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RESOLUTION NUMBER R- 307937

DATE OF FINAL PASSAGE DEC 04 2012

A RESOLUTION OF THE COUNCIL OF THE CITY OF  
SAN DIEGO APPROVING VESTING TENTATIVE MAP AND  
EMERGENCY ACCESS EASEMENT VACATION NO. 909715  
FOR LA JOLLA CROSSROADS 1, LLC - PROJECT NO.  
258190

WHEREAS, La Jolla Crossroads 1, LLC, Subdivider, and Leppert Engineering Corporation, Engineer, submitted an application to the City of San Diego for a Vesting Tentative Map No. 909715 and access easement vacation for the La Jolla Crossroads Project which consists of the construction of 309 residential condominium units within three buildings, and two parking garages, totaling approximately 767,329 square feet. The project site is located at 9015 Judicial Drive, in the RS-1-14 and IP-1-1 zones, the Airport Environs (AEOZ-65-CNEL) Overlay, the Airport Influence (Review Area 1) Overlay, Airport Land Use Compatibility Plan (ALUCP) Noise Contours (60-65 db CNEL) Overlay, the FAA Part 77 Noticing Area Overlay, the Community Plan Implementation (CPIOZ -Type A) Overlay Zone, and the North University City Facilities Benefit Assessment (FBA) within the University Community Plan. The property is legally described as Lots 3, 4, 5 and 12 of La Jolla Crossroads, in the City of San Diego, County of San Diego, State of California, according to Map No. 14475 filed in the office of the County Recorder of San Diego County October 9, 2002; excepting there from those portions of Lots 3 and 12 conveyed to the City of San Diego by deed recorded August 27, 2009, as Instrument No. 2009-0482447; and

WHEREAS, the Map proposes the Subdivision of a 7.93 acre-site into four lots for a 309 unit residential condominium development; and

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

WHEREAS, this subdivision is a condominium project as defined in Section 1350 et. seq. of the Civil Code of the State of California and is filed pursuant to the Subdivision Map Act. Lot 1 has 92 units, Lot 2 has 114 units, Lot 3 has 103 units and Lot 4 has 0 units for a total of 309 residential condominium units; and

WHEREAS, on November 15, 2012, the Planning Commission of the City of San Diego considered Vesting Tentative Map No. 909715 and Access Easement Vacation, and voted to recommend City Council approval of the map; and

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

WHEREAS, on DEC 04 2012, the City Council of the City of San Diego considered Vesting Tentative Map No. 909715 and Access Easement Vacation pursuant to San Diego Municipal Code sections 125.0440 and 125.0140, and Subdivision Map Act section 66428, received for its consideration written and oral presentations, evidence having been submitted, and testimony having been heard from all interested parties at the public hearing, and the City Council having fully considered the matter and being fully advised concerning the same; NOW THEREFORE,

BE IT RESOLVED by the City Council of the City of San Diego, that it adopts the following findings with respect to Vesting Tentative Map No. 909715:

**1. The proposed subdivision and its design or improvement are consistent with the policies, goals, and objectives of the applicable land use plan (San Diego Municipal Code § 125.0440(a) and Subdivision Map Action §§ 66473.5, 66474(a), and 66474(b)).** The property is located within the University Community Plan with a land use designation of Industrial – Scientific Research and Prime Industrial Lands (PIL) within the 2008 adopted General Plan. This land use designation allows for Industrial type uses consistent with Scientific Research. The project proposes a re-designation from Industrial to High Density Residential (45-75 dwelling units per acre).

The project site is identified as Prime Industrial Land (PIL) by the General Plan. It was included as PIL due to it being a vacant site designated for industrial use, zoned for industrial use and having entitlements for 162,000 square feet of Scientific Research use at the time of the General Plan update. The General Plan's Economic Prosperity Element includes several policies for protection of PIL; however, it also acknowledged that change would occur over time and provided criteria to analyze proposals which sought to remove land as PIL. The Economic Prosperity Elements Impacts Report, prepared by Keyser Marston Associates, Inc, dated June 2012, provided analysis of why the removal of PIL on this site is appropriate. Although removal would result in a net loss of PIL and entitled industrial development, there are several community plan amendment proposals which have been initiated by Planning Commission to increase the amount of Scientific Research square footage in the community. These proposals, if approved, would result in a net increase of industrial square footage in areas that are also identified as PIL. Therefore, staff can support the proposed removal of PIL from this project site.

The original La Jolla Crossroads project could not provide residential uses within this portion of the site as residential uses were incompatible with the 65-decibel (dB) Community Noise Equivalent Level (CNEL) contour for Marine Corps Air Station (MCAS) Miramar and Lot 12 was located in the Accident Potential Zone (APZ) – Zone B. The current project is proposing a Community Plan Amendment from Industrial - Scientific Research (SR) to High Density Residential (45-75 dwelling units per acre). The project's proposed 309 residential units are consistent in density and intensity with the original La Jolla Crossroads project, which is immediately west of the project site.

The project will increase the supply of housing in the community that will be located within walking distance of transit, shopping and employment opportunities. With the adoption of the proposed re-designation of the site, the proposed project will provide a multi-family development consistent with the policies and guidelines of the General Plan and University Community Plan. Further, the design and implementation of the proposed project will achieve the goals, policies and objectives of the University Community Plan. Therefore, the proposed project will not adversely affect the adopted General Plan and University Community Plan.

**2. The proposed subdivision complies with the applicable zoning and development regulations of the Land Development Code, including any allowable deviations pursuant to the land development code.** The proposed project complies with the relevant regulations of the Land Development Code. Conditions of approval require the continued compliance with all relevant regulations of the City of San Diego effective for this site and incorporated into Site Development Permit No. 919768, Planned Development Permit No. 909766 and Vesting Tentative Map No. 909715. The project proposes a total of seven (7) deviations from the Land Development Code. These deviations provide for a more desirable project.

A deviation is being requested for the maximum height of the proposed structures. The maximum height proposed within the project varies at several locations at 89 feet above finished grade, where 60 feet is otherwise allowed. The project is being proposed as an extension of the existing 1,500 unit La Jolla Crossroads project, located across Sydney Court and west of the project site. The existing 1,500 unit project was approved per the pre-2000 Land Development Code Update and was not subject to a similar height restriction. This deviation will allow for the proposed buildings to blend in with the existing structures and allow for greater flexibility for the roofline design, allow for more articulation of the parapets and turrets above the roofline and provide an opportunity to maximize the amount of open space being provided on the project site. The proposed buildings will not exceed the height of the existing units of the original La Jolla Crossroads project.

A deviation is being requested regarding street frontage for Lots 2 and 3. The required street frontage within the RM-3-9 zone is 70 feet for each lot. In lieu of providing the required street frontage for Lots 2 and 3, all lots within the proposed development will obtain their access by way of Sydney Court – an existing private driveway that will serve the proposed development. Sydney Court will continue to serve the existing 1,500 unit development on the west side of Sydney Court.

A deviation is being requested for Lot 1 not providing the required 70 feet street frontage for vehicular access. Lot 1 does have physical street frontage on La Jolla Village Drive in excess of the minimum 70 foot requirement; however, access rights to La Jolla Village Drive have been relinquished. Physical vehicular access to Lot 1 will be provided by Sydney Court – an existing private driveway that will serve the proposed development. Sydney Court will continue to serve the existing 1,500 unit development on the west side of Sydney Court. Additionally, Sydney Court has the capacity to serve the proposed development 309 unit project.

A deviation is being requested for the street side setback for Lot 1 to allow 69 percent of the proposed building to encroach between 12 feet to 27 feet into the 33 foot required street side setback. The street side for Lot 1 was determined to be Sydney Court. The property line for Lot 1 runs down the centerline of Sydney Court, for setback measurement purposes, it has been determined that the setback to be measured from the back of the existing and/or proposed sidewalk on the east side of Sydney Court. As such, the proposed building on Lot 1 will encroach as much as 12 feet to 27 feet into the required 33 foot street side setback. However, even with the proposed encroachment into the street side setback, the proposed building is still

located 2 feet to 3 feet further away from Sydney Court than the existing units located along the west side of Sydney Court.

A deviation is being requested for the front yard setback for Lot 2. The project proposes to allow 89 percent of the building to encroach 8 feet to 15 feet into the required 20 foot front yard setback and 18 percent of the building to encroach 15 feet into the 20 foot front yard setback. The front yard for Lot 2 has been determined as Sydney Court for setback calculation purposes. The property line for Lot 2 runs down the centerline of Sydney Court, for setback measurement purposes, it has been determined that the setback to be measured from the back of the existing and/or proposed sidewalk on the east side of Sydney Court. As much as 89 percent of the proposed building on Lot 2 will encroach 8 feet to 15 feet into the required 20 foot front yard setback. An additional 18 percent of the proposed building will encroach 15 feet into the required 20 foot front yard setback. However, even with the proposed encroachment into the street side setback, the proposed building is still located 2 feet to 3 feet further away from Sydney Court than the existing units located along the west side of Sydney Court.

A deviation is being requested for the front yard setback for Lot 3 to allow 58 percent of the building to encroach 8 feet into the required 20 foot front yard setback and 42 percent of the building to encroach 15 feet into the required 20 foot front yard setback. The front yard for Lot 3 has been determined as Sydney Court for setback calculation purposes. The property line for Lot 3 runs down the centerline of Sydney Court, for setback measurement purposes, it has been determined that the setback to be measured from the back of the existing and/or proposed sidewalk on the east side of Sydney Court. As much as 58 percent of the proposed building on Lot 3 will encroach as much as 8 feet into the required 20 foot front yard setback. An additional 42 percent of the proposed building will encroach as much as 15 feet into the required 20 foot front yard setback. However, even with the proposed encroachment into the front yard setback, the proposed building is still located 2 feet to 3 feet further away from Sydney Court than the existing units located along the west side of Sydney Court.

A deviation is being requested for the front yard setback for the proposed above grade parking structure on Lot 3 to allow the structure to encroach 8 feet into the required 20 foot front yard setback. This proposed encroachment into the front yard setback will provide that the proposed parking structure is located 2 feet to 3 feet further away from Sydney Court than the existing units located along the west side of Sydney Court.

**3. The site is physically suitable for the type and density of development (San Diego Municipal Code § 125.0440(c) and Subdivision Map Act §§ 66474(c) and 66474(d)).** The proposed development is consistent with the RM-3-9 Zone and the High Density Residential (45-75 dwelling units per acre) land use designation within the University Community Plan. The proposed density is consistent with the original La Jolla Crossroads project which is immediately west of the project site, across from Sydney Court. The original La Jolla Crossroads project is 33.8-acres, which included this 7.93-acre site, and consisted of 1,500 multi-family units, approved by City Council on November 21, 2000. Although developed as a separate project, this project would be considered the final phase of the overall La Jolla Crossroads development and would provide a total of 1,972 multi-family units once the final phase is completed. The conclusions of several technical studies specifically concerned with determining the suitability of

the site for the proposed type and density of the proposed development concluded that the site is suitable for both the proposed type and density of the proposed project.

**4. The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat (San Diego Municipal Code § 125.0440(d) and Subdivision Map Act § 66474(e)).** The proposed development is consistent with the RM-3-9 Zone and the High Density Residential (45-75 dwelling units per acre) land use designation within the University Community Plan. The proposed density is consistent with the original La Jolla Crossroads project which is adjacent to the project site to the west, across Sydney Court, and the land use designation is consistent with the surrounding area. The conclusions of several technical studies specifically concerned with determining the suitability of the site for the proposed type and density of the proposed development concluded that the site is suitable for both the proposed type and density of the proposed project. The property has been previously graded and is currently a vacant site providing surface parking within the northern portion of the site. Findings for Environmental Impact Report (EIR) No. 258190 include mitigation for potential impacts resulting from the implementation of the proposed project. The potential impacts associated with the proposed development are reduced to a level of insignificance via required mitigation identified within EIR No. 258190. Environmentally sensitive lands are not located within the project site; therefore the project would not cause damage to environmentally sensitive lands for fish and wildlife or their habitat not would the project cause damage to fish, wildlife or their habitat.

**5. The design of the subdivision or the type of improvements will not be detrimental to the public health, safety, and welfare (San Diego Municipal Code § 125.0440(e) and Subdivision Map Act § 66474(f)).** The proposed development is currently served by the necessary sewer and water facilities to serve the occupants of the development. The project will incorporate construction Best Management Practices (BMP) necessary to comply with Chapter 14, Article 2, Division 1 of the San Diego Municipal Code. The project will prepare and implement a Water Pollution Control Plan in accordance with the guidelines in Appendix E of the City's Storm Water Standards. The project will enter into a Maintenance Agreement for ongoing permanent BMP maintenance. Additionally, the project will comply with all the requirements of the State Water Resources Control Board (SWRCB) Order No. 2009-0009 DWQ and Amended by Order No. 2010-0014-DWQ and the Municipal Storm Water Permit, Order No. R9-2007-0001 (NPDES General Permit No. CAS0108758), Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity. All Uniform Building, Fire, Plumbing, Electrical, Mechanical Code requirements will be met with the proposed development. Therefore, the proposed development will not be detrimental to the public health, safety and welfare.

**6. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision (San Diego Municipal Code § 125.0440(f) and Subdivision Map Act § 66474(g)).** The entire La Jolla Crossroads project includes the adjacent 13.5 acres to the immediate west and the current La Jolla Crossroads project. The original La Jolla Crossroads project is the 13.5 acres to the immediate west and was approved for 1,500 multi-family units,

162,000 square foot of scientific research (SR) space, and total open space area of 10.5 acres approved by City Council on November 21, 2000. Although developed as a separate project, this project would be considered the final phase of the overall La Jolla Crossroads development. The Vesting Tentative Map proposed for the project identifies existing easements located within the project boundaries. The only easement to be vacated as part of this Vesting Tentative Map is the Emergency Access Easement. See findings for the easement to be vacated below. All other easements on the property will remain and the proposed development will not conflict with any remaining existing easements.

**7. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (San Diego Municipal Code § 125.0440(g) and Subdivision Map Act § 66473.1).** The proposed subdivision of a 7.93 acre site from four existing lots into four new lots, for development of 309 residential units, will not impede or inhibit any future passive or natural heating and cooling opportunities. The design of the project has taken into account the best use of the land to provide for future passive or natural heating and cooling opportunities. The design of the proposed development will have the opportunity through building materials, site orientation, architectural treatments, placement and selection of plant materials to provide to the extent feasible, for future passive or natural heating and cooling opportunities.

**8. The decision maker has considered the effects of the proposed subdivision on the housing needs of the region and that those needs are balanced against the needs for public services and the available fiscal and environmental resources (San Diego Municipal Code § 125.0440(h) and Subdivision Map Act § 66412.3).** The proposed project is the subdivision of a 7.93 acre site from four existing lots into four new lots for residential development. The applicant has chosen to provide 31 affordable residential units on site. Balanced needs for public facilities were taken into consideration with the development of the University Community Plan and the projected build-out with the applied zone designations. The decision maker has reviewed the administrative record including the project plans, technical studies, environmental documentation and heard public testimony to determine the effects of the proposed subdivision on the housing needs of the region and; that those needs are balanced against the needs for public services and the available fiscal and environmental resources and found that the four residential lots for private development of 309 residential units is consistent with the housing needs anticipated for the University Community Planning area.

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

BE IT FURTHER RESOLVED, that portions of the emergency access easement granted to the City of San Diego within Map No. 14475, located within the project boundaries as shown in Vesting Tentative Map No. 909715, shall be vacated, contingent upon the recordation of the

approved Final Map for the project, and that the following findings are supported by the minutes, maps, and exhibits, all of which are herein incorporated by reference:

**1. There is no present or prospective public use for the easement, either for the facility or purpose for which it was originally acquired, or for any other public use of a like nature that can be anticipated. (San Diego Municipal Code § 125.1040(a))**

The emergency access easement proposed to be vacated is located entirely within the project site with no future public use. This easement is located approximately in the center of the overall project site and is proposed to be developed as the main access street into the proposed residential development. Therefore, when the development is completed, there will be no further public use of this easement.

**2. The public will benefit from the action through improved utilization of the land made available by the vacation. (San Diego Municipal Code § 125.1040(b))**

The emergency access easement proposed to be vacated will benefit the public by allowing for the proposed development consisting of 309 residential units, with 31 affordable housing units constructed on site. The proposed development site is vacant and does not provide for any public benefit as it currently is unimproved. This easement is located approximately in the center of the overall project site and is proposed to be developed as the main access street into the proposed residential development.

**3. The vacation is consistent with any applicable land use plan. (San Diego Municipal Code § 125.1040(c)).** The emergency access easement proposed to be vacated allows for the proposed development to occur on the site. The proposed development, including the proposed vacation, is consistent with the RM-3-9 Zone and the High Density Residential (45-75 dwelling units per acre) land use designation within the University Community Plan. The proposed density is consistent with original La Jolla Crossroads project which is to the immediate west and the land use designation is consistent with the surrounding area. The entire La Jolla Crossroads project includes the adjacent 13.5 acres to the immediate west and the current La Jolla Crossroads project. The original La Jolla Crossroads project is the 13.5 acres to the immediate west and was approved for 1,500 multi-family units, 162,000 square foot of scientific research (SR) space, and total open space area of 10.5 acres approved by City Council on November 21, 2000. Although developed as a separate project, this project would be considered the final phase of the overall La Jolla Crossroads development.

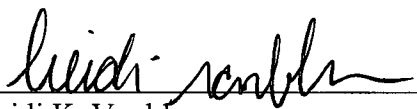
**4. The public facility or purpose for which the easement was originally acquired will not be detrimentally affected by the vacation or the purpose for which the easement was acquired no longer exists. (San Diego Municipal Code § 125.1040(d))**

The purpose for the original emergency access easement will no longer be required once the development is complete because the proposed roadway into the proposed development will serve as emergency access to the adjacent site and the proposed development. Additionally, the emergency access easement vacation allows for the proposed development on the project site.



BE IT FURTHER RESOLVED, that based on the Findings hereinbefore adopted by the City Council, Vesting Tentative Map No. 909715 and Emergency Access Easement Vacation are hereby granted to La Jolla Crossroads 1, LLC, contingent upon final passage of Ordinance No. O- ~~20241~~ rezoning the site from the existing RS-1-14 and IP-1-1 zones into the RM-3-9 zone, and subject to the attached conditions which are made a part of this resolution by this reference.

APPROVED: JAN I. GOLDSMITH, City Attorney

By   
Heidi K. Vonblum  
Deputy City Attorney

HKV:hm  
11/15/2012  
Or.Dept:DSD  
Doc. No.: 468054

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CITY COUNCIL CONDITIONS FOR VESTING TENTATIVE MAP NO. 909715,

LA JOLLA CROSSROADS - PROJECT NO. 258190 [MMRP]

ADOPTED BY RESOLUTION NO. R- 307937 ON DEC 04 2012

**GENERAL**

1. This Vesting Tentative Map will expire on DEC 04 2015.
2. Compliance with all of the following conditions shall be completed and/or assured, to the satisfaction of the City Engineer, prior to the recordation of the Final Map, unless otherwise noted.
3. Prior to the recordation of the Final Map, taxes must be paid on this property pursuant to Subdivision Map Act section 66492. To satisfy this condition, a tax certificate stating that there are no unpaid lien conditions against the subdivision must be recorded in the Office of the San Diego County Recorder.
4. The Vesting Tentative Map shall conform to the provisions of Site Development Permit No. 919768 and Planned Development Permit No. 909766.
5. The Subdivider shall defend, indemnify, and hold the City (including its agents, officers, and employees [together, "Indemnified Parties"]) harmless from any claim, action, or proceeding, against the City and/or any Indemnified Parties to attack, set aside, void, or annul City's approval of this project, which action is brought within the time period provided for in Government Code section 66499.37. City shall promptly notify Subdivider of any claim, action, or proceeding and shall cooperate fully in the defense. If City fails to promptly notify Subdivider of any claim, action, or proceeding, or if City fails to cooperate fully in the defense, Subdivider shall not thereafter be responsible to defend, indemnify, or hold City and/or any Indemnified Parties harmless. City may participate in the defense of any claim, action, or proceeding if City both bears its own attorney's fees and costs, City defends the action in good faith, and Subdivider is not required to pay or perform any settlement unless such settlement is approved by the Subdivider.

**AIRPORT**

6. Prior to recordation of the Final Map, the Subdivider shall provide a valid "Determination of No Hazard to Air Navigation" issued by the Federal Aviation Administration (FAA).

**AFFORDABLE HOUSING**

7. This project is required to set aside 31 units of affordable to families earning 65% of Area Median Income (AMI) for a period of 55 years. The Owner/Permittee has elected to

process the project through the Affordable/In-Fill Housing and Sustainable Buildings Expedite Program, which program is available to an Owner/Permittee only on a voluntary basis. Accordingly, prior to recordation of the Final Map, Owner/Permittee shall comply with the provisions of Chapter 14, Article 2, Division 13 of the San Diego Municipal Code ("Inclusionary Affordable Housing Regulations") by providing evidence to the San Diego Housing Commission, in the form of executed Exemption Agreements and Public Entity Agreements, as referenced with Part IV of the Inclusionary Affordable Housing Implementation & Monitoring Procedures Manual ["Procedures Manual"] previously approved by the City Council of the City of San Diego, demonstrating that the Owner/Permittee is exempt from the payment of the Inclusionary Affordable Housing Fee based upon San Diego Municipal Code Section 142.1303(f) because the Owner/Permittee is receiving specific regulatory incentives and/or concessions from a public agency that result in identifiable, financially sufficient, and actual project cost reductions, including but not limited to expedited permit processing provided through the Affordable/In-Fill Housing and Sustainable Buildings Expedite Program and/or the approval of a deviation, waiver or reduction of development standards or regulations [collectively referred to as "development incentives"] and because the Owner/Permittee has voluntarily restricted the 31 rental units at 65% of AMI for a period of 55 years in exchange for such development incentives, as provided for within Part IV of the Procedures Manual.

## ENGINEERING

8. The Subdivider shall comply with all current street lighting standards according to the City of San Diego Street Design Manual (Document No. 297376, filed November 25, 2002) and the amendment to Council Policy 200-18 approved by City Council on February 26, 2002 (Resolution R-296141) satisfactory to the City Engineer. This may require (but not be limited to) installation of new street light(s), upgrading light from low pressure to high pressure sodium vapor and/or upgrading wattage.
9. The Subdivider shall underground any new service run to any new or proposed structures within the subdivision.
10. The Subdivider shall ensure that all existing onsite utilities serving the subdivision shall be undergrounded with the appropriate permits. The Subdivider shall provide written confirmation from applicable utilities that the conversion has taken place, or provide other means to assure the undergrounding, satisfactory to the City Engineer.
11. Conformance with the "General Conditions for Tentative Subdivision Maps," filed in the Office of the City Clerk under Document No. 767688 on May 7, 1980, is required. Only those exceptions to the General Conditions which are shown on the Vesting Tentative Map and covered in these special conditions will be authorized. All public improvements and incidental facilities shall be designed in accordance with criteria established in the Street Design Manual, filed with the City Clerk as Document No. RR-297376.

## MAPPING

12. "Basis of Bearings" means the source of uniform orientation of all measured bearings shown on the map. Unless otherwise approved, this source shall be the California Coordinate System, Zone 6, North American Datum of 1983 [NAD 83].
13. "California Coordinate System" means the coordinate system as defined in Section 8801 through 8819 of the California Public Resources Code. The specified zone for San Diego County is "Zone 6," and the official datum is the "North American Datum of 1983."
14. The Final Map shall:
  - a. Use the California Coordinate System for its "Basis of Bearing" and express all measured and calculated bearing values in terms of said system. The angle of grid divergence from a true median (theta or mapping angle) and the north point of said map shall appear on each sheet thereof. Establishment of said Basis of Bearings may be by use of existing Horizontal Control stations or astronomic observations.
  - b. Show two measured ties from the boundary of the map to existing Horizontal Control stations having California Coordinate values of Third Order accuracy or better. These tie lines to the existing control shall be shown in relation to the California Coordinate System (i.e., grid bearings and grid distances). All other distances shown on the map are to be shown as ground distances. A combined factor for conversion of grid-to-ground distances shall be shown on the map.
15. On the Final Map, Sydney Court (private driveway) shall be a delineated. The Final Map shall show ties to the proposed lots and to the project boundary.

## GEOLOGY

16. Prior to the issuance of a grading permit, the Subdivider shall submit a geotechnical report prepared in accordance with the City of San Diego's "Guidelines for Geotechnical Reports," satisfactory to the City Engineer.

## INFORMATION:

- The approval of this Tentative Map by the City Council of the City of San Diego does not authorize the Subdivider to violate any Federal, State, or City laws, ordinances, regulations, or policies including but not limited to, the Federal Endangered Species Act of 1973 and any amendments thereto (16 USC § 1531 et seq.).
- If the Subdivider makes any request for new water and sewer facilities (including services, fire hydrants, and laterals), the Subdivider shall design and construct such facilities in accordance with established criteria in the most current editions of the City of San Diego water and sewer design guides and City regulations,

standards and practices pertaining thereto. Off-site improvements may be required to provide adequate and acceptable levels of service and will be determined at final engineering.

- Subsequent applications related to this Vesting Tentative Map will be subject to fees and charges based on the rate and calculation method in effect at the time of payment.
- Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of the Vesting Tentative Map, may protest the imposition within ninety days of the approval of this Vesting Tentative Map by filing a written protest with the San Diego City Clerk pursuant to Government Code sections 66020 and/or 66021.
- Where in the course of development of private property, public facilities are damaged or removed, the Subdivider shall at no cost to the City, obtain the required permits for work in the public right-of-way, and repair or replace the public facility to the satisfaction of the City Engineer (San Diego Municipal Code § 142.0607).

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