DISTICHA / SNOWBUSH CAREX X SPECIES / SEDGE CARISSA MACROCARPA 'TUTTLE' / TUTTLE NATAL PLUM CHONDROPETALUM TECTORUM 'EL CAMPO' / EL CAMPO SMALL CAPE RUSH CORDYLINE X SPECIES CYCAS REVOLUTA / SAGO PALM DIANELLA TASMANICA 'VARIEGATA' / VARIEGATED FLAX LILY DIETES GRANDIFLORA 'VARIEGATA' / STRIPED FORTNIGHT LILY ECHEVERIA SPECIES / ECHEVERIA JUNCUS PATENS / CALIFORNIA GRAY RUSH LEUCADENDRON X 'SAFARI SUNSHINE' / CONEBUSH LIGUSTRUM JAPONICUM 'TEXANUM' / WAX LEAF PRIVET LOMANDRA SPECIES / MAT RUSH NEPHROLEPIS CORDIFOLIA / SWORD FERN OPHIPOGON JABURAN 'VITTATUS' / WHITE LILYTURF PACHYCLERUS MARGINATUS / TOTEM POLE CACTUS PEDILANTHUS MACROCARPUS / SLIPPER PENNISETUM MESSIACUM 'RED BUNNY TAILS' / RED BUNNY TAILS FOUNTAIN GRASS PHILODENDRON KANADU / KANADU PHILODENDRON PHORMIUM X 'DARK DELIGHT' / DARK DELIGHT PURPLE FLAX RHAPHIOLEPIS INDICA 'CLARA' / CLARA INDIAN HAWTHORN RHAPHIOLEPIS UMBELLATA 'MINOR' / YEDDA HAWTHORN SANSEVIERIA TRIFASCIATA / MOTHER-IN-LAW'S TONGUE SESSLERIA X 'GREENLEE' / GREENLEE MOOR GRASS STRELITZIA REGINAE / BIRD OF PARADISE WESTRINGIA FRUTICOSA 'SMOKEY' / SMOKEY WESTRINGIA ZAMIA FURFURACEA / CARDBOARD PALM	10% @ 15 GAL 50% @ 5 GAL 40% @ 1 GAL	48" oc 36" oc 24" oc
	GROUND COVERS SUCH AS CAREX PRAEGRACILIS / CALIFORNIA FIELD SEDGE CARISSA MACROCARPA 'GREEN CARPET' / GREEN CARPET NATAL PLUM FESTUCA GLAUCA 'ELIJAH BLUE' / ELIJAH BLUE FESCUE IRIS SPECIES / IRIS ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET' / HUNTINGTON CARPET ROSEMARY SENECIO MANDRALISCAE / BLUE FINGERS TRADESCANTIA PALLIDA 'PURPLE HEART' / PURPLE QUEEN SPIDERWORT		







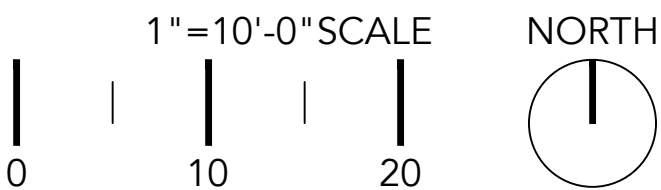
SUMMARY: REMAINING YARD MULTI-DWELLING UNIT RESIDENTIAL		
REMAINING YARD		QTY.
LEVEL 2 TOTAL AREA: PLANTING AREA: <div>REQUIRED (20% T.A.): PROVIDED: EXCESS:</div>		2,198 SF 440 SF 1,825 SF 1,385 SF
PLANT POINTS: <div>REQUIRED (0.05 x T.A.): PLANTING AREA POINTS: 6 TREES, 15 GAL. @ 10 PTS. EA.: 11 SHRUBS, 15 GAL. @ 10 PTS. EA.: 101 SHRUBS, 5 GAL. @ 2 PTS. EA.: 182 SHRUBS, 1 GAL. @ 1 PTS. EA.: EXCESS:</div>		110 PTS 554 PTS 60 PTS 110 PTS 202 PTS 182 PTS 444 PTS
LEVEL 5 TOTAL AREA: PLANTING AREA: <div>REQUIRED (20% T.A.): PROVIDED: PLANTING AREA: OPEN SPACE TURF AREA: EXCESS:</div>		5,031 SF 1,006 SF 1,678 SF 360 SF 1,318 SF 672 SF
PLANT POINTS: <div>REQUIRED (0.05 x T.A.): PLANTING AREA POINTS: 2 TREES, 48" BOX @ 100 PTS. EA.: 2 SHRUBS, 15 GAL. @ 10 PTS. EA.: 20 SHRUBS, 5 GAL. @ 2 PTS. EA.: 36 SHRUBS, 1 GAL. @ 1 PTS. EA.: EXCESS:</div>		251 PTS 296 PTS 200 PTS 20 PTS 40 PTS 36 PTS 45 PTS
LEVEL 37 TOTAL AREA: PLANTING AREA: <div>REQUIRED (20% T.A.): PROVIDED: PLANTING AREA: EXCESS:</div>		4,855 SF 971 SF 384 SF 384 SF (587 SF)
PLANT POINTS: <div>REQUIRED (0.05 x T.A.): PLANTING AREA POINTS: 3 TREES, 36" BOX @ 50 PTS. EA.: 3 SHRUBS, 15 GAL. @ 10 PTS. EA.: 21 SHRUBS, 5 GAL. @ 2 PTS. EA.: 39 SHRUBS, 1 GAL. @ 1 PTS. EA.: EXCESS:</div>		242 PTS 261 PTS 150 PTS 30 PTS 42 PTS 39 PTS 19 PTS

SUMMARY: VEHICULAR USE AREA		
V.U.A. INSIDE STREET YARD		QTY.
NOT APPLICABLE: ALL VEHICULAR USE AREA IS SUBTERRANEAN		
V.U.A. OUTSIDE STREET YARD		QTY.
NOT APPLICABLE: ALL VEHICULAR USE AREA IS SUBTERRANEAN		
SUMMARY: STREET YARD MULTI-DWELLING UNIT RESIDENTIAL		
STREET YARD		QTY.
NOT APPLICABLE: EXISTING BUILDING STRUCTURE IS FLUSH WITH PROPERTY LINE, THERE IS NO AREA BETWEEN PROPERTY LINE AND BUILDING FACE.		

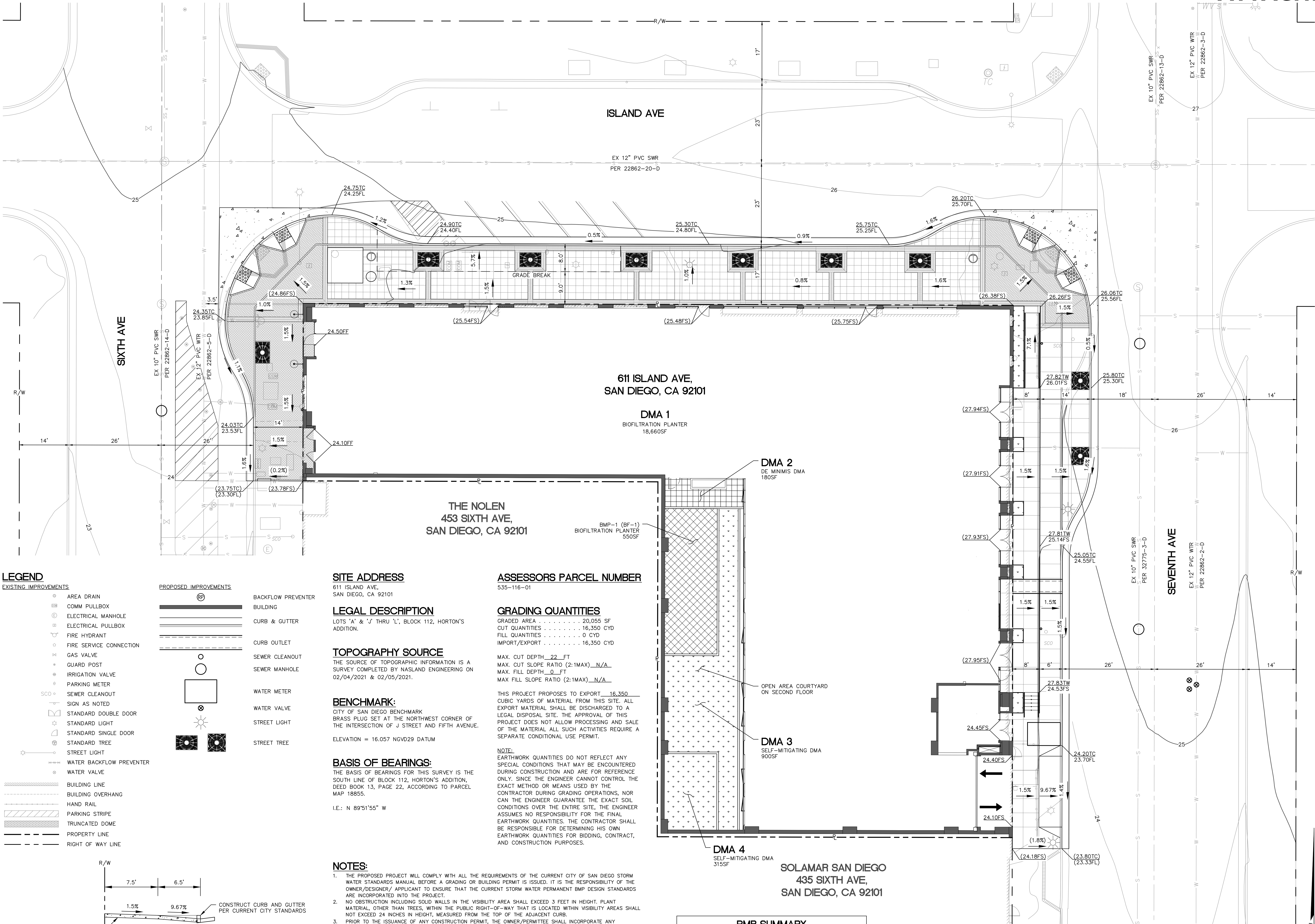
HYDROZONE LEGEND

ZONE	DESCRIPTION
A	STREET TREES WITH MEDIUM WATER USE AND BUBBLER IRRIGATION
B	SHRUB PLANTING AREAS WITH MEDIUM WATER USE AND DRIP TYPE IRRIGATION
C	ACCENT TREES WITH MEDIUM WATER USE AND BUBBLE IRRIGATION (ON STRUCTURE)
D	SHRUB PLANTING AREAS WITH MEDIUM WATER USE AND DRIP TYPE IRRIGATION (ON STRUCTURE)

611 ISLAND - WATER MANAGEMENT AB-1881					
PLANT TYPE / HYDROZONE	ZONE 'A' STREET TREES (BUBBLER)	ZONE 'B' SHRUB PLANTING (DRIP)	ZONE 'C' ACCENT TREES (BUBBLER)	ZONE 'D' SHRUB PLANTING (DRIP)	TOTALS
SITE Eto (in/yr)	46.50	46.50	46.50	46.50	
PLANT FACTORS KC	0.50	0.30	0.50	0.30	
HYDROZONE AREA (sq.ft.)	360.00	130.00	440.00	2,568.00	3,498.00
IRRIGATION EFFICIENCY	0.81	0.81	0.81	0.81	
CONVERSION FACTOR	0.62	0.62	0.62	0.62	
MAWA (gal) = (ETo)(.45)(LA)(.62)	4,670.46	1,686.56	5,708.34	33,328.02	45,394.28
MAWA (ccf)	6.24	2.25	7.63	44.56	60.69
ETWU (gal) = ((ETo)(PF)(HA)(.62))/(IE)	6,406.67	1,388.11	7,830.37	27,431.21	43,056.36
EWU (ccf)	8.57	1.86	10.47	36.67	57.56
AVERAGE RAINFALL IN.	10.42	10.42	10.42	10.42	
EFFECTIVE RAINFALL IN.	2.61	2.61	2.61	2.61	
EFFECTIVE RAINFALL (gallons)	584.54	211.08	714.44	4,171.33	5,681.39
TOTAL WATER USAGE (gallons)					37,374.97
TOTAL WATER USAGE (ccf)					49.97







LEGEND

EXISTING IMPROVEMENTS

- AREA DRAIN
- COMM PULLBOX
- ELECTRICAL MANHOLE
- ELECTRICAL PULLBOX
- FIRE HYDRANT
- FIRE SERVICE CONNECTION
- GAS VALVE
- GUARD POST
- IRRIGATION VALVE
- PARKING METER
- SEWER CLEANOUT
- SIGN AS NOTED
- STANDARD DOUBLE DOOR
- STANDARD LIGHT
- STANDARD SINGLE DOOR
- STANDARD TREE
- STREET LIGHT
- WATER BACKFLOW PREVENTER
- WATER VALVE

PROPOSED IMPROVEMENTS

- BACKFLOW PREVENTER
- BUILDING
- CURB & GUTTER
- CURB OUTLET
- SEWER CLEANOUT
- SEWER MANHOLE
- WATER METER
- WATER VALVE
- STREET LIGHT
- STREET TREE

SITE ADDRESS

611 ISLAND AVE,  
SAN DIEGO, CA 92101

LEGAL DESCRIPTION

LOTS 'A' & 'J' THRU 'L', BLOCK 112, HORTON'S  
ADDITION.

TOPOGRAPHY SOURCE

THE SOURCE OF TOPOGRAPHIC INFORMATION IS A  
SURVEY COMPLETED BY NASLAND ENGINEERING ON  
02/04/2021 & 02/05/2021.

BENCHMARK:

CITY OF SAN DIEGO BENCHMARK  
BRASS PLUG SET AT THE NORTHWEST CORNER OF  
THE INTERSECTION OF J STREET AND FIFTH AVENUE.

ELEVATION = 16.057 NGVD29 DATUM

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE  
SOUTH LINE OF BLOCK 112, HORTON'S ADDITION,  
DEED BOOK 13, PAGE 22, ACCORDING TO PARCEL  
MAP 18855.

I.E.: N 89°51'55" W

ASSESSORS PARCEL NUMBER

535-116-01

GRADING QUANTITIES

GRADED AREA . . . . . 20,055 SF  
CUT QUANTITIES . . . . . 16,350 CYD  
FILL QUANTITIES . . . . . 0 CYD  
IMPORT/EXPORT . . . . . 16,350 CYD

MAX. CUT DEPTH . . . . . 22 FT  
MAX. CUT SLOPE RATIO (2:1MAX) . . . . . N/A  
MAX. FILL DEPTH . . . . . 0 FT  
MAX FILL SLOPE RATIO (2:1MAX) . . . . . N/A

THIS PROJECT PROPOSES TO EXPORT . . . . . 16,350  
CUBIC YARDS OF MATERIAL FROM THIS SITE. ALL  
EXPORT MATERIAL SHALL BE DISCHARGED TO A  
LEGAL DISPOSAL SITE. THE APPROVAL OF THIS  
PROJECT DOES NOT ALLOW PROCESSING AND SALE  
OF THE MATERIAL. ALL SUCH ACTIVITIES REQUIRE A  
SEPARATE CONDITIONAL USE PERMIT.

NOTE:  
EARTHWORK QUANTITIES DO NOT REFLECT ANY  
SPECIAL CONDITIONS THAT MAY BE ENCOUNTERED  
DURING CONSTRUCTION AND ARE FOR REFERENCE  
ONLY. SINCE THE ENGINEER CANNOT CONTROL THE  
EXACT METHOD OR MEANS USED BY THE  
CONTRACTOR DURING GRADING OPERATIONS, NOR  
CAN THE ENGINEER GUARANTEE THE EXACT SOIL  
CONDITIONS OVER THE ENTIRE SITE, THE ENGINEER  
ASSUMES NO RESPONSIBILITY FOR THE FINAL  
EARTHWORK QUANTITIES. THE CONTRACTOR SHALL  
BE RESPONSIBLE FOR DETERMINING HIS OWN  
EARTHWORK QUANTITIES FOR BIDDING, CONTRACT,  
AND CONSTRUCTION PURPOSES.

NOTES:

- THE PROPOSED PROJECT WILL COMPLY WITH ALL THE REQUIREMENTS OF THE CURRENT CITY OF SAN DIEGO STORM WATER STANDARDS MANUAL BEFORE A GRADING OR BUILDING PERMIT IS ISSUED. IT IS THE RESPONSIBILITY OF THE OWNER/DESIGNER/ APPLICANT TO ENSURE THAT THE CURRENT STORM WATER PERMANENT BMP DESIGN STANDARDS ARE INCORPORATED INTO THE PROJECT.
- NO OBSTRUCTION INCLUDING SOLID WALLS IN THE VISIBILITY AREA SHALL EXCEED 3 FEET IN HEIGHT. PLANT MATERIAL, OTHER THAN TREES, WITHIN THE PUBLIC RIGHT-OF-WAY THAT IS LOCATED WITHIN VISIBILITY AREAS SHALL NOT EXCEED 24 INCHES IN HEIGHT, MEASURED FROM THE TOP OF THE ADJACENT CURB.
- PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMIT, THE OWNER/PERMITEE SHALL INCORPORATE ANY CONSTRUCTION BEST MANAGEMENT PRACTICES NECESSARY TO COMPLY WITH CHAPTER 14, ARTICLE 2, DIVISION 1 (GRADING REGULATIONS) OF THE SAN DIEGO MUNICIPAL CODE, INTO THE CONSTRUCTION PLANS OR SPECIFICATIONS. PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMIT THE OWNER/PERMITEE 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.
- PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMIT, THE OWNER/PERMITEE SHALL ENTER INTO A MAINTENANCE AGREEMENT FOR THE ONGOING PERMANENT BMP MAINTENANCE, SATISFACTORY TO THE CITY ENGINEER.

SOLAMAR SAN DIEGO  
435 SIXTH AVE,  
SAN DIEGO, CA 92101

DMA 4  
SELF-MITIGATING DMA  
315SF

DMA 3  
SELF-MITIGATING DMA  
900SF

OPEN AREA COURTYARD  
ON SECOND FLOOR

DMA 2  
DE MINIMIS DMA  
180SF

611 ISLAND AVE,  
SAN DIEGO, CA 92101

DMA 1  
BIOFILTRATION PLANTER  
18,660SF

THE NOLEN  
453 SIXTH AVE,  
SAN DIEGO, CA 92101

BMP-1 (BF-1)  
BIOFILTRATION PLANTER  
550SF

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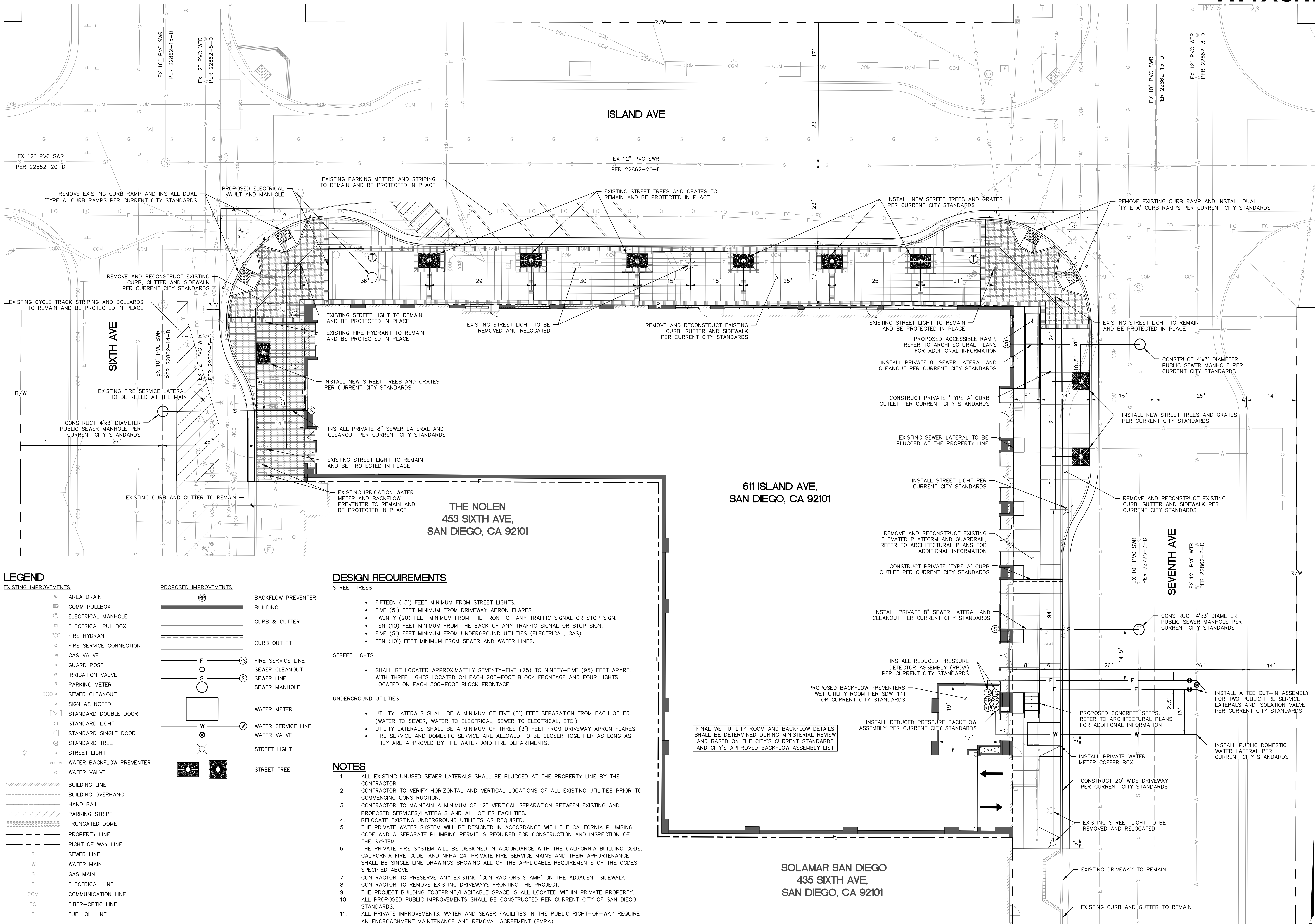
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LEGEND

EXISTING IMPROVEMENTS

- AREA DRAIN
- COMM PULLBOX
- ELECTRICAL MANHOLE
- ELECTRICAL PULLBOX
- FIRE HYDRANT
- FIRE SERVICE CONNECTION
- GAS VALVE
- GUARD POST
- IRRIGATION VALVE
- PARKING METER
- SEWER CLEANOUT
- SIGN AS NOTED
- STANDARD DOUBLE DOOR
- STANDARD LIGHT
- STANDARD SINGLE DOOR
- STANDARD TREE
- STREET LIGHT
- WATER BACKFLOW PREVENTER
- WATER VALVE

PROPOSED IMPROVEMENTS

- BACKFLOW PREVENTER BUILDING
- CURB & GUTTER
- CURB OUTLET
- FIRE SERVICE LINE
- SEWER CLEANOUT
- SEWER LINE
- SEWER MANHOLE
- WATER METER
- WATER SERVICE LINE
- WATER VALVE
- STREET LIGHT
- STREET TREE

DESIGN REQUIREMENTS

STREET TREES

- FIFTEEN (15') FEET MINIMUM FROM STREET LIGHTS.
- FIVE (5') FEET MINIMUM FROM DRIVEWAY APRON FLARES.
- TWENTY (20) FEET MINIMUM FROM THE FRONT OF ANY TRAFFIC SIGNAL OR STOP SIGN.
- TEN (10) FEET MINIMUM FROM THE BACK OF ANY TRAFFIC SIGNAL OR STOP SIGN.
- FIVE (5') FEET MINIMUM FROM UNDERGROUND UTILITIES (ELECTRICAL, GAS).
- TEN (10') FEET MINIMUM FROM SEWER AND WATER LINES.

STREET LIGHTS

- SHALL BE LOCATED APPROXIMATELY SEVENTY-FIVE (75) TO NINETY-FIVE (95) FEET APART, WITH THREE LIGHTS LOCATED ON EACH 200-FOOT BLOCK FRONTAGE AND FOUR LIGHTS LOCATED ON EACH 300-FOOT BLOCK FRONTAGE.

UNDERGROUND UTILITIES

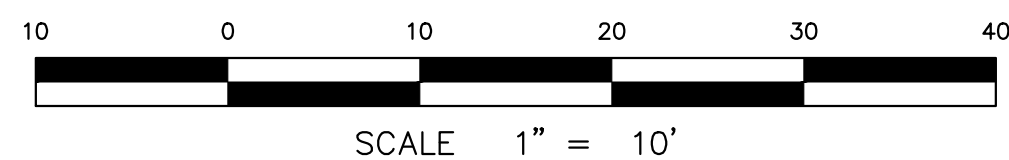
- UTILITY LATERALS SHALL BE A MINIMUM OF FIVE (5') FEET SEPARATION FROM EACH OTHER (WATER TO SEWER, WATER TO ELECTRICAL, SEWER TO ELECTRICAL, ETC.)
- UTILITY LATERALS SHALL BE A MINIMUM OF THREE (3') FEET FROM DRIVEWAY APRON FLARES.
- FIRE SERVICE AND DOMESTIC SERVICE ARE ALLOWED TO BE CLOSER TOGETHER AS LONG AS THEY ARE APPROVED BY THE WATER AND FIRE DEPARTMENTS.

NOTES

- ALL EXISTING UNUSED SEWER LATERALS SHALL BE PLUGGED AT THE PROPERTY LINE BY THE CONTRACTOR.
- CONTRACTOR TO VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCING CONSTRUCTION.
- CONTRACTOR TO MAINTAIN A MINIMUM OF 12" VERTICAL SEPARATION BETWEEN EXISTING AND PROPOSED SERVICES/LATERALS AND ALL OTHER FACILITIES.
- RELOCATE EXISTING UNDERGROUND UTILITIES AS REQUIRED.
- THE PRIVATE WATER SYSTEM WILL BE DESIGNED IN ACCORDANCE WITH THE CALIFORNIA PLUMBING CODE AND A SEPARATE PLUMBING PERMIT IS REQUIRED FOR CONSTRUCTION AND INSPECTION OF THE SYSTEM.
- THE PRIVATE FIRE SYSTEM WILL BE DESIGNED IN ACCORDANCE WITH THE CALIFORNIA BUILDING CODE, CALIFORNIA FIRE CODE, AND NFPA 24. PRIVATE FIRE SERVICE MAINS AND THEIR APPURTENANCE SHALL BE SINGLE LINE DRAWINGS SHOWING ALL OF THE APPLICABLE REQUIREMENTS OF THE CODES SPECIFIED ABOVE.
- CONTRACTOR TO PRESERVE ANY EXISTING 'CONTRACTORS STAMP' ON THE ADJACENT SIDEWALK.
- CONTRACTOR TO REMOVE EXISTING DRIVEWAYS FRONTING THE PROJECT.
- THE PROJECT BUILDING FOOTPRINT/HABITABLE SPACE IS ALL LOCATED WITHIN PRIVATE PROPERTY. ALL PROPOSED PUBLIC IMPROVEMENTS SHALL BE CONSTRUCTED PER CURRENT CITY OF SAN DIEGO STANDARDS.
- ALL PRIVATE IMPROVEMENTS, WATER AND SEWER FACILITIES IN THE PUBLIC RIGHT-OF-WAY REQUIRE AN ENCROACHMENT MAINTENANCE AND REMOVAL AGREEMENT (EMRA).
- THE PRIVATE WATER METER COFFER BOX IS FOR USE WITH A 3-INCH OR 4-INCH WATER METER ONLY. 6-INCH WATER METERS NEED TO BE ABOVE GROUND.
- ALL PROPOSED PUBLIC DOMESTIC WATER SERVICE LINES ARE PROVIDED FOR CLARITY OF INTENT ONLY. ACTUAL SERVICE LINE DIAMETERS WILL BE BASED UPON THE PROJECTS APPROVED WATER METER DATA CARD (WMDC).

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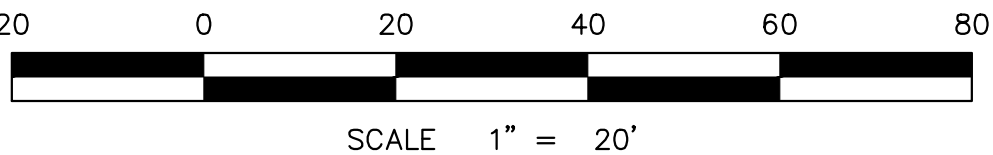
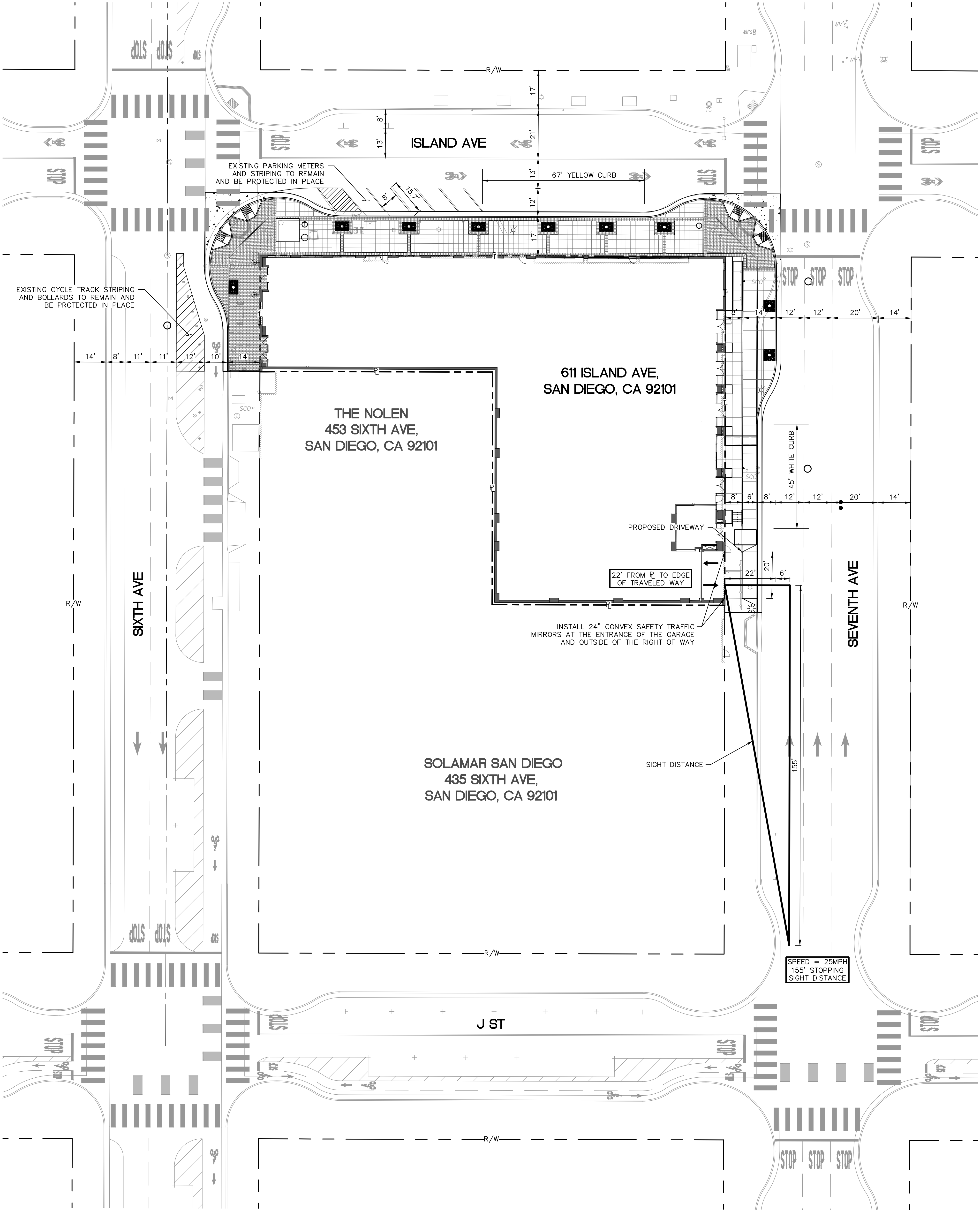


DRIVEWAY SITE DISTANCE NOTES

1. SIGHT DISTANCE PER CHAPTER 2 & 6 OF THE CITY OF SAN DIEGO STREET DESIGN MANUAL.
2. THE INTERSECTION OF SEVENTH AVE AND J ST IS AN ALL-WAY STOP CONTROL (AASHTO CASE E).
3. FOR THE PURPOSE OF THIS STUDY, THE "EDGE OF THE TRAVELED WAY" IS THE OUTER EDGE OF THE PARKING LANE.
4. THE SIGHT DISTANCE IS MEASURED ALONG THE MAJOR ROAD BEGINNING AT A POINT THAT COINCIDES WITH THE LOCATION OF THE MINOR ROAD VEHICLE.
5. THE SIGHT DISTANCE IS BASED ON THE FOLLOWING ASSUMPTIONS:
  - 5.1. STOP CONTROL OF THE MINOR ROAD APPROACHES
  - 5.2. USING DRIVER EYE AND OBJECT HEIGHTS ASSOCIATED WITH PASSENGER CARS
  - 5.3. BOTH MINOR AND MAJOR ROADS ARE CONSIDERED AT LEVEL GRADE
  - 5.4. CONSIDERS A LEFT-TURN FROM THE MINOR ROAD AS THE ONLY-CASE SCENARIO

EXISTING CURB UTILIZATION						
STREET NAME	RED CURB	YELLOW CURB	WHITE CURB	ANGLED PARKING (METERED)	PARALLEL PARKING	DRIVEWAY
SIXTH AVE	59 FEET	N/A	N/A	N/A	N/A	N/A
ISLAND AVE	84 FEET	N/A	N/A	5 STALLS	22 FEET	45 FEET
SEVENTH AVE	40 FEET	99 FEET	N/A	N/A	22 FEET	N/A

PROPOSED CURB UTILIZATION							
STREET NAME	RED CURB	YELLOW CURB	WHITE CURB	ANGLED PARKING (METERED)	PARALLEL PARKING	DRIVEWAY	GAIN/LOSS OF PARKING SPACES
SIXTH AVE	53 FEET	N/A	N/A	N/A	N/A	N/A	0
ISLAND AVE	71 FEET	67 FEET	N/A	5 STALLS	N/A	N/A	+2
SEVENTH AVE	83.5 FEET	N/A	45 FEET	N/A	N/A	20 FEET	-4



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SIGHT  
DISTANCE PLAN

DRAWING NO:

C3

07.28.21  
ISSUES:

PRELIMINARY NOT  
FOR CONSTRUCTION

PROJECT NO:  
5986.00  
FILE NAME:  
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DRAWN BY: MN CHECKED BY: SW  
PLOT DATE:  
9/30/2021  
TITLE:

611 ISLAND AVE.  
DEVELOPMENT PERMIT PACKAGE

CresleighHomes

carrierjohnson + CULTURE  
architecture + environments + brand strategy + graphics

185 w f street #500 san diego ca 92101  
phone 619.239.2363 | fax 619.239.8227

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