



**LOS Engineering, Inc.**  
**Traffic and Transportation**

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June 8, 2023

Ms. Meghan Lithgow, P.E.  
City of San Diego  
1222 First Avenue, MS 501  
San Diego, CA 92101

Subject: Project Information Form and Vehicle Miles Traveled Assessment for the Viewpoint Old Town Project (PRJ-1056469)

Dear Ms. Lithgow,

LOS Engineering, Inc. is pleased to present this Project Information Form (PIF) and Vehicle Miles Traveled (VMT) Assessment for the Viewpoint Old Town Project. The project is located at 4620 Pacific Highway in a Parking Standards Transit Priority Area (TPA), Transit Area Overlay Zone, Mobility Zone 2, and OTMCR-1-3 zone within the Old Town San Diego Community Planning Area. Local access to the site is proposed via one right-in/right-out only driveway located along Pacific Highway. There is center raised median on Pacific Highway at the driveway location. An entrance-only driveway on Rosecrans Street and exit-only driveway on Pacific Highway is proposed for service vehicles only.

A PIF that includes the project location/context, site plan, project description, and trip generation is required by the City of San Diego to determine the types of analysis that will be required, including a Local Mobility Analysis (LMA) and/or a VMT analysis to evaluate transportation impacts under CEQA. The PIF is included as **Attachment A**.

The following discretionary approvals are required as part of the project:

- 1) Neighborhood Development Permit
- 2) Easement Vacation

The project does not require nor propose a Community Plan Amendment or rezone.

## PROJECT DESCRIPTION

The proposed project includes 223 multi-family dwelling units (48 studios, 113 1-bdm and 62 2-bdm, including 33 affordable units with 15% at very low and 10% moderate income, and parking for 240 vehicles). On-site residential amenities include two amenity decks, a gym, pool and jacuzzi. A vicinity map is shown in **Figure 1**. The project site is shown in **Figure 2**. A site plan is shown in **Figure 3**.

**Figure 1: Project Vicinity Map**

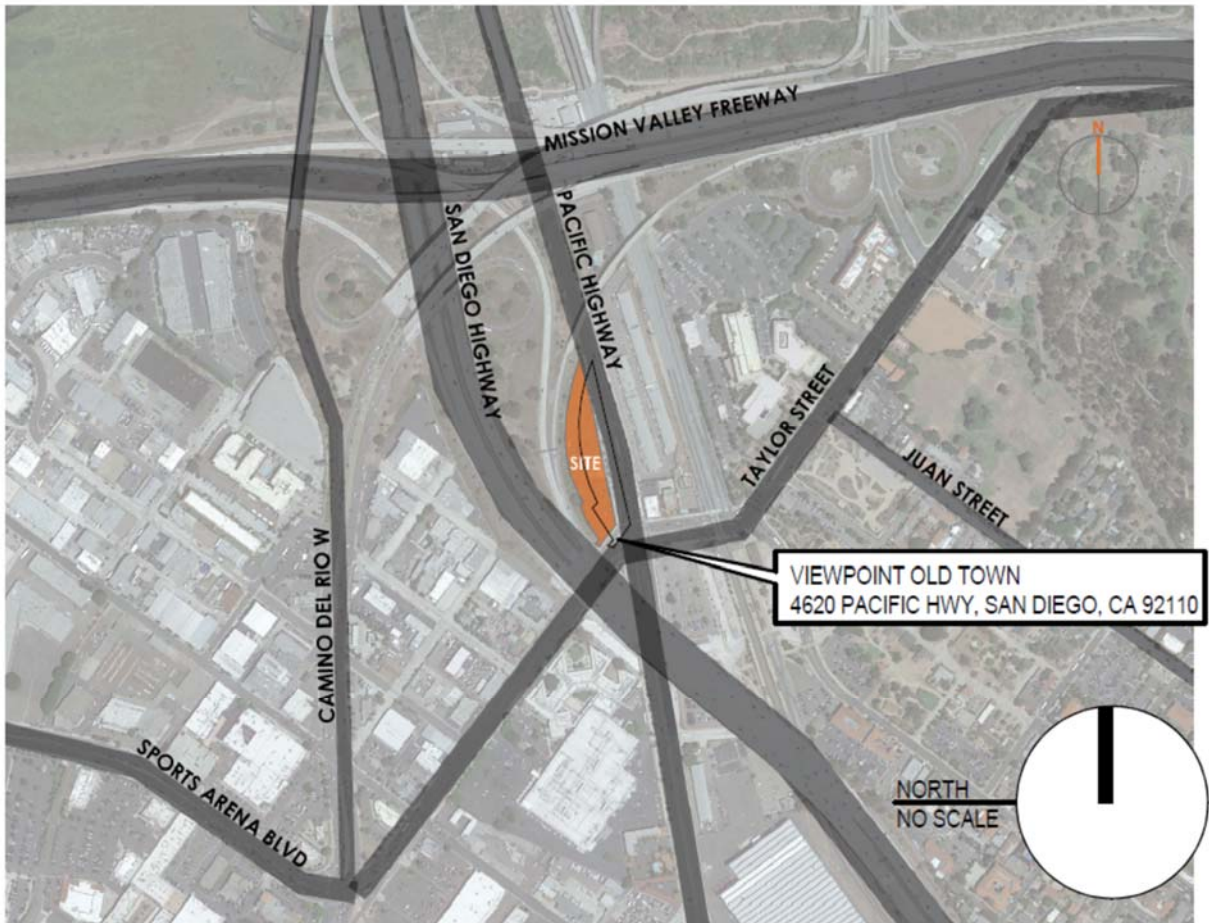
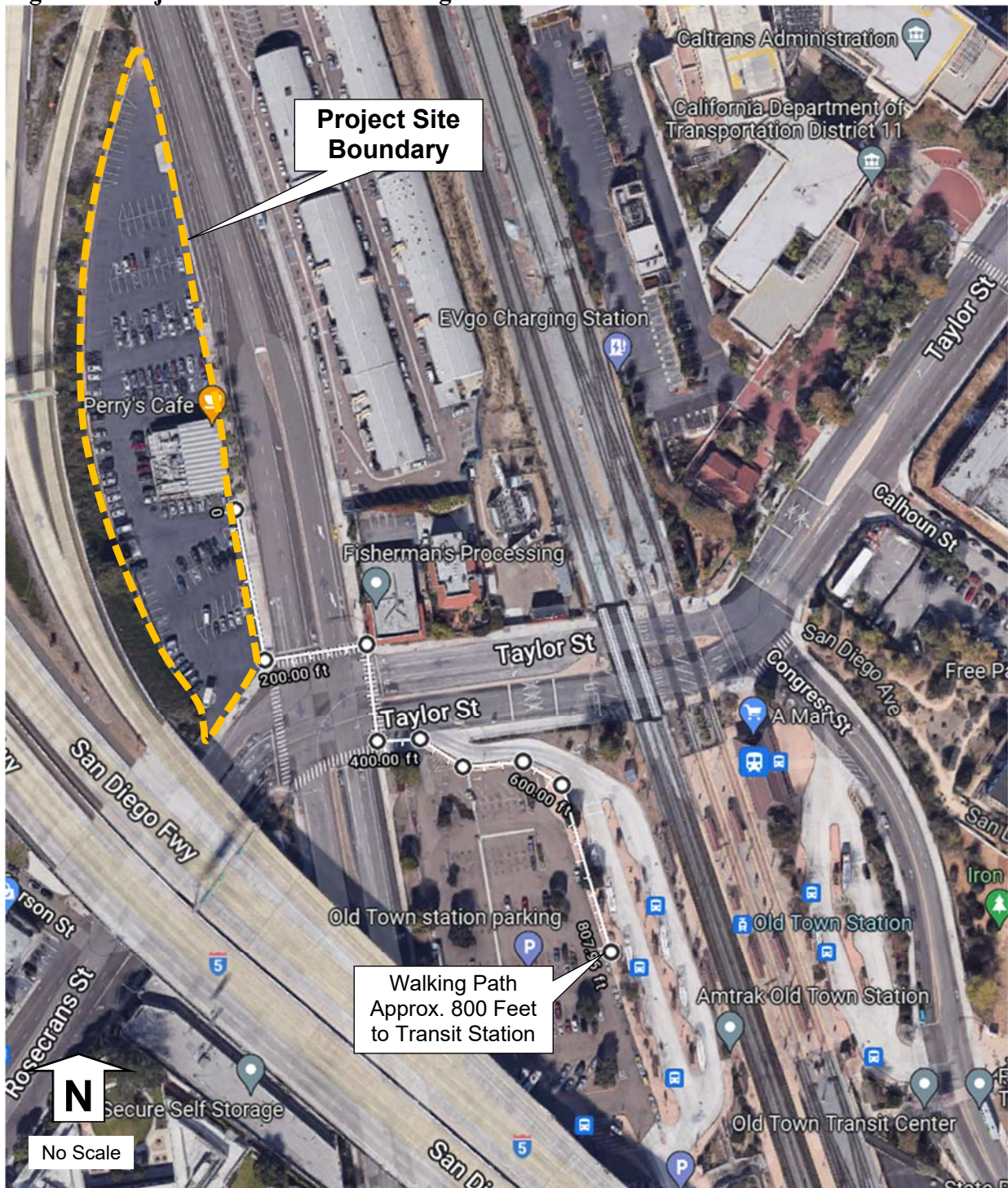




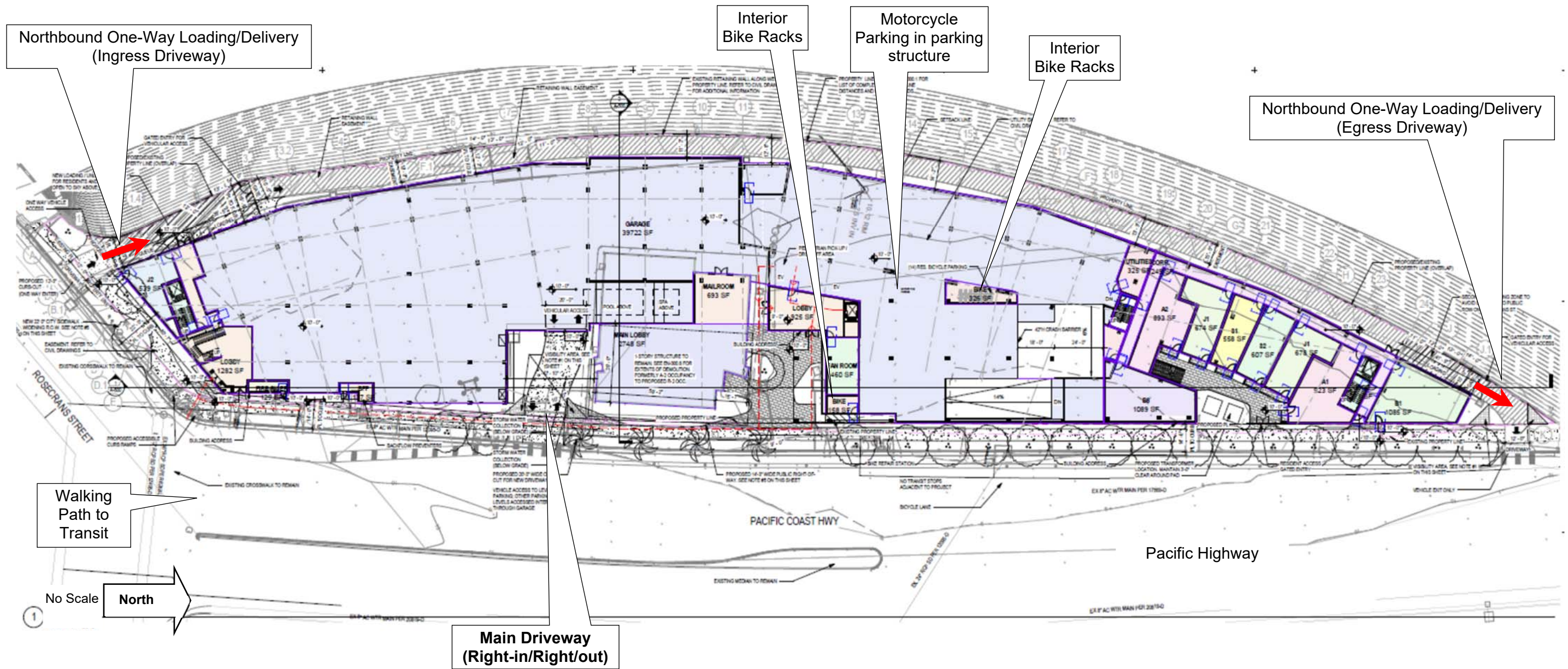
Figure 2: Project Location and Walking Path to Transit Station



Source: Google Maps



**Figure 3: Project Site Plan**



**PROJECT TRIP GENERATION**

The City of San Diego *Trip Generation Manual*, May 2003 was used to estimate the trip generation for the project.

The project site has approximately 4,980 sf of an existing sit-down high turnover restaurant that is open, operational and generating traffic. The existing restaurant will be removed and replaced by the project. The VMT screening criteria requires the use of an unadjusted trip generation (no trip credit applied for the existing active uses) for the project as shown in **Table 1**.

**Table 1: Unadjusted Project Trip Generation**

Land Use	Rate	Size & Units	ADT	%	Split	AM		PM			
						IN	OUT	IN	OUT		
Multi-Family Dwelling Unit (over 20 du/acre)	6 /DU	223 DU	<b>1,338</b>	8%	0.2 0.8	21	86	9%	0.7 0.3	84	36
					<i>Pk Hr Total</i>	<b>107</b>		<i>Pk Hr Total</i>	<b>120</b>		

Source: City of San Diego *Trip Generation Manual*, May 2003. KSF - 1,000 Square Feet; DU: Dwelling Unit.

**VEHICLE MILES TRAVELED (VMT)**

A VMT analysis is required to satisfy the California Environmental Quality Act (CEQA) guidelines that utilize VMT as the measure of effectiveness for determining transportation impacts. The California Governor’s Office of Planning and Research (OPR) Technical Advisory developed guidance on implementing Senate Bill 743 (SB 743) that shifts the transportation impact measure of effectiveness from Level of Service (LOS) to VMT. In compliance with SB 743 and OPR guidance, the City of San Diego has adopted the *Transportation Study Manual* (TSM, current version dated September 19, 2022) to evaluate impacts under CEQA using a VMT metric.

The screening criteria to determine if a detailed transportation VMT analysis is required is taken from the City of San Diego TSM. A project that meets at least one of eight (8) screening criteria would be presumed to have a less than significant transportation VMT impact due to the project characteristics and/or location:

**1) Residential or Commercial Project Located in a VMT Efficient Area:** The project is a residential project located in a VMT Efficient Area (15% or more below the base year average household VMT/Capita) based on the applicable location-based screening map produced by SANDAG. The San Diego average regional VMT/resident is 18.9 (and 15%) would equate to 16.07) per SANDAG Series 14 ABM 2+ (Base Year 2016) data.

RESULT: **Satisfied** because the residential project is located in Census Tract 65 and would be expected to generate 15.7 VMT/Capita which is 82.9% of the regional average VMT/Capita of 18.9 (**Attachment B**). Therefore, the residential project is screened out from a VMT analysis.

The project does not require a full VMT analysis because the residential project satisfies the VMT Efficient Area criteria per the SANDAG screening map. Therefore, the project would be presumed to have a less than significant transportation VMT impact.

#### DRIVEWAY ACCESS AND CIRCULATION

Vehicular access is proposed from a right-in/right-out only driveway on Pacific Highway and a right-in only driveway on Rosecrans St for a loading area and exit only driveway on Pacific Highway as shown in Figure 3. Eight existing driveways (6 on Pacific Highway and 2 on Rosecrans Street) will be closed and replaced with full height curb, gutter, and sidewalk.

#### PEDESTRIAN ACCESS AND CIRCULATION

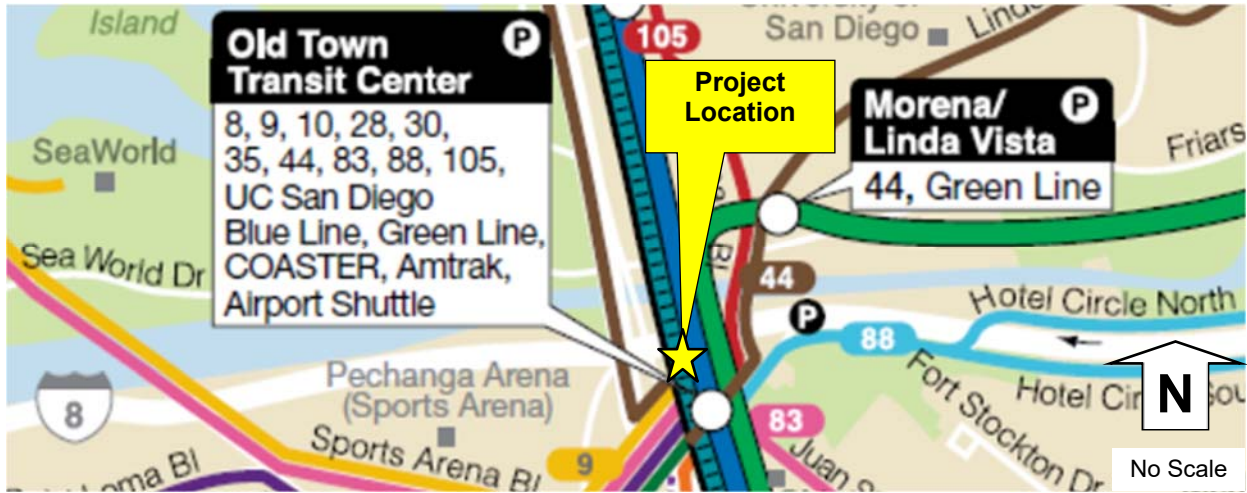
Pedestrian access would be from reconstructed non-contiguous sidewalks along the project frontage on Pacific Highway and Rosecrans St. Project improvements regarding street trees, landscaping, and pedestrian amenities are shown in **Attachment C**.

#### TRANSIT

The project is located within a Parking Standards Transit Priority Area (TPA), Transit Area Overlay Zone, Mobility Zone 2, and OTMCR-1-3 zone per the City of San Diego Project Tracking System layer. The project building entrance is approximately 800 feet from the Old Town Transit Center, which provides service to Metropolitan Transit System (MTS) 11 bus routes, the UCSD Blue Line Trolley, and the Sycuan Green Line Trolley, Coaster rail, Amtrak rail, and an airport shuttle. Transit services adjacent to the project are shown in **Figure 4**. A summary of peak hour and off-peak transit services for weekdays is shown in **Table 2** with weekend services shown in **Table 3**.



**Figure 4: Nearby Transit Services**



**Table 2: Weekday Transit Service Summary**

Bus Route	Weekday (Mon-Fri) Service Operations (Off-Peak Service Frequency Range)	7-9 AM Peak Hour Service Frequency	4-6 PM Peak Hour Service Frequency
Bus Route 8	≈ 5:00 AM to ≈ 1:00 AM (≈ 20-30 min.)	20 minutes	20 minutes
Bus Route 9	≈ 6:00 AM to ≈ 10:30 PM (≈ 20-30 min.)	30 minutes	20 minutes
Bus Route 10	≈ 5:00 AM to ≈ 12:00 AM (≈ 15-30 min.)	15 minutes	15 minutes
Bus Route 28	≈ 5:30 AM to ≈ 11:00 PM (≈ 30 min.)	20 minutes	30 minutes
Bus Route 30	≈ 5:00 AM to ≈ 12:30 AM (≈ 20-40 min.)	15 minutes	15 minutes
Bus Route 35	≈ 5:30 AM to ≈ 11:00 PM (≈ 20-30 min.)	20 minutes	20 minutes
Bus Route 44	≈ 5:00 AM to ≈ 11:30 PM (≈ 15-30 minutes)	15 minutes*	15 minutes
Bus Route 83	≈ 6:30 AM to ≈ 6:30 PM (≈ 70 min.)	70 minutes	70 minutes
Bus Route 84	**	**	**
Bus Route 88	≈ 6:00 AM to ≈ 9:00 PM (≈ 30 min.)	30 minutes	30 minutes
Bus Route 105	≈ 5:00 AM to ≈ 10:30 PM (≈ 30-60 min.)	30 minutes	30 minutes

\* While Mesa College is in session during fall and spring semesters, Route 44 has a 7-9am peak hour frequency of 5-10 minutes. \*\* Bus Route 84 departs the Old Town Transit Center once at 6:13am.

**Table 3: Weekend Transit Service Summary**

Bus Route	Saturday Service Operations (Service Frequency Range)	Sunday Service Operations (Service Frequency Range)
Bus Route 8	≈ 6:00 AM to ≈ 12:30 AM (≈ 20-30 min.)	≈ 6:00 AM to ≈ 10:30 PM (≈ 20-30 min.)
Bus Route 9	≈ 6:30 AM to ≈ 10:00 PM (≈ 30 min.)	≈ 7:30 AM to ≈ 9:00 PM (≈ 30 min.)
Bus Route 10	≈ 5:30 AM to ≈ 12:00 AM (≈ 20-30 min.)	≈ 6:00 AM to ≈ 9:30 PM (≈ 30 min.)
Bus Route 28	≈ 6:00 AM to ≈ 10:30 PM (≈ 30 min.)	≈ 6:30 AM to ≈ 8:00 PM (≈ 60 min.)
Bus Route 30	≈ 5:30 AM to ≈ 12:30 AM (≈ 30 min.)	≈ 6:00 AM to ≈ 12:00 AM (≈ 30 min.)
Bus Route 35	≈ 6:30 AM to ≈ 11:00 PM (≈ 30 min.)	≈ 6:30 AM to ≈ 9:30 PM (≈ 30 min.)
Bus Route 44	≈ 6:00 AM to ≈ 11:00 PM (≈ 30 min.)	≈ 6:00 AM to ≈ 10:00 PM (≈ 30 min.)
Bus Route 83	NA	NA
Bus Route 84	NA	NA
Bus Route 88	≈ 6:00 AM to ≈ 8:30 PM (≈ 30 min.)	NA
Bus Route 105	≈ 6:00 AM to ≈ 8:30 PM (≈ 60 min.)	≈ 7:00 AM to ≈ 8:30 PM (≈ 60 min.)

## BICYCLE

The *Old Town San Diego Community Plan*, (adopted October 29, 2018) shows an existing Class II bike lane and proposed Class IV Cycle Track on Pacific Highway along the project frontage; and a proposed Class II bike lane on Rosecrans St along the project frontage. A Class II bike lane exists along the project frontage on Pacific Highway. There are no bike lanes nor routes on Rosecrans St along the project frontage. The project will construct the Class II Bicycle Lane on Rosecrans and the Class IV Cycle track on Pacific Highway along its frontage per the current development plans. The project will include bicycle parking. Excerpts from the *Old Town Community Plan* are included in **Attachment D**.

## PARKING

The project proposes to utilize Section 142.0528 of the SDMC with a minimum parking requirement of 0 vehicular parking spaces, which requires on-site Transportation Amenities to be provided. Additionally, the project is exempt from the Mobility Choices ordinance per Section 143.1102(b), as it is a residential project located in Mobility Zone 2 providing transportation amenities.

The project is not required to provide vehicular parking spaces per Section 142.0528 (c) as it is located in a Parking Standards Transit Priority Area and will provide transportation amenities per the Transportation Amenity calculator (However, see next paragraph for parking spaces to be provided). The project is proposing an on-site bicycle repair station to satisfy the transportation amenities requirement of 2 points as required per the City of San Diego Municipal Code 142.0528 (c).

The existing site has 175 on-site parking spaces (171 standard and 4 accessible from an ALTA survey, **Attachment E**) that are currently used by the existing restaurant and these spaces will be removed as part of the project. The project proposes vehicle parking to include 240 total spaces (220 standard, 14 tandem, and 6 accessible). The project is required to provide a minimum of 22 motorcycle parking spaces and 96 bicycle parking spaces. The project proposes 23 motorcycle spaces in the parking garage and 97 bicycle spaces within secured rooms, which meets the minimum parking requirements for these modes.

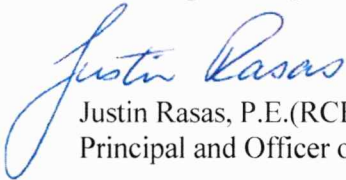


CONCLUSION

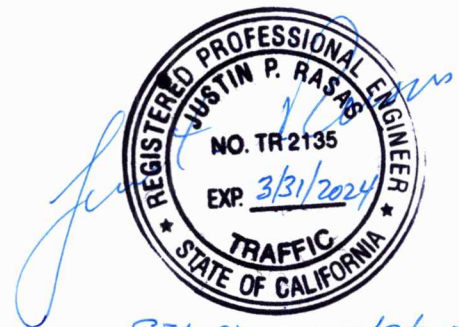
This analysis was prepared to determine if a full transportation VMT analysis would be required for the proposed development project of 223 multi-family dwelling units.

The project does not require a full VMT analysis because the residential project satisfies the VMT Efficient Area criteria in an area that is 82.9% of the regional average VMT/capita; therefore, the project would be presumed to have a less than significant transportation VMT impact.

Sincerely,  
LOS Engineering, Inc.



Justin Rasas, P.E.(RCE 60690), PTOE  
Principal and Officer of LOS Engineering, Inc.  
Job 2205



- Attachment A City of San Diego Project Information Form
- Attachment B SANDAG Series 14 ABM2+ (Base Year 2016) Screening Map
- Attachment C Pedestrian and Landscaping Improvements
- Attachment D Excerpt from Old Town San Diego Community Plan
- Attachment E ALTA Survey for On-Site Parking

ATTACHMENT A

CITY OF SAN DIEGO PROJECT INFORMATION FORM (PIF)



**City of San Diego  
Project Information Form**

**Project Information**

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Project Name:					
Project Applicant					
Name:					
Address:					
Contact Information	Phone Number:		Email:		
Project Location and Context					
Project Address:					
APN:					
Driveway Cross Streets:					
Please attach a Project Location Map that clearly identifies project driveways and access points.					
Community Plan Area:		Land Use Designation:		Zoning Designation:	
Is any portion of the project located in an RTIP Transit Priority Area?: <input type="checkbox"/> Yes <input type="checkbox"/> No					
Project Description (with Proposed Land Uses and Intensities):					
Number of Parking Spaces:	Vehicle Spaces	Accessible Spaces	Bicycle Spaces <i>(racks and secure Storage)</i>	Motorcycle Spaces	
Identify any project features related to TDM and Identify any transportation amenities or travel demand management measures that are required based on the San Diego Municipal Code Section 142.0528 (transportation amenities) or the Climate Action Plan Consistency Checklist. For example: transit pass subsidies, unbundled parking, shuttle services, car share, bicycle supportive features (bike repair station, bike lockers, etc.).					
Please attach a project site plan that clearly identifies the following:					
<ul style="list-style-type: none"> <li>• Land use types and quantities, and number of parking spaces provided (vehicle and bicycle) clearly identified.</li> <li>• Driveway locations and type (full access, partial access, right in/out only) identified.</li> <li>• Pedestrian access, bicycle access and on-site pedestrian circulation clearly identified.</li> <li>• Location/distance of closest existing transit stop and proposed transit stops identified in RTIP (measured as walking distance to project entrance/or middle of parcel).</li> </ul>					





## City of San Diego Project Information Form

Trip Generation Estimates (calculated using the process described in the TSM):	Unadjusted Driveway Trips		Total Net New Trips	
	Daily:		Daily:	
	AM Peak Hour:		AM Peak Hour:	
	PM Peak Hour:		PM Peak Hour:	

### Preliminary Screening Criteria

CEQA Transportation Analysis Screening		Screened Out	Not Screened Out
1) Select the Land Uses that apply to your project 2) Answer the questions for each Land Use that applies to your project <i>(if "Yes" in any land use category below then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)</i>		Yes	No
<input type="checkbox"/>	<b>1. Redevelopment Project:</b> a. Does the project result in a net decrease in total Project VMT? b. Answer if yes to 1a. If the project replaces affordable housing with market rate housing, are there more market rate units planned than existing affordable units being replaced.		
<input type="checkbox"/>	<b>2. Residential Project:</b> a. Is the project in a VMT/Capita Efficient Area (per SANDAG screening maps)? b. Does the project include Affordable Housing?  $\frac{\text{Affordable Units}}{\text{Total Units}} + \frac{\text{Market Rate Units}}{\text{Total Units}} = \frac{\text{Total Units}}{\text{Total Units}}$ All affordable units are screened out.		
<input type="checkbox"/>	<b>3. Commercial Employment Project:</b> • Is the project in a VMT/Employee Efficient Area? (per SANDAG screening maps?)		
<input type="checkbox"/>	<b>4. Industrial Employment Project</b> • Is the project in a VMT/Industrial Employee Efficient Area?		
<input type="checkbox"/>	<b>5. Retail/Public Facility/Recreational</b> • Is the project locally serving: - Retail OR Public Facility OR Recreational		
<input type="checkbox"/>	<b>6. Small Project</b> • For all components of a project that are not screened out above (all 'Yes' in a land use category), what is the daily unadjusted driveway trip generation?  _____ Is it less than 300 daily trips?		

Local Mobility Analysis		
Is your project's land use consistent with the Community Plan zoning?	<input type="checkbox"/> Consistent <input type="checkbox"/> Generates less than 1,000 daily trips (unadjusted driveway trips)	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Generates less than 500 daily trips (unadjusted driveway trips)
Will project development be phased?		In what month are traffic counts planned to be conducted?



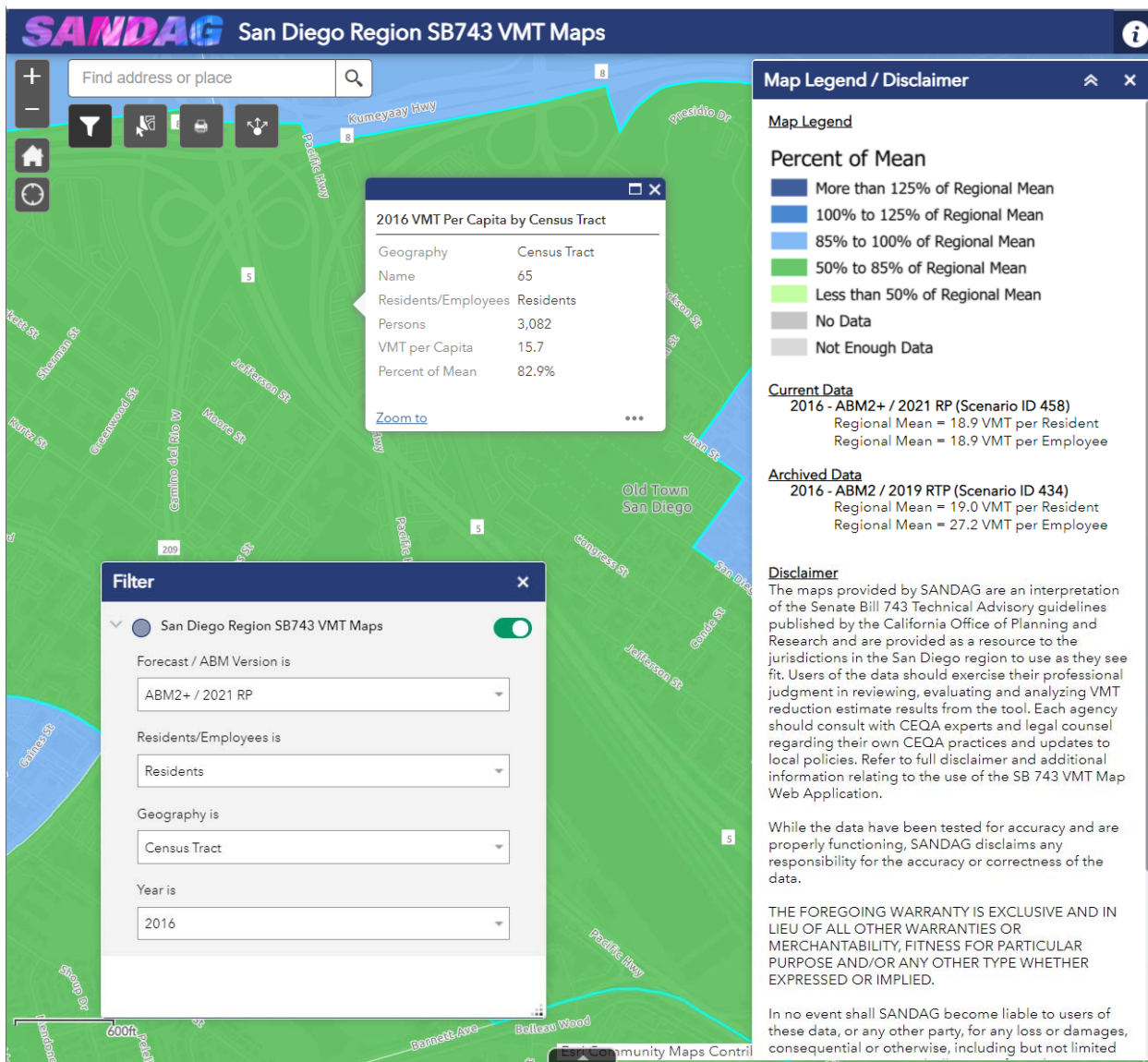
## City of San Diego Project Information Form

If a project generates 1,000 or more daily trips (consistent with community plan and zoning) or 500 or more daily trips (inconsistent with community plan or zoning), attach an exhibit showing the project's trip distribution percentages and project trip assignment using the process described in the TSM.

## ATTACHMENT B

### SANDAG Screening Map





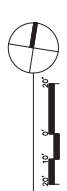
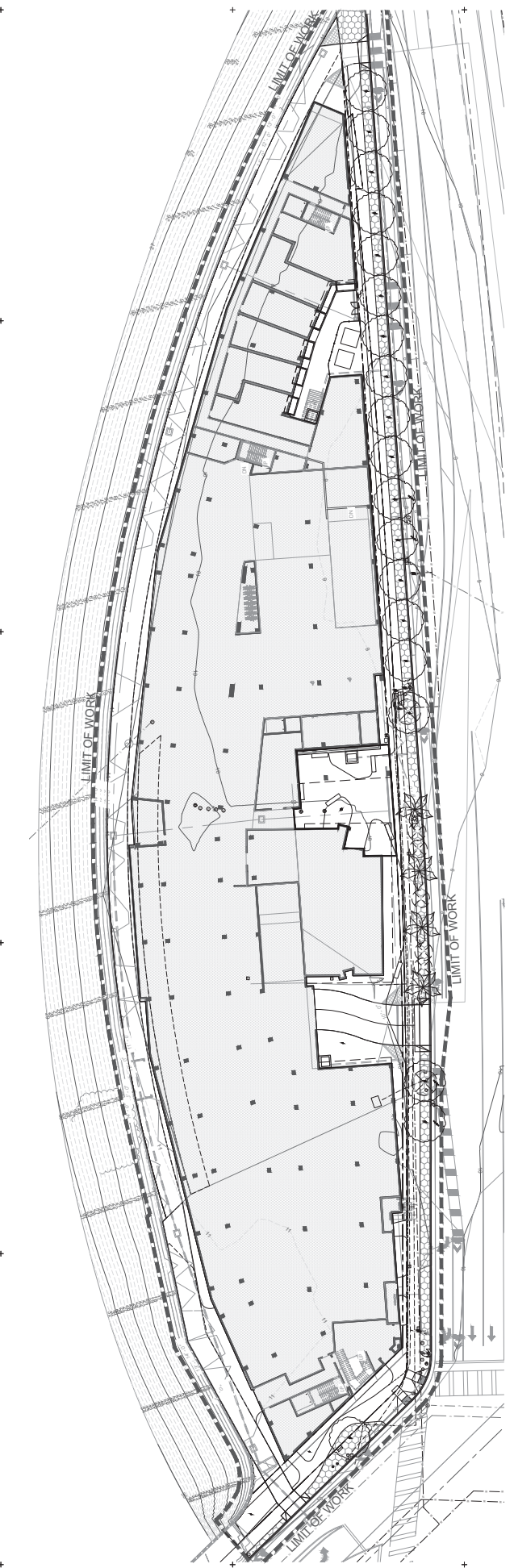
## ATTACHMENT C

### Pedestrian and Landscaping Improvements

PERRY'S CAFE REDEVELOPMENT

DATE: 03/22/2017  
 TIME: 10:52:33 AM  
 DRAWN BY: JAL  
 CHECKED BY: JAL  
 PLOT DATE: 03/22/2017 10:52:33 AM  
 TITLE: OFF-SITE PLANTING PLAN

OFF-SITE PLANTING PLAN  
 GROUND LEVEL  
 DRAWING NO. L201



1 OFF-SITE PLANTING PLAN GROUND LEVEL  
 SCALE: 1" = 20'-0"

17 PLANTING LEGEND - GROUND LEVEL (OFF SITE)

SYMBOL	COMMON NAME	QTY	MATURE HEIGHT / SPREAD	CONF. #	WATER NEEDS	EXPOSURE
(Symbol: Dashed circle)	EXISTING TREES TO BE REMOVED	7				
(Symbol: Solid circle)	EXISTING TREES TO REMAIN	4				
(Symbol: Circle with cross)	FORM AND COLOR TO PROVIDE SHADE, VERTICAL INTEREST OR SEASONALITY	BIRCHAME EDG. 19	15'-20" x 20'-40"	36" BOX	MED	SUN
(Symbol: Circle with dot)	LOW-MECHANICAL CONIFERUS					
(Symbol: Circle with horizontal lines)	SHRUB SYMBOL					
(Symbol: Circle with vertical lines)	COUNTRY AND URBAN / STREET FRONT OF WALK ESCALAS					
(Symbol: Circle with diagonal lines)	PLANTING PALETTE WITH STRONG ARCHITECTURAL FORM AND COLOR, URBAN / TOURISM AND / OR URBAN TO PROVIDE INTEREST, SUSTAINABILITY AND TOURN PLANTING PALETTE					
(Symbol: Circle with horizontal lines)	20% L. LOCAL, 20% S. CALIF. LOCAL, 60% S. CALIF. LOCAL					
(Symbol: Circle with horizontal lines)	PLANTING PALETTE WITH STRONG ARCHITECTURAL FORM AND COLOR, URBAN / TOURISM AND / OR URBAN TO PROVIDE INTEREST, SUSTAINABILITY AND TOURN PLANTING PALETTE					
(Symbol: Circle with horizontal lines)	PLANTING PALETTE WITH STRONG ARCHITECTURAL FORM AND COLOR, URBAN / TOURISM AND / OR URBAN TO PROVIDE INTEREST, SUSTAINABILITY AND TOURN PLANTING PALETTE					

**CHAPTER 15 LANDSCAPE STANDARDS IRRIGATION NOTE**

1. CONSTRUCTION AND MAINTENANCE CRITERIA HEREIN SHALL NOT BE CONSIDERED AS SPECIFICATIONS.
2. MATERIALS PROCESSED OTHER THAN THOSE INDICATED HEREIN MAY BE USED IF EQUIVALENT OR BETTER IN PERFORMANCE AND DENSITY, AND MEETS OR EXCEEDS ALL REQUIREMENTS OF THIS CHAPTER.
3. ALL REQUIRED IRRIGATION SYSTEMS AND ALL IRRIGATED AREAS SHALL BE MAINTAINED IN A HEALTHY GROWING CONDITION CONSISTENT WITH CITY STANDARDS. IRRIGATION SYSTEMS SHALL BE MAINTAINED IN WORKING CONDITION IMMEDIATELY WITH OCCUPANT OR MATERIAL OF THE SAME TYPE AND PERFORMANCE STANDARDS AS THE ORIGINALLY APPROVED IRRIGATION SYSTEM.
4. WATER METERS, DEDICATED (SEPARATE) LANDSCAPE WATER METERS SHALL BE INSTALLED FOR ALL NEW DEVELOPMENT AS LISTED IN TABLE 2 PRIOR TO OCCUPANCY.
5. SUBMITTERS OF A LANDSCAPE IRRIGATION SUBMITTER SHALL BE INSTALLED FOR ALL NEW DEVELOPMENT AS LISTED IN TABLE 2 PRIOR TO A CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION APPROVAL.

**TREE MAINTENANCE NOTE**  
 ALL PLANNING SHALL COMPLY WITH THE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) FOR TREE CARE OPERATIONS AND THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA) FOR TREE PHYSICAL SUPPORT OF TREES & VET PERMITTED.  
 TREES SHALL BE MAINTAINED SO THAT ALL BRANCHES OVER PEDESTRIAN WALKWAYS ARE 16 FEET ABOVE THE GRADE OF THE TRAVEL WAY PER THE SAN DIEGO MUNICIPAL CODE § 142-040(B)(1).  
**TREE ROOT BARRIER NOTE**  
 TREE ROOT BARRIERS SHALL BE INSTALLED WHERE TREES ARE PLACED WITHIN 5 FEET OF PEDESTRIAN WALKWAYS AND 10 FEET OF DRIVEWAYS. THE ROOT BARRIER SHALL BE PLACED ADJACENT TO EXISTING TREES, THE BARRIER SHALL NOT BE PLACED ADJACENT TO EXISTING TREES, THE BARRIER SHALL BE MAINTAINED IN WORKING CONDITION IMMEDIATELY WITH OCCUPANT OR MATERIAL OF THE SAME TYPE AND PERFORMANCE STANDARDS AS THE ORIGINALLY APPROVED IRRIGATION SYSTEM.  
**IRRIGATION STATEMENT**  
 AN AUTOMATIC, ELECTRICALLY CONTROLLED IRRIGATION SYSTEM SHALL BE PROVIDED AS REQUIRED BY UIC 142-040(C) FOR PROPER IRRIGATION, DEVELOPMENT, AND MAINTENANCE OF THE SYSTEM SHALL PROVIDE ADEQUATE SUPPORT FOR THE VEGETATION SELECTED.

**MINIMUM TREE SEPARATION DISTANCE**

USE OF SPACE	MINIMUM DISTANCE TO STREET TREE
TRAFFIC SIGNAL STOP SIGN	20 FEET
UNDERGROUND UTILITY (EXCEPT SEWER)	5 FEET
SEWER LINES	10 FEET
UNDERGROUND UTILITY (EXCEPT SEWER) (TRANSFORMERS, HYDRAULIC UTILITY POLES, ETC.)	10 FEET
DRIVEWAYS	10 FEET
INTERSECTIONS	25 FEET

**PLANT MATERIAL IN VISIBILITY AREAS**  
 ALL PLANT MATERIAL IN VISIBILITY AREAS SHALL BE MAINTAINED IN WORKING CONDITION IMMEDIATELY WITH OCCUPANT OR MATERIAL OF THE SAME TYPE AND PERFORMANCE STANDARDS AS THE ORIGINALLY APPROVED IRRIGATION SYSTEM.  
 PLANT MATERIAL IN VISIBILITY AREAS SHALL NOT BE PLACED WITHIN 10 FEET OF THE CORNER OF ANY INTERSECTION.  
 PLANT MATERIAL IN VISIBILITY AREAS SHALL NOT BE PLACED WITHIN 10 FEET OF THE CORNER OF ANY INTERSECTION.  
 PLANT MATERIAL IN VISIBILITY AREAS SHALL NOT BE PLACED WITHIN 10 FEET OF THE CORNER OF ANY INTERSECTION.

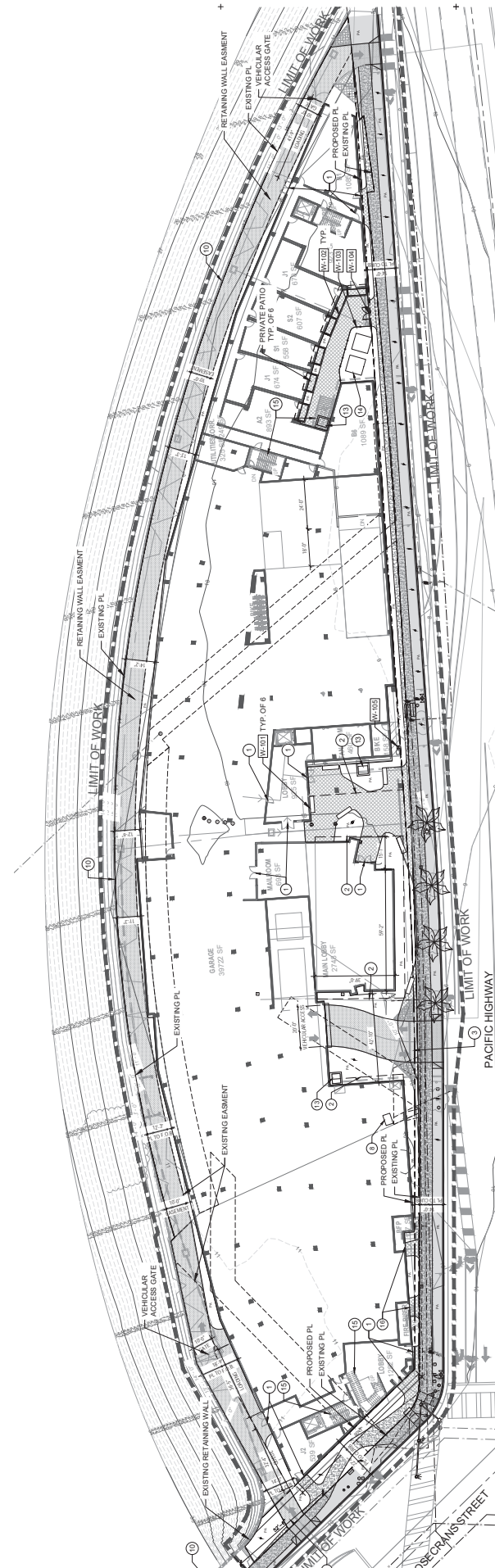
**LONG-TERM MAINTENANCE / CONFORMANCE**  
 ALL REQUIRED LANDSCAPE AREAS AS SHOWN ON THESE PLANS, INCLUDING THE IRRIGATION SYSTEMS, SHALL BE MAINTAINED IN WORKING CONDITION IMMEDIATELY WITH OCCUPANT OR MATERIAL OF THE SAME TYPE AND PERFORMANCE STANDARDS AS THE ORIGINALLY APPROVED IRRIGATION SYSTEM.  
**DEMOLITION / CONSTRUCTION NOTE**  
 IF ANY REQUIRED LANDSCAPE INDICATED ON THE APPROVED CONSTRUCTION PERMITS IS TO BE DEMOLISHED OR REPLACED, THE DEMOLITION SHALL BE COMPLETED WITHIN 30 DAYS OF THE DATE OF THE DEMOLITION. THE REPLACEMENT SHALL BE COMPLETED WITHIN 30 DAYS OF THE DATE OF THE DEMOLITION.

**STRUCTURAL SOILS STATEMENT**  
 A MINIMUM ROOT ZONE OF 400 IN AREA SHALL BE PROVIDED FOR ALL TREES. THE MINIMUM DIMENSION FOR THIS AREA SHALL BE 5 FEET, PER SAN DIEGO MUNICIPAL CODE § 142-040(B)(1).  
**IRRIGATION STATEMENT**  
 AN AUTOMATIC, ELECTRICALLY CONTROLLED IRRIGATION SYSTEM SHALL BE PROVIDED AS REQUIRED BY UIC 142-040(C) FOR PROPER IRRIGATION, DEVELOPMENT, AND MAINTENANCE OF THE SYSTEM SHALL PROVIDE ADEQUATE SUPPORT FOR THE VEGETATION SELECTED.

**STRUCTURAL SOILS STATEMENT**  
 A MINIMUM ROOT ZONE OF 400 IN AREA SHALL BE PROVIDED FOR ALL TREES. THE MINIMUM DIMENSION FOR THIS AREA SHALL BE 5 FEET, PER SAN DIEGO MUNICIPAL CODE § 142-040(B)(1).  
**IRRIGATION STATEMENT**  
 AN AUTOMATIC, ELECTRICALLY CONTROLLED IRRIGATION SYSTEM SHALL BE PROVIDED AS REQUIRED BY UIC 142-040(C) FOR PROPER IRRIGATION, DEVELOPMENT, AND MAINTENANCE OF THE SYSTEM SHALL PROVIDE ADEQUATE SUPPORT FOR THE VEGETATION SELECTED.







1 ON-SITE HARDSCAPE PLAN GROUND LEVEL  
SCALE: 1" = 20'-0"

**HARDSCAPE LEGEND - ON SITE GROUND LEVEL**

SYMBOL	PAVING	DESCRIPTION
[Pattern]	PAVING TYPE 1	OP INTEGRAL COLOR CONCRETE, SANDING BUFF, FOR GOLF TOUR, COMMUNITY PLAZA
[Pattern]	PAVING TYPE 2	OP INTEGRAL COLOR CONCRETE, ENHANCED FINISH SANDING BUFF, FOR GOLF TOUR, COMMUNITY PLAZA
[Pattern]	PAVING TYPE 3	OP NATURAL GREY CONCRETE, VEHICULAR DEPTH PER CIVIL

SYMBOL	WALLS AND VERTICAL ELEMENTS	DESCRIPTION
[Symbol]	SEAT WALL	24" WIDE, 24" HIGH MAX INTEGRAL COLOR CONCRETE, SANDING BUFF, ROUGHENED FINISH, 2" REINFORCING BARS
[Symbol]	PATIO WALL	SPANDREL LEVEL EXTERIOR, PAINTED BRICK
[Symbol]	FENCE	PAINTED FENCE, 4' HIGH WITH WOOD INFILL, 2" HIGH
[Symbol]	GATE	SECURITY GATE, WOOD/METAL, 72" HIGH MAX.
[Symbol]	BIKE REPAIR	BIKE REPAIR STATION

SYMBOL	ITEMS BY OTHERS	DESCRIPTION
[Symbol]	BUILDING ENTRY	PER ARCHITECT
[Symbol]	BUILDING OVERHANG	PER ARCHITECT
[Symbol]	DRIVEWAY	PER CIVIL
[Symbol]	UTILITY VAULT	PER CIVIL SURVEY
[Symbol]	EXISTING FIRE HYDRANT TO REMAIN	PER CIVIL SURVEY
[Symbol]	EXISTING SIGNAL LIGHT TO REMAIN	PER CIVIL SURVEY
[Symbol]	EXISTING CHANNO REAL LIGHT TO REMAIN	PER CIVIL SURVEY
[Symbol]	EXISTING TRANSFORMER TO BE REMOVED	PER CIVIL SURVEY
[Symbol]	EXISTING SON TO BE REMOVED AND REPLACED	PER CIVIL SURVEY
[Symbol]	EXISTING RETAINING WALL TO REMAIN	PER CIVIL SURVEY
[Symbol]	NEW CURB AND CUTTER	PER CIVIL
[Symbol]	NEW ACCESS RAMP	PER CIVIL
[Symbol]	NEW MODULAR METLAND SYSTEM	PER CIVIL
[Symbol]	ELECTRIC TRANSFORMER	PER ELECTRICAL
[Symbol]	BUILDING STAIR	PER ARCHITECT
[Symbol]	UTILITY ROOM	PER ARCHITECT

- OTHER**
- PA PLANTING AREA
  - FREE CENTER
- NOTES**
1. USE REVISION SYSTEM AND POINTS OF CONNECTION TO BE REVIEWED BY REGULATION CONSULTANT.
  2. ALL STORM WATER SYSTEMS TO BE REVIEWED BY ENGINEER AND 36" MINIMUM IN DIAMETER.
  3. ALL PLANTING AND SOIL FOR TREES SHALL HAVE A MINIMUM DIMENSION OF 24" INCHES.
  4. ALL OTHER PLANT MATERIAL SHALL HAVE A MINIMUM INCH DIMENSION OF 24" INCHES.

ALL DESIGN, DESIGN ARRANGEMENTS AND PLANS INCORPORATED OR REFERENCED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF CARRIER JOHNSON + CULTURA. NO PART OF THIS DRAWING OR ANY INFORMATION CONTAINED HEREIN IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF CARRIER JOHNSON + CULTURA. THE PROPERTY OF CARRIER JOHNSON + CULTURA IS NOT A PUBLIC AGENCY AND IS NOT A PUBLIC ENTITY. NO PART OF THIS DRAWING OR ANY INFORMATION CONTAINED HEREIN IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF CARRIER JOHNSON + CULTURA. NO PART OF THIS DRAWING OR ANY INFORMATION CONTAINED HEREIN IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF CARRIER JOHNSON + CULTURA.

ATTACHMENT D

Excerpt from Old Town San Diego Community Plan



# OLD TOWN SAN DIEGO

## Community Plan



The City of San Diego





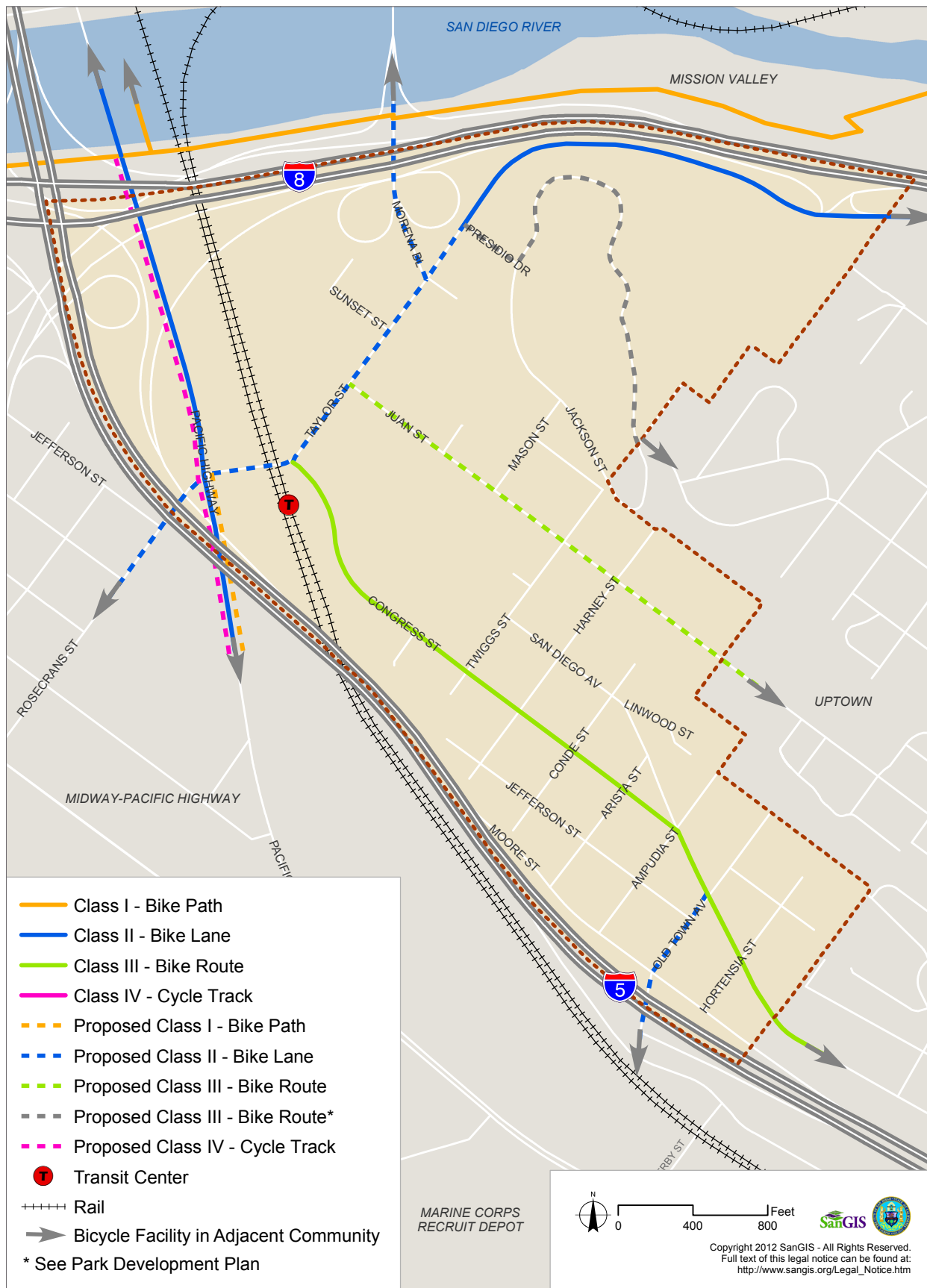
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## Approval of the Old Town San Diego Community Plan

Description	Date Approved by Planning Commission & Report Number	Date Approved by City Council & Resolution Number
Adoption of the Old Town San Diego Community Plan	July 26, 2018 Report No. PC-18-015	October 29, 2018 R-312027



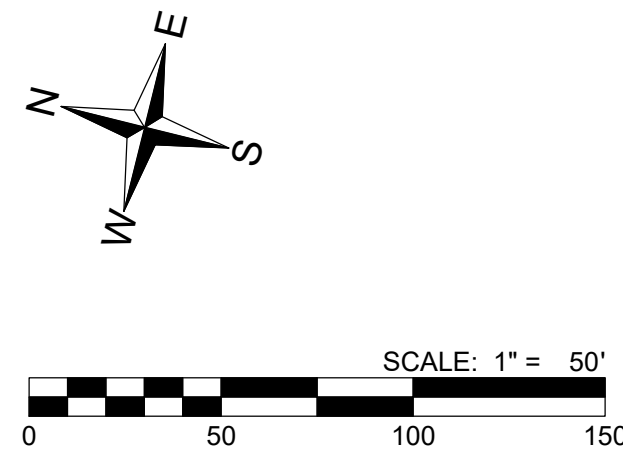
FIGURE 4-2: EXISTING AND PLANNED BICYCLE FACILITIES



# ATTACHMENT E

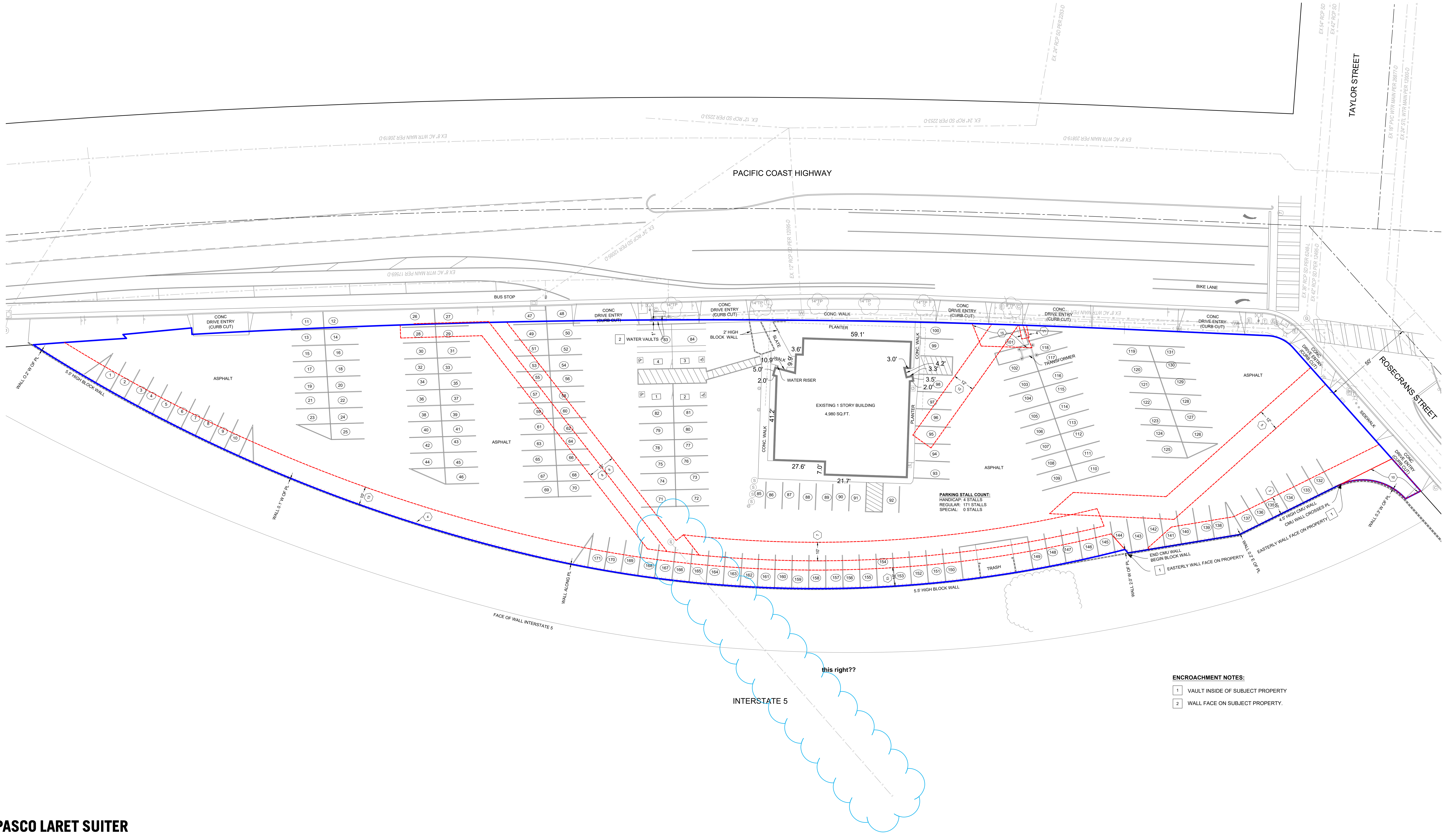
## ALTA Survey for On-Site Parking

# ALTA/NSPS LAND TITLE SURVEY



**LEGEND**

- |                                       |                             |                      |                           |                         |
|---------------------------------------|-----------------------------|----------------------|---------------------------|-------------------------|
| ● FOUND MONUMENT AS INDICATED         | --- POWER - UTILITY MARKOUT | ⊞ METER - ELECTRIC   | ⊕ CLEANOUT                | ⊙ RISER - COMMUNICATION |
| ( ) RECORD BOUNDARY DATA AS INDICATED | --- COMM. - UTILITY MARKOUT | ⊞ METER - GAS        | ⊕ MH - SANITARY           | ⊙ BOLLARD               |
| — PROPERTY LINE                       | --- GAS - UTILITY MARKOUT   | ⊞ LIGHT POLE         | ⊕ MH - DRAINAGE           | ⊙ SIGN                  |
| --- RIGHT-OF-WAY LINE                 | --- WATER - UTILITY MARKOUT | ⊞ VAULT              | ⊕ DRAIN INLET             | ⊙ TREE - PALM           |
| --- CENTER LINE                       | ▬ WALL                      | ⊞ FIRE HYDRANT       | ⊕ PULLBOX - COMMUNICATION |                         |
| --- ADJOINING PROPERTY LINE           | ▬ BUILDING OUTLINE          | ⊞ VALVE - GAS        | ⊕ PULLBOX - ELECTRIC      |                         |
| --- TIE LINE / REFERENCE LINE         | ▬ BUILDING OVERHANG         | ⊞ VALVE - WATER      | ⊕ PULLBOX - TELCO         |                         |
| --- EASEMENT LINE                     | ⊞ METER - WATER             | ⊞ VALVE - IRRIGATION | ⊕ RISER - ELECTRIC        |                         |



- ENCROACHMENT NOTES:**
- 1 VAULT INSIDE OF SUBJECT PROPERTY
  - 2 WALL FACE ON SUBJECT PROPERTY.

SAVE DATE: 01/19/22 - PLOT DATE: --- - FILE NAME: J:\ACTIVE JOBS\6598 VIEWPOINT OLD TOWN ALTA/SAN DIEGO PCH/NSPS/DRAWING/ALTA/NSPS/SVLA14.dwg