



**Mark Arapostathis**  
Mayor

**Bill Baber**  
Vice Mayor

**Ruth Sterling**  
Councilmember

**Kristine Alessio**  
Councilmember

**Guy McWhirter**  
Councilmember

**David Witt**  
City Manager

**Glenn Sabine**  
City Attorney

**Mary Kennedy**  
City Clerk

**Eldon Vogt**  
City Treasurer

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# LA MESA CITY COUNCIL

## AGENDA

### A Regular Meeting

**Tuesday, February 9, 2016**

**4:00 p.m.**

**City Council Chambers  
La Mesa City Hall  
8130 Allison Avenue  
La Mesa, California**

The purpose of a Council meeting is to accomplish the public's business as productively, efficiently and professionally as possible.

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## Welcome to the La Mesa City Council meeting.

*The City of La Mesa is a community working together toward a common goal which includes a safe and healthy environment, state-of-the-art resources and technology, unsurpassed quality of life and an efficient and effectively run government organization.*

- ✓ Agenda reports for items on this agenda are available for public review at the City Clerk's Office, 8130 Allison Avenue, and at the La Mesa library reference desk, 8074 Allison Avenue, during normal business hours.
- ✓ Materials related to an item on this agenda submitted to the Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office, 8130 Allison Avenue, during normal business hours.
- ✓ As a courtesy to others, **PLEASE TURN OFF, OR PLACE IN SILENT MODE**, all cell phones, pagers and other communication devices while in the Council Chambers.
- ✓ If you wish to speak concerning any item on the agenda, please complete a "Request to Speak" card and submit it to the Council Hostess. When the Mayor calls your name, step to the podium and state your name for the record. In order that all who wish to speak may be heard, it is requested that you limit your presentation to three minutes.
- ✓ Should you wish to speak concerning an item that is not listed on the agenda, you may be heard during that part of the agenda listed as "Public Comments." Please complete a "Request to Speak" card and submit it to the Council Hostess. When the Mayor calls your name, step to the podium and state your name for the record. **NOTE**: If appropriate, the item may be referred to staff or placed on a future agenda.
- ✓ Citizens who wish to make an audio/visual presentation pertaining to an item on the agenda, or during Public Comments, should contact the City Clerk's office at 619.667.1120, no later than 12:00 noon, one business day prior to the start of the meeting. Advance notification will ensure compatibility with City equipment and allow Council meeting presentations to progress smoothly and in a consistent and equitable manner. **Please note** that all presentations/digital materials are considered part of the maximum time limit provided to speakers.
- ✓ For more specific information about the City Council meetings, please take a *Welcome to Your City of La Mesa City Council Meeting* brochure located at the back of the Council Chambers, or call the City Clerk's office at 619.667.1120.
- ✓ The City of La Mesa encourages the participation of disabled individuals in the services, activities and programs provided by the City. Individuals with disabilities, who require reasonable accommodation in order to participate in the City Council meetings, should contact the City's Americans with Disabilities Act (ADA) Coordinator, Rida Freeman, Human Resources Manager, 48 hours prior to the meeting at 619.667.1175, fax 619.667.1163, or [freeman@ci.la-mesa.ca.us](mailto:freeman@ci.la-mesa.ca.us).
- ✓ Hearing assisted devices are available for the hearing impaired. A City staff member is available to provide these devices upon entry to City Council meetings, commission meetings or public hearings held in the City Council Chambers. A photo i.d. or signature will be required to secure a device for the meeting.
- ✓ This meeting can be viewed live on Cox Cable Channel 24 (within La Mesa City limits) and on AT&T U-Verse Channel 99 (in the San Diego Region).
- ✓ Information about the services and programs offered by the City of La Mesa can be found on our website at [www.cityoflamesa.com](http://www.cityoflamesa.com).

## AGENDA

FEBRUARY 9, 2016

4:00 P.M.

### ROLL CALL

INVOCATION – COUNCILMEMBER McWHIRTER

PLEDGE OF ALLEGIANCE

### CITY MANAGER COMMENTS

### COMMUNITY BULLETIN REPORTS

### PRESENTATIONS

COMMENDING JOHN “CARL” METZLER FOR HIS EFFORTS TO ERADICATE GRAFFITI IN LA MESA

BUDGET MONITORING REPORT

CITY TREASURER’S QUARTERLY REPORT

POLICE CHIEF’S QUARTERLY CRIME REPORT

### ADDITIONS AND/OR DELETIONS TO THE AGENDA

### PUBLIC COMMENTS – (TOTAL TIME – 15 MINUTES)

NOTE: In accordance with state law, an item not scheduled on the agenda may be brought forward by the general public for comment; however, the City Council will not be able to discuss or take any action on the item at this meeting. If appropriate, the item will be referred to Staff or placed on a future agenda.

### CONSENT CALENDAR

(Items 1 through 6)

The Consent Calendar includes items previously considered by the Council. Unless discussion is requested by members of the Council or audience, all Consent Calendar items may be approved by one motion.

1. APPROVAL OF MOTION TO WAIVE THE READING OF THE TEXT OF ALL ORDINANCES AND RESOLUTIONS AT THIS MEETING
2. APPROVAL OF MINUTES OF A REGULAR MEETING HELD JANUARY 26, 2016
3. ACCEPTANCE OF THE SINGLE AUDIT OF FEDERALLY ASSISTED GRANT PROGRAMS FOR THE YEAR ENDING JUNE 30, 2015

Staff Reference: Ms. Waller-Bullock

**CONSENT CALENDAR – Continued**

4. **RESOLUTION AUTHORIZING CONTRACT CHANGE ORDER NO. 1 TO KIMLEY-HORN FOR PROFESSIONAL ENGINEERING SERVICES FOR THE NORTH SPRING STREET PHASE 1 PEDESTRIAN IMPROVEMENT PROJECT**

Staff Reference: Mr. Humora

5. **RATIFICATION OF THE DESIGN REVIEW BOARD’S APPROVAL OF DRB-16-02 (COIN HAUS/COHN RESTAURANT GROUP) – A PROPOSAL FOR A NEW VIDEO GAME ARCADE AND BAR LOCATED AT 8384 LA MESA BOULEVARD IN THE CD-D (DOWNTOWN COMMERCIAL/URBAN DESIGN OVERLAY) ZONE**

Staff Reference: Ms. Dick

6. **RATIFICATION OF THE DESIGN REVIEW BOARD’S APPROVAL OF DRB-15-11 (DREW FAMILY INVESTMENTS LP/PENSKE FORD AUTOMOTIVE, LLC) – A PROPOSED RENOVATION OF AN EXISTING AUTOMOTIVE SALES AND SERVICE CENTER AND CONSTRUCTION OF A NEW 23,200 SQUARE FOOT SALES BUILDING AND A NEW 71,800 SQUARE FOOT SERVICE BUILDING AT 8970 LA MESA BOULEVARD IN THE C – D (GENERAL COMMERCIAL/URBAN DESIGN OVERLAY) ZONE; AND ADOPTION OF A RESOLUTION APPROVING THE NEGATIVE DECLARATION FOR THE PENSKE FORD OF LA MESA PROJECT**

Staff Reference: Ms. Dick

**ORDINANCE: SECOND READING**

7. **AN ORDINANCE AMENDING CHAPTER 24.05 AND 24.06 OF THE LA MESA MUNICIPAL CODE RELATED TO THE KEEPING OF HOUSEHOLD PETS ON PROPERTIES WITH RESIDENTIAL USES IN COMMERCIAL AND RESIDENTIAL ZONES**

Staff recommends the Council approve the second reading and adoption of the Ordinance.

Staff Reference: Ms. Dick

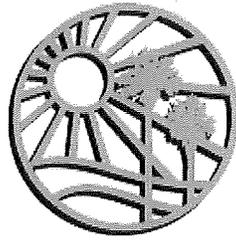
**COUNCIL COMMITTEE REPORTS (3 MINUTE LIMIT)**

**AB 1234 REPORTS (GC 53232.3(d))**

**CITY ATTORNEY REMARKS**

**ADJOURNMENT**

**PLEASE NOTE:** *There will be two Town Hall meetings on Tuesday, February 16, 2016 at 6:30 p.m. at Parkway Middle School, 9009 Park Plaza Drive, La Mesa, and on Thursday, February 18, 2016 at 6:30 p.m. at Maryland Avenue Elementary School, 5400 Maryland Avenue, La Mesa. These two Town Hall Meetings will provide an opportunity for the public to speak in an open forum to the City Council on issues and concerns pertaining to La Mesa and its future.*



**CITY OF**  
**LA MESA**  
*JEWEL of the HILLS*

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# **2015-2016 Budget Monitoring Report**

**Quarter Ending December 31, 2015**

The Finance Department produces the quarterly Budget Monitoring Report using month-end financial information from the City’s financial system, input from staff in City departments, and relevant information from local, regional, and national sources (e.g., newspapers, economists, League of California Cities, etc.).

If you are new to this report, we suggest that you start by first reviewing the Reader’s Guide located at the end of the document for information on the organization and layout of the report.

Please contact Sarah Waller-Bullock at (619) 667-1122 if you have any questions, comments, or suggestions.

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## EXECUTIVE SUMMARY

The national economy continued the slight deceleration experienced in the previous quarter with economic indicators mixed. The consensus among most economic forecasts indicates that the economy is losing some momentum, although it is too soon to tell whether this is enough to signal a recession.

### NATIONAL ECONOMIC INDICATORS AND FORECASTS

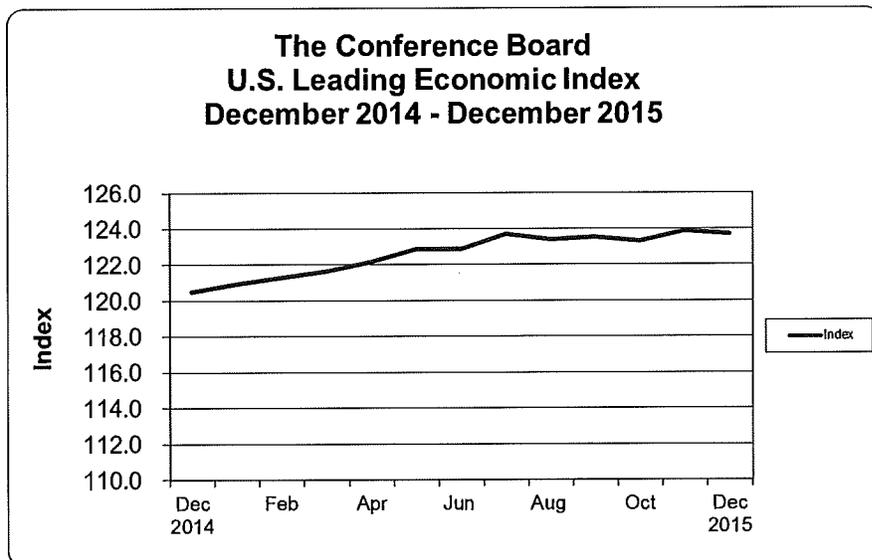
#### *U.S. Leading Economic Index*

The U.S. Leading Economic Index (LEI) declined 0.2 percent in December, following increases in both November and October. This is the second time since the beginning of 2014 that the LEI declined, with both months occurring in the past four months. The LEI increased 0.5 percent in both October and November before declining 0.2 percent in December. Over the previous six months, the LEI increase 0.6 percent and over the past twelve months, increased 2.6 percent.

According to economists at the Conference Board, “the U.S. LEI fell slightly in December, led by a drop in housing permits and weak new orders in manufacturing. However, the index continues to suggest moderate growth in the near-term despite the economy losing some momentum at the end of 2015. While the LEI’s growth rate has been on the decline, it’s too early to interpret this as a substantial rise in the risk of recession.”

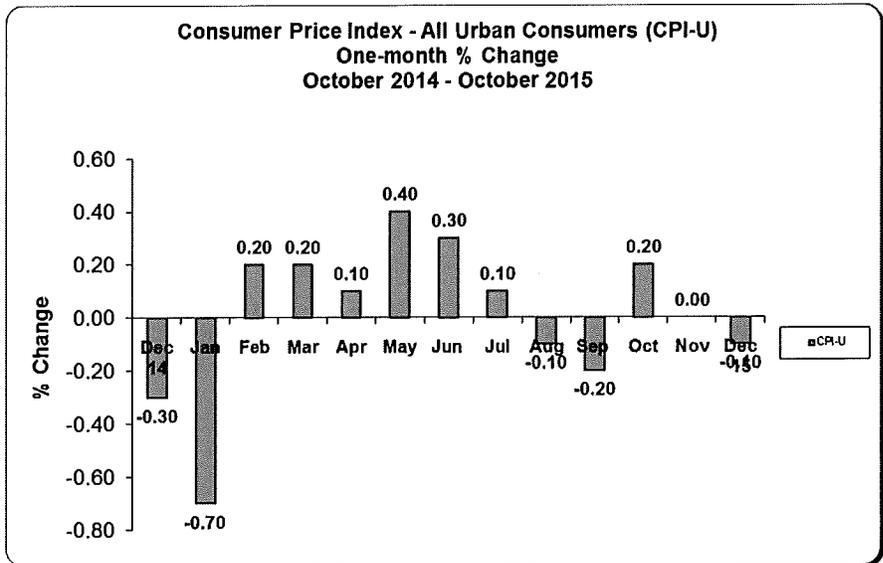
**The Conference Board  
 U.S. Leading Economic Index  
 (2010 = 100)**

	Index	% Change
Dec 2014	120.5	0.50%
Jan	121.0	0.20%
Feb	121.3	0.10%
Mar	121.7	0.20%
Apr	122.2	0.60%
May	122.9	0.60%
Jun	122.9	0.60%
Jul	123.7	0.00%
Aug	123.4	0.00%
Sep	123.5	-0.20%
Oct	123.3	0.50%
Nov	123.9	0.50%
Dec 2015	123.7	-0.20%



*Consumer Price Index*

After increasing slightly in October by .2 percent, the consumer price index remained flat in November and decreased 0.1 percent in December. The indexes for energy and food led the overall decline with the energy index falling 2.4 percent and the food index falling 0.2 percent. As a result of these steep declines, the all items less food and energy increased only 0.1 in December.

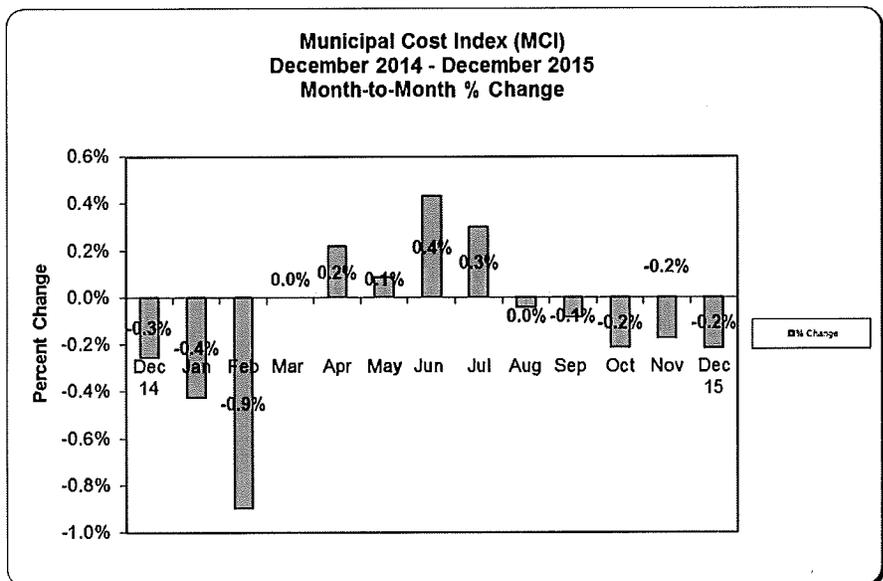


The energy index increased slightly (0.3 percent) in October before decreasing a full 1.3 percent in November and another 2.4 percent in December. The food index increased 0.1 percent in October, recorded no change in November, and then declined 0.1 percent in December. The index for all items less food energy was positive throughout the quarter, increasing 0.2 percent in October and November and 0.1 percent in December.

Over the past 12 months, the all items index was up 0.7 percent with the index for all items less food and energy increasing 2.1 percent, the energy index decreasing 12.6 percent, and the food index increasing 0.8 percent over the same time period.

*Municipal Cost Index*

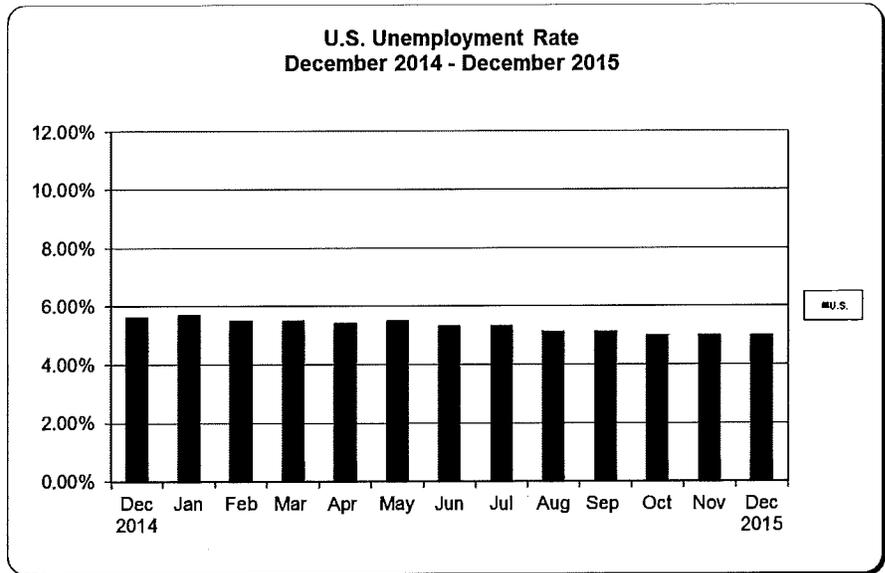
Following a decrease of 0.1 percent in August, the Municipal Cost Index declined further in each of the three months in the quarter. The index declined by 0.2 percent in October, followed by a 0.2 percent decline in November, and an additional 0.2 percent decline in December. Overall, the MCI has decreased a full 1.0 percent in the past twelve months. The MCI reflects the impact of the costs of labor, materials and contract services on the actual inflation experienced by the City.



These costs are all factored into the composite MCI. Major indicators of these items used for the MCI include the Consumer Price Index, the Producer Price Index and the construction cost indexes published by the U.S. Department of Commerce.

**U.S. Unemployment Rate**

The national unemployment rate declined slightly from September's 5.1 percent to 5.0 percent in October, where it remained through December. The national unemployment rate has been below 6 percent since September 2014 and is the fortieth consecutive month since 2012 that the unemployment rate has been below 8 percent. These rates remain the lowest since the beginning of 2009. In December, the number of unemployed persons (7.9 million) changed little as did the number of long term unemployed. The job gains that occurred were in professional and business services, construction, health care, and food services and drinking places.



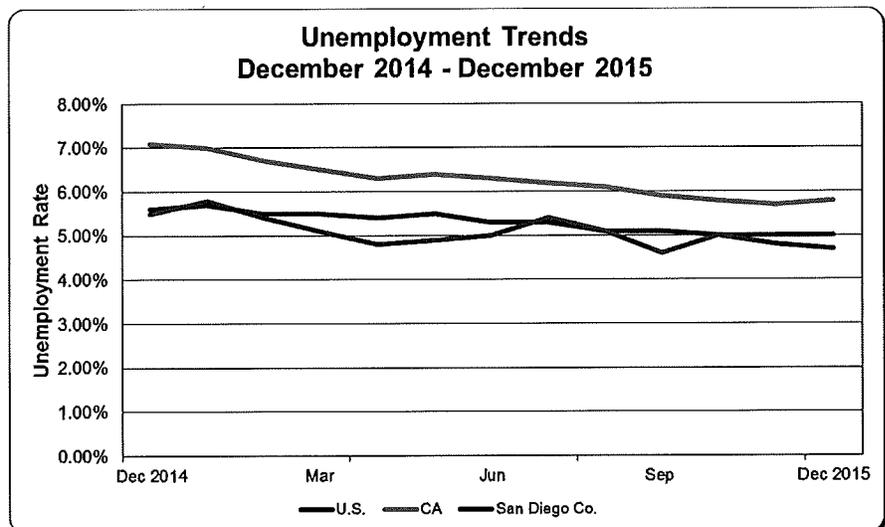
*Federal Funds Rate (Discount Rate)*

After months of widespread speculation, the Federal Reserve raised the Federal Funds Rate from 0.00 to 0.25 percent to 0.25 to 0.5 percent. In their statement released at the end of December, the Federal Open Market Committee stated, "there has been considerable improvement in labor market conditions this year, and it is reasonably confident that inflation will rise, over the medium term, to its 2 percent objective. Given the economic outlook, and recognizing the time it takes for policy actions to affect future economic outcomes, the Committee decided to raise the target range for the federal funds rate to 1/4 to 1/2 percent. The stance of monetary policy remains accommodative after this increase, thereby supporting further improvement in labor market conditions and a return to 2 percent inflation."

**STATE AND LOCAL ECONOMIC INDICATORS AND FORECASTS**

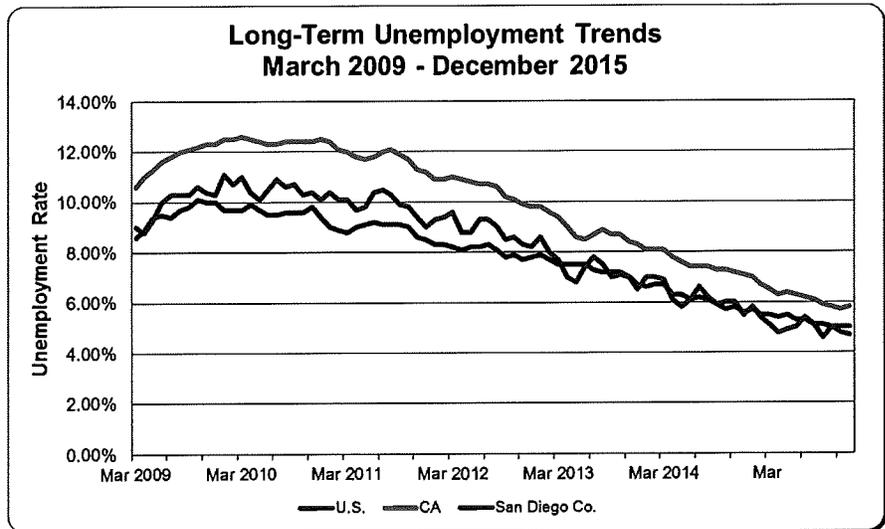
*State and Local Unemployment*

The unemployment rates for the State and County of San Diego continued to hold fairly steady and remain at levels below those not seen since 2009. The State unemployment rate dropped from September's rate of 5.9 percent to 5.8 percent in October, down to 5.7 percent in November, and climbing back to 5.8 percent in December.



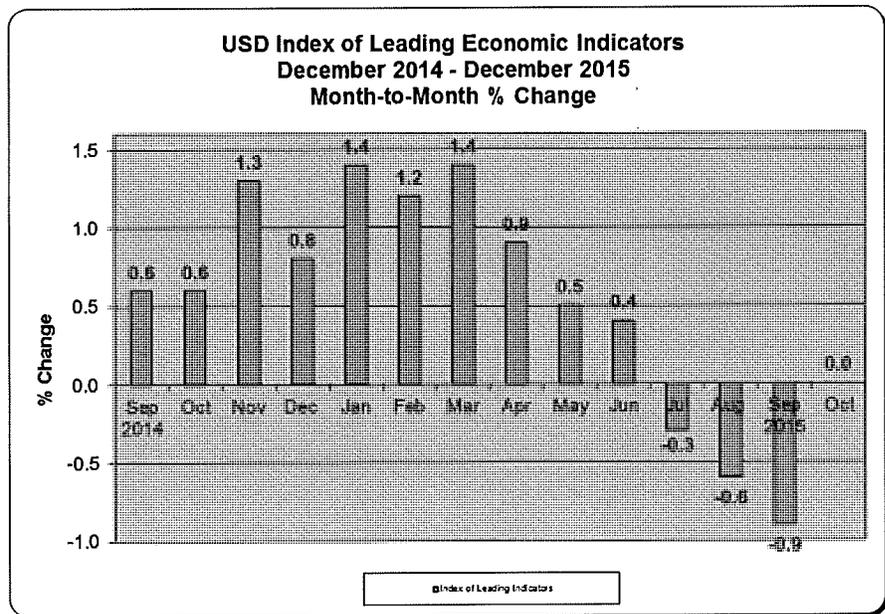
The unemployment rate for the County of San Diego region increased slightly in October (5.0 percent, up from 4.6 percent in September) before declining to 4.8 percent in November and ending the quarter at 4.7 percent (preliminary) in December.

Looking at unemployment rates from 2009 through the present shows a significant downward trend that began in 2011 and continues through the current quarter.



*Local Leading Economic Indicators*

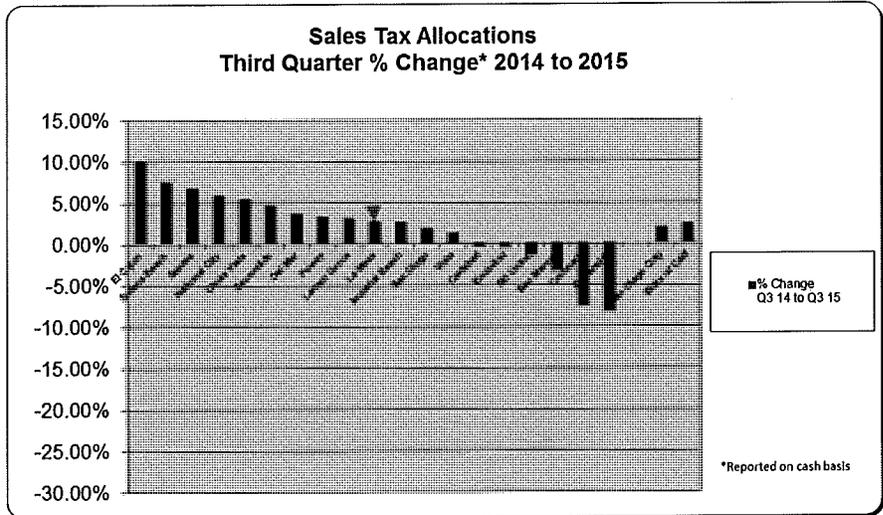
After thirteen consecutive months of positive gains, the San Diego County Index of Leading Economic Indicators (LEI) was unchanged in October (the most current month available) and declining in each of the three months in the previous quarter. Only two components of the October index were positive, with the outlook for the national economy (in October) and consumer confidence offsetting the reductions in building permits unemployment insurance, local stock prices, and help wanted advertising. Overall, the USD LEI has increased 6.1 percent over the twelve months, down slightly from previous periods.



According to Alan Gin, “the unchanged reading in October stopped a stretch where the USD Index had fallen for three consecutive months. As was mentioned in last month’s report, three moves in a single direction in a leading index is what economists usually look for as a signal of a turning point in an economy. That the drop has been stopped at three months is encouraging and could suggest that a slowdown in the local economy in the coming year might be limited.” At the time of this report, however, the November and December indexes were not available.

*Local Sales Tax Allocations*

Sales tax revenues received during the third quarter (July through September calendar year 2015) shows positive growth countywide and 2.6 percent higher than the same quarter in 2014. La Mesa's increase is higher than both the county increase of 1.87 percent and State increase of 2.39 percent.



**STATE BUDGET**

In January the Governor presented his 2016-2017 Budget Proposal to the Legislature. Included in the proposed budget are significantly higher revenue estimates than were in previous budgets. These higher revenues in turn generate significant increases in Proposition 98 funding (an additional \$4.3 billion over the 2014-2015 through 2016-2017 period). After satisfying the Prop 98 and Prop 2 requirements, the Governor's proposed budget allocates about \$7 billion in discretionary General Fund resources to Reserves and one-time infrastructure spending. In this budget proposal, the Governor has placed an emphasis on building reserves to over \$10 billion, an increase of more than \$3 billion over previous budgets.

The Governor also commits spending on one-time infrastructure investments using a combination of General Fund and special fund sources. His proposal includes funding for maintenance, repair, and construction of state office buildings, the state highway system, local roads, university campuses, and county jails.

Noticeably absent are any additional cost cutting measures that might threaten local revenues. The City is still dealing with the impacts of previous cost cutting measures, most notably the dissolution of redevelopment and public safety realignment.

Finally the State has begun the defeasance of the Economic Recovery Bonds and repayment of the "Triple Flip" sales tax swap monies to local agencies. The State Department of Finance confirmed that the final repayments will be made by the end of fiscal year 2015-2016. The City of La Mesa's portion is anticipated to be approximately \$850,000 and is reflected in the 2015-2016 budget.

**GENERAL FUND SUMMARY**

*GENERAL FUND REVENUES*

Overall, General Fund revenues received through the second quarter of fiscal year 2015-2016 are in at expected levels and in line with budget when compared to the same time period last fiscal year. The General Fund's major revenue sources, property tax and sales tax (both base sales & use tax and Proposition L transaction tax) are not received at regular intervals

throughout the fiscal year, but rather towards the middle and end of the fiscal year. For this reason, these revenue streams received from these sources during the first six months of the fiscal year will not equate 50% of the total annual revenues.

General Fund Resources	Current Fiscal Year			Prior Year Comparison	
	2015-2016 Budget <sup>1</sup>	YTD Collected (unaudited)	% of Budget Collected	YTD Collected (audited)	% of Budget Collected
Through 50% of Fiscal Year					
<b>Revenues:</b>					
<b>Taxes</b>					
Property Tax	\$ 11,529,500	\$ 2,571,911	22.3%	\$ 2,441,440	22.4%
Former Tax Increment (RDA)	179,400	-	0.0%	-	0.0%
Sales	13,273,900	3,230,648	24.3%	3,113,708	26.5%
Proposition L	8,101,400	2,868,805	35.4%	2,572,640	32.8%
Other	2,991,700	891,592	29.8%	786,995	26.8%
Subtotal taxes	36,075,900	9,562,957	26.5%	8,914,783	26.5%
Licenses & permits	1,132,600	701,358	61.9%	875,368	55.0%
Fines, forfeitures & penalties	421,700	196,135	46.5%	165,121	35.4%
Use of money and property	759,100	383,042	50.5%	399,864	52.2%
Revenue from other agencies	475,500	319,019	67.1%	335,858	78.9%
Service charges	1,976,300	898,109	45.4%	725,819	36.7%
Other revenue	76,300	169,915	222.7%	125,132	159.8%
Total revenues	40,917,400	12,230,535	29.9%	11,541,945	28.2%
<b>Other financing sources:</b>					
Interfund transfers in	2,579,600	1,070,621	41.5%	1,057,445	41.8%
Interfund transfers out	(1,452,500)	(294,600)	20.3%	(381,600)	27.7%
Total other financing sources	1,127,100	776,021		675,845	
Plus: Fund Balance at July 1	21,217,250	24,345,022	114.7%	20,531,305	100.5%
Total resources	\$ 63,261,750	\$ 37,351,578	59.0%	\$ 32,749,095	73.1%

<sup>1</sup> Budget reflects any amendments approved by the City Council through the end of the quarter

- ✓ Property tax revenues received through the second quarter are in line with the same time period last fiscal year and within budgetary expectations. Because the majority of property tax revenues are received in December and April but distributed in the second half of the fiscal year, revenues received through December are historically minimal.
- ✓ Base sales tax revenues for the Third Quarter Tax Year (received through December 2015) are meeting budgetary expectations and at slightly higher levels when compared to the same period during the previous fiscal year. Full repayment of the Triple Flip sales tax swap monies is anticipated to occur by the end of the fiscal year. Proposition L sales tax revenues received through December are also meeting budgetary expectations and at slightly higher levels when compared to the same period during the previous fiscal year.
- ✓ Proposition L sales tax collections have a somewhat different base than the base sales tax collections. These collections include point-of-sale transactions that occur within the city limits of La Mesa. Proposition L sales tax collections also include transactions that

take place outside the City if the items are being delivered into the City (e.g., furniture or large appliances) and autos and other large vehicles purchased that are being registered in La Mesa.

- ✓ Licenses and permits received through December are exceeding budgetary expectations but slightly less than the amount received during the same time period of the prior year. This is not unexpected, as the demand for building permits and other construction-related permits, while still high, returns to more normal levels.
- ✓ Fines, forfeitures & penalties remain slightly below budgetary expectations but greater than the amount received during the same time period of the prior year.
- ✓ Most other revenues are meeting budgetary expectations and received at slightly higher levels than the previous year. The one exception to this is Other Revenue where the City received one-time revenues during the first quarter of the prior year. The current year Other Revenue amounts are at normal levels and exceeding budgetary expectations.
- ✓ Unrestricted Proposition L proceeds are being utilized fill the structural budget deficits caused by lower revenues and to pay for ongoing vital City services that otherwise would have been reduced. As the economy recovers and ongoing revenues begin to stabilize, Proposition L proceeds will be used to help face future financial challenges, most notably the City's depleted General Fund reserve levels.

*GENERAL FUND EXPENDITURES*

<b>General Fund Expenditures</b>			
<b>Through 50% of Fiscal Year</b>	<b>2015-2016 Budget<sup>1</sup></b>	<b>YTD Expended<sup>2</sup></b>	<b>% of Budget</b>
<b>General Fund Department Expenditures</b>			
Police	\$ 15,991,130	\$ 7,764,104	48.6%
Fire	9,392,010	5,090,650	54.2%
Public Works	8,166,840	4,109,297	50.3%
Administrative Services	5,874,520	2,481,476	42.2%
Community Development	1,570,900	725,619	46.2%
Community Services	1,799,380	898,659	49.9%
<b>Total General Fund Expenditures</b>	<b><u>\$ 42,794,780</u></b>	<b><u>\$ 21,069,806</u></b>	<b>49.2%</b>

<sup>1</sup> Budget reflects any amendments approved by the City Council through the end of the quarter  
<sup>2</sup> Includes expenditures encumbered through end of quarter reported

- ✓ Most department expenditures are at or below budgetary expectations with fifty percent of the fiscal year completed. Public Works and Fire are slightly higher than budget due to the encumbrance and prepayment of full fiscal year appropriations in some specialized accounts (janitorial services, street sweeping, contributions to other agencies, etc.) and greater than anticipated expenditures in some operating budgets.

*GENERAL FUND RESERVES*

	Actuals					Budget
	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16
Ending Reserves	11,111,675	11,519,459	14,495,701	20,531,305	24,345,022	20,481,330
Reserves as % of Operating Expenditures	31.9%	29.4%	36.0%	53.3%	56.9%	47.9%
Reserves:						
Property Sale (Police Station)	2,300,000	3,050,000	3,050,000	3,050,000	3,050,000	2,350,000
Property Sale (Other land)	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
Proposition L Revenues	4,811,675	4,469,459	7,445,701	7,982,194	7,891,852	8,101,400
Reserves from Operations	-	-	-	5,499,111	9,403,171	6,029,930
<b>Total Ending General Fund Reserves</b>	<b>11,111,675</b>	<b>11,519,459</b>	<b>14,495,701</b>	<b>20,531,305</b>	<b>24,345,022</b>	<b>20,481,330</b>

- ✓ The Final 2015-2017 Budget reported estimated General Fund reserves as of June 30, 2015 at \$21,217,250. The actual General Fund reserves as reported in the upcoming June 30, 2015 financial statements are \$24,345,022.
- ✓ The increase in reserves is attributed to both higher than anticipated revenues and expenditure savings and is the result of several smaller variances that combined added an additional \$3 million to the reserves. Revenues that ended the year higher than anticipated were various other taxes (\$321,400), Business Licenses (\$22,700) and various Plan Check & Inspection fees (\$187,700), Fines, forfeitures and penalties (\$143,400), interest income (\$92,223) and unanticipated reimbursements and one-time monies from other agencies (\$735,000). Overall expenditures savings was \$1.6 million greater than anticipated, although many of those unspent budgeted items are anticipated to be spent in the 2015-2016 fiscal year.
- ✓ The City Council's reserve policies formally establish two General Fund reserve targets: a Rainy Day Reserve target of 15 percent and an additional Cash Flow Reserve target of 25 percent. Because of the additional Proposition L Sales Tax revenues, a projected small but steady recovery of base sales and property taxes, and continued cost containment measures by departments, the General Fund reserves are projected to meet both the 15 percent Rainy Day Reserve target and the additional Cash Flow Reserve target of 25 percent.

**CONCLUSIONS**

The economic indicators for this quarter were somewhat mixed, with some indicators pointing to a slowdown of the moderate growth seen the past couple years. Despite this, economic projections remain positive with most indicators pointing to continued growth through 2016. The City's core revenues (property tax, sales tax, and Proposition L sales tax) continue to grow with the economy and are maintaining a moderate pace. Proposition L sales taxes are providing much needed revenues to fill the structural budget deficits caused by lower revenues. Assessed valuations are increasing as housing prices increase and new development takes place. General Fund department expenditures are within budgetary expectations. Finally, General Fund reserves at June 30 2015 were higher than anticipated, consistent with the Council's reserve policies.

## READER'S GUIDE

Managing a municipality the size of La Mesa is, in many ways, like managing a for profit corporation. Instead of focusing upon bottom-line profits, La Mesa managers must skillfully steward public dollars and ensure the effectiveness and efficiency of the City's operations. They must live within legislatively approved budgets that are reviewed by residents, business leaders, and others interested in the City.

Like private corporations, public entities report their financial condition on a regular basis. Corporations make reports to stockholders while public entities report to their "stakeholders" -- the individuals and organizations that have a "stake" in the entity's operations.

In addition to an annual financial report and biennial budget document, the City of La Mesa publishes a quarterly Budget Monitoring Report to provide stakeholders with current information about the City's financial condition and performance in the essential areas of the City's operations.

This report is designed to give the reader a sense of how well La Mesa is doing fiscally and what its current successes or challenges might be. It includes a high level overview of the City's financial condition followed by more detailed information on resources and expenditures for those readers who are interested in going beyond the bottom line.

This Reader's Guide has been developed to assist you in reviewing the City of La Mesa's quarterly Budget Monitoring Report. It highlights the type of information contained in each section and presents a glossary of commonly used budget terms.

Please contact Sarah Waller-Bullock at (619) 667-1122 if you have any questions, comments, or suggestions.

### QUARTERLY BUDGET MONITORING REPORT ORGANIZATION

**Executive Summary** – A broad level overview of the City of La Mesa's current financial condition. It begins with comments on the economy, followed by a summary financial table and graph along with any comments highlighting resources and expenditures.

**Resources** – A more detailed discussion of revenue collections and other resources supporting the City's expenditures. Included in the discussion is a financial table showing the current year's budget, year-to-date collections, and calculated percent of budget collected. The discussion also includes comments on the significant factors and conditions affecting these items.

**Appropriations** – A more detailed discussion of expenditures and reserves. Included in the discussion is a financial table showing the current year's budget by department, year-to-date expenditures, and calculated percent of budget expended. The discussion also includes comments on the significant factors and conditions affecting these items.

**Reserves** - Commentary on estimated ending fund balance and its relationship to reserve targets. Included is a table displaying historical ending fund balance related to reserve targets.

### **FUNDS NOT REPORTED ON**

This report focuses on the General Fund which provides the majority of government services. Other funds have been excluded from this report.

### **GLOSSARY**

The following are definitions of some of the more common terms one may encounter in reviewing this document.

Accrual Basis – The basis of accounting under which revenues are recorded when they are earned and expenditures are recorded when they result in liabilities for benefits received.

Accrued Revenue – Revenue earned during the current accounting period but which is not collected until a subsequent accounting period.

Appropriation – Amount authorized for expenditure by the City Council.

Beginning Fund Balance – An account used to record resources available for expenditure in one fiscal year because of revenues collected in excess of the budget and/or expenditures less than the budget in the prior fiscal year.

Budget - A financial operating plan for a given period which displays the expenditures to provide services or to accomplish a purpose during that period together with the estimated sources of revenue (income) to pay for those expenditures. Once the fund totals shown in the budget are appropriated by the City Council, they become maximum spending limits.

Ending Fund Balance - An account used to record resources available at year end as a result of revenues collected in excess of the budget and/or expenditures less than the budget during the fiscal year. The City's operating reserves are budgeted in the General Fund ending fund balance.

Expenditure – The payment for City obligations, goods, and services.

Fiscal Year – A twelve-month period designated as the operating year for accounting and budgeting purposes. The City of La Mesa's fiscal year is July 1 through June 30.

Fund - Governmental accounting systems are organized and operated on a fund basis. A fund is an independent financial and accounting entity with a self-balancing set of accounts in which financial transactions relating to revenues, expenditures, assets, and liabilities are recorded. Funds are established to account for the use of restricted revenue sources and, normally, to carry on specific activities or pursue specific objectives.

General Fund – The financial and accounting entity that comprises typical operations of a municipality such as police, fire, public works, and other departments.

Grants – A contribution by a government or other organization to support a particular function. Grants may be classified as either operational or capital, depending upon the grantor.

M&O (Maintenance and Operating) Costs – Expenditure category that represents amounts paid for supplies and other services and charges.

Proposition L – The La Mesa Vital City Services Measure which was passed by voters on November 4, 2008 authorizing a  $\frac{3}{4}$  cent local transactions and use tax (commonly referred to as a sales tax). This general purpose tax became effective on April 1, 2009.

Reserve – An account used either to set aside budgeted revenues that are not required for expenditure in the current budget or to earmark revenues for a specific future purpose.

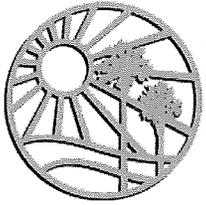
Resources - Total dollars available for appropriation, including estimated revenues, interfund transfers, and beginning fund balances.

Revenue - Sources of income received during the fiscal year, operating transfers from other funds, and other financing sources such as the proceeds derived from the sale of fixed assets.

Revenues from Other Agencies – Funds received from federal, state, and other local government sources in the form of grants, shared revenues, and payments in lieu of taxes.

Taxes – Compulsory charges levied by a government for financing services performed for the common benefit of the people. This term does not include specific charges made against particular persons or property for current or permanent benefit, such as special assessments.

Trust Funds – Funds used to account for assets held by a government in a trustee capacity for individuals, private organizations, other governments, and/or other funds. Examples are pension trust funds, nonexpendable trust funds, and expendable trust funds.



REPORT to the MAYOR and MEMBERS of the CITY COUNCIL  
From the CITY MANAGER

DATE: February 9, 2016

SUBJECT: Treasurer's Report for the Quarter  
Ending December 31, 2015

ISSUING DEPARTMENT: Finance Department – City Treasurer

SUMMARY:

The City's portfolio ended the quarter with a book value of \$43,242,377. This represents a decrease of \$2,682,408 from the previous quarter. This decrease is consistent with historic seasonal cash flow trends. The December 31, 2015 portfolio includes LAIF balances of \$13,132,656 and investments, at book value, of \$30,109,721.

The market value of the portfolio as of December 31, 2015 was \$43,136,664 and results in a loss from book value of \$105,713. The City's investment portfolio earned \$116,257 for the quarter and \$224,313 year-to-date. The rate of return on the average invested portfolio was .98% year-to-date.

Investment values will increase or decrease in an inverse relationship with movements in interest rates. As we maintain a "buy and hold" policy we do not expect to recognize economic gains or losses in our investment portfolio when these securities mature or are called.

The FOMC (Federal Open Market Committee) met in December 2015 and increased the federal funds target rate by .25% to a range of .25% to .50%. The FOMC expects that this rate, which had been held unchanged at -0- to .25% since January 2009, will be increased 4 to 6 times during the next 12 months. However, there is still much debate on the number and timing of these increases.

There continues to be a large school of thought that the Federal Reserve is being constrained by global issues, slow growth in GDP and lack of obtaining sufficient inflation objectives and will therefore be unable to aggressively raise interest rates. The bond market continues to price interest rates as if these increases are likely to be fewer and slower to be initiated.

**City's Strategic Goal**

**To maintain a financially sound and affordable city government**

To achieve the City's Strategic Goal, the City's primary investment objectives in order of priority are **Safety, Liquidity and Earnings**. Key to each of these objectives is a well-diversified portfolio that minimizes credit and interest rate risk, and provides necessary liquidity. The City's portfolio is designed to meet these objectives as summarized in the following table:

**Portfolio Diversification (Par Values)**

Maturity (Years)	Federal Agencies	Corporate Bonds	Certificates of Deposit	LAIF	Total 12/31/2015	% of Portfolio
0 – 1	\$ -	\$ 1,000,000	\$ 1,492,000	\$13,132,656	\$15,624,656	36.2%
1 – 2	3,000,000	-	1,733,000	-	4,733,000	11.0%
2 – 3	3,000,000	-	2,978,000	-	5,978,000	13.8%
3 – 4	4,000,000	-	2,477,000	-	6,477,000	15.0%
4 – 5	7,975,000	-	2,429,000	-	10,404,000	24.0%
<b>Totals</b>	<b>\$17,975,000</b>	<b>\$ 1,000,000</b>	<b>\$11,109,000</b>	<b>\$13,132,656</b>	<b>\$43,216,656</b>	<b>100.0%</b>
Portfolio %	41.6%	2.3%	25.7%	30.4%	100.0%	
Earnings Rate	1.49%	1.21%	1.62%	0.37%	1.18%	
Annualized Earnings	\$ 267,500	\$ 12,100	\$ 180,500	\$ 48,600	\$ 508,700	
Weighted Average Maturity	3.6 yrs.	0.4 yrs.	2.9 yrs.	n/a	3.2 yrs.	

## Report to Mayor and Councilmembers

Date: February 9, 2016

Page: 3 of 5

## SAFETY

### Federal Agencies

- Carries the implied guarantee of the U.S. Government

### Corporate Bonds

- The City's Investment Policy requires ratings of Double A (AA) or better (California state law requires Single A or better)

### Certificates of Deposit

- Guaranteed by the FDIC to \$250,000

### Local Agency Investment Fund (LAIF)

- Managed by the Treasurer of the State of California; consists primarily of U.S. Treasuries, Certificates of Deposit and other short-term investments.

## LIQUIDITY

LAIF balance of \$13,132,656 represents the City's immediate cash and is 30.4% of the portfolio. Additionally, the portfolio is structured to ladder maturities to provide an additional element of liquidity. As investments mature they can be reinvested at current rates or redeemed to provide additional operating cash. The invested portfolio's average maturity is presently at 3.2 years with \$2,492,000 maturing within one year for added liquidity.

## EARNINGS

### Portfolio Results

Following are highlights of financial activities:

	6 Months Ended 12/31/14	9 Months Ended 3/31/15	12 Months Ended 6/30/15	3 Months Ended 9/30/15	6 Months Ended 12/31/15
Average YTD Portfolio Bal	\$ 41,991,480	\$ 43,532,275	\$ 45,701,707	\$ 47,902,013	\$ 45,877,336
Quarterly Earnings	\$ 98,060	\$ 87,422	\$ 90,802	\$ 108,056	\$ 116,257
YTD Earnings	\$176,033	\$ 263,455	\$ 354,257	\$ 108,056	\$ 224,313
YTD Return	0.84%	0.81%	0.78%	0.90%	0.98%

**Report to Mayor and Councilmembers**

**Date: February 9, 2016**

**Page: 4 of 5**

**Portfolio Activity for Quarter Ending December 31, 2015**

During the quarter four Federal Agency bonds were purchased with an average rate of 1.66% with one Federal Agency bond called with a rate of .95%. Eight C.D.s were purchased with an average rate of 1.56%. No C.D.s matured during the quarter.

	<u>Maturity</u>	<u>Rate</u>	<u>Par Value</u>
<u>Federal Agencies Purchased:</u>			
FFCB (3-yr non-callable)	12/14/18	1.30%	\$ 1,000,000
FHLMC (4-yr callable)	10/02/19	1.60%	\$ 1,000,000
FHLB (5-yr callable)	10/19/20	1.75%	\$ 975,000
FHLMC (5-yr callable)	12/30/20	2.00%	\$ 1,000,000
<u>Federal Agencies Called/Matured:</u>			
FHLB (5-yr callable)	11/01/17	0.95%	\$ 1,000,000
<u>Certificates of Deposit Purchased:</u>			
BMO Harris Bank (2-yr non-callable)	11/06/17	1.10%	\$ 248,000
KeyBank National (2-yr non-callable)	11/13/17	1.10%	\$ 248,000
Sallie Mae Bank (3-yr non-callable)	11/05/18	1.60%	\$ 248,000
Wells Fargo Corp (3-yr non-callable)	11/19/18	1.55%	\$ 249,000
Bank Hapoalim BM (4-yr non-callable)	10/29/19	1.65%	\$ 247,000
HSBC Bank USA (5-yr callable)	11/17/20	1.60%	\$ 247,000
First Business Bank (5-yr non-callable)	12/22/20	1.90%	\$ 247,000
Orrstown Bank (5-yr callable)	12/28/20	2.00%	\$ 249,000

Certificates of Deposit Matured:

---NONE---

The Investment Committee has allocated up to \$30,000,000 of funds for the investment portfolio. During the quarter ended December 31st the portfolio increased by \$4.95 million to \$30,109,721. We will continue to evaluate our liquidity requirements to determine if and when to expand the investment portfolio.

The portfolio complies with California code sections concerning safety and liquidity in the investment of public funds. Investment strategies are based on liquidity requirements and interest rate projections and have been collaboratively determined by the City Treasurer, City Manager, and Director of Finance. The City Treasurer executes trades in accordance with these strategies.

**Report to Mayor and Councilmembers**

**Date: February 9, 2016**

**Page: 5 of 5**

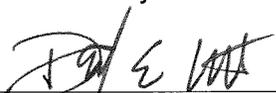
**Required Contents of Investment Reports**

California Government Code Section 53646(b) suggests that the quarterly investment report of a local agency contain certain items. These items include the type of investment, the issuer's name, the date of maturity of the security, the par amount of the instrument, the market value, and the dollar amount invested in each security. The source of the market value also should be included in the report. The report also must reference all funds that are under the management of external investment providers, such as investment advisors and investment managers. A local government's quarterly report, if submitted, must state the portfolio's compliance with the agency's investment policy or manner in which the portfolio is not in compliance. Finally, the investment report must include a statement regarding the local agency's ability to meet its cash flow needs for the next six months.

Accordingly, I advise you of the following facts in compliance with Government Code Section 53646(b):

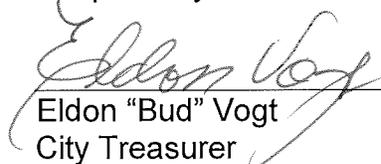
1. The source of the valuations included herein is Union Bank, San Francisco, California.
2. No funds are under the management of external providers or managers. Investment decisions are made by a consensus of the City Treasurer, City Manager, and Director of Finance.
3. The City's portfolio remains in strict compliance with the Investment Policy of the City of La Mesa for FY 2015-2016.
4. The City of La Mesa's investment portfolio more than adequately assures the City's ability to meet its cash flow needs during the ensuing six months.

Reviewed by



David E. Witt  
City Manager

Respectfully submitted by



Eldon "Bud" Vogt  
City Treasurer

Attachments:

- A - Treasurer's Report on Investment Earnings for the Quarter Ending December 31, 2015
- B - Schedule of Investments – Summary
- C - Schedule of Investments – Detail



Date: February 9, 2016  
 To: Mayor and Members of the City Council  
 From: Eldon Vogt, City Treasurer  
 Subj: TREASURER'S REPORT ON INVESTMENT EARNINGS  
 PERIOD ENDING: December 31, 2016

In accordance with Section 53646 (b) of the California Government Code, the following report of earnings yielded on investments is respectfully submitted. This report further specifies that investments have been made pursuant to subdivision (i) of Section 53601, Section 53601.1, and subdivision (i) of Section 53635.

INVESTMENT EARNINGS  
PERIOD July 2015-December 2015

<u>MONTHS TO DATE</u>	<u>PRINCIPAL INVESTED</u>
JULY 2015	\$50,659,209
AUGUST 2015	\$47,122,045
SEPTEMBER 2015	\$45,924,785
OCTOBER 2015	\$43,669,227
NOVEMBER 2015	\$44,646,377
DECEMBER 2015	\$43,242,377

<u>TYPES OF EARNINGS</u>	<u>EARNINGS</u>
Investment Earnings Received	\$104,390
Accrued Interest:	
Federal Agencies	52,260
Corporations	52,045
LAIF	15,617
	-----
<u>YEAR TO DATE INVESTMENT EARNINGS</u>	\$224,313

<u>PER ANNUM YIELD ON INVESTMENTS</u>	
Total of Monthly Principals Divided by	\$275,264,018
Total Months Invested	6
<u>AVERAGE MONTHLY PRINCIPAL INVESTED</u>	\$45,877,336

INVESTMENT EARNINGS TO DATE \$224,313

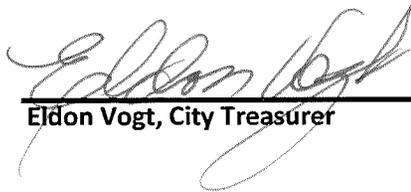
PORTION OF YEAR COMPLETED 50%

PER ANNUM RATE ON INVESTMENT EARNINGS TO DATE 0.98%

City of La Mesa  
 Schedule of Investments-Summary  
 For the Month Ending December 2015

Issuer	Type of Investment	Maturity Date	Book Value	Market Value
State of California	LAIF 98-37-421	Demand	13,132,655.51	13,132,655.51
Union Bank of California	Money Market	Demand	-	-
Federal Agencies	Medium Term Notes	10/17-12/20	17,953,450.00	17,908,888.25
Corporations	Medium Term Notes	5/16	1,006,940.00	1,001,900.00
Bank Certificate of Deposits	Certificates of Deposits	2/16-12/20	11,149,331.01	11,093,220.12
Totals			43,242,376.52	43,136,663.88

I certify that the investment of funds is in conformance with California Government Code section 53600. Those investments valued at below market cost will be held until maturity or until they can be sold without a loss. I also certify that the investment of funds provides the cash flow liquidity to meet the next six month's estimated expenditure requirements.



Eldon Vogt, City Treasurer

**City of La Mesa  
Schedule of Investments**

ATTACHMENT C

December 2015

CUSIP	Issuer	Type of Investment	Interest Rate	Beginning Date	Due Date	Par Value	Book Value	Market Value
<b>Federal Agencies</b>								
3133EA3J5	FFCB	Medium Term - Fixed Rate	0.900%	10/10/2012	10/10/2017	1,000,000	998,980	995,690
3133814N2	FHLB	Medium Term - Fixed Rate	0.950%	11/1/2012	11/1/2017	-	-	-
3134G3Y38	FHLMC	Medium Term - Step-up	0.900%	11/27/2012	11/27/2017	1,000,000	996,820	993,140
3135G0XM0	FNMA	Medium Term - Fixed Rate	1.125%	5/30/2013	5/25/2018	1,000,000	995,880	996,050
3135G0GY3	FNMA	Medium Term - Fixed Rate	1.250%	6/28/2013	1/30/2017	1,000,000	1,010,370	1,003,750
313379W62	FHLB	Medium Term - Fixed Rate	1.750%	7/3/2014	6/28/2019	1,000,000	999,400	995,210
3136g2EA1	FNMA	Medium Term - Fixed Rate	1.250%	3/2/2015	2/27/2020	1,000,000	996,920	1,000,920
3134G6WP4	FHLMC	Medium Term - Step-up	1.000%	5/13/2015	5/13/2020	1,000,000	993,800	999,540
3133EE2S8	FFCB	Medium Term - Fixed Rate	1.980%	6/29/2015	6/29/2020	1,000,000	1,000,480	1,004,220
3133EE5Y2	FFCB	Medium Term - Fixed Rate	1.940%	8/7/2015	8/4/2020	1,000,000	999,000	993,330
3134G7SX0	FHLMC	Medium Term - Fixed Rate	2.000%	9/14/2015	9/14/2020	1,000,000	1,000,000	1,002,190
3130A6H34	FHLB	Medium Term - Fixed Rate	1.540%	9/24/2015	9/24/2019	1,000,000	1,000,000	991,580
3133EFFL6	FFCB	Medium Term - Fixed Rate	1.090%	9/28/2015	9/28/2020	1,000,000	1,000,000	992,200
3136G2LQ8	FNMA	Medium Term - Fixed Rate	1.650%	9/30/2015	9/30/2019	1,000,000	1,000,000	1,001,280
3134G7VJ7	FHLMC	Medium Term - Fixed Rate	2.000%	9/30/2015	9/30/2020	1,000,000	1,000,000	1,001,820
3130A6LR6	FHLB	Medium Term - Fixed Rate	1.750%	10/19/2015	10/19/2020	975,000	975,000	959,468
3137EADM8	FHLMC	Medium Term - Fixed Rate	1.250%	11/13/2015	10/2/2019	1,000,000	986,800	986,370
3134G8B65	FHLMC	Medium Term - Fixed Rate	2.000%	12/30/2015	12/30/2020	1,000,000	1,000,000	995,800
3133EFSJ7	FFCB	Medium Term - Fixed Rate	1.300%	12/14/2015	12/14/2018	1,000,000	1,000,000	996,330
<b>Total Federal Agencies</b>							<b>17,953,450</b>	<b>17,908,888</b>
<b>Corporate Bonds</b>								
36962G5D2	General Electric Cap Corp	Medium Term - Variable	1.149%	4/16/2012	5/9/2016	1,000,000	1,006,940	1,001,900
<b>Total Corporate Bonds</b>							<b>1,006,940</b>	<b>1,001,900</b>
<b>Bank Certificates of Deposits</b>								
254671DQ0	Discover Bank	Certificate of Deposit--Fixed Rate	1.750%	7/3/2012	7/3/2017	247,000	251,115	249,349
38143AVY8	Goldman Sachs Bank USA	Certificate of Deposit--Fixed Rate	1.800%	7/5/2012	7/5/2017	247,000	250,861	249,161
36160XH34	GE Capital Financial INC	Certificate of Deposit--Fixed Rate	1.800%	7/6/2012	7/6/2017	247,000	250,858	249,159
36157PHJ1	GE Capital Retail Bank	Certificate of Deposit--Fixed Rate	1.800%	7/6/2012	7/6/2017	247,000	250,858	249,159
33764JKQ7	First Bank of Puerto Rico	Certificate of Deposit--Fixed Rate	1.250%	8/24/2012	8/24/2016	249,000	251,388	249,799
29976DNV8	Everbank Jacksonville FLA	Certificate of Deposit--Fixed Rate	0.850%	9/28/2012	9/28/2016	248,000	248,608	248,094
02587DLC0	American Express Centurion Bank	Certificate of Deposit--Fixed Rate	1.350%	10/4/2012	10/4/2016	248,000	250,473	249,200
58403BZD1	Medallian Bank Salt Lake City	Certificate of Deposit--Fixed Rate	0.850%	10/26/2012	10/26/2016	249,000	251,370	249,047
05967ERK7	Bank Popular de Pr Hato Re	Certificate of Deposit--Fixed Rate	1.000%	11/14/2012	11/14/2016	249,000	250,006	249,316
686184SS2	Oriental Bank and Trust	Certificate of Deposit--Fixed Rate	0.900%	2/6/2013	2/8/2016	249,000	249,179	249,087
17284A5J3	CIT Bank	Certificate of Deposit--Fixed Rate	1.100%	2/21/2013	2/21/2018	248,000	248,583	247,442
060624XJ7	Bank Baroda	Certificate of Deposit--Fixed Rate	1.350%	3/8/2013	3/8/2018	248,000	248,159	247,082
20033ABE5	Comenity Cap Bank Salt Lake CI	Certificate of Deposit--Fixed Rate	1.000%	5/3/2013	5/3/2018	249,000	248,746	247,658
06740AZB8	Barclays BK Del Wilmington	Certificate of Deposit--Step Up	0.700%	5/10/2013	4/30/2018	247,000	248,382	246,788
025121JG0	American Chartered Dkschai	Certificate of Deposit--Fixed Rate	1.600%	7/25/2013	7/25/2018	249,000	250,579	249,087

**City of La Mesa  
Schedule of Investments**

December 2015

CUSIP	Issuer	Type of Investment	Interest		Beginning Date	Due Date	Par Value	Book Value	Market Value
			Rate						
29266NXM4	Enerbank USA Salt Lake City	Certificate of Deposit--Fixed Rate	2.000%		9/26/2013	9/26/2018	249,000	252,152	250,352
32065TAF8	First Kentucky Bank, Inc	Certificate of Deposit--Fixed Rate	1.750%		11/15/2013	11/15/2018	249,000	251,764	249,974
20786AAL9	ConnectOneBank	Certificate of Deposit--Fixed Rate	1.850%		12/13/2013	12/13/2018	249,000	251,565	249,779
88413QAF5	Third Fed Svgs & Ln Assn Ofc	Certificate of Deposit--Fixed Rate	1.750%		1/22/2014	10/22/2018	248,000	250,187	248,516
94768NJP0	Webster Bk Waterbury Conn	Certificate of Deposit--Fixed Rate	1.800%		3/19/2014	3/19/2019	248,000	248,112	246,740
704692AL6	Peapack Gladstone Bank	Certificate of Deposit--Fixed Rate	1.800%		5/28/2014	5/28/2019	248,000	249,272	247,824
628779FJ4	NBT BK Natl Assn Norwich	Certificate of Deposit--Fixed Rate	1.800%		6/6/2014	6/6/2019	245,000	246,076	244,682
66736AAN9	Northwest Bank	Certificate of Deposit--Fixed Rate	1.700%		7/18/2014	7/18/2019	249,000	249,804	248,457
74267GUQ8	Private Bank and TC CHI	Certificate of Deposit--Fixed Rate	2.000%		7/21/2014	7/22/2019	248,000	248,660	247,350
02587CAF7	American Express Bank	Certificate of Deposit--Fixed Rate	1.950%		7/17/2014	7/19/2019	248,000	248,707	247,387
856284Y81	State Bank of India	Certificate of Deposit--Fixed Rate	2.050%		8/15/2014	7/29/2019	247,000	247,692	246,385
32082BDH9	First Merchants Bank	Certificate of Deposit--Fixed Rate	1.900%		8/14/2014	8/6/2019	248,000	248,625	247,323
981571BL5	Worlds Foremost BK Sydney	Certificate of Deposit--Fixed Rate	2.100%		6/11/2015	6/11/2020	200,000	197,374	197,156
05580ACB8	BMW Bank of North America	Certificate of Deposit--Fixed Rate	2.100%		6/26/2015	6/26/2020	247,000	245,301	244,940
140420SX9	Capital One Bank USA	Certificate of Deposit--Fixed Rate	2.250%		7/1/2015	7/1/2020	247,000	247,000	244,913
14042E4P2	Capital One, National Association	Certificate of Deposit--Fixed Rate	2.300%		7/15/2015	7/15/2020	247,000	247,000	245,864
45780PAL9	Institute for Savings in Newburypor	Certificate of Deposit--Fixed Rate	2.050%		7/31/2015	7/31/2020	249,000	249,000	248,278
02006LST1	Ally Bank Midvale Utah	Certificate of Deposit--Fixed Rate	1.700%		8/7/2015	8/6/2018	245,000	244,878	244,081
27113PAK7	East Boston Savings Bank	Certificate of Deposit--Fixed Rate	1.700%		8/24/2015	8/23/2019	249,000	249,000	248,973
46176PEJ0	Investors Bank	Certificate of Deposit--Fixed Rate	2.000%		8/25/2015	8/25/2020	247,000	247,000	246,669
46147UQS2	Investors Community Bank	Certificate of Deposit--Fixed Rate	1.950%		8/26/2015	8/26/2020	249,000	249,000	248,659
149159KT1	Cathay Bank	Certificate of Deposit--Fixed Rate	0.950%		8/28/2015	5/13/2017	249,000	249,000	248,699
06251AK58	Hapoalim BM New York	Certificate of Deposit--Fixed Rate	1.650%		10/29/2015	10/27/2019	247,000	247,000	245,476
05573J6C3	BMO Harris Bank	Certificate of Deposit--Fixed Rate	1.100%		11/4/2015	11/6/2017	248,000	248,000	247,015
795450WU5	Sallie Mae Bank	Certificate of Deposit--Fixed Rate	1.600%		11/4/2015	11/5/2018	248,000	248,000	246,983
49306SVL7	Keybank National Association	Certificate of Deposit--Fixed Rate	1.100%		11/12/2015	11/13/2017	248,000	248,000	246,998
40434AC72	HSBC Bank USA	Certificate of Deposit--Fixed Rate	1.600%		11/17/2015	11/17/2020	247,000	247,000	245,335
9497482T3	Wells Fargo Bank	Certificate of Deposit--Fixed Rate	1.550%		11/18/2015	11/19/2018	249,000	249,000	247,511
687377DU2	Orrstown Bank	Certificate of Deposit--Fixed Rate	2.000%		12/28/2015	12/28/2020	249,000	249,000	246,734
31938QQ72	First Business Bk Madison WI	Certificate of Deposit--Fixed Rate	1.900%		12/22/2015	12/22/2020	247,000	247,000	244,737
<b>Total Bank CD's</b>								<b>11,149,331</b>	<b>11,093,220</b>
<b>Custodian</b>									
98-37-421	LAIF State of California	Demand	0.374%				13,132,656	13,132,656	13,132,656
Drefus	Union Bank Money Mkt Sweep	Sweep	0.000%				-	-	-
<b>Total Custodian</b>								<b>13,132,656</b>	<b>13,132,656</b>
<b>Totals</b>								<b>43,242,377</b>	<b>43,136,664</b>



CITY OF  
**LA MESA**  
JEWEL of the HILLS

# La Mesa Police Department Quarterly Operations Report 4th Quarter - 2015



Walt Vasquez  
Chief of Police

## Law Enforcement Operations and Statistics

### Part 1 Crimes and Statistics

The City's overall crime rate increased over the same period last year. The 4th quarter of 2015 concluded with 32.9 crimes per thousand residents compared to 30.7 crimes per thousand in the 4th quarter of 2014, which represents an 8% increase in the number of crimes.

Violent Crimes decreased by 6% year-to-date compared to the same period in 2014. There were 196 incidents year to date in 2015, compared to 208 in 2014. Robberies decreased 7% year-to-date. There were 63 robberies at the end of the 4th quarter of 2015 compared to 68 in 2014. Thirty-one of the 63 robberies have been closed by arrest.

Property Crimes increased by 10% year-to-date compared to the same period in 2014. At the end of the 4th quarter of 2015, there were 1740 property crimes reported compared to 1584 at the end of the 4th quarter of 2015. The following three categories make up the category of Property Crime: Burglary, Theft and Auto Theft. Burglary increased 1%, Theft increased 8% and Auto Theft increased 36%. This category also includes a 25% increase in vehicle burglaries and a 1% decrease in residential burglaries.

There have been several notable arrests during the 4th quarter of 2015:

- On 10/10/15 at approximately 2:27 PM, a suspect walked up to the victim as she was exiting the bank in the parking lot of Chase Bank, 4791 Spring Street. The suspect grabbed her purse and pushed her causing her to fall to the ground. A short time later the suspect was found hiding in a backyard and was arrested by La Mesa Police.
- On 10/19/15, a suspect was found by officers inside a closed business, located at 7200 University Ave. He was ordered out of the business and when he exited the business he had in his possession a cellular telephone, hat and scissors belonging to the business. He was also found to be in possession of 20 doses of Xanax without a prescription. The suspect had entered the locked and secured business through a front window by removing a portable air conditioning unit. He was placed under arrest and booked into Juvenile Hall for the listed charges.
- On 10/25/15, a male suspect entered the victim's residence on Sturgess Avenue without permission and stole a laptop computer and a cell phone. LMPD Officers used the tracking software installed on the cell phone to locate the suspect near the Grossmont Trolley Station and arrest him.
- On 11/05/15, a female victim was robbed by an unknown suspect at 8790 Grossmont Boulevard. The suspect grabbed her purse while applying a stun gun to

her chest. La Mesa Police Detectives were able to identify the suspect vehicle and arrest both suspects involved in the robbery.

- On 11/27/15, at about 10:10 PM, a female suspect entered the front open garage door area of the victim's residence on Amaya Drive. The victim attempted to keep her at his residence until police arrived. La Mesa Police arrested the suspect for residential burglary. DNA evidence also linked the suspect to a vehicle burglary that occurred on 12/07/14 on Amaya Drive. The DNA evidence came from blood found inside the victim's vehicle after the window was smashed. She was charged with the vehicle burglary while in custody for the recent residential burglary in La Mesa.

### Transient Interactions

The Police Department responded to a total of 479 calls for service related to transients during the 4th quarter of 2015 compared to 518 calls for service during the 3rd quarter of 2015. Calls for service are based on CAD data and represent both citizen generated calls and officer initiated contacts. The top three areas where transients were contacted were as follows:

- 15 contacts were made at 8300 Parkway Drive
- 14 contacts were made at 5500 Grossmont Center Drive
- 12 contacts were made at 5255 Baltimore Drive

### Special Investigations Unit

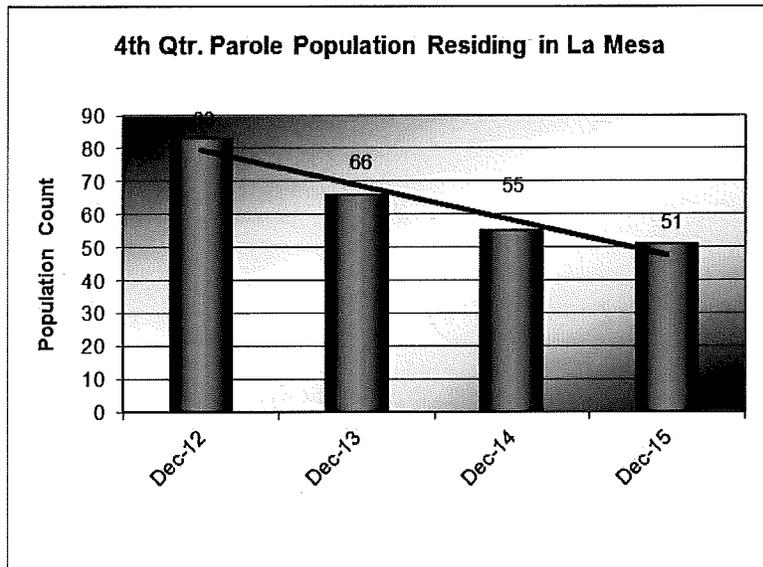
The Special Enforcement Detail's (SED) name was changed to the Special Investigations Unit (SIU) in the month of September. SIU is currently staffed with one (1) Sergeant and three (3) Detectives.

#### SIU 4th Quarter Activity

<b>Activity</b>	<b>4th Quarter 2014</b>	<b>4th Quarter 2015</b>
Arrests	39	27
Field Interviews	22	8
Citations	5	4
Vehicle Impounds	2	0
Probation Searches	70	55
Parole Searches	12	6
Traffic Stops	91	51
Pedestrian Stops	58	37

### Parolees and Probationers

Below is a graph representing the number of individuals on Parole that have resided in La Mesa over the last four years. Please note that the below graph does not include Post-Release Offenders (AB109).



### AB109- Public Safety Realignment

The California criminal justice system had a fundamental shift on October 1, 2011, as the result of Assembly Bill 109, the Public Safety Realignment Act. The law changes a number of ways Law Enforcement monitors these offenders. Felons who have committed non-violent, non-serious, and non-sex offenses will be housed in county jail. Those released from state prison, known as Post Release Offenders (PRO), will be supervised by the Probation Department. Probation violations by the PRO population will be served in county jail and will be limited to 180 days.

According to the San Diego County Probation Department, La Mesa currently houses 22 of the Post Release Offenders.

### Gang Issues and Enforcement

Based on CAL-Gangs, there are 105 documented gang members living in La Mesa as of the end of the 4th quarter of 2015. This number can fluctuate due to the transient nature of some gang members.

### Registered Sex Offenders

There are currently 69 active registrants in the City.

### Traffic Collisions/Citations/Enforcement Operations

During the 4th quarter, the highest ranked locations for collisions were La Mesa Blvd. at Spring Street and Massachusetts at Waite Drive, each with 2 collisions. There were no fatal collisions in the 4th quarter.

### DUI Information:

#### DUI Arrests & Collisions Summary 2011-2015

<b>Year</b>	<b>Arrests</b>	<b>Collisions</b>
2011	198	54
2012	226	51
2013	250	62
2014	143	64
<b>2015 YTD</b>	<b>95</b>	<b>34</b>

### Enforcement Operations 4th Quarter 2015

During the 4th quarter, the Traffic Unit conducted two DUI saturation patrols, three Bicycle and Pedestrian Enforcement Operations, and one Traffic Enforcement Operation. The Traffic Unit also participated in the following activities:

- Provided support to the annual Shop with a Cop Event.
- Provided support to the annual law enforcement Teddy Bear Drive.
- Participated in county-wide CITE details in the cities of Escondido and El Cajon.
- Participated in Coffee with a Cop events throughout the City of La Mesa.

### Community Resource Activities and Information

#### Graffiti Tracker

<b>ACTIVITY</b>	<b>1<sup>st</sup> qtr- 2015</b>	<b>2<sup>nd</sup> qtr- 2015</b>	<b>3<sup>rd</sup> qtr- 2015</b>	<b>4<sup>th</sup> qtr- 2015</b>	<b>YTD Total</b>
Reported Graffiti	268	222	143	144	849
Photographed	268	222	135	113	791
Cleaned	268	222	139	144	849

### School Resource Officers (SRO)

During the 4<sup>th</sup> Quarter of 2015 the SRO gave a total of five (5) classroom presentations on "Bullying" "Being a Good Citizen" and "Drug Resistance." The SRO taught two (2) Juvenile Law Classes for the County Juvenile Diversion Program, and made three (3) home visits reference truancy issues. He took several reports for 242 PC (Battery), 488

PC (Theft), 11357(b) H&S (Possession of Marijuana), 5150 W&I (Mental Illness), and Missing Persons/Runaways. The SRO also participated in the LMPD Citizen's Academy and the "International Walk to School Day" event held at Vista La Mesa Academy. The SRO assisted with four (4) practice school lockdown drills at four separate schools (Helix High, Parkway Middle, Lemon Avenue Elementary, and Vista La Mesa Academy), to ensure school district protocol was being followed.

The SRO assisted with three (3) "SART" meetings which are attended by suspended students and their parents. He also attended two (2) Juvenile District Attorney meetings and three (3) East County SRO meetings to discuss threats of violence, human trafficking, bullying, and drug issues at our schools. These meetings also focus on ways to mitigate, deter, and address these issues. The SRO also met with several principals, deans, and students to discuss ways to better communicate in furtherance of healthy and positive attitudes. In October, the SRO attended a FEMA sponsored training class on "Understanding and Planning for School Bomb Incidents."

Throughout the 4<sup>th</sup> Quarter, the SRO conducted numerous interviews with students involved in non-criminal incidents that were determined to be school violations. The SRO worked with school staff and parents to address these issues in an effort to positively change and influence future behavior. The SRO has also focused on providing adequate levels of pedestrian and vehicle traffic control, both before and after school, at each of the ten (10) public schools within the City of La Mesa. The SRO solicited assistance from the Traffic Unit (Motor Units and CSO Officers) for these efforts and issued traffic citations on occasions when necessary.

**Crime Prevention/Emergency Preparedness**

There are currently 135 Neighborhood Watch groups in the City; Sixteen (16) groups contain at least one Community Emergency Response Team member. The Nextdoor.com social media neighborhood watch is gaining interest with approximately 2,950 La Mesa citizens participating.

Neighborhood Watch Meetings	5
Community Presentations	7
Residential Security Inspections	4
Commercial Security Inspections	1

## La Mesa Police - 4th Quarter Crime Statistics - 2015



DATA	2014				2015				Year to Date Change		
	1st Qtr.	2nd Qtr.	3rd Qtr.	4th Qtr.	1st Qtr.	2nd Qtr.	3rd Qtr.	4th Qtr.	YTD 2015	YTD 2014	YTD % Change
<b>VIOLENT CRIMES:</b>											
Homicide	0	0	0	0	0	2	0	1	3	0	N/C
CLEARED	0	0	0	0	0	2	0	1	3	0	N/C
Rape (New Definition)*		N/A			1	0	3	0	4	N/A	N/C
CLEARED		N/A			0	0	2	0	2	N/A	N/C
Rape (Historical)	4	3	3	6	4	3	2	2	11	16	-31%
CLEARED	4	0	0	1	0	0	1	0	1	5	-80%
Robbery	17	14	22	15	14	14	17	18	63	68	-7%
CLEARED	9	7	8	4	8	7	7	9	31	28	11%
Aggravated Assault	33	24	27	40	28	27	42	18	115	124	-7%
CLEARED	18	20	14	20	14	21	28	3	66	72	-8%
<b>PROPERTY CRIMES:</b>											
Res. Burglary	62	39	46	39	40	54	42	49	185	186	-1%
Comm. Burglary	31	22	14	19	30	20	24	17	91	86	6%
Burglary Total:	93	61	60	58	70	74	66	66	276	272	1%
CLEARED	6	7	9	7	19	11	6	4	40	29	38%
Theft > \$400	120	99	76	77	107	86	95	134	422	372	13%
Car Prowls	64	74	57	50	72	86	52	96	306	245	25%
Theft \$400 or less	239	199	167	166	208	200	202	202	812	771	5%
Theft Total:	359	298	243	243	315	286	297	336	1234	1143	8%
CLEARED	78	93	74	66	70	54	71	59	254	311	-18%
Auto Theft	56	40	38	35	51	62	64	53	230	169	36%
CLEARED	2	0	0	1	2	2	7	1	12	3	300%
TOTAL VIOLENT:	54	38	49	55	47	46	64	39	196	208	-6%
CLEARED	57%	71%	45%	44%	47%	65%	59%	33%	53%	50%	4%
TOTAL PROPERTY:	508	399	341	336	436	422	427	455	1740	1584	10%
CLEARED	17%	25%	24%	22%	21%	16%	20%	14%	18%	22%	-19%
FBI INDEX:	562	437	390	391	483	468	491	494	1936	1792	8%
CLEARED	21%	29%	27%	25%	23%	21%	25%	16%	21%	25%	-15%
VIOLENT RATE PER 1,000 POP.									3.3/K	3.6/K	
PROPERTY RATE PER 1,000 POP.									29.6/K	27.2/K	
INDEX RATE PER 1,000 POP.									32.9/K	30.7/K	

N/A = Not Applicable  
N/C = Not Calculable

Crime rate per 1,000 people is based on a total population of 58,769.

\*The FBI has mandated a change to the rape definition. Effective January 1, 2015, totals for rape, aggravated assaults, violent crime totals and the crime index totals are impacted.



AUTOMATED  
REGIONAL JUSTICE  
INFORMATION SYSTEM

### 4th QUARTER CRIME STATISTICS 2015 - Robbery & Theft Breakdown

	2014				2015				Year to Date Change				
	1st Qtr.	2nd Qtr.	3rd Qtr.	4th Qtr.	1st Qtr.	2nd Qtr.	3rd. Qtr.	4th Qtr.	YTD 2015	YTD 2014	YTD % Change		
<b>Robbery</b>													
Street/Highway	8	6	8	5	5	5	4	8	22	27	-19%		
Commercial	7	5	12	7	7	7	11	4	29	31	-6%		
Gas or Service Station	1	1	0	0	1	0	1	1	3	2	50%		
Chain Store	0	0	1	1	0	0	0	1	1	2	-50%		
Residential	0	2	1	1	1	2	0	2	5	4	25%		
Bank	1	0	0	0	0	0	1	1	2	1	100%		
** Miscellaneous	0	0	0	1	0	0	0	1	1	1	0%		
<b>TOTAL</b>	<b>17</b>	<b>14</b>	<b>22</b>	<b>15</b>	<b>14</b>	<b>14</b>	<b>17</b>	<b>18</b>	<b>63</b>	<b>68</b>	<b>-7%</b>		
YTD Cleared Cases	<b>49%</b>	<b>solved</b>	<b>9</b>	<b>7</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>9</b>	<b>31</b>	<b>28</b>	<b>11%</b>
<b>Theft</b>													
Pocket-Picking	0	1	0	0	1	2	0	0	3	1	200%		
Purse Snatching	0	2	1	2	2	3	3	6	14	5	180%		
Shoplifting	94	96	59	86	78	73	78	71	300	335	-10%		
<b>From Motor Vehicles</b>	<b>125</b>	<b>99</b>	<b>87</b>	<b>66</b>	<b>114</b>	<b>113</b>	<b>100</b>	<b>146</b>	<b>473</b>	<b>377</b>	<b>25%</b>		
<b>Motor Vehicle Parts &amp; Acc.</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>16</b>	<b>18</b>	<b>17</b>	<b>24</b>	<b>17</b>	<b>76</b>	<b>54</b>	<b>41%</b>		
Bicycles	16	14	8	2	21	19	19	9	68	40	70%		
From Buildings	68	38	51	51	47	40	51	62	200	208	-4%		
From Coin Operated Machines	0	1	0	0	0	1	1	0	2	1	100%		
All Others	40	36	26	20	34	18	21	25	98	122	-20%		
<b>TOTAL</b>	<b>359</b>	<b>298</b>	<b>243</b>	<b>243</b>	<b>315</b>	<b>286</b>	<b>297</b>	<b>336</b>	<b>1234</b>	<b>1143</b>	<b>8%</b>		
YTD Cleared Cases	<b>21%</b>	<b>solved</b>	<b>78</b>	<b>93</b>	<b>74</b>	<b>66</b>	<b>70</b>	<b>54</b>	<b>71</b>	<b>59</b>	<b>254</b>	<b>311</b>	<b>-18%</b>

N/C = Not Calculable

**La Mesa Police - Patrol Statistics  
4th Quarter 2015**

	2014				2015				YTD 2015	YTD 2014	YTD % Change
	1st Qtr.	2nd Qtr.	3rd Qtr.	4th Qtr.	1st Qtr.	2nd Qtr.	3rd Qtr.	4th Qtr.			
Primary	4127	4237	5595	5404	5373	5648	6701	5491	23213	19363	20%
Cover*	3884	*N/A	*N/A	*N/A	N/A	N/A	N/A	N/A	N/A	6517	*N/A
Officer Initiated	3149	3281	2780	2686	3186	2613	2701	2787	11287	11896	-5%
Reports Taken	1072	1115	826	627	549	631	675	845	2700	3640	-26%
Arrests Made**	363	291	227	177	416	413	472	452	1753	1058	66%
5150 Detentions	106	117	122	121	131	120	126	97	474	466	2%
Citations†	956	902	539	510	1111	1032	772	692	3607	2907	24%
Parking/Muni Code Citations†	84	114	41	43	28	107	63	130	328	282	16%
Field Interviews	359	201	91	68	136	167	176	111	590	719	-18%

\* Due to CAD change over in June 2014, Cover Officer data is currently unavailable. Only January-May data are reflected in the Cover 2014 YTD total.

\*\* Due to RMS change over in January 2015, arrest data is now presented as a total, rather than separate felony and misdemeanor subtotals. Historical YTD data has been aggregated for comparison.

† Due to CAD change over in June 2014, citation data entry is in flux. Citations are now presented as a total with only a Parking/Municipal Code Citation break down. Historical YTD data has been aggregated for comparison.

## 4th Quarter 2015 Robbery Types

<b>Reported Robberies</b>	<b>YTD Totals</b>		<b>Change</b>
	2015	2014	
Street	22	27	-19%
Commercial	29	31	-6%
Gas Station	3	2	50%
Chain Store	1	2	-50%
Residential	5	4	25%
Bank	2	1	100%
Misc.	1	1	0%
<b>TOTAL</b>	<b>63</b>	<b>68</b>	<b>-7%</b>

<b>2015</b>			
<b>Robberies Solved</b>	Reported	Solved	
Street	22	12	55%
Commercial	29	15	52%
Gas Station	3	1	33%
Chain Store	1	0	0%
Residential	5	2	40%
Bank	2	0	0%
Misc.	1	1	100%
<b>TOTAL</b>	<b>63</b>	<b>31</b>	<b>49%</b>

N/C = Not Calculable

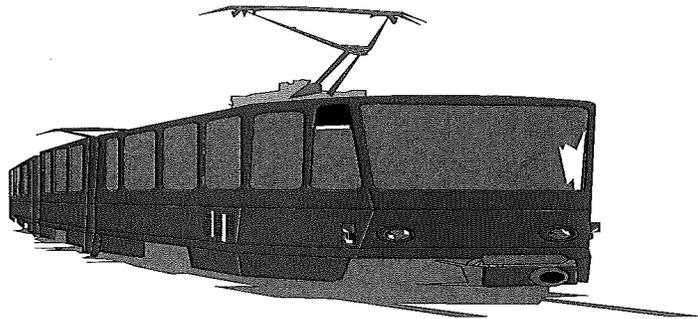
# MTS Trolley Crime Report

## YTD 4th Quarter 2015

Part I Crimes		YTD 4th Quarter 2015	YTD 4th Quarter 2014	% Change
<b>VIOLENT</b>	Homicide	0	0	N/C
	Rape	0	0	N/C
	Robbery	4	4	0%
	Aggravated Assault by Vic. Cnt	4	8	-50%
<b>PROPERTY</b>	Res. Burglary	0	0	N/A
	Comm. Burglary	0	0	N/C
	Burglary Total:	0	0	N/C
	Theft	7	9	-22%
	Car Prowls (included in Theft Totals)	4	2	100%
	Theft Total:	11	11	0%
	Auto Theft	4	1	300%
<b>TOTAL VIOLENT:</b>		8	12	-33%
<b>TOTAL PROPERTY:</b>		15	12	25%
<b>FBI INDEX:</b>		23	24	-4%

### Location Addresses

7255 Alvarado Road  
 9100 Amaya Ct  
 8601 Fletcher Py  
 8248 La Mesa Bl  
 4250 Spring St.



N/A = Not Applicable  
 N/C = Not Calculable

Compiled from ARJIS Data

Note: MTS advises that their statistics "do not include incidents that occurred outside the immediate station area. The total number of incidents and arrests will not equal those reflected on other reports."

1/20/2016

# La Mesa Trolley Locations Part I Crimes Reported to La Mesa Police

YTD 4th Quarter 2015

2014

Station Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total	Location Address	Larceny / Car Prowl
Alvarado Road	0	0	0	0	0	2	0	0	2	7255 Alvarado Road	1
Amaya Ct.	0	0	0	0	0	1	0	0	1	9100 Amaya Ct	0
Grossmont Center	0	0	2	4	0	3	1	0	10	8601 Fletcher Py	0
La Mesa Blvd	0	0	0	2	0	3	0	0	5	8248 La Mesa Bl	0
Spring St	0	0	2	2	0	2	0	0	6	4250 Spring St.	1
TOTAL	0	0	4	8	0	11	1	0	24		2

2015

Station Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total	Location Address	Larceny / Car Prowl
Alvarado Road	0	0	0	1	0	3	1	0	5	7255 Alvarado Road	3
Amaya Ct.	0	0	1	2	0	1	1	0	5	9100 Amaya Ct	1
Grossmont Center	0	0	3	0	0	1	0	0	4	8601 Fletcher Py	0
La Mesa Blvd	0	0	0	1	0	2	1	0	4	8248 La Mesa Bl	0
Spring St	0	0	0	0	0	2	1	0	3	4250 Spring St.	0
TOTAL	0	0	4	4	0	9	4	0	21		4

Minutes of a Regular Meeting of the La Mesa City Council  
and a Special Meeting of the City of La Mesa Successor Agency  
Tuesday, January 26, 2016 at 6:00 p.m.  
City Council Chambers, 8130 Allison Avenue, La Mesa, California

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Mayor Arapostathis called the meeting to order at 6:00 p.m.

ROLL CALL: CITY COUNCIL

**PRESENT:** Mayor Arapostathis; Vice Mayor Baber; Councilmembers Alessio, McWhirter and Sterling.

**ABSENT:** None.

**STAFF:** City Manager Witt; City Attorney Sabine; Assistant City Manager/Community Services Director Garrett; City Clerk Kennedy.

ROLL CALL: CITY OF LA MESA SUCCESSOR AGENCY

**PRESENT:** Chairman Arapostathis; Agencymembers Alessio, Baber, McWhirter and Sterling.

**ABSENT:** None.

**STAFF:** Assistant City Manager/Community Services Director Garrett; City Attorney Sabine; Secretary Kennedy.

**INVOCATION – VICE MAYOR BABER**

**PLEDGE OF ALLEGIANCE**

**CITY MANAGER COMMENTS**

Assistant City Manager/Community Services Director Garrett announced the State of California Transportation Commission awarded the City a \$1.9 million dollar grant for the West La Mesa Project to increase pedestrian access. Ms. Garrett said the grant was specifically to improve connections between Helix High School, La Mesa Arts Academy and La Mesa Middle School, and to expand accessibility for pedestrians in and around University Avenue.

**COMMUNITY BULLETIN REPORTS**

The Mayor and Council made announcements and reported on various events taking place in the City. No action was taken.

**ADDITIONS AND/OR DELETIONS TO THE AGENDA**

City Manager Witt requested the Council to remove item 7 from the agenda.

**ACTION:** It was the consensus of the Council to approve the removal of item 7 from the agenda.

PUBLIC COMMENTS

Mr. Robert Wangeman, La Mesa, complained about barking pit bull dogs that were being kept at a commercial business near his home. Mr. Wangeman said the barking was a public nuisance that disturbed the residents in the surrounding neighborhood and requested the noise ordinance be enforced.

Brother Steven Sidlovsky asked to be placed on a future agenda to present information to the Council on life peace overlay zones.

Mr. Peter Carzis asked about the status of the money owed to the City by the Merchants Association for the 2015 Oktoberfest.

CONSENT CALENDAR – CITY COUNCIL  
(Items 1 through 4)

Vice Mayor Baber announced he would be voting no on item 3.

1. APPROVAL OF MOTION TO WAIVE THE READING OF THE TEXT OF ALL ORDINANCES AND RESOLUTIONS AT THIS MEETING
2. APPROVAL OF MINUTES OF A REGULAR MEETING HELD JANUARY 12, 2016

Approved.

3. RESOLUTION AUTHORIZING CITY PARTICIPATION IN THE CALIFORNIA STATEWIDE COMMUNITIES DEVELOPMENT AUTHORITY (CSCDA) OPEN PROPERTY ASSESSED CLEAN ENERGY (PACE) PROGRAM

Resolution No. 2016-006 was adopted.

4. RESOLUTION TO APPROPRIATE FUNDS FOR THE MIGRATION OF THE BUSINESS LICENSE SYSTEM TO HDL PRIME

Resolution No. 2016-007 was adopted.

ACTION: Motioned by Councilmember Sterling and seconded by Councilmember Alessio to approve Consent Calendar items 1 through 4.

Vote: 5-0 on items 1, 2, and 4.

Yes: Mayor Arapostathis, Vice Mayor Baber, Councilmember Alessio, Councilmember McWhirter and Councilmember Sterling

No: None

Abstained: None

Absent: None

Motion passed.

CONSENT CALENDAR – CITY COUNCIL – Continued

Vote: 4-1 on item 3.

Yes: Mayor Arapostathis, Councilmember Alessio, Councilmember McWhirter and Councilmember Sterling

No: Vice Mayor Baber

Abstained: None

Absent: None

Motion passed.

CONSENT CALENDAR – CITY OF LA MESA SUCCESSOR AGENCY

(Items 5 through 6)

5. APPROVAL OF MOTION TO WAIVE THE READING OF THE TEXT OF ALL ORDINANCES AND RESOLUTIONS AT THIS MEETING

Approved.

6. RESOLUTION OF THE SUCCESSOR AGENCY TO THE LA MESA COMMUNITY REDEVELOPMENT AGENCY APPROVING AND ADOPTING THE RECOGNIZED OBLIGATION PAYMENT SCHEDULE (ROPS) FOR THE TWELVE-MONTH PERIOD FROM JULY 1, 2016 THROUGH JUNE 30, 2017 AND APPROVING RELATED ACTIONS

Resolution No. 2016-025 SA was adopted.

ACTION: Motioned by Agencymember McWhirter and seconded by Chair Arapostathis to approve Consent Calendar items 5 and 6.

Vote: 5-0

Yes: Chair Arapostathis, Agencymember Alessio, Agencymember Baber, Agencymember McWhirter, Agencymember Sterling.

No: None

Abstained: None

Absent: None

Motion passed.

COUNCIL COMMITTEE REPORTS

The Mayor and Council reported on various outside board, commission and committee meetings they attended. No action was taken.

AB 1234 REPORTS (GC 53232.3(d))

Vice Mayor Baber reported on his attendance at the League of California Cities Housing Policy Committee meeting on January 21 – 22, 2016 in Sacramento.

## COUNCIL INITIATED

7. REQUEST FOR COUNCIL APPROVAL OF VICE MAYOR BABER'S TRAVEL EXPENSE TO ATTEND THE LEAGUE OF CALIFORNIA CITIES HOUSING POLICY COMMITTEE MEETING, JANUARY 21 – 22, 2016 IN SACRAMENTO – VICE MAYOR BABER

This item was deleted from the agenda.

Mayor Arapostathis recessed the meeting at 6:26 p.m.

The meeting reconvened at 7:00 p.m. with all members present.

7:00 P.M.

## HEARING/ORDINANCE: FIRST READING

8. CONSIDERATION OF AN ORDINANCE AMENDING CHAPTER 24 OF THE LA MESA MUNICIPAL CODE TO INCREASE THE NUMBER OF DOGS ALLOWED PER DWELLING UNIT

Notice of the hearing was given in accordance with legal requirements, and the hearing was held on the date and at the time specified in the notice.

Mayor Arapostathis read the title of the Ordinance and outlined how the hearing would be conducted.

Community Development Director Dick provided background on the issue and explained the proposed Ordinance that would allow up to two adult dogs per multi-family dwelling unit and up to three adult dogs in a single-family dwelling unit. Ms. Dick said the proposed Ordinance would also allow ordinary household pets on commercial properties containing residential dwellings consistent with the single-family dwelling and multi-family dwelling unit limitations. Community Development Director Dick said staff recommended the Council approve the Negative Declaration and approve the introduction and first reading of the Ordinance.

Following Council questions, Mayor Arapostathis opened the hearing and asked if anyone from the audience wished to speak.

Ms. Jean Baber, La Mesa, spoke in support of animal adoption. Ms. Baber said the problem of barking dogs was the result of irresponsible pet owners and should be addressed by enforcing the noise Ordinance.

Ms. Harriet Seldin, Golden Retriever Club of San Diego County, spoke in support of the Ordinance and raising the limit to four dogs.

Ms. Susan Wayne, La Mesa, spoke about the problem of barking dogs and said other than mediation, there were no enforcement provisions in the noise Ordinance. Ms. Wayne suggested taking care of the noise Ordinance first and then consider the issue of the number of dogs allowed in the future.

HEARING/ORDINANCE: FIRST READING – Continued

Ms. Melanie Morton, La Mesa, spoke in support of increasing the number of dogs allowed and in support of enforcing the noise Ordinance as it relates to the problem of barking dogs.

Mr. Robert Wangeman, La Mesa, asked about the new provision in the proposed Ordinance allowing dogs on commercial properties. Mr. Wangeman was informed that the proposed Ordinance would only pertain to commercial properties that contained residential dwellings.

Mr. Dexter Levy, La Mesa, suggested the Council consider strengthening the noise Ordinance as it pertained to nuisance animals.

Council questions continued.

ACTION: Motioned by Councilmember Alessio and seconded by Councilmember Sterling to close the hearing since there was no one else in the audience who wished to speak.

Vote: 5-0

Yes: Mayor Arapostathis, Vice Mayor Baber, Councilmember Alessio, Councilmember McWhirter and Councilmember Sterling

No: None

Abstained: None

Absent: None

Motion passed.

Council discussion ensued.

ACTION: Motioned by Councilmember Alessio and seconded by Councilmember McWhirter to approve the Planning Commission and staff recommendations with one exception—increase the limit to five dogs per single-family dwelling.

Under discussion, Councilmember Sterling presented a substitute motion.

ACTION: Motioned by Councilmember Sterling and seconded by Mayor Arapostathis to approve the Planning Commission and staff recommendations to increase the limit to three dogs per single-family dwelling unit.

Vote: 2-3

Yes: Mayor Arapostathis and Councilmember Sterling

No: Vice Mayor Baber, Councilmember Alessio and Councilmember McWhirter

Abstained: None

Absent: None

Motion failed.

Mayor Arapostathis then called for the vote on the original motion.

HEARING/ORDINANCE: FIRST READING – Continued

Vote: 4-1

Yes: Mayor Arapostathis, Vice Mayor Baber, Councilmember Alessio, and Councilmember McWhirter

No: Councilmember Sterling

Abstained: None

Absent: None

Motion passed.

CITY ATTORNEY REMARKS

There were no remarks.

ADJOURNMENT

Mayor/Chair Arapostathis adjourned the City Council and City of La Mesa Successor Agency meetings at 8:07 p.m.

Mary J. Kennedy, CMC  
City Clerk



DATE: February 9, 2016  
TO: Mayor and Members of the City Council  
FROM: Sarah Waller-Bullock, Director of Finance *SWB*  
VIA: Dave E. Witt, City Manager *DW*  
SUBJECT: Single Audit of Federally Assisted Grant Programs for the Year Ending  
June 30, 2015 (Consent Item for the meeting of February 9, 2016)

Attached is a copy of the Single Audit of Federally Assisted Grant Programs (Single Audit) for the Year Ending June 30, 2015. The Single Audit reports on the city's expenditures incurred that are reimbursable under federal programs of federal awards in compliance with OMB Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations.

The City received a clean opinion, with no noted deficiencies in internal controls. The audit did disclose an issue of non-compliance involving the late submittal of quarterly CDBG reports. This issue has been addressed by management and adjustments to workflow have been put in place to ensure that quarterly reports are submitted within the federally required deadline. Also included in the audit is the status of the prior year findings regarding the 2014 Single Audit, of which there were no findings.

If you have any questions, please contact me at extension 122.

**Recommendation:**

That the City Council accept the Single Audit of Federally Assisted Grant Programs for the Year Ending June 30, 2015, as prepared and submitted by the firm of Rogers, Anderson, Malody & Scott.

City of La Mesa  
La Mesa, California

Single Audit Report on Federal Awards

Year Ended June 30, 2015

**CITY OF LA MESA**  
**Single Audit Report on Federal Awards**  
**Year Ended June 30, 2015**

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**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL  
OVER FINANCIAL REPORTING AND ON COMPLIANCE AND  
OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL  
STATEMENTS PERFORMED IN ACCORDANCE WITH  
GOVERNMENT AUDITING STANDARDS**

**PARTNERS**

Brenda L. Odle, CPA, MST  
Terry P. Shea, CPA  
Kirk A. Franks, CPA  
Scott W. Manno, CPA, CGMA  
Leena Shanbhag, CPA, MST, CGMA  
Jay H. Zercher, CPA (Partner Emeritus)  
Phillip H. Waller, CPA (Partner Emeritus)

To the Honorable Mayor and Members of City Council  
of the City of La Mesa  
La Mesa, California

**DIRECTORS**

Bradford A. Welebir, CPA, MBA

**MANAGERS / STAFF**

Jenny Liu, CPA, MST  
Seong-Hyea Lee, CPA, MBA  
Charles De Simoni, CPA  
Nathan Statham, CPA, MBA  
Brigitta Bartha, CPA  
Gardenya Duran, CPA  
Juan Romero, CPA  
Ivan Gonzales, CPA, MSA  
Brianna Pascoe, CPA  
Daniel Hernandez, CPA, MBA  
Ryan Smith, CPA

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City of La Mesa, California (the City), as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise the City's basic financial statements, and have issued our report thereon dated December 22, 2015.

***Internal Control Over Financial Reporting***

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

*A deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. *A material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. *A significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

**MEMBERS**

American Institute of  
Certified Public Accountants

PCPS The AICPA Alliance  
for CPA Firms

Governmental Audit  
Quality Center

California Society of  
Certified Public Accountants

To the Honorable Mayor and Members of City Council  
of the City of La Mesa  
La Mesa, California

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

### ***Compliance and Other Matters***

As part of obtaining reasonable assurance about whether the City's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed an instance of noncompliance or other matters that are required to be reported under *Government Auditing Standards* and which is described in the accompanying schedule of findings and questioned costs as item 2015-001.

### ***City of La Mesa's Response to Finding***

The City's responses to the findings identified in our audit are described in the accompanying schedule of findings and questioned costs. The City's response was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

### ***Purpose of this Report***

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

A handwritten signature in black ink that reads "Rogers Anderson Malooly & Scott, LLP". The signature is written in a cursive, flowing style.

San Bernardino, California  
December 22, 2015



ROGERS, ANDERSON, MALODY & SCOTT, LLP  
CERTIFIED PUBLIC ACCOUNTANTS, SINCE 1948

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## INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY *OMB CIRCULAR A-133*

### PARTNERS

Brenda L. Odle, CPA, MST  
Terry P. Shea, CPA  
Kirk A. Franks, CPA  
Scott W. Manno, CPA, CGMA  
Leena Shanbhag, CPA, MST, CGMA  
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Ivan Gonzales, CPA, MSA  
Brianna Pascoe, CPA  
Daniel Hernandez, CPA, MBA  
Ryan Smith, CPA

To the Honorable Mayor and Members of City Council  
of the City of La Mesa  
La Mesa, California

### ***Report on Compliance for Each Major Federal Program***

We have audited the City of La Mesa's (the City) compliance with the types of compliance requirements described in the *OMB Circular A-133 Compliance Supplement* that could have a direct and material effect on the City's major federal program for the year ended June 30, 2015. The City's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

### ***Management's Responsibility***

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its federal programs.

### ***Auditor's Responsibility***

Our responsibility is to express an opinion on compliance for the City's major federal program based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the City's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

### MEMBERS

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Certified Public Accountants

To the Honorable Mayor and Members of City Council  
of the City of La Mesa  
La Mesa, California

We believe that our audit provides a reasonable basis for our opinion on compliance for the major federal program. However, our audit does not provide a legal determination of the City's compliance.

### ***Opinion on Compliance of the Major Federal Program***

In our opinion, the City complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal program for the year ended June 30, 2015.

### ***Other Matter***

The results of our auditing procedures disclosed an instance of noncompliance, which is required to be reported in accordance with OMB Circular A-133 and which is described in the accompanying schedule of findings and questioned costs as item 2015-001. Our opinion on the City's major federal program is not modified with respect to this matter.

The City's response to the noncompliance finding identified in our audit is described in the accompanying schedule of findings and questioned costs. The City's response was not subjected to the auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the response.

### ***Report on Internal Control over Compliance***

Management of the City is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the City's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for the major federal program and to test and report on internal control over compliance in accordance with OMB Circular A-133, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the City's internal control over compliance.

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis.

To the Honorable Mayor and Members of City Council  
of the City of La Mesa  
La Mesa, California

*A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance. We consider the deficiency in internal control over compliance described in the accompanying schedule of findings and questioned costs as item 2015-001 to be a significant deficiency.

Our consideration of internal control over compliance was for the limited purpose described in the preceding paragraphs and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. However, as discussed above, we identified a certain deficiency in internal control over compliance that we consider to be a significant deficiency.

The City's response to the internal control over compliance findings identified in our audit is described in the accompanying schedule of findings and questioned costs. The City's response was not subjected to the auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the response.

***Report on Schedule of Expenditures of Federal Awards Required by OMB Circular A-133***

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City, as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise the City's basic financial statements. We issued our report thereon dated December 22, 2015, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by OMB Circular A-133 and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

To the Honorable Mayor and Members of City Council  
of the City of La Mesa  
La Mesa, California

**Purpose of this Report**

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of OMB Circular A-133. Accordingly, this report is not suitable for any other purpose.

*Rogers Anderson Malody & Scott, LLP*

San Bernardino, California  
December 22, 2015 (except for the Schedule of Expenditures of Federal Awards, as to which  
the date is January 25, 2016)

**CITY OF LA MESA**  
**Schedule of Expenditures of Federal Awards**  
**Year Ended June 30, 2015**

Federal Grantor / Pass-through Grantor Program Title	Federal CFDA Number	Program Identification Number	Federal Expenditures
<b><u>U.S. Department of Housing and Urban Development</u></b>			
<i>Direct Program:</i>			
Community Development Block Grant*	14.218	B-12-MC-06-0551	\$ 6,353
Community Development Block Grant*	14.218	B-13-MC-06-0551	374,398
Community Development Block Grant*	14.218	B-14-MC-06-0551	96,363
Community Development Block Grant*	14.218	Program Income	6,484
Total CFDA 14.218			<u>483,598</u>
<b>Total - U.S. Department of Housing and Urban Development</b>			<b><u>483,598</u></b>
<b><u>U.S. Department of Transportation</u></b>			
<i>Passed through the State of California Department of Transportation:</i>			
Highway Bridge Program	20.200	BRLS-5207(036)	27,918
Total CFDA 20.200			<u>27,918</u>
<i>Passed through the State of California Department of Transportation:</i>			
Highway Planning and Construction (Federal-aid Program)	20.205	HSIPL-5207(033)	1,938
Highway Planning and Construction (Federal-aid Program)	20.205	HSIPL-5207(037)	61,712
Highway Planning and Construction (Federal-aid Program)	20.205	HSIPL-5207(040)	20,249
Safe Route to School	20.205	SRTSLNI-5207(030)	25,557
Safe Route to School	20.205	SRTSLNI-5207(034)	900
Total CFDA 20.205			<u>110,356</u>
<i>Passed through San Diego Association of Governments (SANDAG):</i>			
Federal Transit Administration	20.521	5001083	37,256
Total CFDA 20.521			<u>37,256</u>
<i>Passed Through the National Traffic Safety Administration:</i>			
Traffic STEP	20.600	PT13105	22,502
Avoid the 14	20.600	AL0939	3,910
Total CFDA 20.600			<u>26,412</u>
<b>Total - U.S. Department of Transportation</b>			<b><u>201,942</u></b>
<b><u>U.S. Department of Homeland Security</u></b>			
<i>Passed through the City of San Diego:</i>			
FY 13 Urban Area Security Initiative Grant	97.067	City of San Diego	17,033
FY 14 Urban Area Security Initiative Grant	97.067	City of San Diego	105,089
Total CFDA 97.067 passed through the City of San Diego			<u>122,122</u>
<i>Passed through the County of San Diego:</i>			
State Homeland Security Grant 13	97.067	CalEMA	5,395
State Homeland Security Grant 14	97.067	CalEMA	37,537
Operation Stonegarden Grant	97.067	CalEMA	77,933
Total CFDA 97.067 passed through the County of San Diego			<u>120,865</u>
<b>Total - U.S. Department of Homeland Security</b>			<b><u>242,987</u></b>
Total Expenditures of Federal Awards			<b><u>\$ 928,527</u></b>

\* Major Program

See accompanying notes to schedule of expenditures of federal awards.

**CITY OF LA MESA**  
**Notes to the Schedule of Expenditures of Federal Awards**  
**Year Ended June 30, 2015**

---

**(1) Summary of Significant Accounting Policies Applicable to the Schedule of Expenditures of Federal Awards**

(a) *Scope of Presentation*

The accompanying schedule presents only the expenditures incurred by the City of La Mesa that are reimbursable under federal programs of federal awards. For the purposes of this schedule, federal awards include both federal awards received directly from a federal agency, as well as federal funds received indirectly by the City from a non-federal agency or other organization. Only the portion of program expenditures reimbursable with such federal funds, are reported in the accompanying schedule. Program expenditures in excess of the maximum federal reimbursement authorized or the portion of the program expenditures that were funded with state, local or other non-federal funds are excluded from the accompanying schedule.

(b) *Basis of Accounting*

The expenditures included in the accompanying schedule are reported on the modified accrual basis of accounting. Accordingly, expenditures represent amounts incurred during the fiscal year, which meet federal grant eligibility requirements. Under the modified accrual basis of accounting, expenditures are incurred when the City becomes obligated for payment, as a result of the receipt of the related goods and services. Expenditures reported include any property or equipment acquisitions incurred under the federal program.

**(2) Sub-recipients**

Of the federal expenditures presented in the schedule, the City provided federal awards to sub-recipients for the Community Development Block Grant (CFDA No. 14.218) in the amount of \$27,000.

**CITY OF LA MESA**  
**Schedule of Findings and Questioned Costs**  
**Year Ended June 30, 2015**

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**I. SUMMARY OF AUDITOR'S RESULTS**

Financial Statements

Type of auditor's report issued: unmodified

Internal control over financial reporting:

Material weakness identified?	_____	Yes	_____ X _____	No
Significant deficiencies identified that are not considered to be material weaknesses?	_____	Yes	_____ X _____	None Reported
Noncompliance material to financial statements noted?	_____ X _____	Yes	_____	No

Federal Awards

Internal control over major programs:

Material weakness identified?	_____	Yes	_____ X _____	No
Significant deficiencies identified that are not considered to be material weaknesses?	_____ X _____	Yes	_____	None Reported

Type of auditor's report issued on compliance for major programs: unmodified

Any audit findings disclosed that are required to be reported in accordance with section 510(a) of OMB Circular A-133?	_____ X _____	Yes	_____	No
--	---------------	-----	-------	----

Identification of major programs:

<u>CFDA Number</u>	<u>Name of Federal Program</u>
14.218	Community Development Block Grant

Dollar threshold used to distinguish between type A and type B programs:	<u>\$300,000</u>
--	------------------

Auditee qualified as low-risk auditee?	_____ X _____	Yes	_____	No
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**CITY OF LA MESA**  
**Schedule of Findings and Questioned Costs (continued)**  
**Year Ended June 30, 2015**

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**II. FINDINGS – FINANCIAL STATEMENT FINDINGS**

See finding 2015-001 below.

**III. FEDERAL AWARD FINDINGS AND QUESTIONED COSTS**

**COMPLIANCE FINDING/ INTERNAL CONTROL FINDING**

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT  
Community Development Block Grant (CDBG) – CFDA No. 14.218

**2015-001** Grant No. B-12-MC-06-0551  
Grant No. B-13-MC-06-0551  
Grant No. B-14-MC-06-0551

Condition

The City was late in submitting the quarterly SF-425 Federal Financial Report on the first and fourth quarters. The quarterly reports were submitted beyond the 30 day period required for each reporting period.

Questioned Cost

None noted.

Criteria

OMB Circular A-133 requires recipients to submit the Federal Financial Report SF-425 (OMB No. 0348-0061) for CDBG – CFDA 14.218 on a quarterly basis no later than 30 days after the reporting period.

Cause

The City did not appear to have proper internal controls in place to ensure that reports were submitted in a timely manner.

Effect

The City failed to submit the SF-425 reports for the first and fourth quarter before the required deadline.

Recommendation

The City should implement procedures to ensure that the required reports are submitted in a timely manner.

Grantee Response and Corrective Action Plan

The Grantee's response is reported in the "Corrective Action Plan" and considered as part of this report.

**CITY OF LA MESA**  
**Summary Schedule of Prior Audit Findings**  
**Year Ended June 30, 2015**

---

**STATUS OF PRIOR YEAR FINDINGS:**

No findings in the prior year.



CORRECTIVE ACTION PLAN  
November 16, 2015

The City of La Mesa respectfully submits the following corrective action plan for the year ended June 30, 2015.

*Name and address of independent public accounting firm:*

Rogers, Anderson, Malody & Scott, LLP  
735 E. Carnegie Dr. Suite 100  
San Bernardino, California 92408

*Audit Period:* Year ended June 30, 2015.

Compliance Finding/Internal Control Finding

Department of Housing and Urban Development  
Community Development Block Grant (CDBG) – CFDA No. 14.218

2015-001

*Auditor Recommendation:* The City should implement procedures to ensure that the required reports are submitted in a timely manner.

*Action taken by the City:* The City acknowledges the finding and the issue of submitting the quarterly SF-425 later than 30 day deadline. The City has put controls into place so that SF-425 reporting will be submitted within the 30 day time frame. Both the Finance department and the Community Development department have set up reminders and tasks on their calendars to ensure that the reporting deadline is met and that the SF-425 is submitted in a timely manner.

If the Department of Housing and Urban Development has questions regarding this plan, please call Heather Jennings, Finance Manager for the City of La Mesa at 619-667-1111.

Sincerely yours,

Sarah E. Waller-Bullock  
Director of Finance  
City of La Mesa



REPORT to the MAYOR and MEMBERS of the CITY COUNCIL  
From the CITY MANAGER

DATE: February 9, 2016  
SUBJECT: Resolution Authorizing Contract Change Order No. 1 to Kimley-Horn for Professional Engineering Services for the North Spring Street Phase 1 Pedestrian Improvement Project  
ISSUING DEPT.: Public Works

SUMMARY:

Issues:

Should the City of La Mesa authorize contract change order no. 1 to Kimley-Horn for additional professional engineering services for the North Spring Street Phase 1 Pedestrian Improvement Project for \$53,980?

Recommendation:

Adopt the attached resolution authorizing contract change order no. 1 to Kimley-Horn for additional professional engineering services for the North Spring Street Phase 1 Pedestrian Improvement Project for \$53,980.

Fiscal Impact:

Funds for the project are available in the Capital Improvement Project Account No. 302151OT. No General Fund money will be used.

City's Strategic Goals:

- Effective and efficient traffic circulation and transportation.

BACKGROUND

On October 28, 2014, City Council approved awarding a contract to Kimley-Horn in the amount of \$170,660 for final design and permitting for the North Spring Street Phase 1 Pedestrian Improvement project.

Since that date, final drawings have been prepared and submitted to Caltrans and MTS for their review. Both of these entities are involved with the permitting process because the proposed improvements are in both Caltrans and MTS right of way. Caltrans is requiring an encroachment permit for retaining walls in their right of way and MTS is requiring a permit to enter to construct the improvements adjacent to their trolley tracks.

**Report to Mayor and Councilmembers**

**February 9, 2016**

**Page: 2 of 2**

Design engineers and staff have met multiple times with Caltrans and MTS and the project is on track for permitting from both of them. During this process, Caltrans has requested additional environmental reports. These reports include a Natural Environment Study, a Hazardous Waste Study, a Community Impact Study and a Temporary Noise Study. The cost for these reports is \$29,000. The remaining \$24,980 being requested is due to the fact that both entities have required additional coordination for design and permitting. We also had to do additional traffic signal analysis.

More coordination is required with MTS because a pedestrian crossing is being added to the intersection of Spring Street and the I-8 ramps, which is also an at-grade trolley crossing. And, additional effort is needed with Caltrans until the encroachment permit is issued.

This change order amount also reflects a \$10,880 credit for tasks which were either eliminated because they were no longer required by Caltrans, or transferred to staff, such as preparing Caltrans grant paperwork.

Therefore, the resulting change order amount is due to additional requirements from Caltrans and MTS which were not foreseen at the beginning of the project and for additional coordination with both entities until their permits are issued. The City requested that the consultant increase the scope of work to address the additional tasks requested by Caltrans and MTS.

The City's Municipal Code Section 2.40.180 and Administrative Instruction No. 56-3 require City Council approval for specialized professional services over \$50,000 or any change order that would allow the contract total to exceed \$50,000. This change order is \$53,980. Upon City Council approval, the new contract amount will be \$224,640.

**CONCLUSION**

Staff recommends that City Council adopt the attached resolution authorizing contract change order no. 1 for additional engineering services for the North Spring Street Phase 1 Pedestrian Improvement Project to Kimley-Horn for \$53,980.

Reviewed by:

  
\_\_\_\_\_  
David E. Witt  
City Manager

Respectfully Submitted:

  
\_\_\_\_\_  
Gregory P. Humora  
Director of Public Works/City Engineer

  
\_\_\_\_\_  
Kathy Feilen  
Engineering Project Manager

Attachments: A. Resolution  
B. Change Order 1

RESOLUTION NO. 2016-\_\_

RESOLUTION AUTHORIZING CONTRACT CHANGE ORDER NO. 1 TO  
KIMLEY-HORN FOR PROFESSIONAL ENGINEERING SERVICES FOR THE  
NORTH SPRING STREET PHASE 1 PEDESTRIAN IMPROVEMENT PROJECT

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WHEREAS, a contract has been awarded to Kimley-Horn to provide professional engineering services for the North Spring Street Phase 1 Pedestrian Improvement Project; and

WHEREAS, additional scope of work is being required by Caltrans and MTS to complete the design;

WHEREAS, additional coordination with Caltrans and MTS is required for finalizing the design and obtaining necessary permits; and

WHEREAS, the City's Municipal Code 2.40.180 and Administrative Instruction 56-3 require the City Council's approval for change orders raising the total contract value over \$50,000, and the new contract amount will exceed \$50,000.

NOW THEREFORE, BE IT AND IT IS HEREBY RESOLVED by the City Council of the City of La Mesa, California, that the Mayor is hereby authorized and instructed to execute for and on behalf of said City contract change order no. 1 for professional services between the City of La Mesa and Kimley-Horn, for an amount of \$53,980, for the North Spring Street Phase 1 Pedestrian Improvement Project. Said contract change order is on file in the office of the City Clerk.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of La Mesa, California, held the 9th day of February 2016, by the following vote, to wit:

AYES:

NOES:

ABSENT:

CERTIFICATE OF CITY CLERK

I, MARY J. KENNEDY, CMC, City Clerk of the City of La Mesa, California, do hereby certify the foregoing to be a true and exact copy of Resolution No. 2016-\_\_, duly passed and adopted by the City Council of said City on the date and by the vote therein recited.

MARY J. KENNEDY, CMC, City Clerk

(SEAL OF CITY)

REQUEST FOR ADMINISTRATIVE  
APPROVAL OF CHANGE ORDER

ATTACHMENT A

TO: City Manager

Date: February 9, 2016

FROM: Director of Public Works/City Engineer

Change Order: No. 1

RE: Kimley-Horn  
North Spring Street Pedestrian Improvement Project  
Project Code P3021404

P. O. No.: 152207

ACCOUNT NO. 302151OT-6830

DOLLAR AMOUNT \$53,980.00

Your approval is requested for the attached change order for:

*Additional professional engineering services, per attached proposal.*

Contract history is as follows:

		<u>%Change to Contract</u>
ORIGINAL CONTRACT AMOUNT	\$170,250.00	
PREVIOUSLY APPROVED CHANGE ORDERS	.00	
THIS CHANGE ORDER	\$53,980.00	+ <u>31.71 %</u>
TOTAL CHANGE ORDERS	\$53,980.00	+ <u>31.71 %</u>
NEW CONTRACT AMOUNT	\$224,230.00	
BUDGET AMOUNT	\$163,480.00	

Funds are available by X Approved Budget      New Appropriation (Attach Council Authorization)  
This change order complies with the guidelines of Administrative Instruction #56-3 (Public Improvement Project)  
and the approval limits of LMMC 2.40.180 (Specialized Professional Services).

Initiated by: \_\_\_\_\_  
Kathy Feilen, Project Manager

Date: \_\_\_\_\_

Recommended by: \_\_\_\_\_  
Gregory P. Humora  
Director of Public Works/City Engineer

Date: \_\_\_\_\_

Funds are available: \_\_\_\_\_  
Sarah Waller-Bullock, Director of Finance

Date: \_\_\_\_\_

Approved by: \_\_\_\_\_  
David E. Witt, City Manager

Date: \_\_\_\_\_

After approval by City Manager/City Council (Based on Limits):

Originals to: City Clerk (for City Files) & Purchasing w/PUR 69 (to mail revised PO & CCO to vendor)  
Copy to: Originator

**CITY OF LA MESA**  
**CONTRACT CHANGE ORDER NO. 1**

ATTACHMENT B

RE CONTRACT: North Spring Street Pedestrian Improvement Project Date: February 3, 2016  
 Project Code P3021402

TO: Kimley-Horn P.O. No.: 152207

You are hereby requested to comply with the following changes in the contract plans and specifications:

Furnish to the City of La Mesa as follows:

ITEM NO.	DETAILED DESCRIPTION OF CHANGES & QUANTITIES OR SCOPE OF WORK	UNIT PRICE	INCREASE IN CONTRACT PRICE	DECREASE IN CONTRACT PRICE
1	<i>Additional scope of work as described in attached proposal (see attached)</i>		\$ 53,980.00	
	TOTAL INCREASE (+)/ DECREASE (-)		<u>\$ 53,980.00</u>	<u>\$ _____</u>
A.	NET CHANGE THIS CCO (+ or-)		\$53,980.00	+ <u>31.71 %</u>
B.	CCO's PREVIOUSLY APPROVED (+ or -)		.00	
C.	ORIGINAL CONTRACT PRICE		\$170,250.00	
D.	NEW CONTRACT PRICE (C ± B ± A)		\$224,230.00	+ <u>31.71 %</u>

The time provided for the contract is unchanged.

This document shall become an amendment to the contract and all provisions for the contract will apply hereto. The contractor accepts this change order as full compensation for additional work and delay to the project caused by this change order. This change order was requested by the City/Contractor.

APPROVAL RECOMMENDED BY:

APPROVED BY:

\_\_\_\_\_  
 Gregory P. Humora  
 Director of Public Works/City Engineer

\_\_\_\_\_  
 Mark Arapostathis, Mayor

I, THE UNDERSIGNED CONTRACTOR/CONSULTANT, have given careful consideration to the changes proposed and hereby agree, if this proposal is approved, that we will provide all equipment, furnish all materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefore the price shown above.

Kimley-Horn

Date: 2/3/2016

  
 \_\_\_\_\_  
 Dennis Landaal, Senior Vice President

After approval by City Manager/City Council (Based on Limits):  
 Originals to: City Clerk (for City Files) & Purchasing w/PUR 69 (to mail revised PO & CCO to vendor)  
 Copy to: Originator



**AMENDMENT NUMBER 1 TO THE AGREEMENT BETWEEN THE  
CLIENT AND KIMLEY-HORN**

AMENDMENT NUMBER 1 DATED January 11, 2016 to the agreement between City of La Mesa, ("Client") and Kimley-Horn, ("Consultant") dated January 26, 2015 ("the Agreement") concerning N. Spring Street Pedestrian Improvements (the "Project").

The Consultant has entered into the Agreement with Client for the furnishing of professional services, and the parties now desire to amend the Agreement.

Therefore, it is mutually agreed that the Agreement is amended to include Additional Services to be performed by Consultant and provisions for additional compensation by the Client to the Consultant, all as set forth in Exhibit A hereto. The parties ratify the terms and conditions of the Agreement not inconsistent with this Amendment, all of which are incorporated by reference.

CLIENT:

CITY OF LA MESA

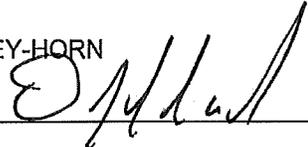
By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

CONSULTANT:

KIMLEY-HORN

By:  \_\_\_\_\_

Title: Senior Vice President \_\_\_\_\_

Date: 11/12/2016 \_\_\_\_\_

**Exhibit A to Amendment Number 1,  
dated January 11, 2016.**

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Consultant shall perform the Additional Services described below and will contract with the following sub consultants:

- Rocks Biological Consulting – Natural Environmental Study (Minor Impact)
- dBF Associates, Inc – Temporary Noise Study (During Construction)

**REMOVED TASKS:**

**Task 2.2 – Right-of-Way Certification**

Preparation of the Right-of-Way Certification will be removed from the scope and the allotted budget will be a credit to this Amendment. This work will be performed by City of La Mesa staff.

**Task 2.3 – Encroachment Permit Application**

Kimley-Horn will utilize a portion of the unused budget that was allotted to prepare the PEER to credit this Amendment. Caltrans indicated that PEER was no longer necessary as of April 27, 2015.

**Task 2.4 – Caltrans Request for Authorization**

Preparation of the Request for Authorization will be removed from the scope and the allotted budget will be a credit to this Amendment. This work will be performed by City of La Mesa staff.

**AMMENDED TASKS:**

**Task 2.1 – Environmental Processing**

Kimley-Horn will spend additional time beyond what was originally scoped coordinating with Caltrans regarding environmental processing. Due to the complex nature of the project (being federally funded, administered by Caltrans, and partially within Caltrans right-of-way) additional coordination with Caltrans staff is required.

**Task 2.3 – Encroachment Permit Application**

Kimley-Horn will spend additional time beyond what was originally scoped coordinating with Caltrans for an encroachment permit. As part of the cursory review, Caltrans is requiring additional design details for curb ramps. Additional design details and one additional plan sheet will be required.

**Deliverables:**

- One additional 24"x36" plan sheet

**Task 3.1 – Prepare 100% Project Submittal**

Kimley-Horn will redesign the sidewalk within the project limits by increasing the width of sidewalk from 5ft to 6ft. Kimley-Horn will update the 100% plans. Changes will be incorporated into final grading, curb profiles, horizontal control, bridge details, demolition, retaining wall design, lighting plans, and improvement plans for the areas listed above. The redesign will be based on the following standards: City of La Mesa Design Standards, San Diego County Regional Standards, Caltrans Highway Design Manual and the 2012 California Manual on Uniform Traffic Control Devices (CA-MUTCD). Kimley-Horn will update Opinion of Probable Construction Cost to include revisions mentioned above. For budgeting purposes, budgets for this task assumes responses on two consolidated sets of Client review comments.

***Deliverables:***

- Revised PS&E.

**Task 3.7 – Railroad Crossing Coordination**

Kimley-Horn will spend additional time beyond what was originally scoped coordinating with MTS. Kimley-Horn will revise the North Spring Street plans to incorporate additional base mapping as requested by MTS and will respond to two rounds of comments from MTS.

***Deliverables:***

- Revised PS&E including Curb Ramp Staking Detail Sheets

**Task 5 – Project Coordination, Meetings, and Management**

Kimley-Horn will provide additional time beyond what was originally scoped for Project Coordination, Meetings, and Management. The increased scope will require Kimley-Horn to spend additional time invoicing, monitoring progress against budget each month, coordinating with City staff via telephone and email, and coordinating with subconsultants.

**NEW TASKS:**

**Task 6 – Natural Environment Study (Minor Impact) (NESMI)**

***Task 6.1 – Research, Preparation and Coordination***

The Kimley-Horn team will conduct a search of the U.S. Fish and Wildlife Service (USFWS) Species List, California Natural Diversity Database (CNDDDB), and California Native Plant Society (CNPS) list for the region within the project limits.

***Task 6.2 – General Biological Survey and Assessment***

The Kimley-Horn team will conduct a general biological survey and habitat assessment within the project area per NESMI guidelines. The survey will include an assessment of potential biological constraints such as jurisdictional wetlands/waters, and rare, threatened, and/or endangered species that have potential to occur within or immediately adjacent to the survey area. No focused surveys for

ensitive species or formal wetland delineation will be performed, but those resources will be documented if observed. For budgeting purposes, budgets for this task assumes responses on two consolidated sets of Client / Caltrans review comments.

**Task 6 Deliverables:**

- One PDF copy of the NESMI report per Caltrans template and guidelines for Client / Caltrans review and approval. The report will include a discussion of survey methods, environmental setting, results, impacts, and mitigation in conformance with the NESMI report requirements.

**Task 7 – Hazardous Waste Study**

Kimley-Horn will prepare a Hazardous Materials Technical Memorandum (Memorandum) for the project. The Memorandum will be prepared to support the CEQA and NEPA environmental clearances. The Memorandum will not be prepared to ASTM standards 1527-13 or the Phase I Initial Site Assessment (ISA) Checklist.

Kimley-Horn will document the existing and known hazards and hazardous materials conditions at the project site via regulatory database research and site reconnaissance. Kimley-Horn will review Federal, tribal, State, and local agency records regarding known hazardous material sites/handlers. Identified regulatory sites, within the project boundaries, will be listed within the Memorandum. Kimley-Horn will utilize the industry's standard database provider, Environmental Data Resources, Inc. (EDR), in order to obtain the regulatory database information. Kimley-Horn will prepare the Memorandum that discusses the EDR database report and identifies the potential of environmental conditions discovered within the project site as a result of the reported regulatory properties both on- and off-site, if any.

Kimley-Horn will perform a site visit, which will consist of a visual examination of the project site for visual evidence of potential environmental concerns, as outlined in Caltrans SER. No subsurface investigations would occur for this Memorandum. Kimley-Horn will document the findings within the Memorandum. Should Caltrans require additional analysis, Kimley-Horn can provide this analysis under a separate scope of work and fee. For budgeting purposes, budgets for this task assumes responses on two consolidated sets of Client / Caltrans review comments.

**Task 7 Deliverables:**

- One PDF copy of the Hazardous Waste Study Technical Memorandum for Client / Caltrans review and approval.

**Task 8 – Community Impact Study**

Kimley-Horn, will prepare a Community Impact Memorandum to address the community impacts of the proposed project. Kimley-Horn will prepare the Community Impact Memorandum in conformance with the National Environmental Protection Act of 1969 (NEPA), pertinent FHWA regulations, Caltrans' *Environmental Handbook*, and the California Environmental Quality Act (CEQA). The Memorandum will

be prepared per the Caltrans Environmental Handbook, Volume 4, *Community Impacts Assessment*, as well as the Local Assistance Procedures Manual, Chapter 6, *Environmental Procedures*. Kimley-Horn will coordinate with City and Caltrans staff to formalize the specific content and format requirements for the study.

Kimley-Horn will use the City's Downtown Village Specific Plan, the 2012 Centennial General Plan, the 2010 Sidewalk Master Plan, the 2012 Bicycle Facilities and Active Transportation Plan, and other related plans as well as environmental studies, in addition to U.S. Census Bureau, California Department of Finance Census and Survey, and any other sources available which provide information to develop the neighborhood characteristics within the project study area. Our scope assumes that there will be no right-of-way acquisition and that no relocations will be necessary. The Community Impact Memorandum will provide existing conditions, impact analysis, and will provide conclusions of the impacts in a condensed manner to discern the benefits of community connectivity and discuss the conclusion of the project's growth inducing potential. If, through consultation with the Client and Caltrans, it appears that a full Community Impact Assessment or a Relocation Impact Memorandum (or Study) is necessary, a separate scope and fee will be provided to the Client. For budgeting purposes, budgets for this task assumes responses on two consolidated sets of Client / Caltrans review comments.

**Task 8 Deliverables:**

- One PDF copy of the Community Impact Memorandum for Client / Caltrans review and approval.
- Five Final copies for of the Community Impact Memorandum for Client / Caltrans processing.

**Task 9 – Temporary Noise Study (During Construction)**

The Kimley-Horn team will prepare a construction noise impact assessment. Thresholds of significance will focus on Caltrans Standard Specifications Section 14-8.02, "Noise Control." Noise produced by construction equipment will be estimated and evaluated against applicable limits. The methodology and results of the noise and vibration impact assessment will be presented in a technical memorandum. For budgeting purposes, budgets for this task assumes responses on two consolidated sets of Client / Caltrans review comments.

**Task 9 Deliverables:**

- One PDF copy of the Temporary Noise Study Technical Memorandum for Client / Caltrans review and approval

**Schedule**

We will provide our services as expeditiously as practicable to meet a mutually agreed upon schedule.

**Fee and Billing**

For the Additional Services set forth above, Client shall pay Consultant the following additional compensation: **\$53,980.00**. Of this budget, roughly \$27,000.00 is allocated towards environmental

studies requested by Caltrans, and \$8,000 of that work will be conducted by sub-consultants.

Fees will be invoiced monthly based upon the percentage of services performed as of the invoice date. Payment will be due within 30 days of the date of the invoice.



**Estimate of Cost for Proposed Design Services**

City of La Mesa  
N Spring St Pedestrian Improvements - Amendment 1  
January 2015

Task	Rates and Hours <sup>1</sup>							Total Hours	Expenses (Sub Consultant)	Total Cost
	Principal	Senior Professional	Professional	Analyst	Designer/C ADD	Project Admin	Support Staff			
Description	\$220.00	\$202.80	\$160.00	\$120.00	\$120.00	\$95.00	\$95.00			
<b>REMOVED TASKS</b>										
<b>Task 2.2 - Right-of-Way</b>								16		<b>-\$2,080.00</b>
CREDIT			4	12				16		-\$2,080.00
<b>Task 2.3 - Encroachment Permit Application</b>								10		<b>-\$1,240.00</b>
CREDIT - Removal of the PEER			1	9				10		-\$1,240.00
<b>Task 2.4 - Caltrans Request for Authorization</b>								60		<b>-\$7,560.00</b>
CREDIT			24	12		24		60		-\$7,560.00
<b>Credited Tasks Sub-Total</b>								<b>86</b>		<b>-\$10,880.00</b>

Task	Rates and Hours <sup>2</sup>							Total Hours	Expenses (Sub Consultant)	Total Cost
	Principal	Senior Professional	Professional	Analyst	Designer/C ADD	Project Admin	Support Staff			
Description	\$220.00	\$210.91	\$165.00	\$125.00	\$129.79	\$102.75	\$102.75			
<b>AMENDED TASKS</b>										
<b>Task 2.1 - Environmental Processing</b>								24		\$3,320.00
Environmental Processing			8	16				24		\$3,320.00
<b>Task 2.3 - Encroachment Permit Application</b>								48		\$6,391.00
Additional Coordination and addressing Caltrans' comments			12	32			4	48		\$6,391.00
<b>Task 3.1 - Prepare 100% Project Submittal</b>								68		\$9,276.64
Design and PS&E Updates	4		8	40	16			68		\$9,276.64
<b>Task 3.7 - Railroad Crossing Coordination</b>								48		\$6,471.00
Additional Coordination with MTS			6	8				14		\$1,990.00
Incorporating Additional Survey			2	6				8		\$1,080.00
Addressing MTS Comments (2 rounds)			6	16			4	26		\$3,401.00
<b>Task 5.0 - Project Coordination, Meetings, and Management</b>								72		\$9,924.00
Project Coordination, Meetings, and Management			32	24			16	72		\$9,924.00
<b>Amended Tasks Sub-Total</b>								260		\$35,382.64

Task	Rates and Hours <sup>2</sup>							Total Hours	Expenses (Sub Consultant)	Total Cost
	Principal	Senior Professional	Professional	Analyst	Designer/C ADD	Project Admin	Support Staff			
Description	\$220.00	\$210.91	\$165.00	\$125.00	\$129.79	\$102.75	\$102.75			
<b>NEW TASKS</b>										
<b>Task 6 - Natural Environmental Study (Minor Impact) (NESMI)</b>								7		\$8,304.55
NESMI		5		2				7	\$7,000.00	\$8,304.55
<b>Task 7 - Hazardous Waste Study</b>								27		\$4,040.03
Hazardous Material Technical Memorandum		8		18			1	27		\$4,040.03
<b>Task 8 - Community Impact Study</b>								76		\$11,040.20
Community Impact Technical Memorandum		20		48			8	76		\$11,040.20
<b>Task 9 - Temporary Noise Study (During Construction)</b>								4		\$1,500.00
Noise Technical Memorandum				4				4	\$1,000.00	\$1,500.00
<b>Task 10 - Quality Assurance/Quality Control</b>								12		\$2,090.00
QA/QC	2		10					12		\$2,090.00
<b>New Tasks Sub-Total</b>								126		\$26,974.78

	<b>Credited Tasks Sub-Total</b>	<b>-\$10,880.00</b>
	<b>Amended Tasks Sub-Total</b>	<b>\$35,382.64</b>
	<b>New Tasks Sub-Total</b>	<b>\$26,974.78</b>
	<b>Sub-Total</b>	<b>\$51,477.42</b>
	<b>Kimley-Horn Expenses</b>	<b>\$2,500.00</b>
	<b>Total (Rounded to the nearest \$1)</b>	<b>\$53,980.00</b>

<sup>1</sup> Original Contract Rates (2013)

<sup>2</sup> Current Rates

**CERTIFICATE OF CITY/DIRECTOR OF FINANCE**

Certification of Unappropriated Reserves

I HEREBY CERTIFY that the money required for the appropriation of funds for the purpose as docketed is available in the Treasury, or is anticipated to come into the Treasury, and is otherwise unappropriated.

Amount \$ \_\_\_\_\_ Fund \_\_\_\_\_

Purpose \_\_\_\_\_

\_\_\_\_\_  
Director of Finance  
City of La Mesa

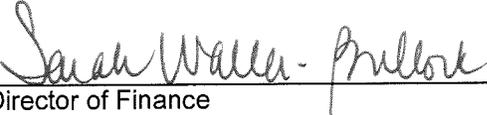
Date \_\_\_\_\_ By \_\_\_\_\_

Unappropriated Reserves Available Balance \$ \_\_\_\_\_

Certification of Unencumbered Balance

I HEREBY CERTIFY that the indebtedness and obligation as docketed can be incurred; that sufficient monies to meet the obligations are actually in the Treasury, or are anticipated to come into the Treasury to the credit of the appropriation from which the same are to be drawn; and that said monies now actually in the treasury, together with the monies anticipated to come into the Treasury, to the credit of said appropriation are otherwise unencumbered.

Amount Not to Exceed \$53,980.00

  
\_\_\_\_\_  
Director of Finance  
City of La Mesa

Date: 02/03/16 By: Greg Humora

Fund: 302150OT Dept./Activity: 302150OT-6830 \$53,980.00 from account 302150OT-6830  
(available \$2,006,183.00)

Purpose: Resolution Authorizing Contract Change Order No. 1 to Kimley-Horn for Professional Engineering Services for the North Spring Street Phase 1 Pedestrian Improvement Project

CERTIFICATE NO. 1485



REPORT to the MAYOR and MEMBERS of the CITY COUNCIL  
From the CITY MANAGER

DATE: February 9, 2016

SUBJECT: Ratification of the Design Review Board’s approval of DRB-16-02 (Coin Haus / Cohn Restaurant Group) – A proposal for a new video game arcade and bar located at 8384 La Mesa Boulevard in the CD-D (Downtown Commercial / Urban Design Overlay) zone.

ISSUING DEPARTMENT: Community Development

SUMMARY:

Issues:

1. Does the proposal meet the intent of the Urban Design Program?
2. Is the project consistent with the policies and objectives of the General Plan and the Downtown Village Specific Plan?

Recommendation:

Staff recommends that the City Council ratify the Design Review Board’s approval of DRB-16-02 as set forth in the Certification of Action (**Attachment C**).

Fiscal Impact:

There would be no impact to the General Fund related to this project. City of La Mesa policy is to recover 100% of the cost of staff time through discretionary application and building permit fees. The City would collect increased property tax revenue from the project upon completion.

Environmental Review:

This request is categorically exempt from environmental review under the California Environmental Quality Act, Class 1. Class 1 exemptions may be applied to the operation, permitting and minor alteration of a commercial use.

BACKGROUND:

A proposed arcade and bar called Coin Haus would be located in an existing commercial tenant space, the former McCrea Music Company, next to BO-beau kitchen + garden located off the westerly corner of Allison Avenue and La Mesa Boulevard (**Attachment A**). The 6,836 square foot building includes two tenant spaces. The Coin Haus would be located in a 2,389 square feet space. The BO-Beau restaurant and exterior courtyard and

trellis occupy a separate tenant space and are not a part of this project. The pedestrian building entrance is accessed from Allison Avenue with public parking available in the Allison Avenue City-owned parking lot west of the site. The subject building would share similar architectural embellishments and colors as the existing BO-Beau building which was improved in 2011. The exterior remodel would include recycled metal panels, a black steel and glass roll-up door, steel railing, steel frame roof top screening, a beer keg sculpture, exterior lighting, building signage, and a new blade sign. Landscaping is proposed in an existing planter area outside the building entrance. Photographs of the existing site are shown on **Attachment B**.

The site is located within the CD-D (Downtown Commercial/Urban Design Overlay) zone as are the other commercial properties along Allison Avenue and La Mesa Boulevard. North of the subject site is a mix of residential and commercial development.

#### DISCUSSION:

##### *COMMUNITY IMAGE:*

The DRB reviews projects for consistency with the Urban Design Program. The goal of the Urban Design Program is to enhance community character and sense of place through projects that build upon positive design. This downtown commercial site is located off the westerly corner of Allison Avenue and La Mesa Boulevard and is identified in the Urban Design Program as a "District." The Urban Design Program describes a District as a medium or large section of the city, which is recognizable as having some common identifying character. Development guidelines on pages 51-61 that are relevant to this project includes: architectural design, exterior finish and details, and signs. The Urban Design Program serves to carry out the following public purposes:

- Ensure that the orientation and relationships of site planning and structures are compatible, fit visually together, and provide appropriate transitions with adjacent and surrounding developments.
- Ensure that site development plans and structures are appropriately scaled or massed in relation to characteristics of the proposed site, surrounding areas, and the community image.
- Ensure that the architectural design of structures and their materials and colors fit physically and visually with surrounding development and with the natural landforms and vegetation of the area in which they are proposed.

Architectural designs considered for the proposed tenant improvement emphasized: design theme, fit, consistency, form and texture, neighborhood character, entries, exterior finish and details, and signs.

##### Architectural Design:

The existing 2,389 square feet tenant space was built in 1980 and is located on the south side of Allison Avenue, east of the Allison Avenue City-owned parking lot and a public

alleyway. The BO-Beau restaurant and exterior courtyard and trellis occupy a separate tenant space and are not a part of this project. Visually, the existing storefront consists of a stucco façade and includes wood frame sliding glass doors and transom windows with a flat roof. Above the building entrance is an existing wood framed, open-gabled roof. Exterior security lighting is mounted outside the building entrances including gooseneck lighting fixtures above the building signage on the street facing building wall. A wooden McCrea Music Company blade sign is visible from Allison Avenue and encroaches over the public sidewalk. The exterior entrance is screened with an existing six-foot high stucco block wall and a landscape planter. There are existing utility panels and conduits mounted on the building exterior and outside the building entrance that are proposed to remain. There is an existing trash enclosure at the Allison Avenue City-owned parking lot that would serve the subject business.

Proposed building façade materials include new recycled metal panels. The design concept is to mimic the original use of a garage/warehouse. A black steel and glass roll up door replaces the existing glass sliding doors and transom windows. The roll up door would be opened during hours of operation for natural light and air in the tenant space. Proposed exterior improvements include:

- A new three feet tall steel frame mounted above the existing block wall,
- New roof top screening to conceal heat pumps from the public right-of-way,
- A hanging beer keg sculpture,
- Exterior down lighting mounted above the building entrance and new wall signage,
- New wall signage painted in washed out lettering on the recycled metal panels,
- The wood framed, open-gabled roof above the building entrance would be removed and a new three inch wide steel pattern would be bolted to the exterior building wall,
- A new steel frame glass panel door and window would replace the existing entrance door and window, and
- New low water use, succulents would be planted in the existing planter area outside the building entrance.

Exterior signage is proposed on the east and north elevations. The east elevation proposes primary wall signage that consists of a small wall sign (approximately 2-feet by 6-feet 8 inches or 13.3 square feet) and a directional entrance sign (approximately 1-foot 2-inches by 5-feet 2 inches or 6 square feet). The north elevation proposes a wall sign (approximately 3-feet 9-inches by 22-feet 8 inches or 85 square feet), projecting sign to replace an existing projecting blade sign, and beer keg sculpture. Projecting signs are only allowed in the CD zone. The beer keg sculpture is considered art that is not regulated by the City Sign Ordinance. An encroachment permit is required to permit the beer keg sculpture and related appurtenances hanging above the sidewalk and public right-of-way.

The wall signage proposed on the north and east elevations are oriented toward Allison Avenue and are therefore considered primary wall signs. A primary wall sign is allowed an area of two square feet per linear feet of building frontage. The north building frontage is approximately 56 linear feet (112 maximum square feet) and the east building frontage exceeds 53 linear feet (106 maximum square feet). The City of La Mesa Sign Ordinance states that the primary wall sign area shall not exceed one hundred fifty square feet. The maximum number of primary wall signs is limited to one per building elevation directly facing a public street upon which the business is located, not to exceed three per establishment. The proposed signs comply with the area limitations for primary wall and directional signage.

CONCLUSION:

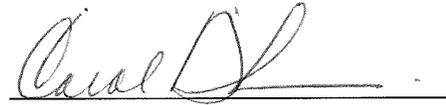
Staff recommends that the City Council ratify the Design Review Board's approval of DRB 16-02, as shown on the attached Certification of Action (**Attachment C**).

Reviewed by:



David E. Witt  
City Manager

Respectfully submitted by:



Carol Dick  
Director of Community Development

- Attachments:
- A – Location map/aerial photograph
  - B – Site photographs
  - C – Design Review Board Certification of Action
  - D – Site plan and elevations

# Vincity Map



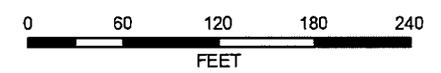
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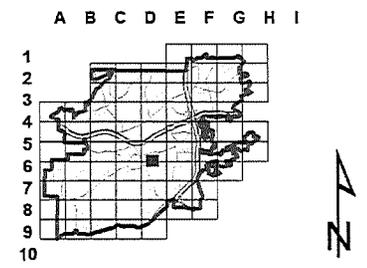
**Design Review  
DRB 16-02**

## PROPERTY INFORMATION

<b>Applicant</b>	Drews Garage LTD Partnership 330 Vista Abierta El Cajon, CA 92019
<b>Site Address</b>	8384 Allison Ave La Mesa, CA 91942
<b>APN</b>	494-410-23-00
<b>Lot Size</b>	16,988 sq. ft
<b>General Plan</b>	Downtown Commercial
<b>Zoning</b>	CD-D Downtown Commercial; Urban Design Overlay Zone



DATA SOURCES:  
City boundary, SanGIS, 2011  
Roads, SanGIS, 2011



ATTACHMENT A

# Aerial Map



**CITY OF  
LA MESA**  
JEWEL of the HILLS

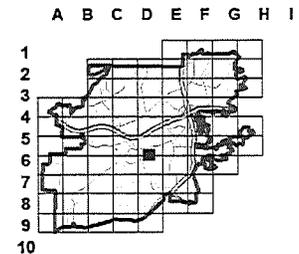
**Design Review  
DRB 16-02**

## PROPERTY INFORMATION

<b>Applicant</b>	Drews Garage LTD Partnership 330 Vista Abierta El Cajon, CA 92019
<b>Site Address</b>	8384 Allison Ave La Mesa, CA 91942
<b>APN</b>	494-410-23-00
<b>Lot Size</b>	16,988 sq. ft
<b>General Plan</b>	Downtown Commercial
<b>Zoning</b>	CD-D Downtown Commercial; Urban Design Overlay Zone

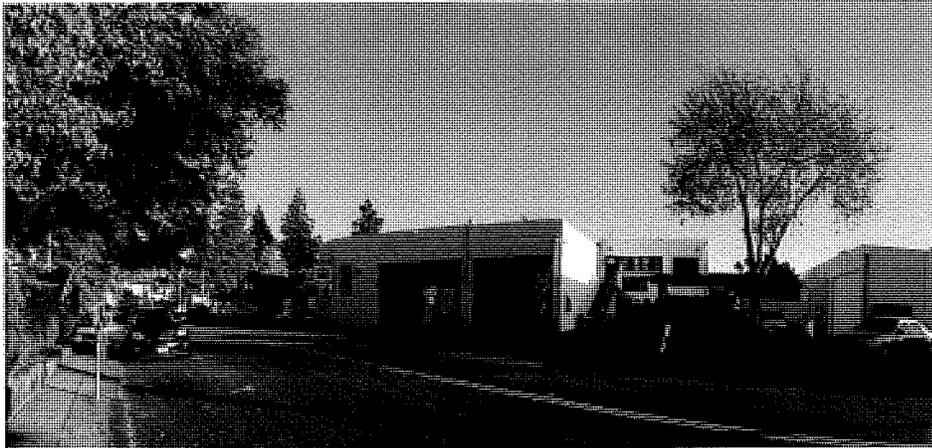


**DATA SOURCES:**  
City boundary, SanGIS, 2011  
Roads, SanGIS, 2011



E:\GIS\PROJECTS\EXHIBITS\015\CUP15\_04.mxd 13 January 2016

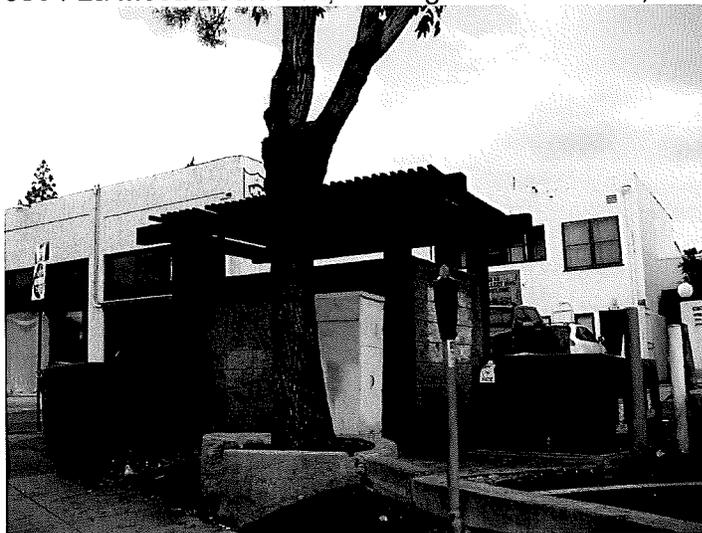
8384 La Mesa Boulevard  
Site Photos



8384 La Mesa Boulevard, fronting Allison Avenue (mailing address 8361 Allison Avenue)



8384 La Mesa Boulevard, fronting Allison Avenue, formerly the McCrea Music Company



Existing trash enclosure fronting Allison Avenue, west of the subject site



Existing commercial building west of the subject site



Existing trellis and outdoor seating at Beau-Bo



Existing Beau-Bo Kitchen + Garden street frontage along La Mesa Boulevard



**CERTIFICATION OF  
DESIGN REVIEW BOARD ACTION**

**FILE:** DRB-16-02 (Coin Haus / Cohn Restaurant Group)

**MEETING DATE:** January 25, 2016

**SUBJECT:** Review and recommendation to the City Council of a proposed new video game arcade and bar located at 8384 La Mesa Boulevard (Assessor Parcel Number: 494-410-23-00) in the CD-D (Downtown Commercial / Urban Design Overlay) zone.

**DETERMINATION:** After reviewing the proposal, the Board made a motion to recommend approval of DRB-16-02 based on plans dated January 19, 2016 and a finding that the project is consistent with the City's Urban Design Program and the Downtown Village Specific Plan.

The vote on the motion was as follows:

**AYES:** Lee, Hulitt, Jacobs, and McCullough.  
**NOES:** None.  
**ABSENT:** Podeswik.  
**ABSTAIN:** None.

ATTEST:

Howard Lee  
Associate Planner

E:\cp2016\Resolutions\DRB\DRB-15-11.doc

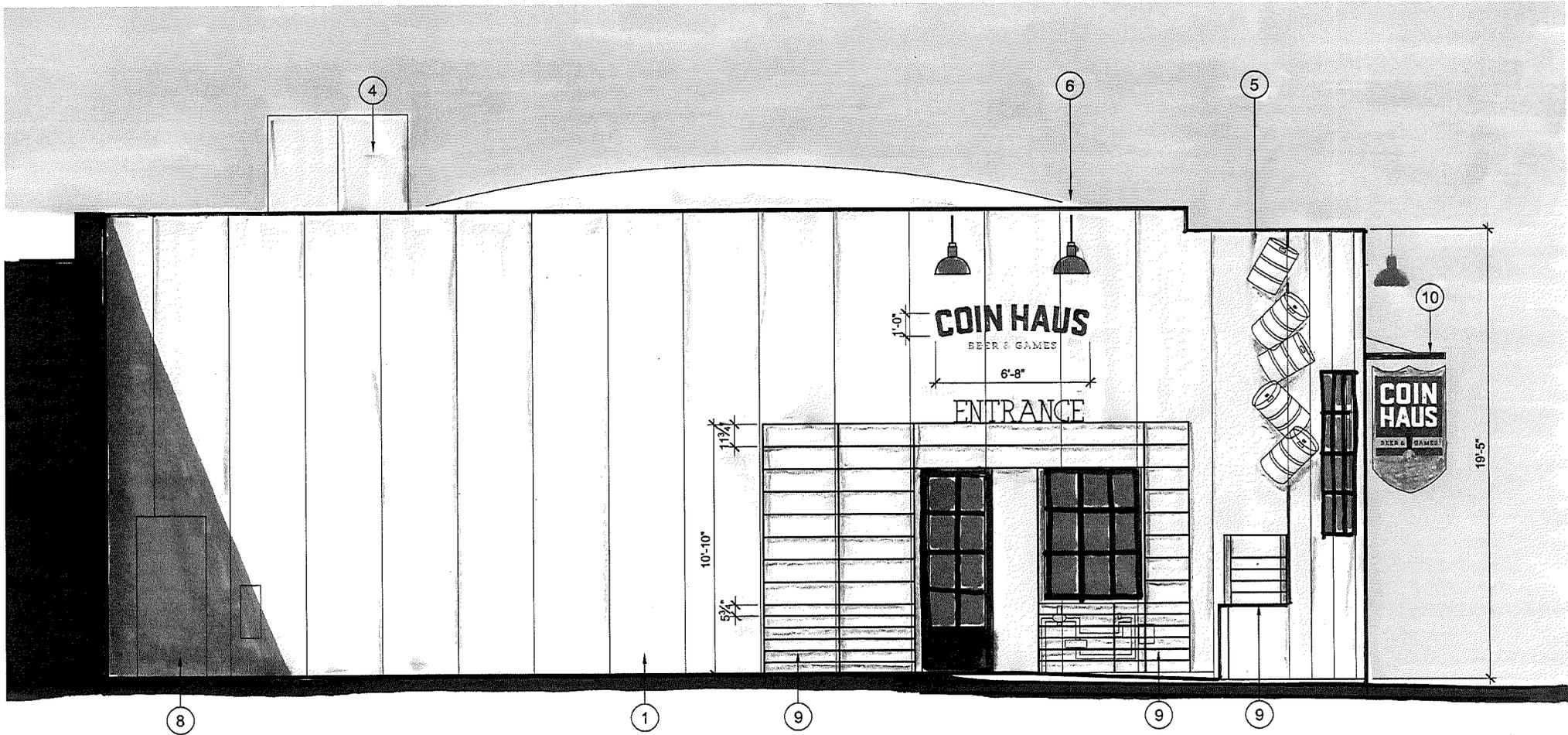
ATTACHMENT C



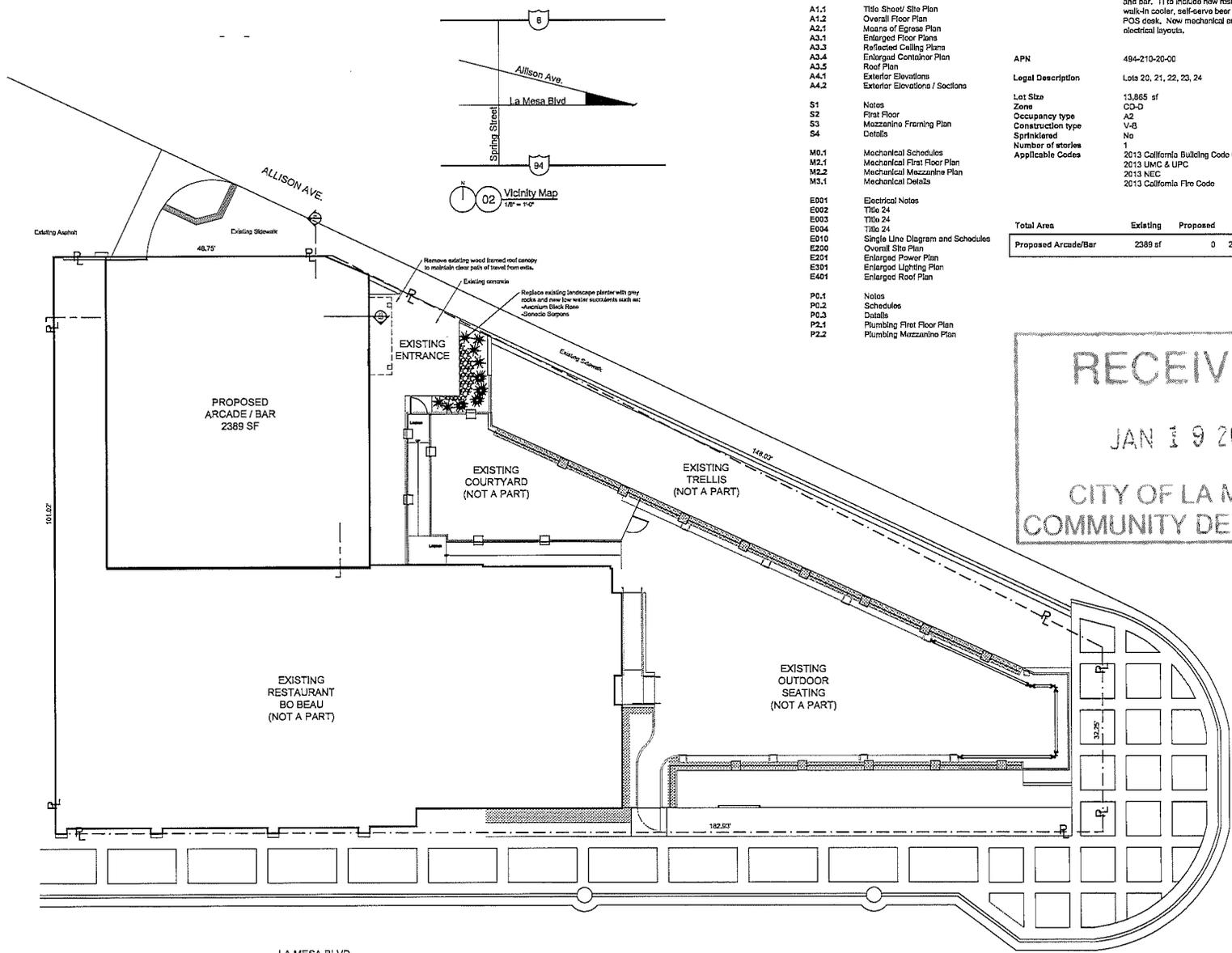
**04** North Elevation (Proposed)  
 1/4" = 1'-0"

**Keynotes**

- 1. Recycled metal panels
- 2. New steel and glass roll-up door
- 3. New 3" wide steel railing
- 4. New screen wall with recycled metal panels
- 5. New Beer keg sculpture
- 6. New lighting
- 7. New impression of faux painted washed out letters
- 8. Paint to match recycled metal panels
- 9. New 3" wide steel pattern bolted to wall.
- 10. Existing blade sign
- 11. New steel doors to hide existing electric panels



02 East Elevation (Proposed)  
 1/4" = 1'-0"



- Sheet Index**
- A1.1 Title Sheet/ Site Plan
  - A1.2 Overall Floor Plan
  - A2.1 Means of Egress Plan
  - A3.1 Enlarged Floor Plans
  - A3.3 Reflected Ceiling Plans
  - A3.4 Enlarged Contactor Plans
  - A3.5 Roof Plan
  - A4.1 Exterior Elevations
  - A4.2 Exterior Elevations / Sections
  - S1 Notes
  - S2 First Floor
  - S3 Mezzanine Framing Plan
  - S4 Details
  - M0.1 Mechanical Schedules
  - M2.1 Mechanical First Floor Plan
  - M2.2 Mechanical Mezzanine Plan
  - M3.1 Mechanical Details
  - E001 Electrical Notes
  - E002 Title 24
  - E003 Title 24
  - E004 Title 24
  - E010 Single Line Diagram and Schedules
  - E200 Overall Site Plan
  - E201 Enlarged Power Plan
  - E301 Enlarged Lighting Plan
  - E401 Enlarged Roof Plan
  - P0.1 Notes
  - P0.2 Schedules
  - P0.3 Details
  - P2.1 Plumbing First Floor Plan
  - P2.2 Plumbing Mezzanine Plan

**Project Description**

Tenant Improvement for a new arcade and bar. TI to include new restrooms, walk-in cooler, self-serve beer taps, and POS desk. New mechanical and electrical layouts.

**APN** 494-210-20-00

**Legal Description** Lots 20, 21, 22, 23, 24

**Lot Size** 13,865 sf

**Zone** CD-D

**Occupancy type** A2

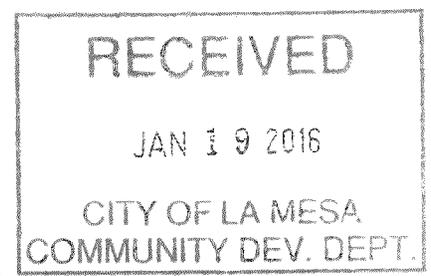
**Construction type** V-8

**Sprinklered** No

**Number of stories** 1

**Applicable Codes** 2013 California Building Code CBC  
2013 UMC & UPC  
2013 NEC  
2013 California Fire Code

Total Area	Existing	Proposed	Total
Proposed Arcade/Bar	2389 sf	0	2389 sf



01 Site Plan  
1/2" = 1'-0"

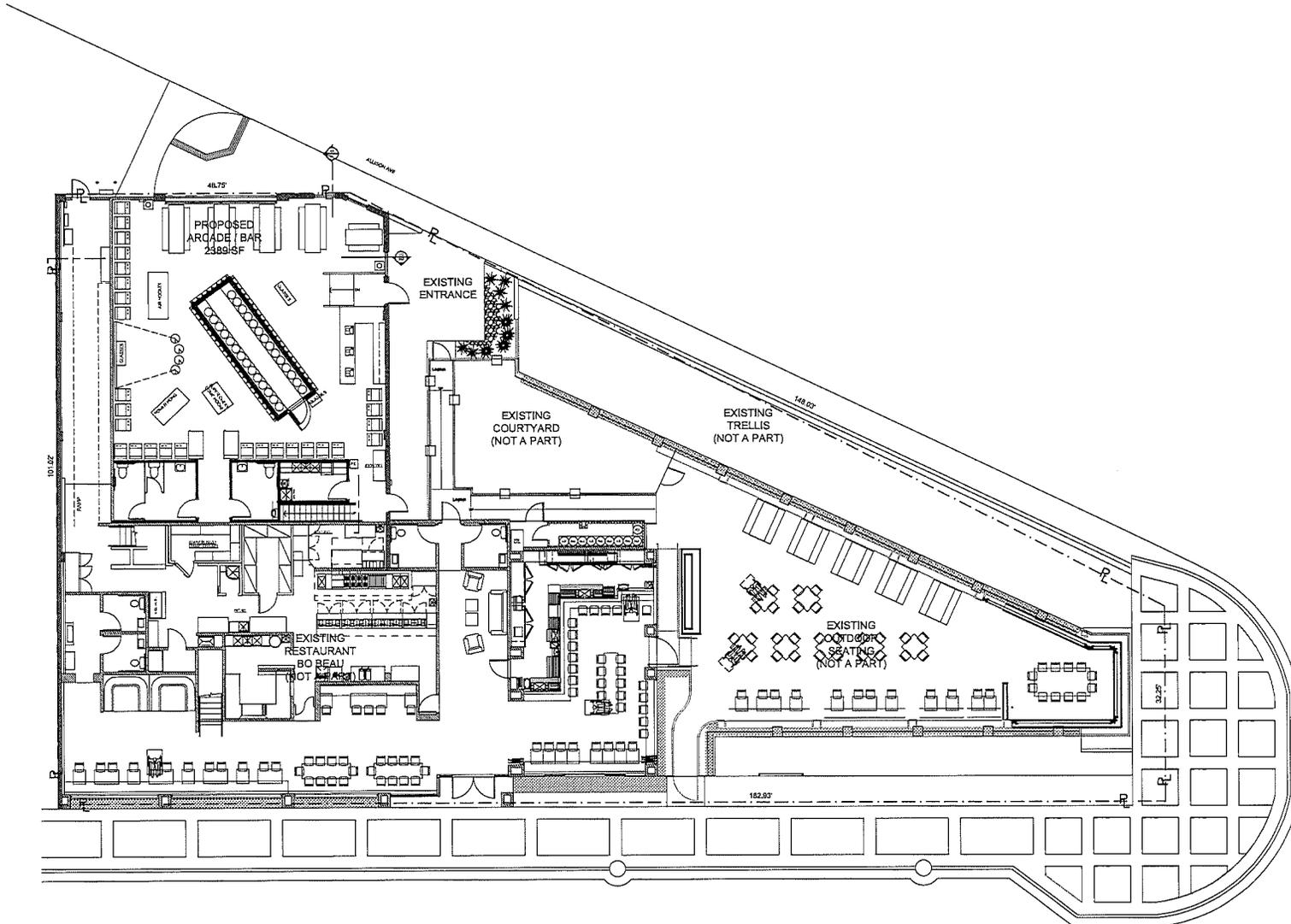
LA MESA BLVD.

COHN MAUS  
COHN RESTAURANT GROUP  
8381 Allison Ave.  
La Mesa CA  
Phillip Housh 019-423-6610

DATE: 12/3/15  
ISSUE: CLP  
01/19/16 Permit Submittal

Site Plan

A1.1



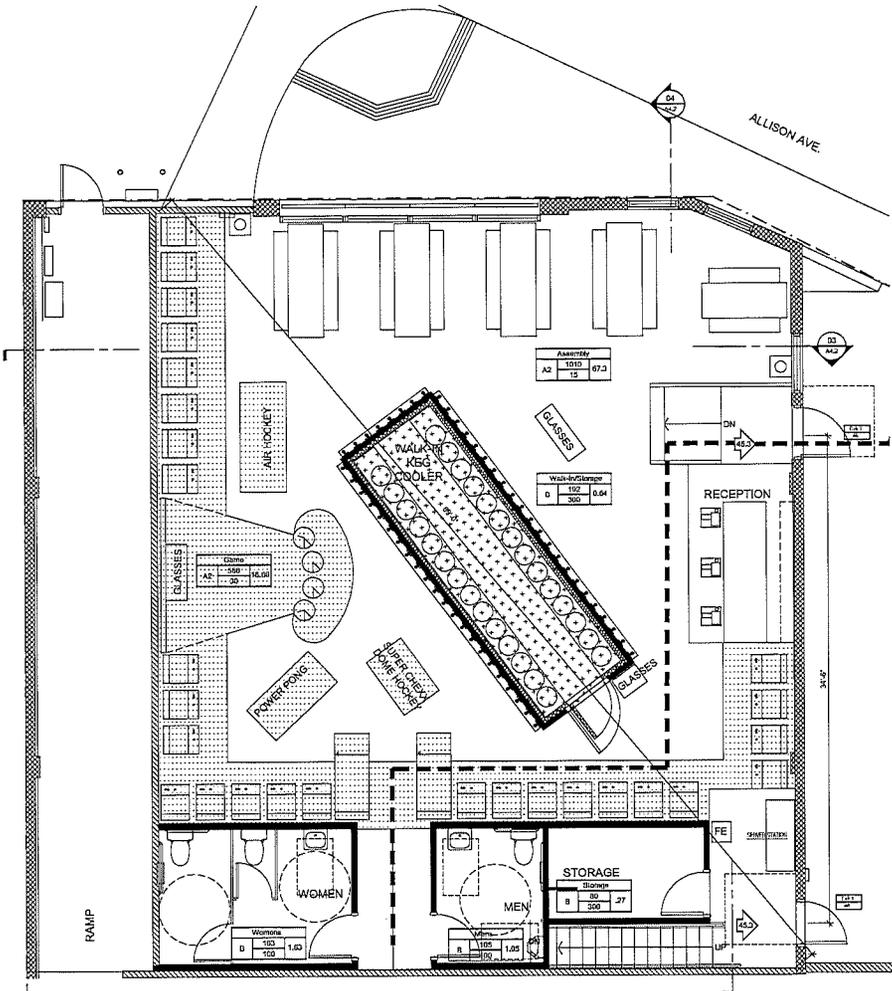
01 Floor Plan (Overall)  
1/8" = 1'-0"

COHN HAUS  
COHN RESTAURANT GROUP  
6361 Alhambra Ave.  
La Jolla, CA  
Philippa Batten: 619-425-4510

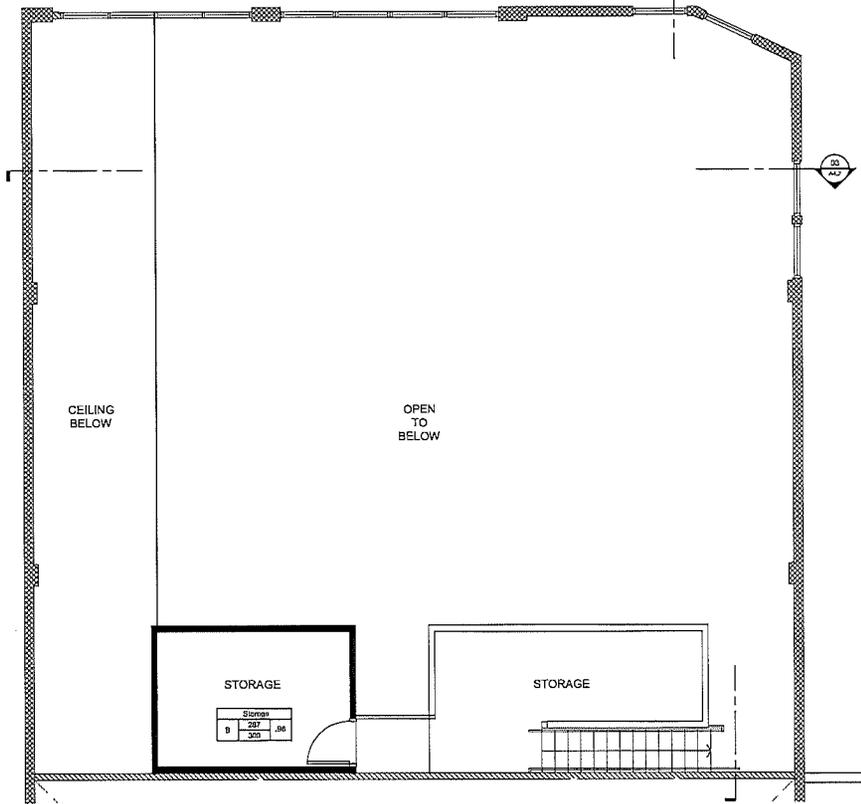
DATE: 12/2/15  
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01/19/16 Permit Submittal

Floor Plan Overall

A1.2



01 Means of Egress Floor Plan  
1/4" = 1'-0"



02 Means of Egress Mezzanine Plan  
1/4" = 1'-0"

Occupant Load: CBC Table 1004.1.1

USE	SQUARE FOOTAGE	OCCUPANT LOAD FACTOR	OCCUPANT LOAD	MEN / WOMEN
ASSEMBLY	1010	ASSEMBLY 10/PERSON	87.5	33/60
ASSEMBLY	690	GAMING 10/PERSON	18.66	0/33
WALKIN	192	STORAGE 10/PERSON	24	3/21
STORAGE	80	STORAGE 10/PERSON	27	1/26
MENS	105	10/PERSON	1.05	5/2
WOMENS	163	10/PERSON	1.63	8/1
STORAGE	287	STORAGE 10/PERSON	35	4/31
TOTAL			60.51	4/46

Exit/ Occupancy Analysis

Total occupied sq. ft.	2,589 S.F.
Total occupants	60.51
Total exits provided	2
Total exits required	2

Legend

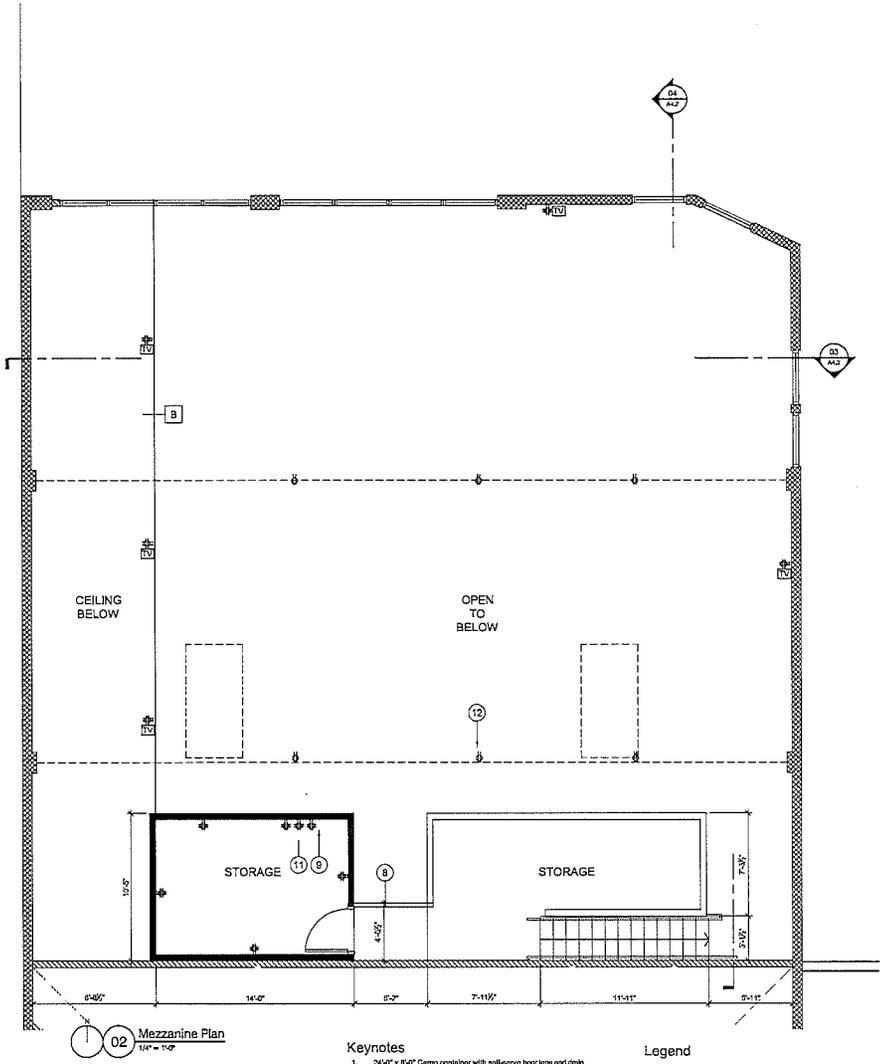
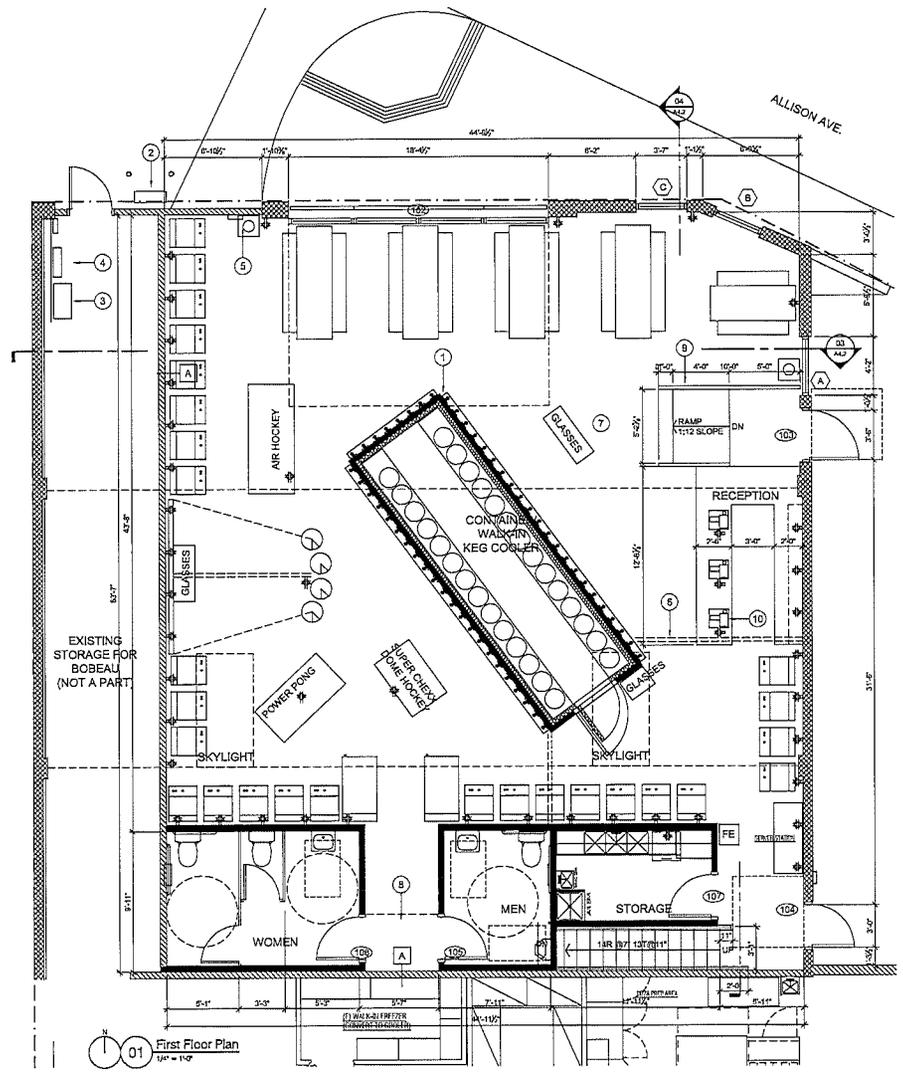
- Use of space  
Sq. ft. area of space
- No. of occupants
- Occupant load factor
- Occupancy type
- Call location
- Total no. of occupants through this exit
- Existing walls, door, etc. to be removed.
- Existing concrete wall to remain.
- Existing masonry wall to remain.
- New walls to be 1/2" OC w/ 1" Gyp Bd, R-11 insulation
- Existing walls to remain
- New recessed fire extinguishers

COHN HAUS  
COHN RESTAURANT GROUP  
6061 Allison Ave.  
La Mesa CA  
Philippe Behrman 619-420-4010

DATE: 12/3/15  
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01/19/16 Permit Submittal

Means of Egress

A2.2



**Door Schedule**

DOOR NO.	TYPE	SIZE	THK.	MAT.	FIN.	FRAME MAT.	FIN.	HDWS GROUP	MANUF.	DOOR NOTES:
101	NOT USED									
102	B	18'-4" x 12'-4"	1 3/4"	AL/GL	BLACK	AL	BLACK	2	ETD	Container Glass, Clear anodized aluminum Roll-up, clear full view 1/4" tempered glazing in view panels with bottom section solid aluminum, non insulated, internal lock, tension spring, 2" leg and bracket track, 1/2" radius and weather seal.
103	A	3'-4" x 7'-0"	1 3/4"	ST/GL	-	ST	-	-	-	Steel Door, Safety Glazing
104	C	3'-4" x 7'-0"	1 3/4"	ST	P1	ST	P1	-	-	Steel Door
105	D	3'-4" x 7'-0"	1 3/4"	WD	P2	WD	P2	2	2	Solid Core, Flush Panel
106	D	3'-4" x 7'-0"	1 3/4"	WD	P2	WD	P2	-	-	Solid Core, Flush Panel
107	D	3'-4" x 7'-0"	1 3/4"	WD	P2	WD	P2	-	-	Solid Core, Flush Panel

**Window Schedule**

WIN NO.	TYPE	SIZE (W x H)	SILL (HT)	FRAME MAT.	FIN.	GLAZING	MANUF.	NOTES:
A	T	30" x 60"	42"	STL	-	Existing	-	Existing to Remain
B	T	42" x 60"	72"	STL	-	Existing	-	Existing to Remain
C	T	42" x 60"	-	STL	-	Existing	-	Existing to Remain

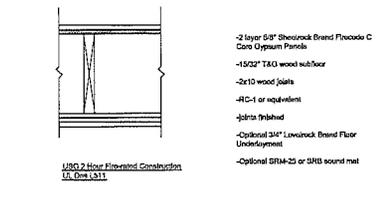
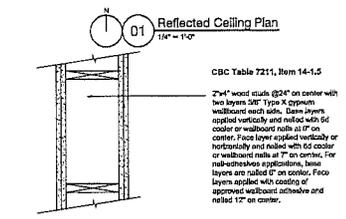
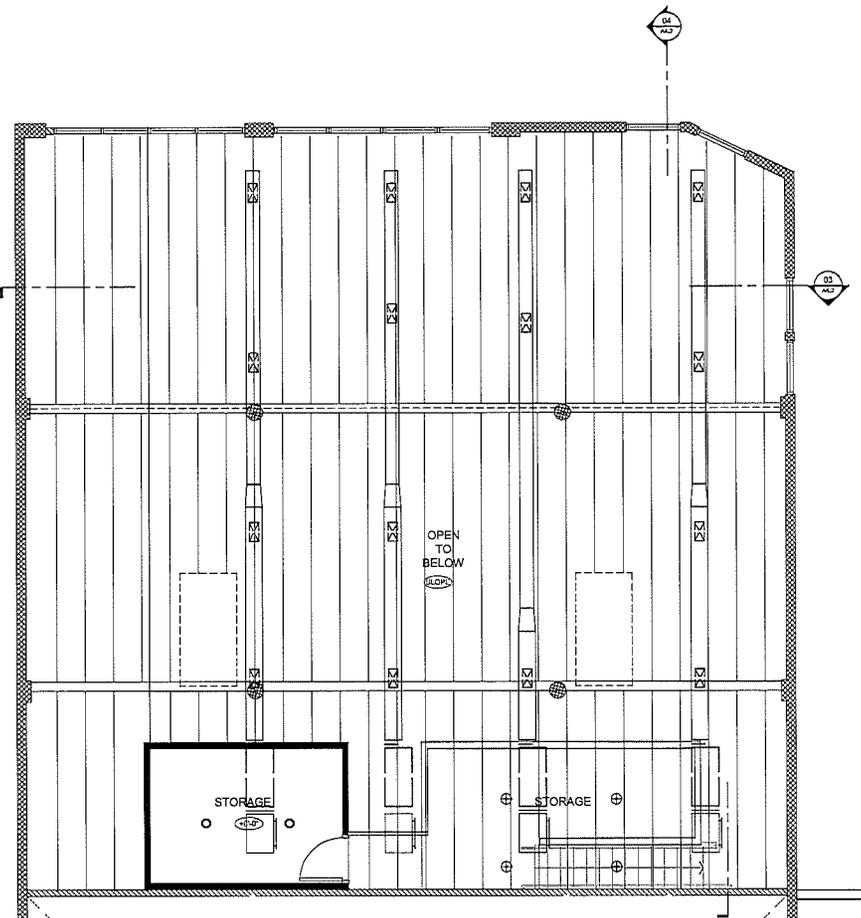
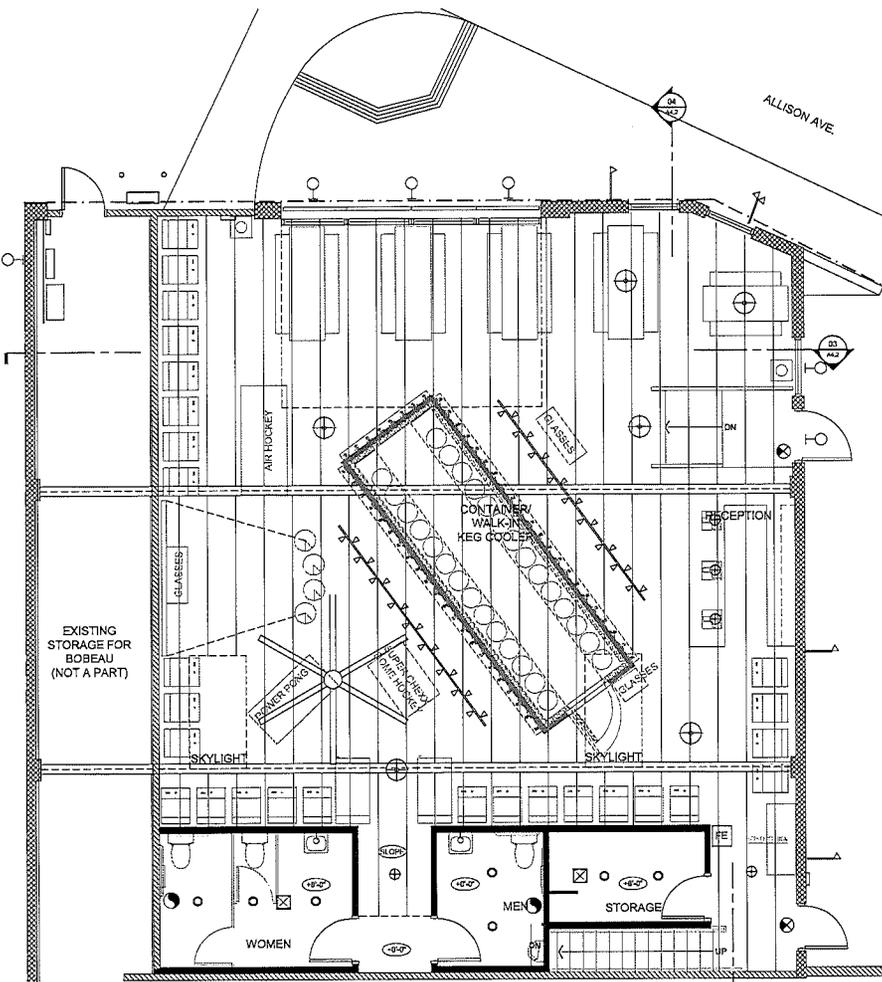
- Keynotes**
- 3'-4" x 8'-0" Cargo container with roll-up floor lines and drain boards. Provide water supply for hose stations and drain from.
  - Existing electric meter. Multifair at 20" x 30" clear working space.
  - Existing electric meter for Bobeau Restaurant.
  - Existing electric meter for new arcade. 200 amp service. Service 2 of 2.
  - Existing 125 amp sub-panel, single phase, 42 space. (This could go to new phase or upgrade to 200 amp).
  - Sewer and provide (2) underground conduits for cast iron layout system to PG&E and 1 dedicated 120V 15 amp AC power circuit per 16 kpa, and underground lines to rooftop condenser.
  - Sold and used for existing concrete floor.
  - 8' Edge to Mezzanine Storage
  - 1/2" plywood
  - Provide 2" spigull from PG&E to electric meters, and from PG&E to sewer location
  - Provide a separate circuit to power for servers
  - Power on truss frame, for future TV locations.

- Legend**
- Existing walls, door, etc. to be removed.
  - Existing masonry wall to remain.
  - New walls up to 10'-0" A.F.F. 4" metal studs @ 16" OC with 1/2" gyp. bd. 5/8" insulation.
  - New low wall up to 3'-0" above finish floor.
  - Existing walls to remain.
  - New 110V, 20 Amp quad outlet.
  - New 110V, 20 Amp separate circuit duplex outlet.
  - New telephone location.
  - Cable TV / internet connection.
  - Hose bib.
  - 2-Hour Wall. See detail 3A3.3.
  - 1-Hour Ceiling Assembly. See detail 4A3.3.

COIN HAUS  
COHN RESTAURANT GROUP  
831 Allison Ave.  
La Mesa, CA  
Phillippe Bofran 619-423-4510

DATE: 12/2/15  
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Enlarged  
Floor Plan  
**A3.1**



**03 2-Hour Wall:**  
1" = 1'-0"

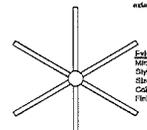
**04 2-Hour Ceiling / Floor System:**  
1" = 1'-0"

- 2 layer 5/8" Sheetrock Brand Plaster Co Core Drywall Panels
- 15/32" T&G wood subfloor
- 2x10 wood joists
- R-13 or equivalent
- joints finished
- Optional 3/4" Laminax Brand Floor Underlayment
- Optional SRM-25 or SRB sound mat

UFG 2-Hour Plastered Construction  
 UFG 1-311

**02 Mozaanine Reflected Ceiling Plan**  
1" = 1'-0"

**Keynotes**  
 1. Sanitized existing fixtures



**Wall Sconce**  
 MIC: Bodo Intelliging Objects  
 Style: 7  
 Size: 7  
 Lamping: 7

**Exhaust Fan**  
 PRO550 10 air changes per hour (minimum), Curious to exterior of building.

**Exhaust Exhaust Fan**  
 MIC: Bodo Intelliging Objects  
 Style: 7  
 Size: 7  
 Lamping: 7

**Exterior Beam Style 101**  
 MIC: Bodo Intelliging Objects  
 Style: Angle Chisel  
 Size: 14.5" x 14" w, 15" h  
 Color: Black Finish  
 Lamping: Incandescent 50W LED par50, 3000K, 80 lumen/watt, 90 CRI, Mid beam, 4P beam spread, dimmable black trim

**Exterior Sconce**  
 MIC: Bodo Intelliging Objects  
 Style: 12V MR16 GU10  
 Color: Black Finish  
 Lamping: Incandescent, 120V, LED Par 20.7 watt, 2000K, 470 Initial Lumens 470, 90 CRI, Medium beam, 20° beam spread, dimmable

**Exterior (L) Sconce**  
 MIC: Bodo Intelliging Objects  
 Style: Industrial/Pendant  
 Size: 17" D, 28" High, 72" Chain  
 Lamping: LED

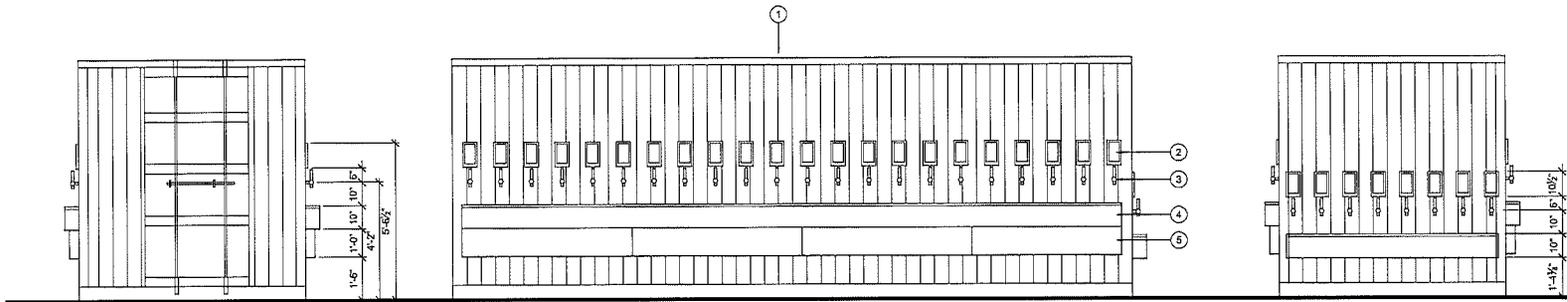
**Exterior (R) Sconce**  
 MIC: Bodo Intelliging Objects  
 Style: 7  
 Lamping: 7

**Legend**

- Existing walls, door, etc. to be removed.
- Existing masonry wall to remain.
- New walls up to 12'-0" AFF, 4" metal studs @ 16" OC with 2" Cyp. Bd. R-11 insulation.
- Existing walls to remain.
- Fluorescent Downlight  
 MIC: Bodo Intelliging Objects  
 Style: Recessed, Dimmable  
 Size: 6" recessed can  
 Lamping: CFL
- Track Spot Light  
 MIC: Bodo Intelliging Objects  
 Style: Track @ 12'-0" AFF, Dimmable  
 Size: 3" track  
 Lamping: LED MR16  
 Floor: Deck

**COIN HAUS**  
**COHN RESTAURANT GROUP**  
 8361 Allison Ave,  
 La Jolla CA  
 Philippe Balbon 619-423-6510

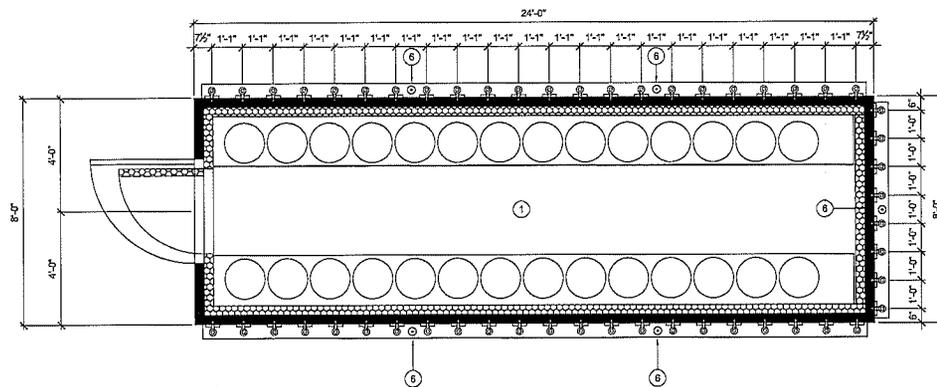
**DATE:** 12/2/15  
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01 Rear Elevation  
1/2" = 1'-0"

02 Side Elevation (Typical)  
1/2" = 1'-0"

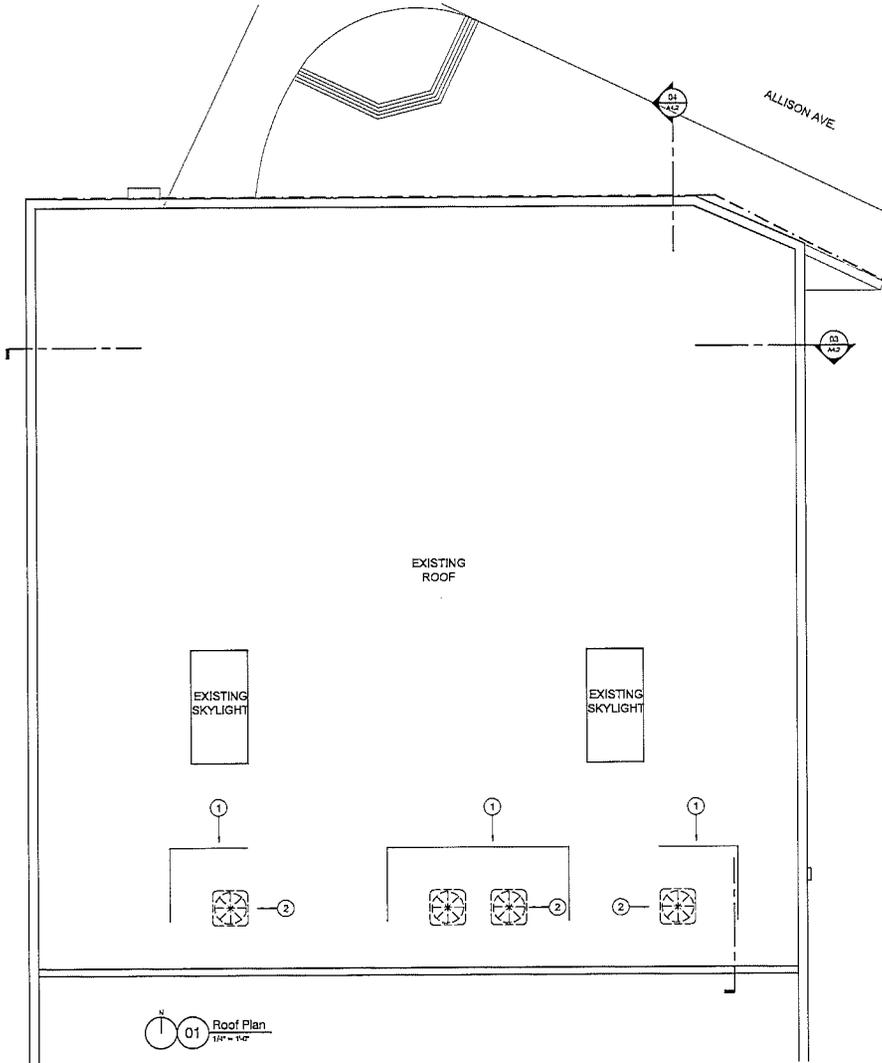
03 Front Elevation  
1/2" = 1'-0"



04 Container / Walk-In Floor Plan  
1/2" = 1'-0"

Keynotes

1. Refrigerated cargo container. Saw cut slab to run drain line, power supply, dish, water supply, and lines to restop condenser
2. Table control
3. Door Top
4. Stainless steel drip tray
5. Metal cabinet for drain lines and computer equipment
6. Waterline station



**Keynotes**

1. New screen walls with recycled metal panels to match exterior
2. New mechanical equipment. See Mechanical and Structural Plans

**KEONI  
ROSA INC**

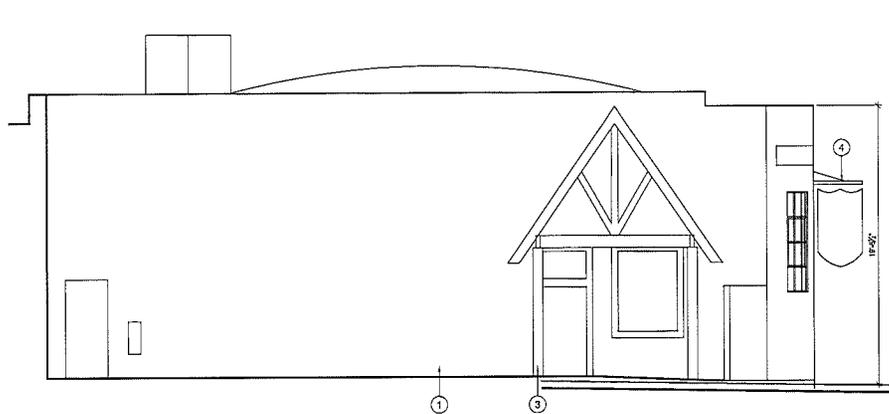
ARCHITECTURE  
INTERIORS  
2566 WASHINGTON AVE  
SAN DIEGO CA 92104  
619-918-7214



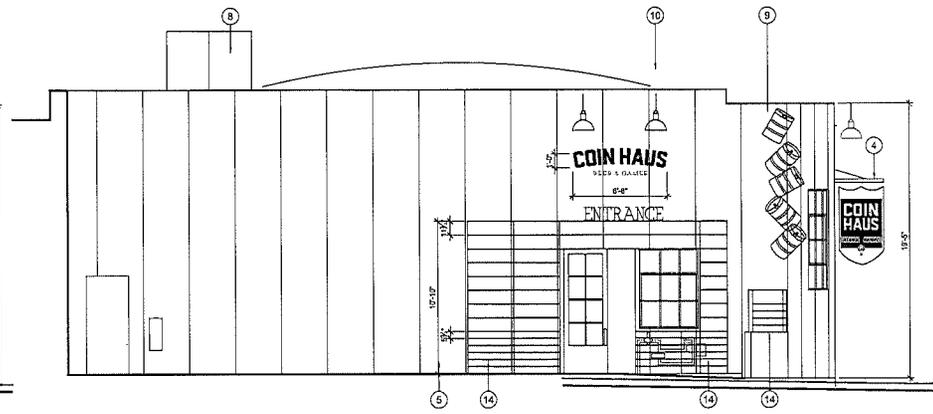
COHN HAUS  
COHN RESTAURANT GROUP  
6361 Alhambra Ave.  
La Mesa CA  
Phillip Rosa 619-823-0510

DATE: 12/2/15  
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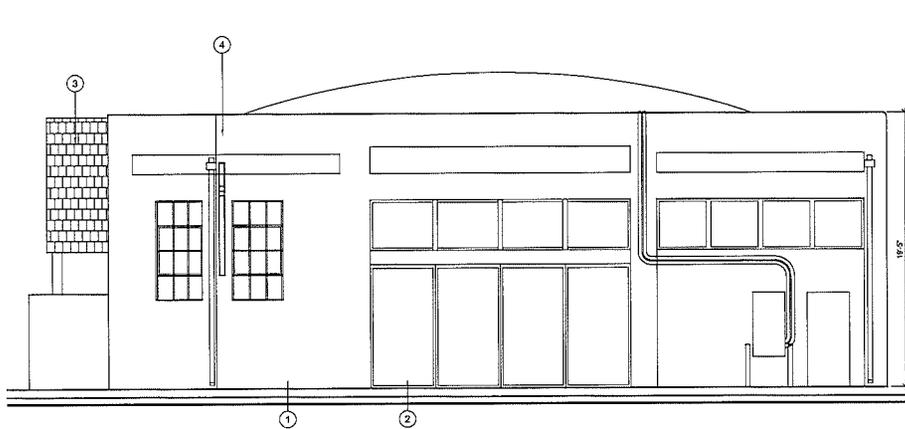
Roof Plan  
**A3.5**



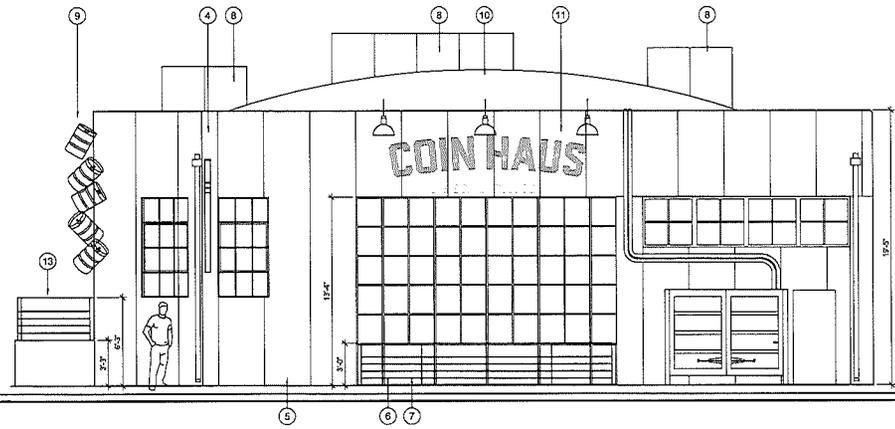
01 East Elevation (Existing)  
1/4" = 1'-0"



02 East Elevation (Proposed)  
1/4" = 1'-0"



03 North Elevation (Existing)  
1/4" = 1'-0"



04 North Elevation (Proposed)  
1/4" = 1'-0"

Keynotes

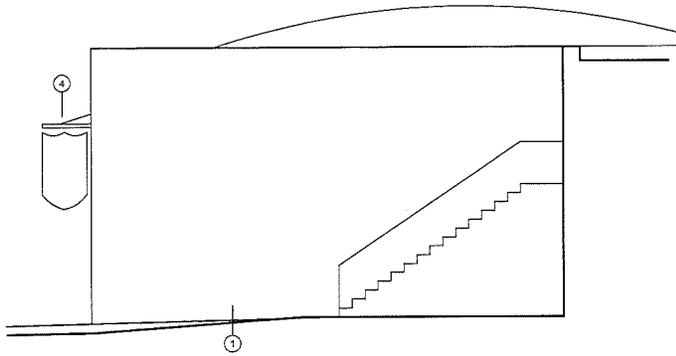
1. Existing Mason Finish
2. Existing sliding glass doors
3. Existing wood Airframe roof
4. Existing Metal Akin
5. Recycled metal panels
6. New 3/16" x 1/2" x 1/2" glass roll-up door
7. New 2" wide steel ceiling
8. New screen wall with recycled metal panels
9. Bent leg sculpture
10. New Signage
11. New washed out letters painted on recycled metal panels
12. Paint to match recycled metal panels
13. Not Used
14. New 2" wide steel pattern bolted to wall.

COIN HAUS  
COHN RESTAURANT GROUP  
8381 Allison Ave.  
La Mesa, CA  
Philippo Gullari 619-220-4519

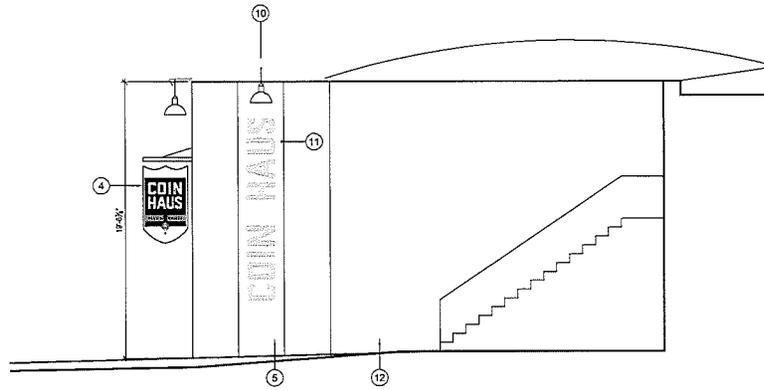
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ISSUE: CUP  
01/19/16 Permit Submittal

Elevations

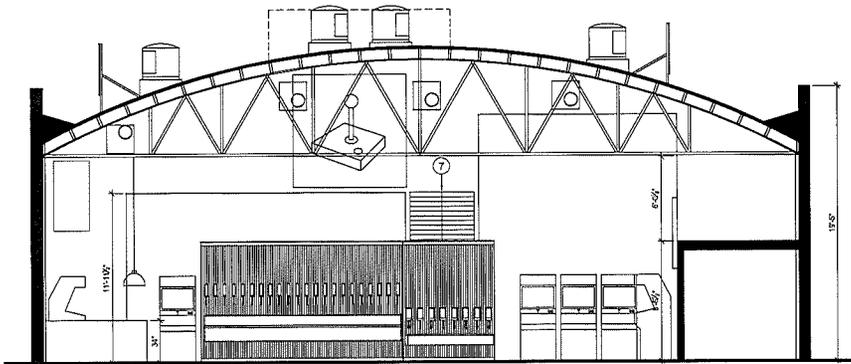
A4.1



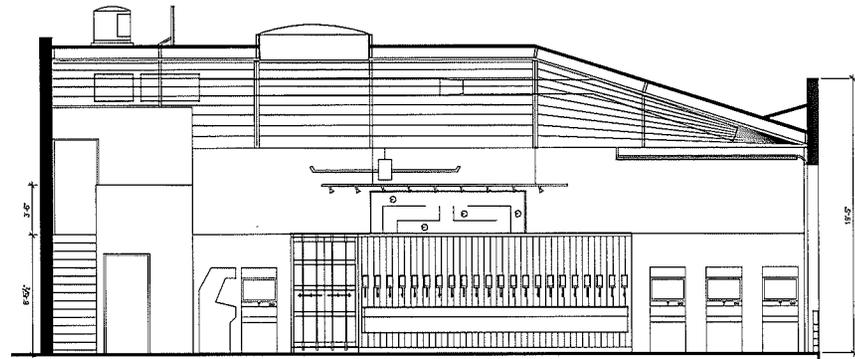
01 North Elevation (Existing)  
1/4" = 1'-0"



02 North Elevation (Proposed)  
1/4" = 1'-0"



03 Section  
1/4" = 1'-0"



04 Section  
1/4" = 1'-0"

Keynotes

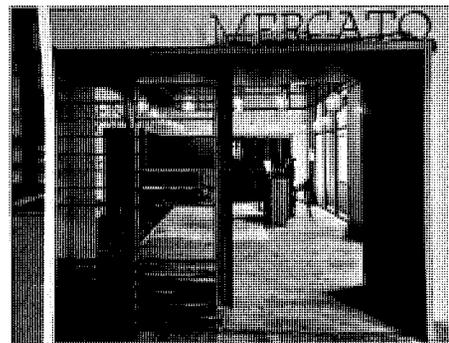
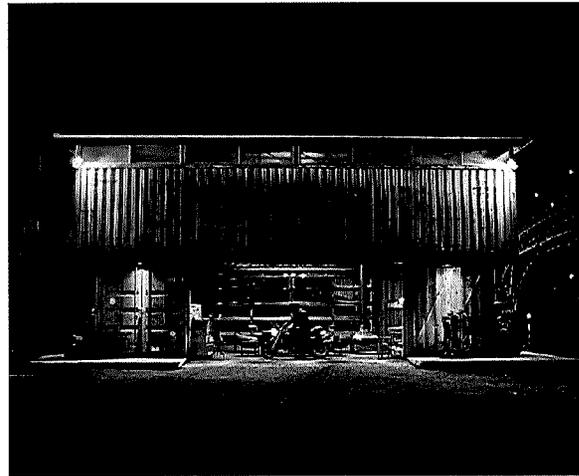
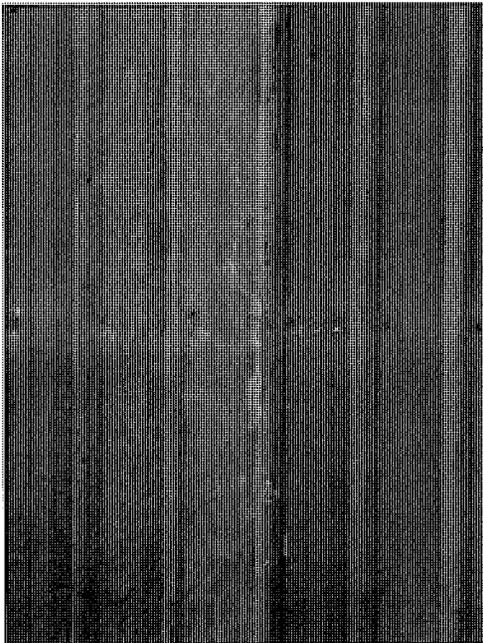
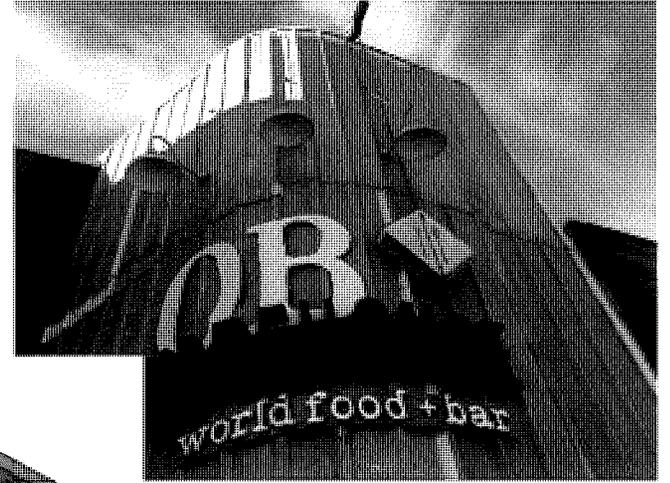
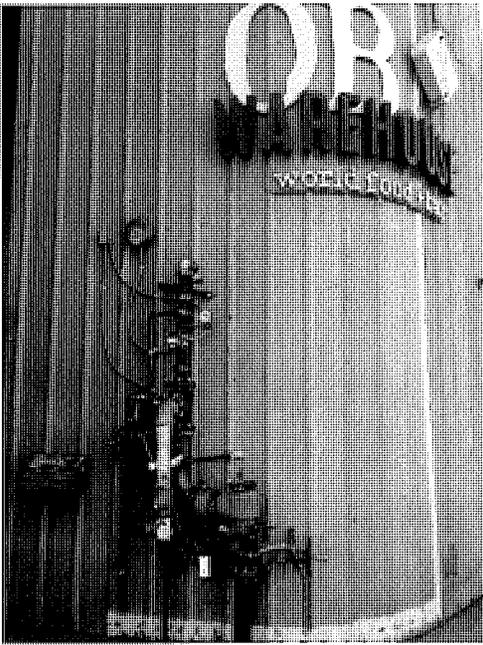
1. Existing masonry finish
2. Existing existing glass doors
3. Existing wood Air Frame roof
4. Existing hand rail
5. Recycled metal panels
6. New black steel and glass take-up door
7. New 3" wide steel ceiling
8. New screen wall with recycled metal panels
9. New key sculpture
10. New lighting
11. New washed and inked painted on recycled metal panels
12. Paint to match recycled metal panels
13. Not used
14. New 3" wide steel pattern bolted to wall

Sections

A4.2

COHN HAUS  
COHN RESTAURANT GROUP  
4361 Allison Ave.  
Los Mesa CA  
Philippe Bolten 619-220-9512

DATE: 12/2/15  
12/2/15 CUP  
01/10/16 Permit Submittal





REPORT to the MAYOR and MEMBERS of the CITY COUNCIL  
From the CITY MANAGER

DATE: February 9, 2016

SUBJECT: Ratification of the Design Review Board's approval of DRB-15-11 (Drew Family Investments LP / Penske Ford Automotive, LLC) and approval of a Negative Declaration of Environmental Impact – A proposed remodel of an existing automotive complex; demolition of existing showroom, repair shops, used car building and other ancillary buildings; relocation of solar panels; and construction of a new 23,169 square foot sales building and 71,814 square foot service building, at 8970 La Mesa Boulevard, zoned C-D (General Commercial / Urban Design Overlay).

ISSUING DEPARTMENT: Community Development

SUMMARY:

Issues:

1. Does the proposal meet the intent of the Urban Design Program?
2. Is the project consistent with the policies and objectives of the General Plan?

Recommendation:

Staff recommends that the City Council approve the Negative Declaration (**Attachment C**).

Staff recommends that the City Council ratify the Design Review Board's approval of DRB-15-11 as set forth in the Certification of Action (**Attachment D**).

Fiscal Impact:

There would be no impact to the General Fund related to this project. City of La Mesa policy is to recover 100% of the cost of staff time through discretionary application and building permit fees. The City would collect increased property tax revenue from the project upon completion.

Environmental Review:

After conducting an initial study in compliance with the California Environmental Quality Act (CEQA), staff concluded that the project would not have the potential to create significant adverse impacts to the environment. A Negative Declaration (ND) has been prepared for the City Council's approval (**Attachment C**). The ND

was published for a public review period starting on January 14, 2016 through February 3, 2016, and no public comments were recorded.

#### BACKGROUND:

The subject 14.92 acre site is located at the northwest corner of Grossmont Boulevard and La Mesa Boulevard, and south of the Interstate 8 freeway and off ramp. Site access is from Grossmont Boulevard and La Mesa Boulevard through existing curb cuts (**Attachments A and B**). There are existing sidewalks along La Mesa Boulevard and an asphalt pathway along Grossmont Boulevard. The site is located within a developed area currently served by existing utilities and utility infrastructure. West of the site is the Grossmont Boulevard Retail Center. South of the site are commercial uses and the La Mesa Woman's Club. East of the site are existing commercial uses and State Route 125.

The project site is zoned C-D (General Commercial / Urban Design Overlay) which allows for retail automobile sales and repair uses with a Site Development Plan. The General Commercial zone is intended to provide areas in which all types of retail businesses, offices and services can be conducted. This zone is applied generally along major streets and in shopping centers. All new development and major renovations or remodeling of property within the Urban Design Overlay Zone are subject to the requirements of the Urban Design Program and approval by the Design Review Board and City Council in accordance with City of La Mesa Resolution No. 15540. The subject auto sales lot is consistent with the General Plan Land Use, Regional Serving Commercial designation, which is assigned to those areas of the City which are suitable for more intense urban activities, such as high volume retail sales, and other sales and services which are expected to draw local and regional customers. Areas designated Regional Commercial are served by convenient freeway access.

The project includes redevelopment of a fully developed retail automobile sales site in an urban environment. The site development plan includes existing buildings, paved area for vehicle sales display, storage, and parking of vehicles.

The Development Advisory Board (DAB) reviewed the project and on January 25, 2016 conditionally approved the site development plan. The Design Review Board (DRB) also considered and approved the proposal, without conditions, on January 25, 2016 (**Attachment D**). No other discretionary approvals are required for development.

#### DISCUSSION:

##### *COMMUNITY IMAGE:*

The DRB reviews projects for consistency with the Urban Design Program. The goal of the Urban Design Program is to enhance community character and sense of place through projects that build upon positive design. This site is located just south of the Interstate 8 at the corner of La Mesa Boulevard and Grossmont Boulevard and is identified in the Urban Design Program as a "Grouping." A grouping should have a common identifying theme or character that relates the different units within its physical design. Development guidelines on pages 31-41 that are relevant to this project include

site design, landscape design, off-street parking design, and lighting design. The program serves to carry out the following public purposes:

- Ensure that the orientation and relationships of site planning and structures are compatible, fit visually together, and provide appropriate transitions with adjacent and surrounding developments.
- Ensure that site development plans and structures are appropriately scaled or massed in relation to characteristics of the proposed site, surrounding areas, and the community image.
- Ensure that the architectural design of structures and their materials and colors fit physically and visually with surrounding development and with the natural landforms and vegetation of the area in which they are proposed.

Both site and architectural designs are considered, with emphasis on functional relationship of buildings to the site, site and architectural design principles, circulation, building location, lighting design, site paving, landscaping, parking area elements, and emergency access. Auto sales lots are unique in that outdoor sale of automobiles are permitted principal uses and structures upon approval of a site development plan. For-sale vehicles are stored on site for the purpose of display and not parking. Whereas typical commercial uses, would require landscape buffering it is the intent for auto sales uses to reduce buffering and optimize the visibility along the street frontage.

#### Site Design:

The project is a proposed remodel of an existing automotive complex including the demolition of existing showroom, repair shops, used car building and other ancillary buildings, and relocation of solar panels (**Attachment E**). Construction of a new two-story 23,169 square foot sales building would consist of a 4,734 square feet showroom and 18,435 square feet office space with an entry portal and new Ford brand wall with signs. A new two-story 71,814 square foot service building would be constructed to include 10,405 square feet of office space, a 14,595 square feet parts warehouse, a 4,003 square feet retail parts area, and a 42,812 square feet service area with 75 service stalls. The new sales building and service building would total 94,909 square feet. The existing Hyundai showroom, service building, parts building, car wash, and collision center would remain and this project expands on the design theme expressed by the Hyundai development.

The site contains existing landscaping (small grass and shrub areas) spread around the existing buildings and property frontage. The main entrance on La Mesa Boulevard is flanked by grass islands that include low palm trees. An existing berm along La Mesa Boulevard would remain and includes landscape improvements. The perimeter landscape is proposed to be removed and replaced by a continuous green belt, bisected by driveways accessing the site. The new landscaping would include a three foot wide green belt comprised of artificial turf and intermittent pockets of low maintenance vegetation. The southeast corner would be accented with low profile, low maintenance vegetation around a vehicle display and redesigned for storm water

treatment. The northeast corner of La Mesa Boulevard and the Interstate 8 off-ramp would also feature a vehicle display with low maintenance vegetation.

The proposed site design concept for storm water treatment purposes would include pervious pavers, bio-retention swales, modular wetland and sand filters integrated into landscape areas around the new building footprints and in landscaped pockets at the main parking lot entrance and in the parking area fronting La Mesa Boulevard. Landscaping surrounding the buildings would incorporate low maintenance, low profile vegetation, small trees, and artificial turf. The updated entry islands would include a new disabled accessible path of travel, new trees, artificial turf, and low maintenance vegetation.

Although surface parking lots are typically screened and softened with landscape, the objective of an automobile sales lot is to display vehicles for sale and screening the display areas would be contrary to achieving a successful automobile business. In this case, the dealership has proposed landscape around the building and paved areas to enhance the buildings on the site and to capture drainage from the paved areas.

Architectural Design:

The architecture has been designed to have a strong horizontal orientation. The primary façade materials of the proposed sales building include split face concrete masonry block (CMU) units on the building base in light gray with the north, south, and west sales building walls clad with Exterior Insulation Finishing Material (EIFS), a lightweight synthetic wall cladding. The primary east facing sales building wall and entrance portal would be clad with Aluminum Composite Metal (ACM) panels and trims. The Ford logo and Penske dealer name would be mounted on the main east elevation and entrance. A sign concept proposal will be submitted under a separate permit application. Existing trash enclosures east of the collision center and south of the proposed new sales building would remain.

CONCLUSION:

Staff recommends that the City Council approve the Negative Declaration (**Attachment C**) and that the City Council ratify the Design Review Board's approval of DRB 15-11, as shown on the attached Certification of Action (**Attachment D**).

Reviewed by:



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David E. Witt  
City Manager

Respectfully submitted by:



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Carol Dick  
Director of Community Development

- Attachments:
- A- Location map/aerial photograph
  - B- Site photographs
  - C- Draft Resolution adopting Negative Declaration and Draft Environmental Initial Study and Negative Declaration (Exhibit A)
  - D- Design Review Board Certification of Action
  - E- Proposed development plans

# Vicinity Map



**CITY OF  
LA MESA**  
JEWEL of the HILLS

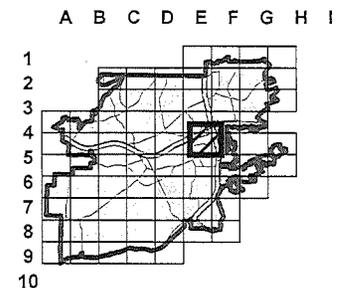
Site Plan Review / Design Review  
DAB 15-11 / DRB 15-11

## PROPERTY INFORMATION

Applicant	Penske Ford of La Mesa
Site Address	8970 Grossmont Blvd La Mesa, CA 91942
APN	490-450-12-00, 490-450-13-00, 490-471-09-00 490-471-10-00, 490-660-07-00, 490-660-08-00 490-660-49-00, 490-660-51-00,
Lot Size	14.92 acres
General Plan	Regional Serving Commercial
Zoning	C-D General Commercial; Urban Design Overlay Zone



DATA SOURCES:  
City boundary, SanGIS, 2011  
Roads, SanGIS, 2011



# Aerial Map



**CITY OF  
LA MESA**  
JEWEL of the HILLS

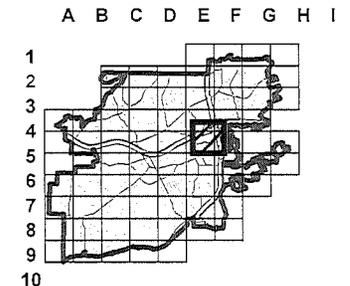
Site Plan Review / Design Review  
DAB 15-11 / DRB 15-11

## PROPERTY INFORMATION

Applicant	Penske Ford of La Mesa
Site Address	8970 Grossmont Blvd La Mesa, CA 91942
APN	490-450-12-00, 490-450-13-00, 490-471-09-00 490-471-10-00, 490-660-07-00, 490-660-08-00 490-660-49-00, 490-660-51-00,
Lot Size	14.92 acres
General Plan	Regional Serving Commercial
Zoning	C-D General Commercial; Urban Design Overlay Zone



DATA SOURCES:  
City boundary, SanGIS, 2011  
Roads, SanGIS, 2011





Northwest corner of La Mesa Boulevard and Grossmont Boulevard



The La Mesa Women's Club south of the subject site



The existing Hyundai dealership fronting Grossmont Boulevard



Existing driveway access to the Hyundai dealership from Grossmont Boulevard



The Grossmont Boulevard Retail Center, west of the subject site



Existing solar panels on the easterly portion of the lot fronting La Mesa Boulevard



Existing pole sign fronting La Mesa Boulevard



Existing pylon sign and street entrance along La Mesa Boulevard



Eastern edge along La Mesa Boulevard and Interstate 8 freeway interchange ramp north of the site



Existing commercial uses east of La Mesa Boulevard



Existing parts and apparel store on site



Existing roundhouse showroom on site



Existing stacked bays next to the solar panels



The westerly edge of the Hyundai dealership site



The westerly edge of the Hyundai dealership site / razor wire fencing

**DRAFT**

RESOLUTION NO. 2016 - \_\_\_\_\_

**RESOLUTION APPROVING THE NEGATIVE DECLARATION FOR THE  
PENSKE FORD OF LA MESA PROJECT**

---

WHEREAS, on January 25, 2016, the La Mesa Development Advisory Board approved Site Development Plan DAB-15-11 to remodel an existing automotive complex including demolition of existing showroom, repair shops, used car building and other ancillary buildings; relocation of solar panels; and construction of a new 23,169 square foot sales building and 71,814 square foot service building, at 8970 La Mesa Boulevard, zoned C-D (General Commercial / Urban Design Overlay);

WHEREAS, on January 25, 2016, the La Mesa Design Review Board approved Design Review DRB-15-11 for the project; and

WHEREAS, the City has completed an initial environmental study for this proposal. It has been determined that the project would not have the potential to create significant adverse impacts to the environment. Therefore, a Negative Declaration (ND) has been prepared for the City Council's approval (Exhibit A). The ND was published for a public review period starting on January 14, 2016 through February 3, 2016.

BE IT AND IT IS HEREBY RESOLVED by the City Council of the City of La Mesa, California, that the City Council finds and determines as follows:

1. That the City Council has considered the Negative Declaration and, on the basis of the whole record of the CEQA proceedings, finds that there is no substantial evidence that the project will have a significant effect on the environment;
2. The Negative Declaration reflects the City Council's independent judgment and analysis; and
3. The records of the CEQA proceedings upon which this decision is based shall be kept at the City of La Mesa's offices located at 8130 Allison Avenue, La Mesa, CA 91942 and the custodian of such records shall be the City Clerk.

BE IT AND IT IS HEREBY FURTHER RESOLVED by the City Council of the City of La Mesa, California, that the City Council adopts the Negative Declaration for the proposed project.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of La Mesa, California, held the \_\_\_\_\_ day of \_\_\_\_\_, 2016, by the following vote, to wit:

AYES:  
NOES:  
ABSENT:

CERTIFICATE OF THE CITY CLERK

I, MARY KENNEDY, City Clerk of the City of La Mesa, California, do hereby certify the foregoing to be a true and exact copy of Resolution No. 2016-\_\_\_\_\_, duly passed and adopted by the City Council of said City on the date and by the vote therein recited.

MARY J. KENNEDY, CMC, City Clerk

(SEAL OF CITY)

E:\cp2016\Resolutions\CC\Adopt ND for Penske Ford.doc

## Exhibit "A"

### CITY OF LA MESA COMMUNITY DEVELOPMENT DEPARTMENT NEGATIVE DECLARATION

---

Project Title: Penske Ford of La Mesa Project

Lead Agency Name and Address: City of La Mesa  
Community Development Department  
8130 Allison Avenue  
La Mesa, CA 91942

Contact Person and Phone Number: Howard Lee, Associate Planner  
619-667-1185

Project Location: 8970 La Mesa Boulevard  
La Mesa, CA 91942  
County of San Diego

**Applicant Names and Addresses:**

Roger Penske, Jr., P.F. Automotive, LLC, 8850 Grossmont Blvd., La Mesa CA 91941.  
The Drew Family Investments Limited Partnership, a California Limited Partnership,  
8850 Grossmont Blvd., La Mesa, CA 91941

La Mesa General Plan Land Use Designation: Regional Serving Commercial

Zoning: C-D (General Commercial / Urban Design Overlay)

Assessor Parcel Numbers: 490-450-12-00, 490-450-13-00, 490-660-08-00,  
490-660-49-00, 490-660-51-00, 490-471-09-00,  
490-660-07-00, 490-471-10-00.

Project Description:

The property owner has applied to the City of La Mesa for a site development plan and design review of a 14.92 acre site located at the northwest corner of Grossmont Blvd. and La Mesa Blvd. The project is a proposed remodel of an existing automotive complex, demolition of existing showroom, repair shops, used car building and other ancillary buildings, and relocation of solar panels. Construction of a new partial two-story 23,169 square foot sales building would consist of a 4,734 square feet showroom and 18,435 square feet office space with an entry portal and new Ford brand wall with signs. A new partial two-story 71,814 square foot service building would be constructed to include 10,405 square feet of office space, a 14,595 square feet parts warehouse, a 4,003 square feet retail parts area, and a 42,812 square feet service area with 75 service stalls. The new sales building and service building would total 94,909 square feet. The existing Hyundai showroom, parts building, and collision center would remain.

The demolition would total 53,650 square feet and include demolition of an existing 1,238 square foot canopy, 11,252 square foot sales building, 19,225 square foot service building, a second 15,366 square foot service building, 1,200 square feet of storage, and a 5,369 square foot commercial fleet center. The total cumulative building area would be 158,497 square feet for a net gain in building floor area of 41,259 square feet.

The redevelopment of the site, including the existing facilities, would require a total of 249 parking stalls. 258 parking stalls are proposed. A fire truck path of travel has been provided with a 28 feet internal turning radius. The parking areas would be restriped to accommodate for the parking stalls and vehicle storage areas. New light standards are proposed in the surface parking and vehicle storage areas.

The project site is zoned C-D (General Commercial / Urban Design Overlay) which allows for retail automobile sales uses. The project is consistent with the General Plan, including the Regional Serving Commercial land use designation and policies.

The project includes redevelopment of an existing retail automobile sales site in an urban environment. The site includes existing and new buildings, paved area for vehicle sales display, storage, and parking of vehicles. The site is nearly entirely impervious, less than 1% pervious. The project would result in a net decrease in impervious area from 0.05 acre to 0.15 acres.

The site is located along La Mesa Boulevard (major collector) and Grossmont Boulevard (arterial), south of the Interstate 8 freeway and off ramp. Site access is from Grossmont Boulevard and La Mesa Boulevard through existing curb cuts. There are existing sidewalks along La Mesa Boulevard. The Project site is located within a developed area currently served by existing utilities and utility infrastructure. A landscaping concept description submitted as a part of the Project application includes the use of low maintenance, drought-tolerant plant material, drainage improvements and an efficient irrigation system to achieve conservation and efficiency in water use.

Site grading, involving approximately 8,895 cubic yards of cut, 7,796 cubic yards of fill, and 1,009 cubic yards of import is proposed for the development area to level out the existing terrain. The proposed earthwork would disturb about 23% of the project site area.

Drainage improvements would be consistent with requirements of the Regional Water Quality Control Board permit. The proposed site would drain in a similar fashion as the existing site, with runoff being intercepted by a system of gutters, inlets, storm drain conduits and conveyed to one of five outfall points. The off-site drainage flow would remain unchanged from the existing conditions. The construction would also include the construction of several storm water treatment control BMPs, which would treat runoff from the areas disturbed by the Project prior to it discharging into the City storm drain system (Hydrology Report for Penske Ford, Omega Engineering Consultants, Inc., December 2015).

This Project requires approval by the City of La Mesa Development Advisory Board, Design Review Board and City Council.

City of La Mesa Case File Numbers: Site Development Review DAB 15-11 and Design Review Board DRB 15-11.

**COMMUNITY DEVELOPMENT DEPARTMENT DETERMINATION:**

On the basis of the initial environmental study prepared for the proposal, it has been determined that the proposed project would not have an adverse impact on the environment.



---

Howard Lee, Associate Planner  
Community Development Department, City of La Mesa

1/11/2016

Date

**Environmental Initial Study  
Penske Ford of La Mesa  
City of La Mesa, County of San Diego, CA**

Lead Agency:

**City of La Mesa  
8130 Allison Avenue  
La Mesa, CA 91942  
619-667-1185  
Contact: Howard Lee**

January 11, 2016

Project Title:	Penske Ford of La Mesa
Lead Agency Name and Address:	City of La Mesa Community Development Department Planning Division 8130 Allison Avenue La Mesa, CA 91942
Lead Agency Contact Person and Phone Number:	Howard Lee, Associate Planner, 619-667-1185
Project Location: (Address and/or general location description)	8970 La Mesa Boulevard La Mesa, California 91942 County of San Diego
Applicant's Name and Address:	Roger Penske Jr. P.F. Automotive, LLC 8850 Grossmont Blvd. La Mesa CA 91941
General Plan Land Use Designation:	Regional Serving Commercial
Zoning:	C-D (General Commercial / Urban Design Overlay)
Assessor Parcel Number:	APN: 490-450-12-00, 490-450-13-00, 490-660-08-00, 490-660-49-00, 490-660-51-00, 490-471-09-00, 490-660-07-00, 490-471-10-00
Project Description:	<p>The property owner has applied to the City of La Mesa for a site development plan and design review of a 14.92 acre site located at the northwest corner of Grossmont Blvd. and La Mesa Blvd. The project is a proposed remodel of an existing automotive complex, demolition of existing showroom, repair shops, used car building and other ancillary buildings, and relocation of solar panels. Construction of a new partial two-story 23,169 square foot sales building would consist of a 4,734 square foot showroom and 18,435 square feet office space with an entry portal and new Ford brand wall with signs. A new partial two-story 71,814 square foot service building would be constructed to include 10,405 square feet of office space, a 14,595 square feet parts warehouse, a 4,003 square feet retail parts area, and a 42,812 square feet service area with 75 service stalls. The new sales building and service building would total 94,909 square feet. The existing Hyundai showroom, parts building, and collision center would remain.</p> <p>The demolition would total 53,650 square feet and include demolition of an existing 1,238 square feet canopy, 11,252 square feet sales building, 19,225 square feet service building, a second 15,366 square feet service building, 1,200 square feet of storage, and a 5,369 square feet commercial fleet center. The total cumulative building area would be 158,497 square feet for a net gain in building floor area of 41,259 square feet.</p>

The redevelopment of the site, including the existing facilities, would require a total of 249 parking stalls. 258 parking stalls are proposed. A fire truck path of travel has been provided with a 28 feet internal turning radius. The parking areas would be restriped to accommodate for the parking stalls and vehicle storage areas. New light standards are proposed in the surface parking and vehicle storage areas.

The project site is zoned C-D (General Commercial / Urban Design Overlay) which allows for retail automobile sales uses. The project is consistent with the General Plan, including the Regional Serving Commercial land use designation and policies.

The project includes redevelopment of an existing retail automobile sales site in an urban environment. The site includes existing and new buildings, paved area for vehicle sales display, storage, and parking of vehicles. The site is nearly entirely impervious, less than 1% pervious. The project would result in a net decrease in impervious area from 0.05 acre to 0.15 acres.

The site is located along La Mesa Boulevard (major collector) and Grossmont Boulevard (arterial), south of the Interstate 8 freeway and off ramp. Site access is from Grossmont Boulevard and La Mesa Boulevard through existing curb cuts. There are existing sidewalks along La Mesa Boulevard. The Project site is located within a developed area currently served by existing utilities and utility infrastructure. A landscaping concept description submitted as a part of the Project application includes the use of low maintenance, drought-tolerant plant material, drainage improvements and an efficient irrigation system to achieve conservation and efficiency in water use.

Site grading, involving approximately 8,895 cubic yards of cut, 7,796 cubic yards of fill, and 1,009 cubic yards of import is proposed for the development area to level out the existing terrain. The proposed earthwork would disturb about 23% of the project site area.

Drainage improvements would be consistent with requirements of the Regional Water Quality Control Board permit. The proposed site would drain in a similar fashion as the existing site, with runoff being intercepted by a system of gutters, inlets, storm drain conduits and conveyed to one of five outfall points. The off-site drainage flow would remain unchanged from the existing conditions. The construction would also include the construction of several storm water treatment control BMPs, which would treat runoff from the areas disturbed by the Project prior to it discharging into the City storm drain system (Hydrology Report for Penske Ford, Omega Engineering Consultants, Inc., December 2015).

	This Project requires approval by the City of La Mesa Development Advisory Board, Design Review Board and City Council. City of La Mesa Case File Numbers: Site Development Review DAB 15-11 and Design Review Board DRB 15-11. Parcel Map Waiver approval may be required to consolidate existing lots.
Surrounding Land Uses:	
North:	Interstate 8 Freeway
South:	General Commercial
East:	General Commercial
West:	General Commercial
Site Features and Setting:	<p>The 14.92-acre subject property, which is currently developed with an existing auto dealership, is located along La Mesa Boulevard and Grossmont Boulevard, south of the Interstate 8 freeway and off ramp. Site access is from Grossmont Boulevard and La Mesa Boulevard through existing curb cuts.</p> <p>Commercial development surrounds the site to the east, west and south. North of the site is Interstate 8 and a freeway off ramp. The site slopes gently from northwest to southeast with existing drainage channels and storm drains to capture storm water. The site has an existing slope at its highest elevation of 600 feet above mean sea level at the northwest corner of the site to 586 feet above mean sea level at the southeast corner at La Mesa Boulevard and Grossmont Boulevard. Existing water, sewer, storm drain, and dry utility lines currently run to the Project site. There are a few trees and shrubs located generally around the perimeter of the site.</p>
Other Agencies Whose Approval is Required:	N/A



## ENVIRONMENTAL INITIAL STUDY

The Environmental Review Checklist below is used by staff to evaluate whether a Project has the potential to cause significant environmental impacts. The purpose of the checklist is to assist in the determination of whether an Environmental Impact Report (EIR) should be prepared for the Project. If it is determined that no EIR is needed to identify potential environmental impacts from a Project, a Negative Declaration will be adopted. A Negative Declaration does not mean that a Project will have no effect; it is documentation that a Project will not have the potential to cause "significant" environmental impacts that need a complete EIR to properly evaluate. Once the proper level of environmental analysis has been established utilizing the checklist below, the Project itself will be evaluated based upon a separate analysis of compliance with ordinances, policies, standards, and required findings established for review of the Project by the City.

Environmental Issues		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. Aesthetics.</b>					
<i>Would the Project:</i>					
a)	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Explanation:**

- a) **No Impact.** There are no designated scenic vistas within the Project vicinity that would be affected by the Project. The City of La Mesa's Urban Design Program has established specific locations as "Panoramic Views" and "Vistas" and the subject property is not located within either type of visually sensitive scenic element (City 1996). Therefore, no impact would occur.
- b) **No Impact.** Although a portion of State Route 125 is designated a State Scenic Highway, the Project would not substantially degrade scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within state scenic highway, State Route 125

because the project site is not within view of the highway and is surrounded by urban development. Therefore, no impact would occur.

- c) **No Impact.** The Project consists of a proposed remodel of an existing automotive complex, demolition of existing showroom, repair shops, used car building and other ancillary buildings, and relocation of solar panels. The Project will not substantially degrade the existing visual character or quality of the site and its surroundings because it will provide new buildings and modernize the architectural character of the site. The proposed project is consistent with the existing commercial character in the surrounding area.

The project site slopes gently from northwest to southeast with existing drainage channels and storm drains to capture storm water. The proposed earthwork would disturb about 23% of the project site area consisting of minor excavation to accommodate new building pads, landscaping and improvements.

The proposed landscaping would include a mixture of ornamental trees and shrubs as well as drought tolerant trees and shrubs to minimize the need for irrigation. Proposed drive aisle widths have been reduced with a parking stall layout designed to reduce impervious areas. As such, the Project is not anticipated to substantially degrade the existing visual character or quality of the site or surroundings. Therefore, no impact would occur.

- d) **Less than significant impact.** Development of the Project would not result in the addition of light and glare sources within the Project area because new lighting would be shielded in accordance with City standards. Existing lighting sources include exterior light standards and building lighting, and streetlights. Increases in light or glare resulting from the proposed project would be relatively minor given existing light and glare in the Project area. The fixtures would be required to direct light downward toward the ground. Outdoor and commercial lighting would be located and arranged in a manner consistent with City requirements, to promote public safety, and also minimize unnecessary light and glare effects to the surrounding community. Additional light or glare from the proposed buildings would be consistent with the other commercial buildings in the area and therefore would not substantially affect day or nighttime views. Therefore, a less than significant light and glare impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>II. Agriculture and Forest Resources.</b>  <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the Project:</i></p>				

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

a-e) **No Impact.** The subject property is located in an urban area developed with commercial buildings. The City of La Mesa is comprised of urbanized and suburban neighborhoods designated for residential and commercial uses, and contains no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The City has no agricultural zoning designations and no Williamson Act Contract lands. There are no forest lands or timber resources within the City. There are no farmland areas or sites designated for agricultural use nor are there any nearby agricultural sites that could be affected by the Project.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. Air Quality.</b>				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.				
Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or Projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Explanation:**

- a) **Less Than Significant Impact.** Air quality plans applicable to the San Diego Air Basin (SDAB) include the San Diego Regional Air Quality Strategy (RAQS) and applicable portions of the State Implementation Plan (SIP). The RAQS outlines the San Diego County Air Pollution Control District's (APCD) plans and control measures designed to attain the state air quality standards for ozone (O<sub>3</sub>). The APCD also has developed the SDAB's input to the SIP, which is required under the federal Clean Air Act for areas that are classified as non-attainment areas. Non-attainment areas are those that do not meet the National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) for a particular pollutant. The SDAB is currently classified as a non-attainment area under CAAQS for O<sub>3</sub> and respirable particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and for O<sub>3</sub> (eight-hour) and PM<sub>2.5</sub> under NAAQS. The RAQS and SIP rely on information from the California Air Resources Board (CARB) and the San Diego Association of Governments (SANDAG), including mobile and area source emissions, as well as information regarding projected growth in the County, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emission and SANDAG growth projections are based on population and vehicle trends and land use plans developed by cities and the County. As such, projects that propose development consistent with growth anticipated by applicable general plans

would be consistent with the RAQS and SIP. The subject use is consistent with applicable land use plans including the City of La Mesa General Plan and La Mesa Municipal Code zoning ordinances. Project development would, therefore, not conflict with or obstruct the implementation of the RAQS or SIP, and a less than significant impact would occur.

- b) **Less Than Significant Impact.** In general, air quality impacts are the result of emissions from motor vehicles and short-term construction associated with development projects. During Project construction, emissions associated with fugitive dust, heavy construction equipment and construction personnel commuting to and from the site would be generated for approximately 24 months during demolition and construction phase of the Project. If not, please state the total number of months during which demolition and construction activities will occur. The amount of fugitive dust generated during construction activities would be minimal because development of the proposed Project would result in normal construction emissions that alone would not be sufficient to cause a violation of air quality standards. The City's standard grading requirements serve to minimize fugitive dust and air pollutant emissions during the temporary construction period. Operational emissions generated by the Project would mainly be attributed to Project-generated traffic. The proposed Project has been accounted for in the City's General Plan and applicable regional air quality plans (see response III.a), above. Furthermore, the proposed Project consists of an existing auto sales lot that is not anticipated to result in substantial new emissions. A less than significant impact would occur.
- c) **Less Than Significant Impact.** See response III.a), above. Projects that propose development consistent with growth anticipated by applicable general plans were considered in, and therefore are consistent with, the RAQS and SIP. The existing use is consistent with applicable land use plans including the City of La Mesa General Plan and La Mesa Municipal Code zoning ordinances. Therefore, renovation and redevelopment of the Project site has been accounted for in these region-wide air quality plans. A less than cumulatively considerable impact would occur.
- d) **Less Than Significant Impact.** Sensitive receptors in the Project vicinity include single family residential and non-residential development, such as St. Luke's Lutheran Church and Warren-Walker School, to the south, east, and southwest. Interstate 8 is located to the north and State Route 125 to the east. The Project, consisting of renovation and redevelopment of an existing auto sales lot in a predominantly commercially designated and commercially developed area, would not generate substantial additional pollutant concentrations beyond those already occurring, and anticipated to occur in the area. The distance between the project site at the southwest corner of the site and the nearest sensitive receptor site, the La Mesa Woman's Club on the south side of Grossmont Boulevard, is approximately 170 feet. Existing pollutants in the vicinity include traffic emissions on surrounding surface streets and the Interstate 8 to the north and State Route 125 to the east. A less than significant impact would occur.
- e) **Less than Significant Impact.** The Project consists of renovation and redevelopment of an existing auto sales and service lot and would not include uses that would be considered sources of nuisance odors during either construction or use of the site because odors would be contained. The project will continue the existing automotive land uses and will not introduce any new use that would generate new objectionable odors. The project site is separated from surrounding residential development by streets and major highways. Minor odors would be generated through automotive repair activities. However, hazardous materials handling and management is required by the County Department of Environmental

Health. Approval of the facility operations is required prior to issuance of building permits and certificates of occupancy. Therefore, potential odor impacts would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. Biological Resources.</b> Would the Project:				
a) Have a substantial adverse 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 the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

- a) **No Impact.** The City of La Mesa Habitat Conservation Plan (also referred to as the City of La Mesa Sub-area of the Multiple Species Conservation Plan [MSCP]) vegetation mapping identifies coastal sage scrub as the only sensitive natural habitat within the City limits. No habitat for listed species or protected habitat are present or expected to occur in the proposed development footprint area. The site is an existing auto dealership and a previously disturbed site. The site is not also located within an MSCP Multi-Habitat Planning Area or Core Biological Resource Area. Therefore, no impact would occur.
- b) **No Impact.** The proposed development footprint area is disturbed and is paved. No listed species or protected habitat is expected to occur on the site. Furthermore, due to the urbanized nature of the property and lack of connectivity of larger open space, the patches of ornamental landscape present on the site would not be considered a sensitive biological resource. The proposed project would not have the potential to create a substantial adverse effect on riparian habitat or other sensitive natural community because the site is fully developed. Therefore, no impact would occur.
- c) **No Impact.** Wetlands are defined in Section 404 as areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. The Project site is disturbed and developed with asphalt pavement and buildings. This area has not been classified as wetlands; no jurisdictional delineation has been conducted in this area. Construction of the Project would not result in a substantial adverse effect on a wetland. Therefore, no impact would occur.
- d) **No Impact.** The MSCP does not identify any wildlife movement corridors on or within the vicinity of the Project site. The site is not located within a wildlife corridor or near a wildlife nursery site. Therefore, no impact would occur.
- e) **No Impact.** Apart from the City of La Mesa Habitat Conservation Plan, the only City document that addresses biological resources is the Conservation and Open Space Element of the La Mesa General Plan, which contains specific policies and objectives for preserving biological resources. As there are no threatened or protected biological resources on the Project site, the Project would not conflict with any of the policies contained in the MSCP or the Open Space Element of the City of La Mesa General Plan. No impact would occur.
- f) **No Impact.** There are no other applicable conservation plans in addition to those listed in a) and e) above. No impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. Cultural Resources.</b>				
Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

- a) **No Impact.** Based on the available records, the existing buildings on the Project site were built in 1967 and 1986. The segment of La Mesa Boulevard fronting the project site is considered a part of U.S. Historic Highway 80. No public right-of-way improvements are proposed or required by the City of La Mesa. None of the parcels or buildings have been designated historical sites or structures within the Project site. Demolition of the Roundhouse will not have a significant impact on historical resources because the Roundhouse is not an "historical resource" within the meaning of Public Resources Code Section 21084.1 and CEQA Guidelines § 15064.5(a)(1) and (2) because it is not listed and has not been determined to be eligible for listing in the Californian Register of Historical Resources, is not included in the inventory of historic resources contained in the Historic Preservation Element of the City's General Plan, and has not been determined to be historically significant in an historical resource survey. The City has not elected to exercise its discretion to determine the Roundhouse to be historically significant or significant in the architectural, etc. annals of California as provided in CEQA Guidelines § 15064.5(a)(3). Therefore, no impact would occur.
- b) **No Impact.** The site is not known to have, or suspected to yield, archaeological resources. The proposed project includes minor grading and earthwork to level the site. Impacts to archeological resources are not expected to occur due to the depth of excavation proposed on the previously disturbed and developed site. Therefore, no impact would occur.
- c) **No Impact.** The site is not known to have, or suspected to yield, paleontological resources. The proposed project includes minor grading and earthwork to level the site. Impacts to paleontological resources are not expected to occur due to the depth of excavation proposed on the previously disturbed and developed site. Therefore, no impact would occur.

- d) **Less Than Significant Impact.** There are no known human remains on the subject property and there is no record of use of the property as a cemetery or burial ground. Therefore, no impact would occur.

Environmental Issues		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. Geology and Soils.</b>					
Would the Project:					
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death, involving:				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

- a) i) **No Impact.** There are no active or potentially active faults known to exist at or near the site, and the site is not situated within an Alquist-Priolo Earthquake Fault Zone (CA Department of Conservation 2007). Therefore, no impact would occur.
- ii) **Less Than Significant Impact.** As is the case in all of Southern California, some risk of earthquake does occur at the Project site. The closest known active fault is the Rose Canyon Fault, located approximately 10 miles west of the site. Seismic activity is considered to be likely at the Project site because of the well-delineated fault lines through San Diego County. The Project is, however, required to meet the design standards and guidelines of the California Building Code (CBC), including those addressing seismic activity. Therefore, upon mandatory compliance with the CBC, a less than significant impact would occur.
- iii) **Less Than Significant Impact.** The lack of shallow groundwater and the dense nature of the underlying Stadium Conglomerate presents a very low risk of liquefaction at the Project site. Liquefaction is the phenomenon that occurs during severe ground shaking whereby soils reduce greatly in strength and temporarily behave similarly to a fluid. Severe or extended liquefaction can result in adverse effects to surface and subsurface facilities through the loss of support and/or foundation integrity. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils. Due to the lack of a permanent, shallow groundwater table, the dense nature of the underlying Stadium Conglomerate, and the remedial grading that is anticipated for the Project site, the potential for liquefaction is considered very low. Therefore, impacts associated with liquefaction are less than significant.
- iv) **Less Than Significant Impact.** The proposed Project is the construction and renovation of an existing auto dealership and other related improvements. The subject property site includes existing buildings, paving and landscape areas and is underlain primarily by Stadium Conglomerate formational materials. The formation is considered generally stable and the Project site is relatively level. Furthermore, the California Department of Conservation's Alquist-Priolo map shows the site is not situated within a landslide zone. Therefore, the potential for landslides is less than significant.
- b) **Less Than Significant Impact.** The proposed Project is the construction and renovation of an existing auto dealership and other related improvements. The subject property site includes existing buildings, paving and landscape areas and is underlain primarily by Stadium Conglomerate formational materials. A landscape plan will be submitted for approval concurrently with the Project grading plan. The Project is also subject to Standard Permanent Storm Water BMP requirements, and would require the submittal of a Post Construction Water Quality Technical Report (PCWQTR). Therefore, the Project would not result in substantial soil erosion or the loss of topsoil and no impact would occur.
- c) **Less Than Significant Impact.** The site is not mapped in the vicinity of geologic hazards such as landslides, liquefaction areas, or faulting (CA Department of Conservation 2007). On-site seismic design parameters have been incorporated into the Project design based on the present and anticipated conditions. Furthermore, construction activities would be subject to review and approval of the Building Official and City Engineer. Therefore, a less than significant impact would occur.
- d) **Less Than Significant Impact.** Expansive soils are generally high in clays or silts that shrink or swell with variation in moisture. Moisture occurs in a number of ways, including

absorption from the air, rainfall, groundwater fluctuations, lawn watering, or broken water or sewer lines. Stadium Conglomerate soil generally consists of cobbles with a moderately cemented course-grained sandstone matrix and therefore have a low to medium expansion potential. The proposed Project would incorporate standard engineering techniques in accordance with the California Building Code and City Municipal Code to avoid adverse effects of expansive soils. With mandatory implementation of standard building requirements, on-site soils would be adequately stabilized to accommodate the proposed development. Furthermore, construction activities are subject to review and approval of the Building Official and City Engineer. Therefore, a less than significant impact would occur.

- e) **No Impact.** The proposed Project is the construction and renovation of an existing auto dealership and other related improvements. No septic tanks or alternative wastewater disposal systems are proposed. Existing public sanitary systems are in place within the public right of way on La Mesa Boulevard and Grossmont Boulevard near the Project site. Therefore, no impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. Greenhouse Gas Emissions.</b>				
Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Explanation:**

- a) **Less than Significant.** As discussed in Section 15064.4 of the State CEQA Guidelines, the determination of the significance of greenhouse gas (GHG) emissions calls for a careful judgment by the lead agency consistent with the provisions in Section 15064. A lead agency should make good faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of GHG emissions resulting from the Project. Although the City of La Mesa has not yet set a goal, many other lead agencies have set a goal to reduce GHG emissions by a certain amount to demonstrate consistency with Assembly Bill 32 (AB 32). Different agencies and studies estimate different goals for reduction of emissions to achieve 1990 levels by the year 2020, as set forth in AB 32. Most local governments in California with adopted targets have targets of 15 to 25 percent reductions under 2005 levels by 2020.

In 2014, the City prepared a Greenhouse Gas Emissions Inventory, which summarizes greenhouse gas emissions for 2010, 2011 and 2012. The inventory identifies transportation and natural gas accounting for 30 percent and 18 percent, respectively, of greenhouse gas emissions, preceded by electricity (42 percent).

The principal source of emissions generated by the Project would come from traffic trips generated by the subject auto dealership. Based on the ITE Trip Generation Manual, the auto dealership would generate 33.34 trips per day per 1,000 square feet of building square footage. The weekends would generate lower traffic as 21.03 trips per 1,000 square feet of building square footage on Saturdays and 10.48 trips per 1,000 square feet of building square footage on Sundays (Penske Ford Greenhouse Gas Emissions Estimate, AECOM, December 2015).

Since the City has not adopted emission-based thresholds for GHG emissions under CEQA, the GHG analysis conducted for the proposed Project utilized guidance established by the County of San Diego in their *Guidelines for Determining Significance and Report Format and Content Requirements – Climate Change* (County 2013). If a proposed project exceeds the County’s significance threshold for GHG emissions (2,500 metric tons [MT] of carbon dioxide equivalent [CO<sub>2</sub>e] per year), then that project would be required to provide a full GHG emission analysis and implement emission reduction measures. This emission level is based on the number of vehicle trips, the typical energy and water use, and other factors associated with projects. Table 1, *Project Types that Require GHG Analysis and Emission Reduction Measures*, identifies typical project types and sizes that are expected to emit approximately 2,500 MT CO<sub>2</sub>e per year.

<b>Table 1 PROJECT TYPES THAT REQUIRE GHG ANALYSIS AND EMISSION REDUCTION MEASURES</b>	
<b>Project Type</b>	<b>Project Size that Generates Approximately 2,500 Metric Tons of GHGs per Year</b>
Single-Family Residential	86 units
Low-Rise Apartment Housing	121 units
Mid-Rise Apartment Housing	136 units
Office Building	61,000 square feet
Elementary or Middle School	91,000 square feet
High School	103,000 square feet

Source: County 2013

According to the Greenhouse Gas Emissions Estimate prepared by AECOM, in order for a commercial project to exceed the 2,500 MT CO<sub>2</sub>e per year GHG emissions threshold and require additional analysis, it would have to consist of building intensity equivalent to 61,000 square feet of commercial office space. The Project proposes a net increase of 41,259 square feet of building floor area.

Project construction would result in GHG emissions from off-road diesel equipment exhaust and emissions from employee and material delivery travel. The primary emissions occur as carbon dioxide (CO<sub>2</sub>) from gasoline and diesel combustion, with more limited vehicle tailpipe emissions of methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O) and other GHG emissions related to vehicle cooling systems. Construction- period CO<sub>2</sub>-equivalent (CO<sub>2</sub>e) emissions were estimated with the current CalEEMod emissions model. As cited in the GHG Emissions Estimate (AECOM), the five phases of construction would generate approximately 692 MT CO<sub>2</sub>e. Assuming a project lifetime of 30 years, this would be the equivalent of 23 MT CO<sub>2</sub>e per year. The existing on-site facilities generate approximately 1,136 MT CO<sub>2</sub>e per year during operations. At full buildout of the project, operational emissions would total

approximately 2,016 MT CO<sub>2</sub>e per year. The difference (net change) attributable to the proposed project is 880 MT CO<sub>2</sub>e per year for operations. When amortized construction emissions are added to the net change for operational emissions, the total construction and operational emissions for the project is 903 MT CO<sub>2</sub>e per year. Therefore, a less than significant impact would occur because the project's emissions would be lower than the 2,500 MT CO<sub>2</sub>e/year significance threshold developed for use throughout San Diego County to assess project consistency with AB 32.

<b>Construction and Operational Emissions (MT CO<sub>2</sub>e/year)</b>	
<b>Construction</b>	
Phase 1	236
Phase 2	32
Phase 3	374
Phase 4	27
Phase 5	22
Total	692
Project Lifetime	30
Amortized Emissions	23
<b>Operational</b>	
Existing (to be demolished)	1,136
Proposed	2,016
Net change	880
<b>Net Change + Amortized Construction</b>	
	903
Source: Modeled by AECOM in 2015	

CalEEMod emission outputs, modeled by AECOM, are available under separate cover.

- b) **Less Than Significant Impact.** The City of La Mesa participates in the San Diego Regional Climate Protection Initiative. Applicable plans, policies and regulations either adopted or supported by the City of La Mesa include the 2010 California Green Building Standards, SANDAG Climate Action Strategy, and the U.S. Conference of Mayor's Climate Protection Agreement. The proposed Project makes use of infill development, and is within an area currently served by transit, which is a preferable location for new development from a GHG emissions standpoint. The nearest transit service is provided by Metropolitan Transit System

Bus Route 1, which runs along La Mesa Boulevard (and along other streets). The nearest stop is located at the intersection of La Mesa Boulevard and Grossmont Boulevard, off the southeast corner of the Project site.

The City has not yet adopted a qualified plan, policy, or regulation to reduce GHG emissions. Therefore, the most applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions is AB 32, which codified the state's GHG emissions reduction targets for the future. Executive Orders S3-05 and B30-15 are also policies for reducing GHG emissions. The County of San Diego has adopted, a 2,500 MT CO<sub>2</sub>e per year threshold that is being used as criteria for determining which projects require further analysis and mitigation under CEQA. As discussed above, construction-related GHG emissions would not exceed the 2,500 MT CO<sub>2</sub>e per year threshold. Based on the ITE Trip Generation Manual, the auto dealership would generate 33.34 trips per day per 1,000 square feet of building square footage. The weekends would generate lower traffic as 21.03 trips per 1,000 square feet of building square footage on Saturdays and 10.48 trips per 1,000 square feet of building square footage on Sundays (Penske Ford Greenhouse Gas Emissions Estimate, AECOM, December 2015).

Therefore, Project construction and operations would support implementation of AB 32 and would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. This impact is considered less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. Hazards and Hazardous Materials.</b>				
Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issues		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d)	Be located on a site which 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	For a Project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Explanation:**

a) **Less Than Significant Impact.** Construction of the proposed buildings would involve the transport, use and disposal of hazardous materials. Construction would involve fuels, lubricants and greases, solvents and other cleaning agents, and coatings including paints. All hazardous materials would be stored in containers clearly labeled per requirements of the State Occupational Safety and Health Administration and the US Department of Transportation. Consequently, use of these materials for their intended purpose and in accordance with applicable laws and regulations would not pose a significant risk to the public or environment. During project construction, the use of construction equipment would require oil and other hydrocarbons to be consumed. Potential spills may occur that would result in a significant hazard to the environment. However, a SWPPP would be prepared and implemented, in compliance with the requirements of the SWRCB Construction Permit (2010-0014-DWQ). The SWPPP would identify Best Management Practices (BMPs) for hazardous materials handling and controlling of runoff discharged from the site.

The proposed auto service operation would involve the continued use, handling, and storage of hazardous materials such as oils, lubricants, greases, other automotive fluids, and solvents and other cleaning agents. The project will replace an existing service operation with a somewhat larger one, so that it will result in only a proportionate increase in the existing use, handling and storage of hazardous materials. All hazardous materials are anticipated to be stored in clearly labeled containers. All hazardous materials anticipated to be stored indoors or in covered areas; in areas secured by locked gates or doors. In areas either elevated above the surrounding floor or ground, storm water would not flow in to hazardous materials storage areas and potentially become contaminated. The project applicant is required to obtain approvals from the County of San Diego Department of Environmental Health—Hazardous Materials Management Division and the County Air Pollution Control District prior to the issuance of a building permit and City occupancy approval.

The auto service operation would generate some hazardous wastes requiring disposal or recycling, including used oil and other used fluids drained from vehicles. All hazardous wastes generated by the project would be transported by a certified hazardous materials hauler and disposed of or recycled at facilities permitted to recycle, treat, store, and/or dispose of hazardous materials by the California Department of Toxic Substances Control (DTSC) in accordance with all applicable laws and regulations.

Project construction and operation would not create significant hazards to the public or the environment through routine use, transport, or disposal of hazardous materials, and impacts would be less than significant.

- b) ***Less Than Significant Impact.*** See response VIII.a), above. Due to the age of the existing buildings on site (49 to 60 years old), there would be potential to encounter lead-based paint (LBP) and/or asbestos containing materials (ACM) during demolition and removal. Current regulations require that activities, such as demolition, that disturb ACM be performed by a California licensed asbestos abatement contractor, and in accordance with all federal, state, and local laws governing asbestos. In addition, current regulations require that contractors charged with removing structures containing LBP utilize workers with lead awareness training to remove the paint on those building materials, and provide initial employee exposure monitoring to evaluate worker exposure during work that disturbs identified LBP materials. Waste items generated during a demolition project are required to be properly sampled and profiled to determine the final disposition of the waste. The Project would comply with all existing local, state, and federal regulations regarding the handling of ACM and LBP. No other foreseeable upset and accident conditions are anticipated.

Since there will be some disturbance of the soil during demolition and construction, there is a potential disturbance of contaminated soil. However, Best Management Practices (BMPs) for hazardous materials handling and controlling of runoff discharged from the site would be in place. The project applicant is required to obtain approvals from the County of San Diego Department of Environmental Health—Hazardous Materials Management Division and the County Air Pollution Control District prior to the issuance of a building permit. Therefore, a less than significant impact would occur.

- c) ***Less Than Significant Impact.*** There are two schools within one-quarter mile of the Project site: Warren Walker School and College Prep Middle School. The Project must comply with existing local, state, and federal regulations. Refer to response VIII.a), above. Therefore, a less than significant impact would occur.

- d) **No Impact.** The site is not listed on any Federal (EPA) or State hazardous waste site lists. The State Water Resources Control Board's (SWRCB's) GeoTracker database lists four sites on the subject property which were closed in the 1990s. Three related to underground storage tank cleanup and one related to a cleanup program. The project is not located on a hazardous materials site list compiled pursuant to Government Code § 65962.5. Therefore, no impact would occur.
- e) **No Impact.** The Project site is not located within two miles of a public airport. The closest airports to the site are Gillespie Field in El Cajon, located approximately five miles northeast of the Project site, and Montgomery Field, located approximately ten miles northwest of the Project site. The Project site is not located within the Airport Influence Area for Gillespie Field (ALUC 2010a). The Project site is identified as falling within Review Area 2 of the Airport Influence Area for Montgomery Field, and within the Part 77 (Federal Aviation Regulations) Airspace Protection Area (ALUC 2010b); however, the site is outside of Montgomery Field's Federal Aviation Administration (FAA) Height Notification Boundary. The Project does not propose any features that would result in a safety hazard for people residing or working in the Project area. Therefore, no impact would occur.
- f) **No Impact.** There are no private airstrips in the vicinity of the Project area. A helipad is located within the Grossmont Medical campus, approximately 0.6 miles away from the Project site. The flight path typically does not traverse the subject property. Therefore, no impact would occur.
- g) **Less Than Significant Impact.** The proposed Project would not interfere with the City's Emergency Plan, which provides a comprehensive emergency management system for response to natural and human-made disasters. Construction of the proposed Project would not hinder access to the site or immediate environs by emergency vehicles because the construction phasing plan would be reviewed by the Fire Department. Project staging and equipment storage would occur on site in order to avoid hindering any access along Grossmont Boulevard and La Mesa Boulevard. The Project also would not result in any long-term effects on emergency access, as existing intersections in the Project area would not be substantially affected by Project-generated traffic. Adequate emergency access would be provided to the site and additional measures required by the Fire Department as part of Project approval (if any) would further ensure that safety issues for the proposed Project have been addressed. During construction of the proposed Project, adequate emergency access would be maintained to existing commercial development for access. Therefore, a less than significant impact would occur.
- h) **Less Than Significant Impact.** The Project site is located in a developed area surrounded by urban development. No large open space or wildland areas are located adjacent to the property. The Project would be required to comply with fire standards and regulations contained in the Uniform Fire Code and the La Mesa Municipal Code with respect to access, building material and design, building occupancy, adequate fire flows, hydrants, and fire sprinklers. Therefore, a less than significant impact would occur.

Environmental Issues		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. Hydrology And Water Quality.</b>					
Would the Project:					
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. Hydrology And Water Quality.</b>					
Would the Project:					
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j)	Inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

- a) **Less Than Significant Impact.** The existing site consists of a 14.92 acre car sales business with showrooms, mechanic shops and parking garages. Storm water drains via surface flow and concentrated gutter flow, and eventually flows into underground conveyances to five different outfall points in the City of La Mesa's storm drain system. The existing site is nearly entirely impervious with little vegetation. All of the proposed conveyances are designed for the capacity to convey the 100-year storm (Hydrology Report for Penske Ford, Omega Engineering Consultants, Inc., December 2015).

The proposed conceptual grading plan has been submitted for review and approval as part of the Project application. Because the Project would disturb less than one acre of ground, it is considered a Low Priority threat to water quality. The project would result in a net increase of pervious area from 0.05 acres to 0.15 acres. The decrease in impervious area is due to the use of bio-retention areas, sand filters with pervious pavers, and landscaped buffer areas throughout the site. As the site decreases impervious area, and flowrates, no hydro-modification management measures are required for the Project under the current permit. (Post-construction Water Quality Technical Report, Omega Engineering Consultants, Inc., November 2015).

The Project is required to meet permanent storm water BMP requirements, including submittal of a Storm Water Pollution Prevention Plan (SWPPP). Construction and post-construction BMPs would be implemented at the site to comply with water quality and waste discharge requirements. The City of La Mesa Engineering Department would review and approve these plans. Therefore, a less than significant impact would occur to water quality and discharge.

- b) **Less Than Significant Impact.** The existing site conditions include paved parking area, buildings and other site improvements. The Project would involve development of new structures resulting in new impervious surfaces for the Penske Ford site. The new impervious surface areas would be offset by routing drainage to landscaped areas. Permeable materials proposed include new landscaping with possible bio-swales and bio-detention areas in order to maximize groundwater recharge through natural percolation. The project would increase the amount of pervious area from 0.05 to 0.15 acres. The Project does not propose or require the use of groundwater resources. Therefore, a less than significant impact would occur with regard to groundwater supplies and aquifer depletion.

- c) **Less Than Significant Impact.** The Project would not substantially alter the existing drainage pattern because there are no streams or rivers in the Project vicinity. Substantial erosion or siltation on- or off-site would not result from the Project because the Project area is relatively level. Proposed grading and renovations of portions of the site would result in a decrease in 100-year runoff. The decreases in runoff are a result of flattening of portions of the site as well as the addition of landscaping and the resulting decreased runoff coefficients. Best management practices would be implemented during Project construction to address potential erosion control and water quality impacts as discussed in Section VI b). Drainage improvements would be required to accommodate surface run-off in accordance with the current conceptual development plans that are features of the design of the proposed project (Figure 3). A less than significant impact would occur with implementation of the proposed Project. (Hydrology Report for Penske Ford, Omega Engineering Consultants, Inc., December 2015)
- d) **Less Than Significant Impact.** Refer to response IX.c), above.
- e) **Less Than Significant Impact.** Refer to response IX.c), above.
- f) **Less Than Significant Impact.** Refer to response IX.a), above.
- g-h) **No Impact.** The Project site is not located within a 100-year floodplain, and does not propose the placement of any housing or other structures within the 100-year floodplain. Therefore, no impact would occur.
- i) **Less Than Significant Impact.** Although the Project site is approximately two miles southeast of Lake Murray, the Project site is not located downstream of the lake's dam. Therefore, the risk associated with inundation hazard due to flooding as a result of a failure of a levee or dam is considered low. A less than significant impact would occur.
- j) **No Impact.** The Project site is not located near the ocean, or downstream of a large body of water, and therefore, there are no risks associated with inundation hazard due to seiche or tsunami. Therefore, no impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. Land Use and Planning.</b>				
Would the Project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b)	Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the Project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

- a) **No Impact.** The Project site is located in an area within the City of La Mesa currently developed with commercial development. Construction of the proposed Project, therefore, would constitute infill redevelopment of an existing auto dealership and would help maintain continuity within the existing neighborhood. In addition, no public roadways or other structures or facilities are proposed that would disrupt or divide physical arrangements of an established community. Therefore, the Project would not physically divide an established community, and no impact would occur.
- b) **No Impact.** The proposed Project would continue the existing use of the project site and would not conflict with General Plan or zoning designations. Pursuant to the Land Use Element of the City of La Mesa General Plan, the site is designated for Regional Serving Commercial land use, which is assigned to those areas of the City which are suitable for more intense urban activities, such as high volume retail sales, and other sales and services which are expected to draw local and regional customers. Areas designated Regional Commercial are served by convenient freeway access. The site is zoned C-D, General Commercial and Urban Design Overlay. The General Commercial zone is intended to provide areas in which all types of retail businesses, offices and services can be conducted. This zone is applied generally along major streets and in shopping centers. All new development and major renovations or remodeling of property within the Urban Design Overlay Zone are subject to the requirements of the Urban Design Program and approval by the Design Review Board and City Council in accordance with City of La Mesa Resolution No. 15540. The Urban Design Overlay zone is used to supplement the required land use regulations that are reviewed under the standard provisions of the Zoning Ordinance. Based on these General Plan land use and zoning designations, the proposed Project would be consistent with and not be in conflict with the City of La Mesa General Plan and Zoning Ordinance. Therefore, no impact would occur.
- c) **No Impact.** The proposed Project would not conflict with applicable environmental plans, including the regional Multiple Species Conservation Program and the City of La Mesa Subarea Habitat Conservation Plan. The Project site is not located within or near any area proposed for preservation under these plans. Therefore, no impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. Mineral Resources.</b>				
Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

a-b) **No Impact.** No known previous mining of mineral resources has occurred at the site, and it would not be practical to conduct mineral extraction operations at the site due its urbanized location. In addition, the site is designated by applicable land use plans for commercial, rather than industrial, use. Therefore, no impacts related to mineral resources would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. Noise.</b>				
Would the Project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issues		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e)	For a Project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

a) **Less Than Significant Impact.** The site is located south of the Interstate 8 and off ramp, along La Mesa Boulevard and Grossmont Boulevard, and to the east is State Route 125. The northerly portion of the site reaches 75 dB due to the proximity of Interstate 8. The project will continue the existing automotive land use of the site and expand existing operations. Upon project completion, stationary-source Project noise would consist of those typical to commercial uses. No sensitive receptors (i.e children or seniors) would be regularly exposed to noise from the proposed use because there are no residential uses adjacent to the subject property. A significant increase in the ambient noise level of the area is not anticipated.

The proposed Project would result in temporary increased noise and ground borne vibration levels associated with Project construction activities. Construction noise is considered temporary, and construction activities would be required to comply with City construction noise requirements and hours of operation. Therefore, a less than significant impact related to noise is anticipated to occur.

b) **Less Than Significant Impact.** Refer to response XII.a) above.

c) **Less Than Significant Impact.** Refer to response XII.a) above.

d) **Less Than Significant Impact.** Refer to response XII.a) above.

e) **No Impact.** The proposed Project is not located within two miles of a public airport. The closest airports to the Project site are County of San Diego-owned Gillespie Field in El Cajon, located approximately five miles northeast of the Project site, and Montgomery Field, located approximately six miles northwest of the Project site. The Project site is not located within the Airport Influence Area or airplane noise contours for Gillespie Field (ALUC 2010a). The Project site is within Review Area 2 of the Airport Influence Area for Montgomery Field, and within the Part 77 (Federal Aviation Regulations) Airspace Protection Area, but is outside of Montgomery Field's airplane noise contours (ALUC 2010b). Notification by the applicant is required prior to building permit issuance. Therefore, no impact related to airport noise levels would occur.

- f) **No Impact.** There are no private airstrips within the vicinity of the Project area. The Grossmont Medical Center contains a helipad. The helipad is an existing use and is used infrequently and exclusively by the hospital and is not anticipated to expose people in the area to excessive noise levels. Therefore, the Project would have no impact related to excessive noise levels in conjunction with a private airstrip.

Environmental Issues		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. Population and Housing.</b>					
Would the Project:					
a)	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

- a) **Less Than Significant Impact.** The proposed Project would not directly or indirectly induce population growth, as it is an existing auto dealership within the City of La Mesa. Construction of the new auto sales and service buildings would not result in substantial growth inducement because: (1) no obstacles to population growth would be removed, such as provision of an essential public service or access to a previously inaccessible area; (2) the Project would not induce further growth through the expansion or extension of existing services, utilities, or infrastructure, as the Project site is located in a development area currently served by existing infrastructure and surrounded by commercial development; and (3) the proposed Project is consistent with the existing land use and zoning designations of the site. Thus, the proposed Project would be considered in-fill redevelopment within an existing urban area. A less than significant impact would occur.
- b) **No Impact.** The Project proposes redevelopment and renovation of an existing commercial auto dealership. The Project does not involve displacing any existing residential development. Therefore, no impact regarding displacement of housing would occur.
- c) **No Impact.** The Project proposes redevelopment of an existing auto dealership and does not include any residential units and would not result in the displacement of any people or residences. The existing use and its redevelopment would not necessitate the construction of replacement housing elsewhere. Therefore, no impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. Public Services.</b>				
Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

- a) **Less Than Significant Impact.** The Project site is located in a developed area currently served by existing public services, including fire protection. The Heartland Fire and Rescue Department provides fire protection and emergency medical services to the City and would provide such services associated with the proposed Project. The Fire Department operates out of three stations: Station No. 11, located at 8034 Allison Avenue (approximately 1.4 miles away [driving distance]); Station No. 12, located at 8844 Dallas Street (approximately 1.3 miles away [driving distance]); and Station No. 13, located at 9110 Grossmont Boulevard (approximately 0.25 miles away [driving distance]). Implementation of the proposed Project would result in an increase in demand for fire protection and emergency medical services; however, buildout of the Project site at an intensity consistent with the Project proposal has been anticipated in the City's General Plan and related long-term emergency services planning efforts. Therefore, a less than significant impact would occur.
- b) **Less Than Significant Impact.** Police protection services are provided by the La Mesa Police Department, which operates out of the La Mesa Police Station at 8085 University Avenue (approximately 1.4 miles away [driving distance]). Implementation of the proposed Project would not result in substantial adverse physical impacts related to police protection services. Buildout of the Project site at an intensity consistent with the Project proposal has been anticipated in the City's General Plan and related long-term emergency services planning efforts. Therefore, a less than significant impact would occur.
- c) **No Impact.** Redevelopment of an existing auto dealership would not generate additional students to be served by local school districts. Therefore, no impact would occur.
- d) **No Impact.** Maintenance of public facilities and demand for other governmental services (i.e., public parks, libraries, child care centers, utility systems) would not incrementally increase due to Project development. The Project would not directly bring new residences to the established neighborhood, and therefore would not increase the need for new parks in the area. No impact would occur.
- e) **No Impact.** See response XIV.d), above.

Environmental Issues		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. Recreation.</b>					
a)	Would the Project increase 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Does the Project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

- a) **No Impact.** The Project would not result in an increase in the City's population, and would not create an increased demand for neighborhood or regional parks. Therefore, no impact would occur.
- b) **No Impact.** See responses XIV.d) and XV.a), above. Maintenance of public facilities and demand for other governmental services such as parks would not incrementally increase due to Project development. Therefore, no impact would occur.

Environmental Issues		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. Transportation/Traffic.</b>					
Would the Project:					
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issues		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b)	Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

a-b) **Less Than Significant Impact.** Grossmont Boulevard is classified as an arterial and La Mesa Boulevard a major collector roadway. The site is located directly south of the Interstate 8 off ramp to La Mesa Boulevard. La Mesa Boulevard, runs north-south with two travel lanes in each direction and a two-way left-turn lane. Grossmont Boulevard, runs east-west with one travel in each direction and a two-way left turn land until it reaches the Penske site; there are two east bound lanes and a raised median and turn pockets along the width of the Penske site street frontage.

According to the La Mesa General Plan EIR, La Mesa Boulevard, south of Hawley Avenue presently operates at Level of Service (LOS) C. Grossmont Boulevard, east of La Mesa Boulevard presently operates at Level of Service (LOS) A. Based on the City's standards, when a traffic analysis indicates that the LOS for a street reaches E or below, the City will determine what improvements or changes in operations are needed to maintain or improve LOS. As cited in the City of La Mesa General Plan EIR, a significant impact would occur when traffic demand on a roadway segment increases by 2 percent of capacity when the roadway segment operates at LOS E or LOS F.

The subject proposal is intended to improve the overall land use and building efficiencies. Existing auto dealership and servicing elements of the site which were conducted outside are now proposed to be conducted inside new buildings.

Recent traffic counts shown in the General Plan EIR indicate that the average daily trips (ADT) along La Mesa Boulevard (South of Hawley Avenue) are 21,395 vehicles and Grossmont Boulevard (East of La Mesa Boulevard) are 9,954 vehicles. Based on the ITE Trip Generation Manual, the auto dealership would generate 33.34 trips per weekday per 1,000 square feet of building square footage. The weekends would generate lower traffic as 21.03 trips per 1,000 square feet of building square footage on Saturdays and 10.48 trips per 1,000 square feet of building square footage on Sundays. The total cumulative building area would be 158,497 square feet for a net gain in building floor area of 41,259 square feet for an increase of 1,337 ADT on weekdays and would not increase traffic volume to an unacceptable level. The increase in ADT would be dispersed between Grossmont Boulevard and La Mesa Boulevard and anticipated traffic volumes would remain at an acceptable level of service.

Based on the City's standards for roadway operation, a commercial roadway such as Grossmont Boulevard has a capacity of 25,000 ADT and La Mesa Boulevard has a capacity of 35,000 ADT. Consequently, the traffic volume on Grossmont Boulevard would need to reach 30,000 vehicles and La Mesa Boulevard, 40,000 vehicles, which are the maximum volumes analyzed in the La Mesa General Plan EIR.

The proposed parking meets City requirements; and the proposed on-site circulation would be adequate based on the types of vehicles anticipated to frequently enter/exit the site being that the subject project is intended to improve on site circulation. There is no conflict with the City's General Plan and policies establishing measures of effectiveness for the performance of the circulation system. In addition, the project does not conflict with the San Diego Association of Governments Regional Transportation Plan. Therefore, a less than significant impact would occur.

- c) **No Impact.** The closest airports to the Project site are County of San Diego-owned Gillespie Field in El Cajon, located approximately five miles northeast of the Project site, and Montgomery Field, located approximately six miles northwest of the Project site. The Project site is not located within the Airport Influence Area for Gillespie Field (ALUC 2010a). The Project site is identified as falling within Review Area 2 of the Airport Influence Area for Montgomery Field, and within the Part 77 (Federal Aviation Regulations) Airspace Protection Area (ALUC 2010b) and notification by the applicant is required prior to building permit issuance. However, the site is outside of Montgomery Field's Federal Aviation Administration Height Notification Boundary. The Project does not propose any features that would otherwise affect air travel. Therefore, no impact would occur.
- d) **No Impact.** The Project would not include the construction of any hazards (e.g., sharp curves or dangerous intersections), and would not result in incompatible uses with the surrounding developed area. Therefore, no impact would occur.
- e) **Less Than Significant Impact.** Construction of the proposed Project would not hinder access to the site or immediate environs by emergency vehicles. Although street improvements are not required or proposed, a Traffic Control Plan would be required by the City for any and all work in the right-of-way. Staging areas and equipment storage would occur on site so that access would be maintained along the public right-of-way. The Project

also would not result in long-term effects on emergency access, as existing intersections in the Project area would not be substantially affected by Project-generated traffic (see discussion under XV.a) and b), above). The Fire Department has accepted the Project roadway design for emergency vehicle access. Any additional measures such as signage or painted curbs, required by the City Engineering Department and/or Fire Department as part of Project approval, would further ensure that safety issues for the proposed Project have been addressed. Therefore, a less than significant impact related to emergency access would occur.

- f) **No Impact.** The Project site is located in an area developed with primary commercial and non-residential uses. The Project does not propose any changes to existing bus stops or transit routes. The nearest transit service is provided by Metropolitan Transit System Bus Route 1, which runs along La Mesa Boulevard (and along other streets). The nearest stop is located at the intersection of La Mesa Boulevard and Grossmont Boulevard off the southeast corner of the project site along La Mesa Boulevard. Implementation of the Project would not conflict or interfere with policies contained in the Circulation Element of the La Mesa General Plan regarding alternative transportation modes. Therefore, no impact would occur.

Environmental Issues		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. Utilities and Service Systems.</b>					
Would the Project:					
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issues		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e)	Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Comply with federal, state and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

- a) **Less Than Significant Impact.** See discussion of Issue IX, *Water Quality and Hydrology*, above. The Project is required to comply with the requirements of the City, subject to review and approval by the City Engineer. The Project is also required to comply with the requirements of the applicable municipal stormwater permits issued by the Regional Water Quality Control Board (RWQCB). Therefore, a less than significant impact would occur.
- b) **Less Than Significant Impact.** The Project site is located within a developed area currently served by existing utilities and utility infrastructure. Project development would be consistent with levels anticipated in the City's General Plan. It would not require the construction or expansion of water or wastewater treatment facilities. Therefore, a less than significant impact would occur.
- c) **Less Than Significant Impact.** See discussion of Issue IX, *Water Quality and Hydrology*, above. Implementation of the Project would result in a decrease in runoff volumes due to a decrease in impervious surface area. The project would result in a net increase of pervious area from 0.05 acres to 0.15 acres. The decrease in impervious area is due to the use of bio-retention areas, sand filters with pervious pavers, and landscaped buffer areas throughout the site. As the site decreases impervious area, and flowrates, no hydro-modification management measures are required for the Project (Post-construction Water Quality Technical Report, Omega Engineering Consultants, Inc., November 2015). Storm water facilities are proposed to adequately capture, convey, and contain post-development runoff quantities and volumes from the site. Therefore, a less than significant impact would occur.
- d) **Less Than Significant Impact.** The Helix Water District provides commercial water service to the City of La Mesa. Project development would not require access to new supplies of water or the construction of new water treatment or storage facilities. Therefore, a less than significant impact would occur.

- e) **Less Than Significant Impact.** Refer to response XVI.b), above.
- f) **Less Than Significant Impact.** Solid waste disposal and recycling services in the City of La Mesa are contracted through EDCO Disposal Corporation. Solid waste is transported to the EDCO Station, located approximately 1.5 miles to the west of the Project site at 8184 Commercial Street. The EDCO Station is a 4.1-acre large volume transfer and processing facility with a permitted capacity of 1,000 tons of solid waste per day (CalRecycle 2011). Trash is processed at this station and hauled to regional landfills. The Project would generate an incremental increased demand for solid waste disposal, which would be accommodated at the station and receiving landfills. As the Project is consistent with the existing General Plan land use designation, solid waste generation resulting from Project implementation has been anticipated in the City's General Plan and related long-term solid waste planning efforts. Therefore, a less than significant impact would occur.
- g) **No Impact.** Construction and maintenance of the Project would be required to conform to all applicable state and federal solid waste regulations. Therefore, no impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. Mandatory Findings Of Significance.</b>				
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issues		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c)	Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

- a) **No Impact.** Based on evaluation and discussions contained in this Initial Study, the proposed Project would not 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. Therefore, no impact would occur.
- b) **Less Than Significant Impact.** The proposed Project could incrementally contribute to cumulative impacts associated with light and glare, air quality, water quality, noise, and traffic; however, the existing auto dealership is located on a site designated for regional commercial use by the La Mesa General Plan, in a neighborhood that is nearly built out, with all necessary public services in place to serve the site. Thus, there is limited opportunity for new development in the Project vicinity that could contribute to a cumulative effect. As discussed above in this Initial Study, implementation of proposed Project design features and compliance with existing regulatory requirements would ensure that any impacts would be reduced to below a level of significance. Therefore, a less than cumulatively considerable impact would occur.
- c) **No Impact.** The proposed Project would not directly or indirectly cause adverse environmental effects on humans. Construction and operation of the Project would not pose serious safety hazard risks (see discussion under Issue VIII, *Hazards and Hazardous Materials*, above). No significant safety or hazards impacts were identified in this Initial Study document. Therefore, no impact would occur.

### Environmental Factors That Could Result in a Potentially Significant Impact

The environmental factors checked below would be potentially affected by this Project, involving a least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology/Soils                      |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials      | <input type="checkbox"/> Hydrology/Water Quality            |
| <input type="checkbox"/> Land Use / Planning      | <input type="checkbox"/> Mineral Resources                  | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population/Housing       | <input type="checkbox"/> Public Services                    | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities/Services Systems         | <input type="checkbox"/> Mandatory Findings of Significance |

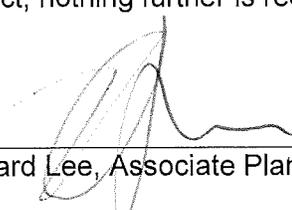
### Environmental Determination

On the basis of this initial evaluation:

- I find that the proposed Project could not have a significant effect on the environment, and a **Negative Declaration** will be prepared.
- I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. **A Mitigated Negative Declaration** will be prepared.
- I find that the proposed Project MAY have a significant effect on the environment, and an **Environmental Impact Report** is required.
- I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **Environmental Impact Report** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **Negative Declaration** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **Negative Declaration**, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signed

Date

  
\_\_\_\_\_  
Howard Lee, Associate Planner

\_\_\_\_\_  
1/11/16

**Table:**

Table 1: Project Types that Require GHG Analysis and Mitigation

**Figures:**

Figure 1: Regional Location Map  
Figure 2: Aerial Photograph  
Figure 3: Site Plan/Conceptual Landscape Plan  
Figure 4: Building Elevations

**References:**

*California Air Pollution Control Officers Association (CAPCOA)*

2008 CEQA and Climate Change. Available at: <http://www.capcoa.org/wp-content/uploads/downloads/2010/05/CAPCOA-White-Paper.pdf>. January 2008.

*California Department of Resources Recycling and Recovery (CalRecycle)*

2011 Facility/Site Summary Details: EDCO Station (37-AA-0922). Available at: <http://www.calrecycle.ca.gov/swfacilities/directory/37-aa-0922/detail/>. October 4.

*City of La Mesa (City)*

2005 La Mesa Municipal Code. As amended.  
2003 Historic Resources Inventory. As amended.  
2013 City of La Mesa 2012 Centennial General Plan & EIR.  
1988 Subarea Habitat Conservation Plan/Natural Community Conservation Plan.

*Deméré, Thomas A. and Walsh, Stephen L. (Deméré and Walsh)*

n.d. Paleontological Resources – County of San Diego. Department of Paleontology, San Diego Natural History Museum.

AECOM, Penske Ford Greenhouse Gas Emissions Estimate, December 2015.

Site Development Plan DAB-15-11 – Penske Ford of La Mesa, October 2015.

*Omega Engineering Consultants, Inc.*

2015 Penske Ford Dealership Conceptual Grading Plan. December 2015.  
2015 Hydrology Report for Penske Ford at 8970 La Mesa Boulevard, La Mesa, CA. December 2015.  
2015 Post-construction Water Quality Technical Report for Penske Ford at 8970 La Mesa Boulevard, La Mesa, CA. November 2015.

*EBTA Architects, Inc.*

2015 Penske Site Plan. October 2015.

*San Diego Association of Governments (SANDAG)*

2013 Demographic & Socio Economics Estimates, La Mesa. Available at:  
<http://profilewarehouse.sandag.org/profiles/est/city9est.pdf>. February 26.

*San Diego County Airport Land Use Commission (ALUC)*

2010a Gillespie Field Airport Land Use Compatibility Plan. As amended Dec. 2010.  
2010b Montgomery Field Airport Land Use Compatibility Plan. As amended Dec. 2010.



**CERTIFICATION OF  
DESIGN REVIEW BOARD ACTION**

**FILE:** DRB-15-11 (Drew Family Investments LP / Penske Ford Automotive, LLC)

**MEETING DATE:** January 25, 2016

**SUBJECT:** Review and recommendation to the City Council of a proposed remodel of an existing automotive complex; demolition of existing showroom, repair shops, used car building and other ancillary buildings; relocation of solar panels; and construction of a new 23,169 square foot sales building and 71,814 square foot service building, at 8970 La Mesa Boulevard, zoned C-D (General Commercial / Urban Design Overlay).

**DETERMINATION:** After reviewing the proposal including the draft negative declaration, the Board made a motion to recommend approval of DRB-15-11 based on plans dated January 14, 2016 and a finding that the project is consistent with the City's Urban Design Program with the following suggestions:

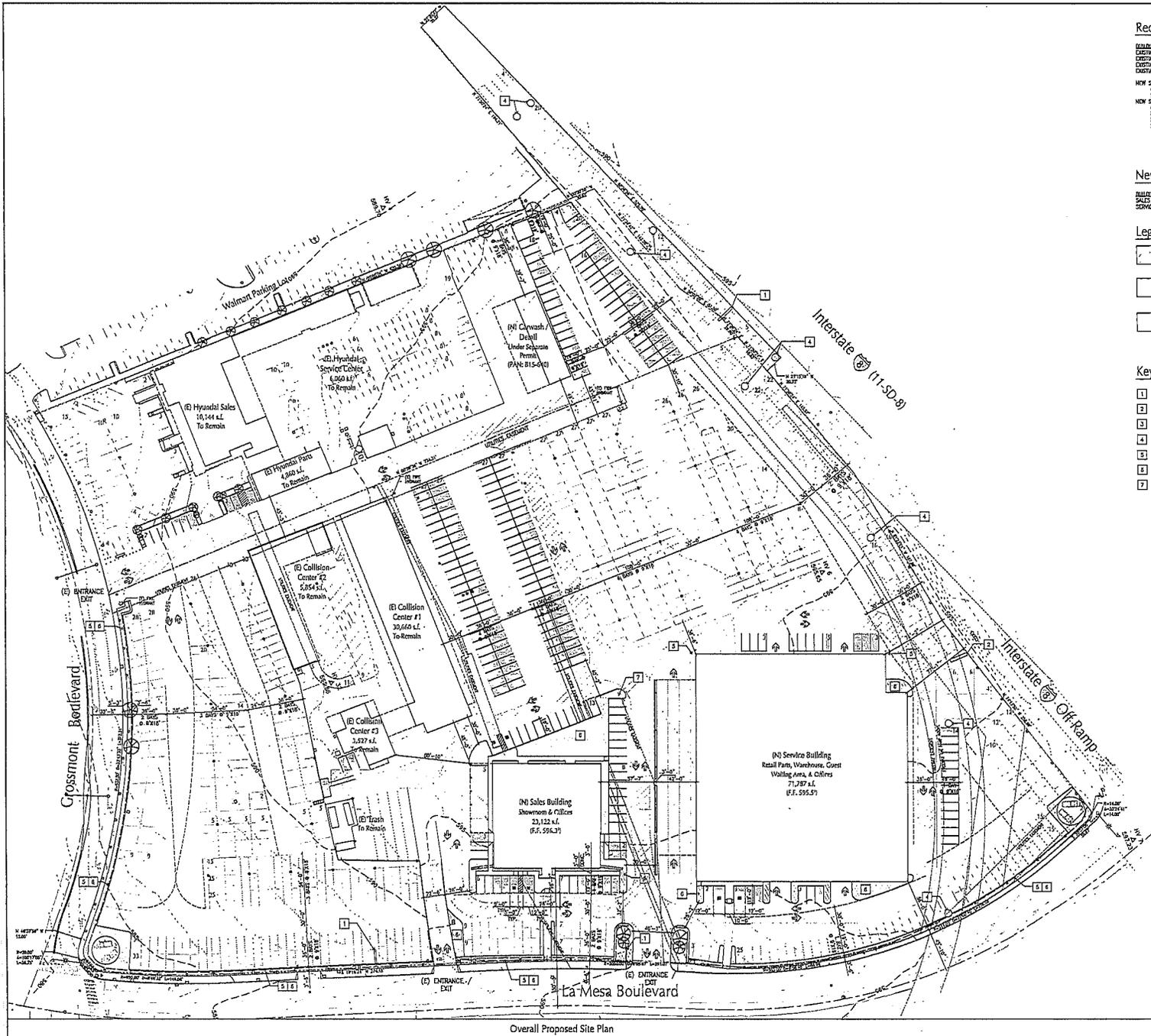
- 1) The applicant shall consider adding mulch in lieu of artificial turf along street frontages and additional palm trees in the parking lot and along building facades.
- 2) The applicant shall consider adding fenestration on the east elevation of the service building.

The vote on the motion was as follows:

**AYES:** Lee, Jacobs, and McCullough.  
**NOES:** Hulitt.  
**ABSENT:** Podeswik.  
**ABSTAIN:** None.

**ATTEST:**

Howard Lee  
Associate Planner



Overall Proposed Site Plan

**Required Parking Stalls Calculation:**

BUILDING	HYUNDAI BUILDING (NO CHANGE)	STALLS
EXISTING SHOP BUILDING (NO CHANGE)	35.46	
EXISTING COLLISION CENTER (NO CHANGE)	11.75	
EXISTING SERVICE (NO CHANGE)	3.00	
<b>NEW SALES BUILDING</b>		
OFFICES	0 / 200 s.f. 18.00 s.f. =	61.60
SHOWROOM	0 / 1000 s.f. 42.04 s.f. =	4.73
<b>NEW SERVICE BUILDING</b>		
OFFICES	0 / 200 s.f. 18.00 s.f. =	34.88
RETAIL & GUEST AREA	0 / 250 s.f. 4.00 s.f. =	18.01
PARTS WAREHOUSE	0 / 1000 s.f. 14.28 s.f. =	14.50
SERVICE AREA	0 / 1000 s.f. 42.04 s.f. =	42.81
<b>TOTAL</b>		<b>248.68</b>
<b>TOTAL REDUCED PARKING STALLS</b>		<b>240</b>
<b>PARKING STALLS PROVIDED</b>		<b>256</b>

**New Building Site Area Coverage:**

BUILDING	CONCRETE
SALES BUILDING	13,304
SERVICE BUILDING	25,184
<b>TOTAL</b>	<b>38,488</b>

- Legend**
- PREC TRUCK PATH OF TRAVEL WITH 25'-0" LATERAL TURNING MARGIN
  - LANDSCAPED AREA
  - REQUIRED PARKING STALL
  - NEW LIGHTS

- Keynotes**
- 1 (D) FORD SIGN NEW LOCATION
  - 2 (E) HYUNDAI SIGN TO REMAIN
  - 3 -
  - 4 (E) STRUCTURAL OVERPASS COLUMN TO REMAIN
  - 5 (N) DOLLARS
  - 6 (E) LANDSCAPE AREA
  - 7 (D) FLAG POLE



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**Pense Ford**  
of  
**La Mesa**  
870 La Mesa  
La Mesa, CA 91941

Overall  
Proposed  
Site Plan



Project Number 1420

B.S. Submittal

Bld Sets

Construction Sets

Revision

Revision

Revision

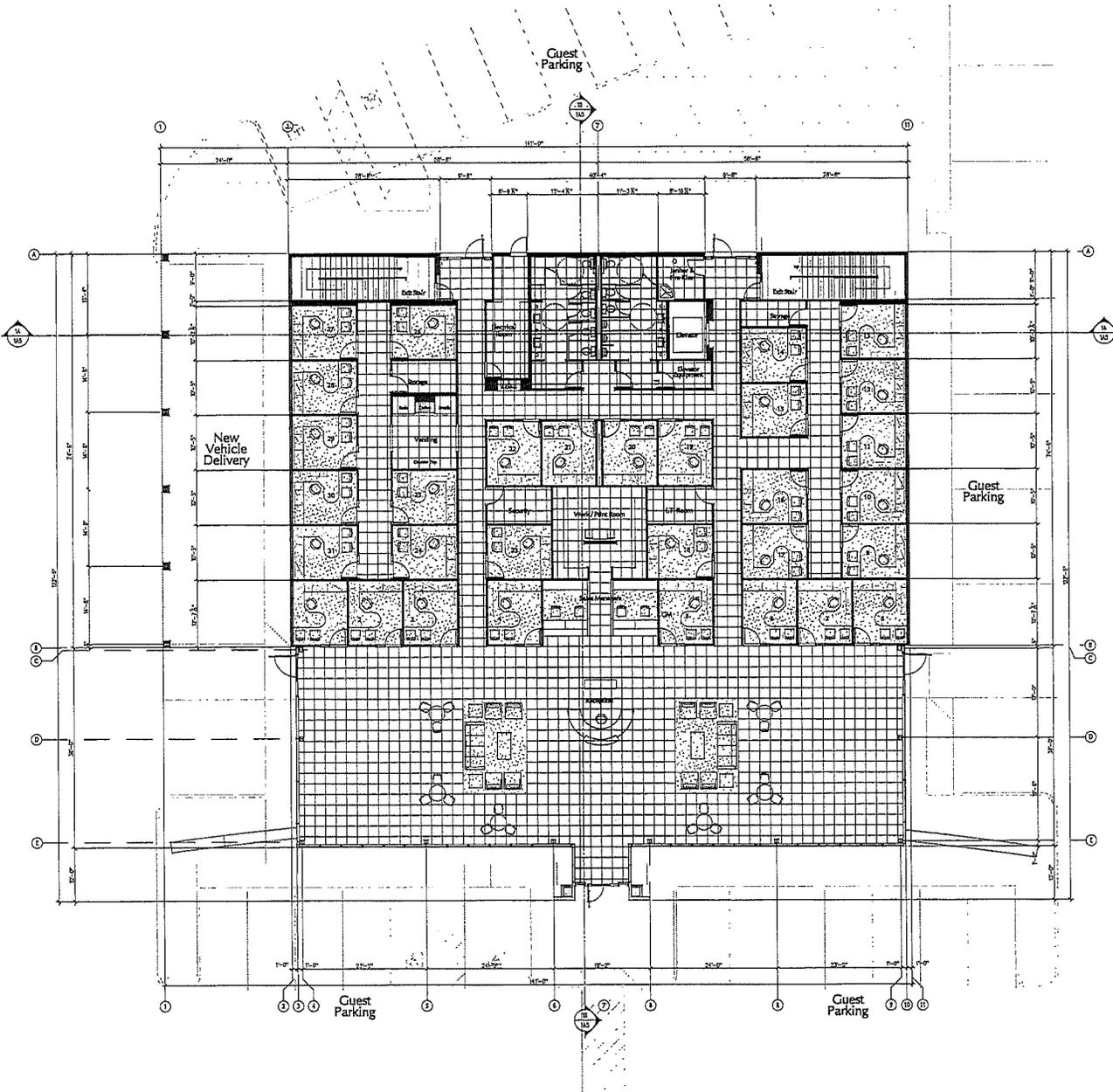
Revision

Revision

Revision

Plot Date 12/16/2013

Sheet  
**A-1.1**



First Floor Plan

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



**E B T A**  
ARCHITECTS

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Penske Ford  
of  
La Mesa

8570 La Mesa  
La Mesa, CA 91941

Sales Building

First Floor Plan

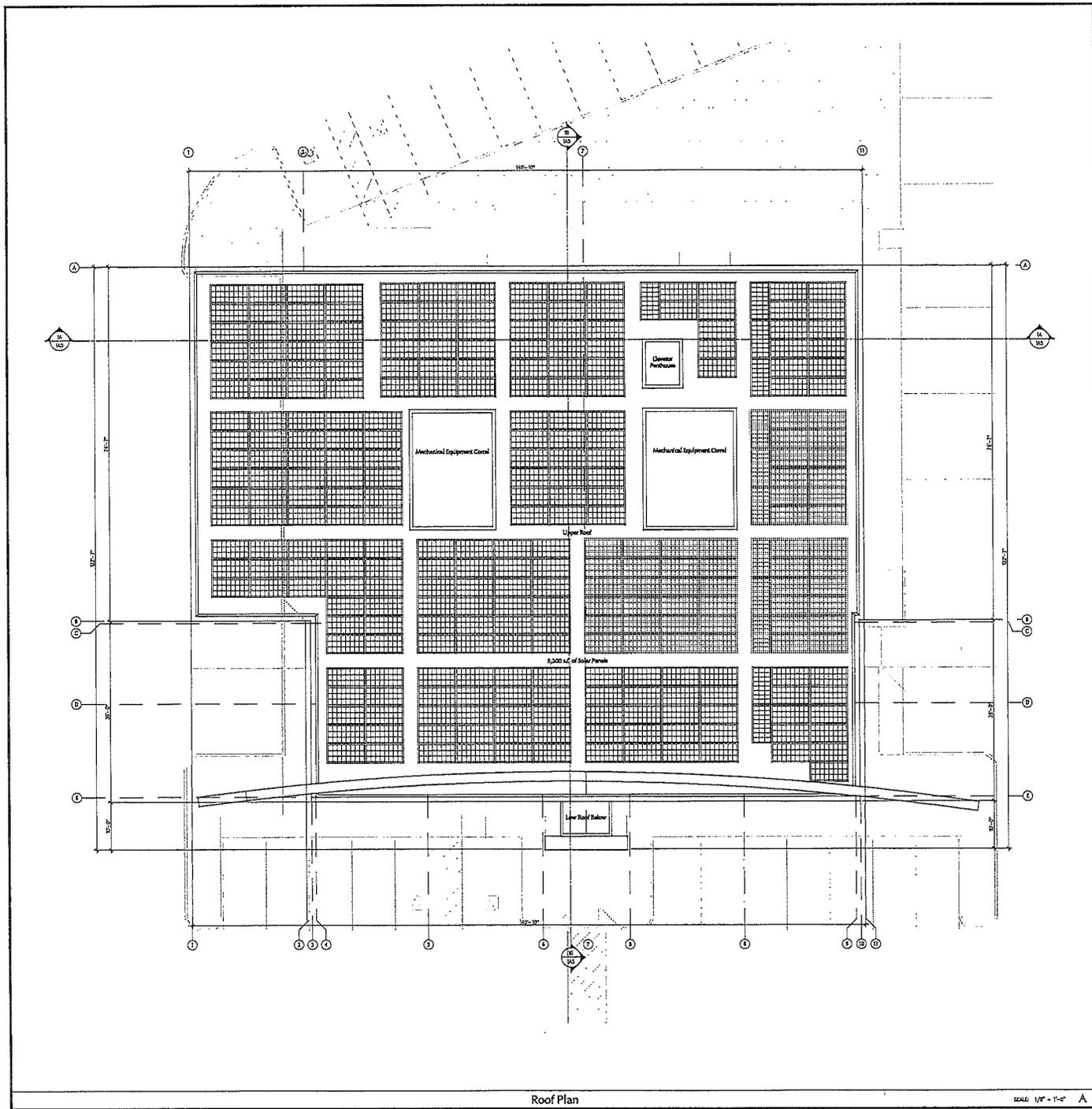


Project No. 14020  
 B.D. Submittal \_\_\_\_\_  
 S/C Issue \_\_\_\_\_  
 Const. Issue \_\_\_\_\_  
 Revision -  $\Delta$  \_\_\_\_\_  
 Plot Date 10/16/2015

Sheet

1A.21





Roof Plan

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



**E B T A**  
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Penske Ford  
of  
La Mesa

8970 La Mesa  
La Mesa, CA 92041

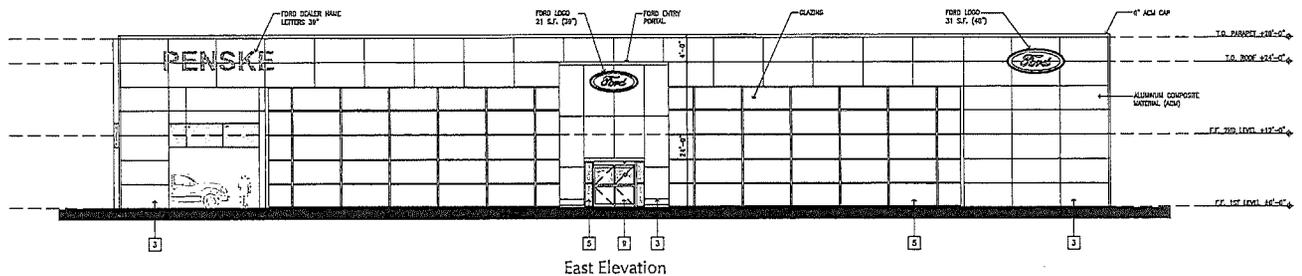
Sales Building  
Roof Plan



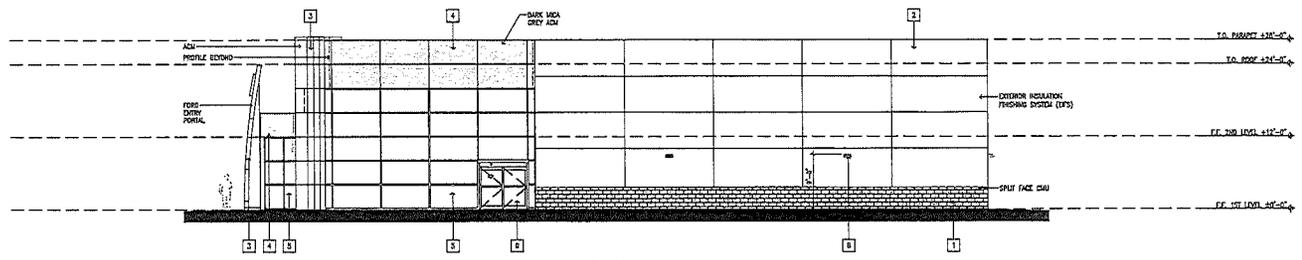
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S.D. Submittal	
Bid Issue	
Const. Issue	
Revision	△
Plot Date	10/16/2015

Sheet

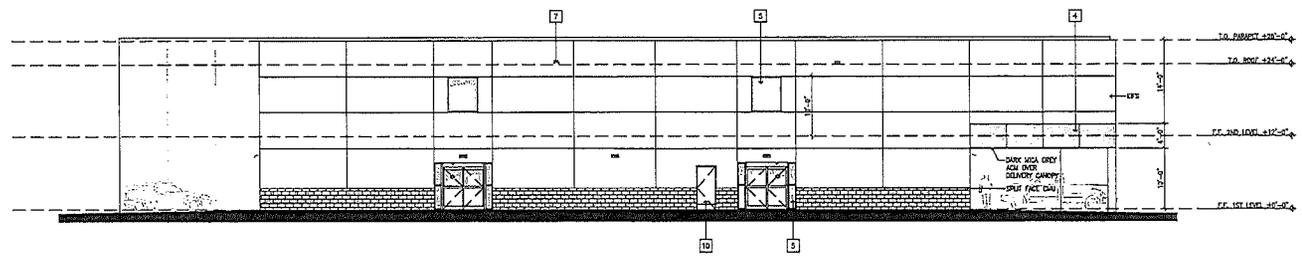
1A3



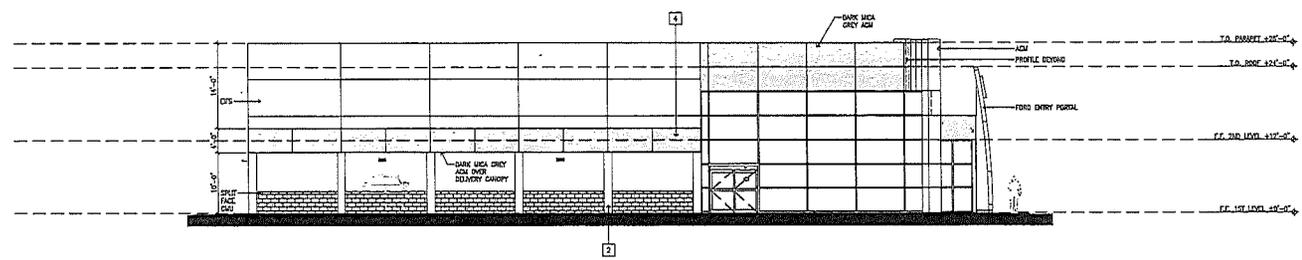
East Elevation



North Elevation



West Elevation



South Elevation

- NOTES**
- 1 BRUSH FACE BRICK LOCAL MANUFACTURER COLOR: LIGHT GRAY
  - 2 EXTERIOR PAINT: PROCELOCOR - AQUA SERIES FORMS 300 - UNIVERSAL GRAY EGGSHELL
  - 3 ACM: ALPACAL - KEMANALZ PARENIC ALUMINUM
  - 4 ACM: ALPACAL - KEMANALZ MESA MESA GREY
  - 5 STAIRFRONT: FRAMES KAWNEER - 1500 SYSTEM GLASS INF - SOLARSHIELD AC COLOR: CLEAR ANODIZED
  - 6 METAL SIDING: ALPACAL - RIBBED METAL PANEL 7.2 RID RIDGING COLOR: GOLDENFIELD 500 - SLATE GRAY (UNSH4795) 30X2 CLOSE
  - 7 OVERFLOW IRON: COLOR: MATCH EXTERIOR PAINT
  - 8 WALL MOUNTED LIGHT: MANUFACTURER: GE MODEL NO: LF51
  - 9 DOOR: TO MATCH STAIRFRONT SYSTEM
  - 10 DOOR: COLOR TO MATCH EXTERIOR PAINT



**E B T A**  
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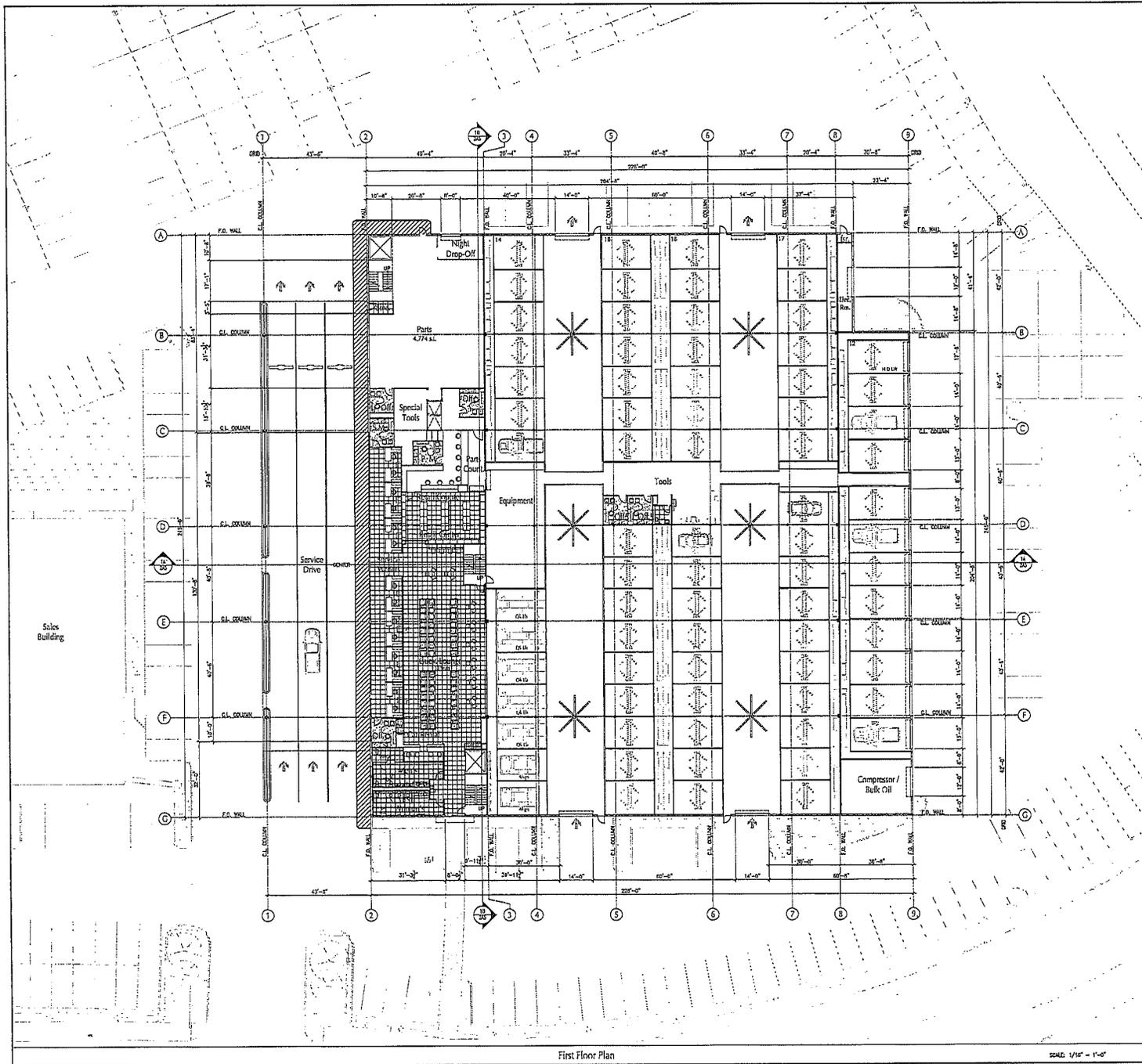
Penske Ford  
of  
La Mesa  
8770 La Mesa  
La Mesa, CA 91541

Sales Building  
Elevations

Project Number	1422
S.D. Submittal	
Blid Sale	
Construction Set	
Revision	▲
Plot Date	10/12/05

Sheet

1A4



**Service Building Stall Count:**

ALIGNMENT	1
QUICK LIFT	1
IN-GROUND LIFT	12
IN-GROUND LIFT HEAVY DUTY	12
<b>TOTAL STALLS</b>	<b>26</b>



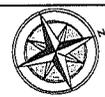
**E B T A**  
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Penske Ford  
of  
La Mesa  
8970 La Mesa  
La Mesa, CA 91941

Service Building  
First Floor Plan



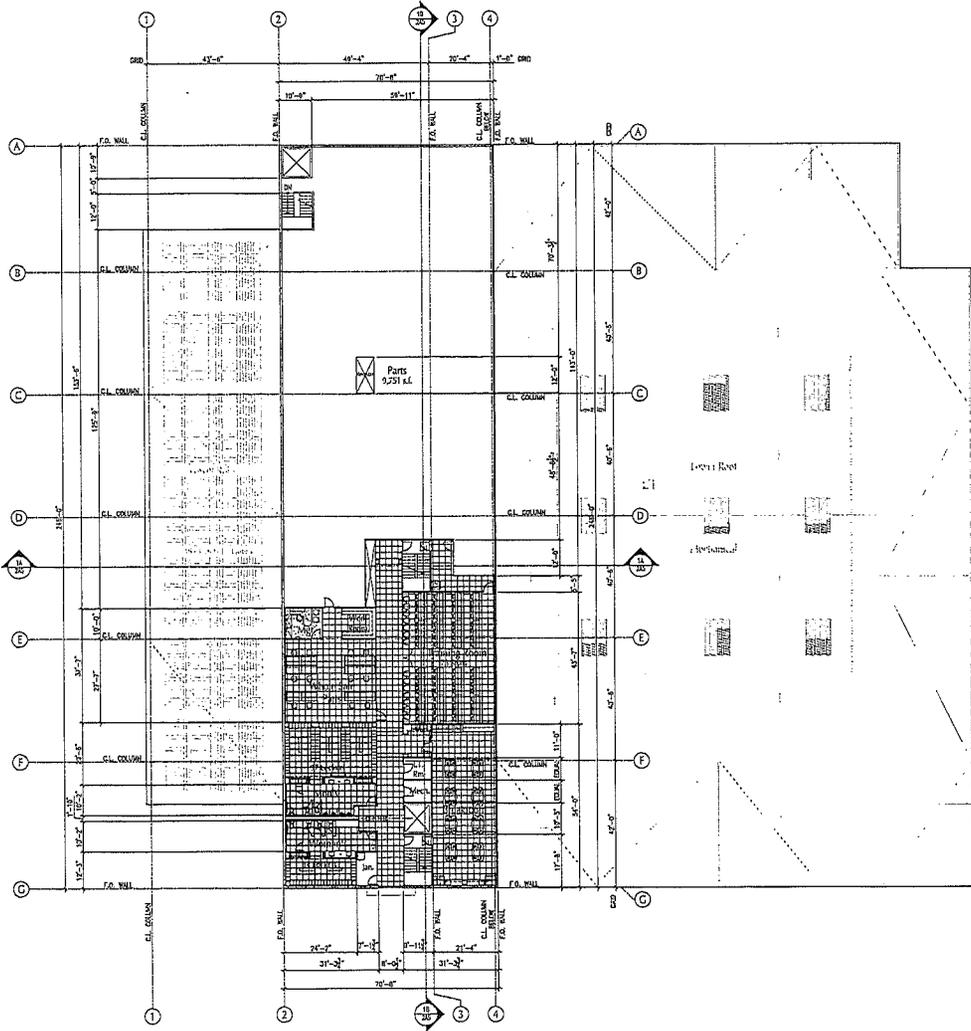
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B.D. Submittal	
Bid Sets	
Construction Sets	
Revision	▲
Plot Date	10/16/2013

Sheet

2A2.1

First Floor Plan

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



Second Floor Plan

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

1



**E B T A**  
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Penske Ford  
of  
La Mesa  
8970 La Mesa  
La Mesa, CA 92041

Service Building  
Second Floor Plan



Project Number	14825
B.D. Submittal	_____
Bid Sets	_____
Construction Sets	_____
Revision	▲ _____
Revision	▲ _____
Revision	▲ _____
Revision	▲ _____
Revision	▲ _____
Plot Date	10/15/2015

Sheet

2A2.2



**EBTA**  
ARCHITECTS

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FAX: 949 955-1377



Penske Ford  
of  
La Mesa  
8970 La Mesa  
La Mesa, CA 92041

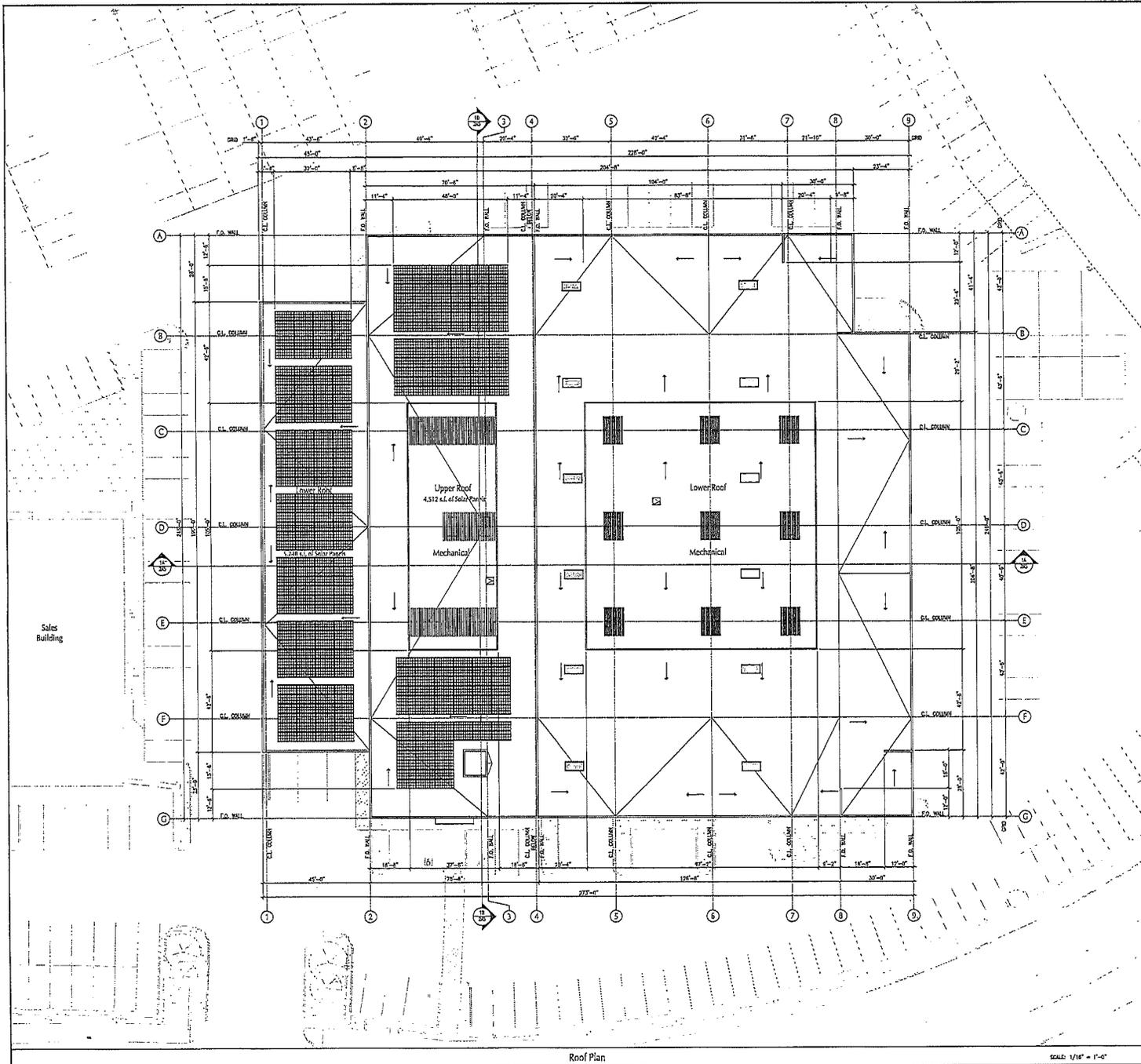
Service Building  
Roof Plan



Project Number	1486
S.D. Submittal	
Bid Sets	
Construction Sets	
Revision	▲
Plot Date	10/22/02

Sheet

2A3.0



Roof Plan

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

1

Sales Building



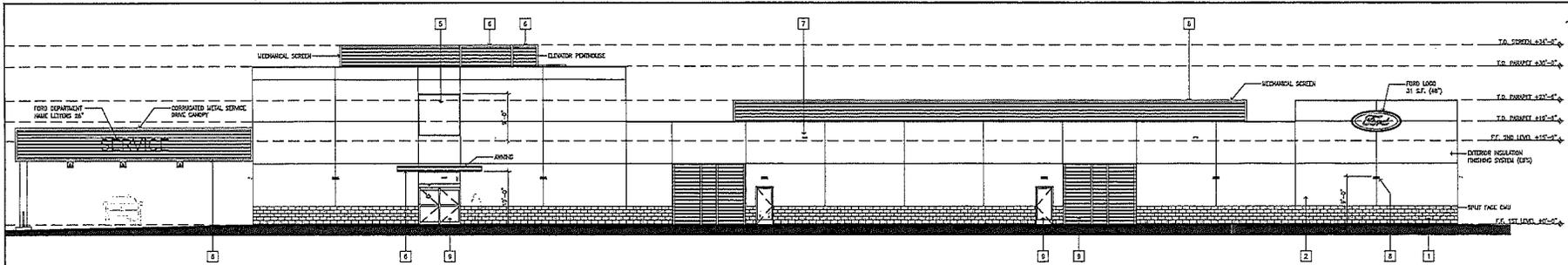
**EBT A**  
ARCHITECTS

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SUITE 150  
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FAX: 949 955-1377

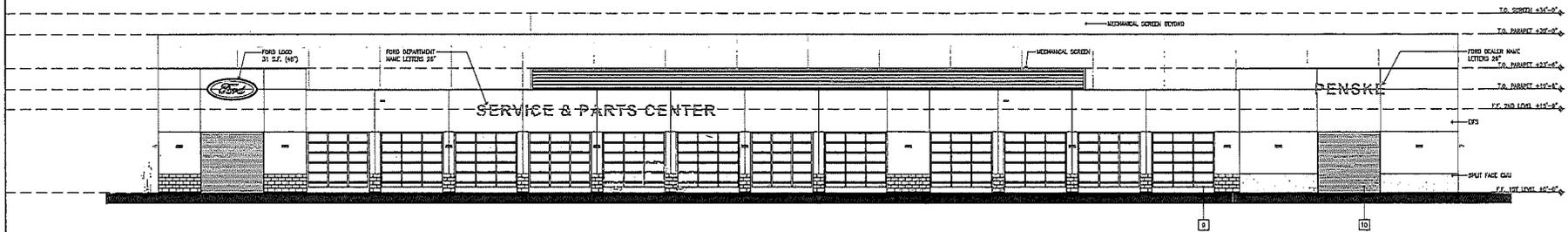


Penske Ford  
of  
La Mesa  
8270 La Mesa  
La Mesa, CA 91541

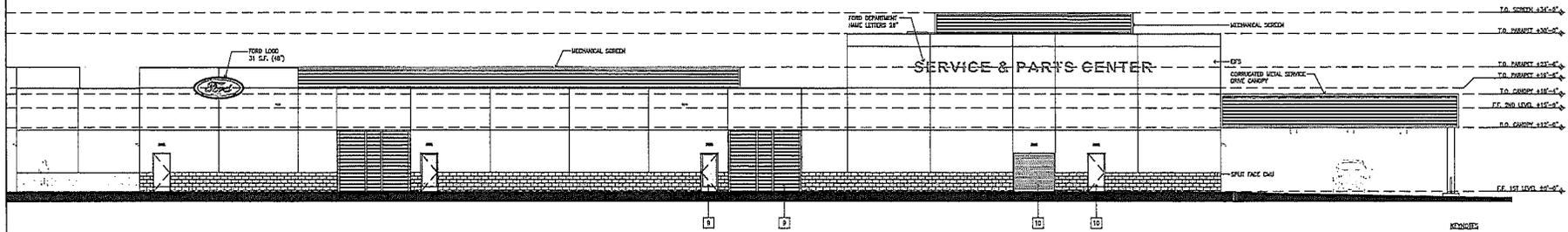
Service Building  
Elevations



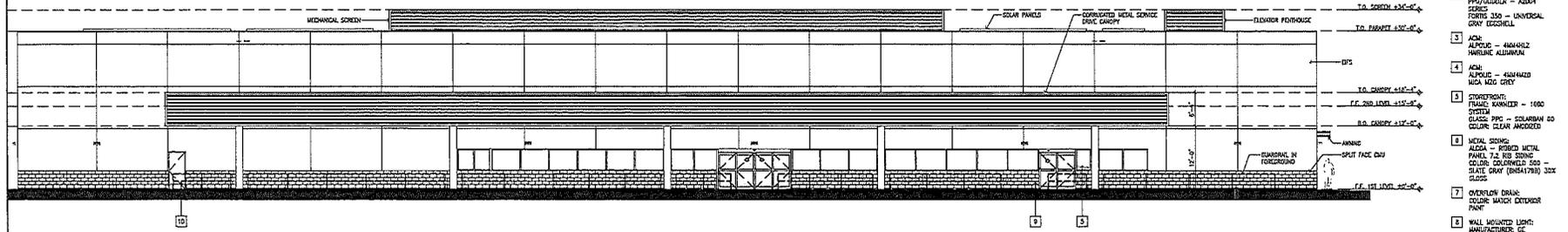
East Elevation



North Elevation



West Elevation



South Elevation

NOTES

- 1 SPLIT FACE GSI LOCAL MANUFACTURER COLOR LIGHT GRAY
- 2 EXTERIOR PAINT: PPG/QUDDON - ARBOR FORTS 356 - UNIVERSAL GRAY ECOSHELL
- 3 ACM ALPINE - ARMAHIZ FINISH ALUMINUM
- 4 ACM ALPINE - ARMAHIZ FINISH ALUMINUM
- 5 DIVERTER: FRANK KAMPEER - 1000 SYSTEM GLASS PPG - SOLARBAN 60 COLOR CLEAR ANODIZED
- 6 METAL SIDING: ALUM - FIBER METAL PANEL 7.2 RIB SIDING COLOR COLORFIELD 500 - SLATE GRAY (80541793) 30X GLASS
- 7 EXTERIOR DRILL: COLOR MATCH EXTERIOR PAINT
- 8 WALL MOUNTED LIGHT: MANUFACTURER MODEL NO. 0817
- 9 DOOR: TO MATCH STOREFRONT SYSTEM
- 10 DOOR: COLOR TO MATCH EXTERIOR PAINT

Project Number	1423
B.D. Submittal	
Blid Sets	
Construction Sets	
Revision	▲
Plot Date	10/16/2013

Sheet

2A4



E B T A ARCHITECTS

17871 MITCHELL NORTH SUITE 150 IRVINE, CA 92614 TEL: 949 955-3282 FAX: 949 955-1377



Penske Ford of La Mesa 8970 La Mesa Boulevard La Mesa, CA 91941

CONCEPTUAL GRADING PLAN

Table with 2 columns: Item and Value. Includes Project Number (0548), B.I.D. Submittal, Construction Sols, and Revision list.

Sheet C1

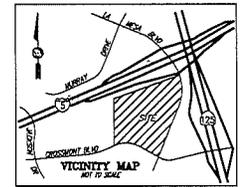
LEGEND table with columns: DESCRIPTION, STD. DETAIL, SYMBOL. Lists materials like 4" SAND, ASPHALT DRIVEWAY, CONCRETE DRIVEWAY, etc.

(1) FINAL PAVEMENT SECTION TO BE DETERMINED BY SELECTIONS CHECKED BASED ON FIELD-TESTED P-RATIOS

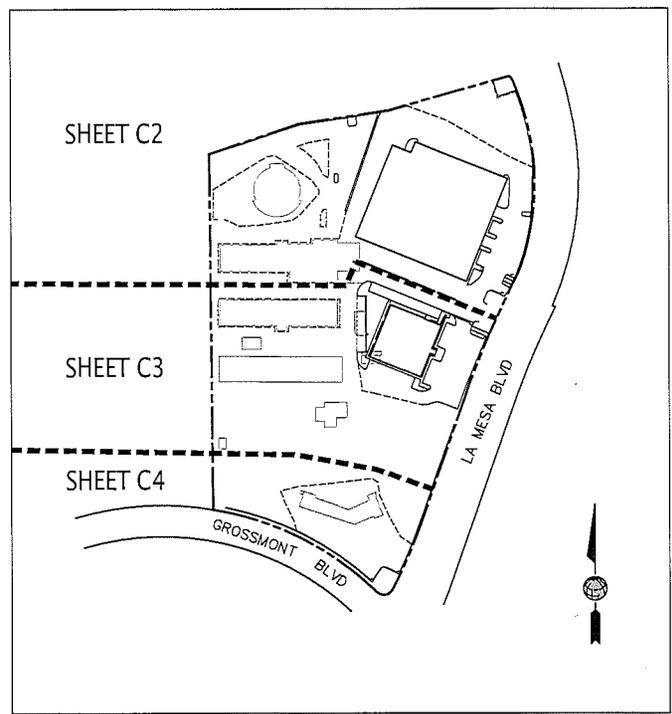
EXISTING IMPROVEMENTS table with columns: PROPERTY LINE, EASEMENT LINE, DRIVEWAY, etc.

BUILDING SUMMARY table with columns: ADDRESS, NO. FLOOR, FLOORING, etc.

GRADING QUANTITIES table with columns: CUT BLIND, FILL, EXPORT, etc.

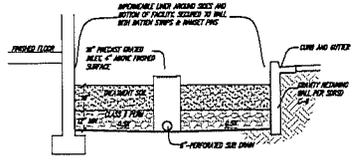


KEY MAP

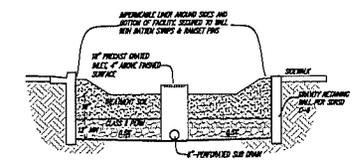


EXCEPTIONS AND EXCLUSIONS

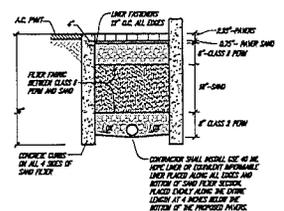
- List of 34 items detailing exceptions and exclusions for various codes and standards, such as 'EXEMPTION FOR FLAME PROPAGATION' and 'EXEMPTION FOR WALKER DISTRICT'.



SERVICE BUILDING BIOPRETENTION CROSS SECTION

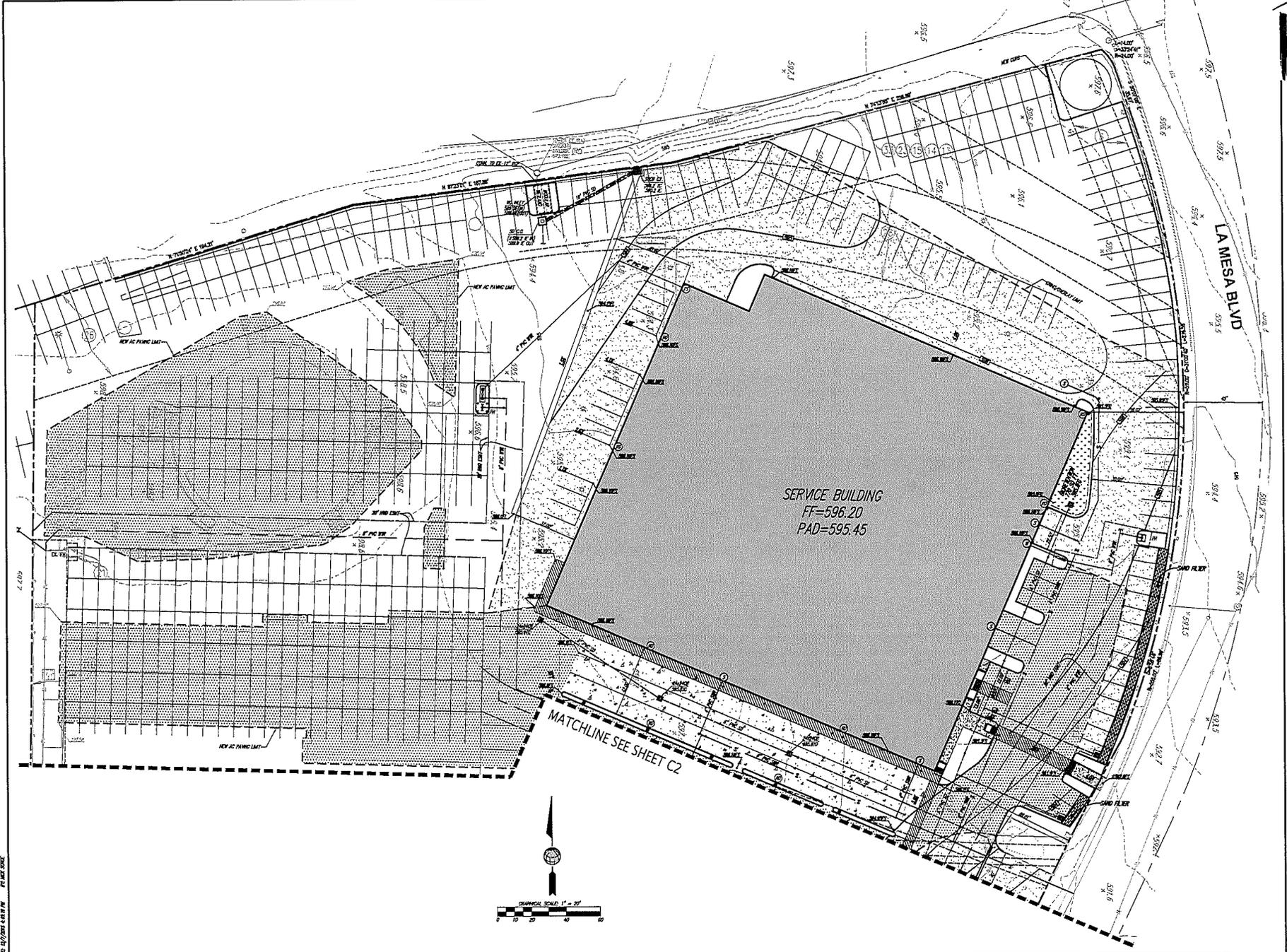


SALES BUILDING BIOPRETENTION CROSS SECTION



BAND FILTER CROSS SECTION

DATE: 07/20/05 TIME: 4:00 PM BY: MJC/SJC



**E B T A**  
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Penske Ford  
of  
La Mesa  
8970 La Mesa Boulevard  
La Mesa, CA 91941

CONCEPTUAL  
GRADING PLAN

Project Number	034
B.D. Submittal	
Bid Sets	
Construction Sets	
Revision	▲
Plot Date	12/7/2015

Sheet  
**C2**

DATE: 12/07/2015 4:00:17 PM FILE: JAC2.DWG



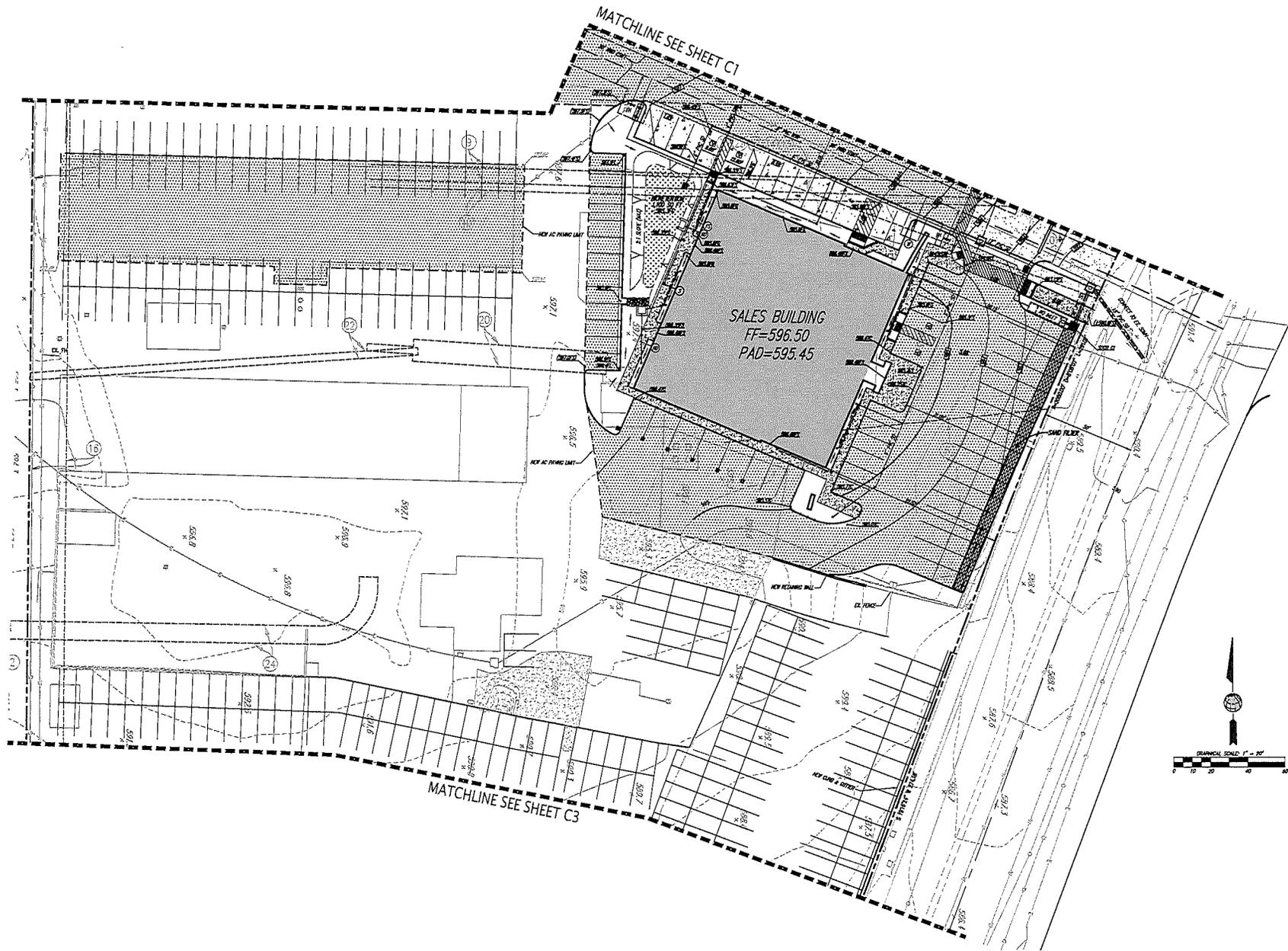
**EBTA**  
ARCHITECTS

17871 MITCHELL NORTH  
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IRVINE, CA 92614  
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FAX: 949 955-1377



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of  
La Mesa  
8970 La Mesa Boulevard  
La Mesa, CA 91941

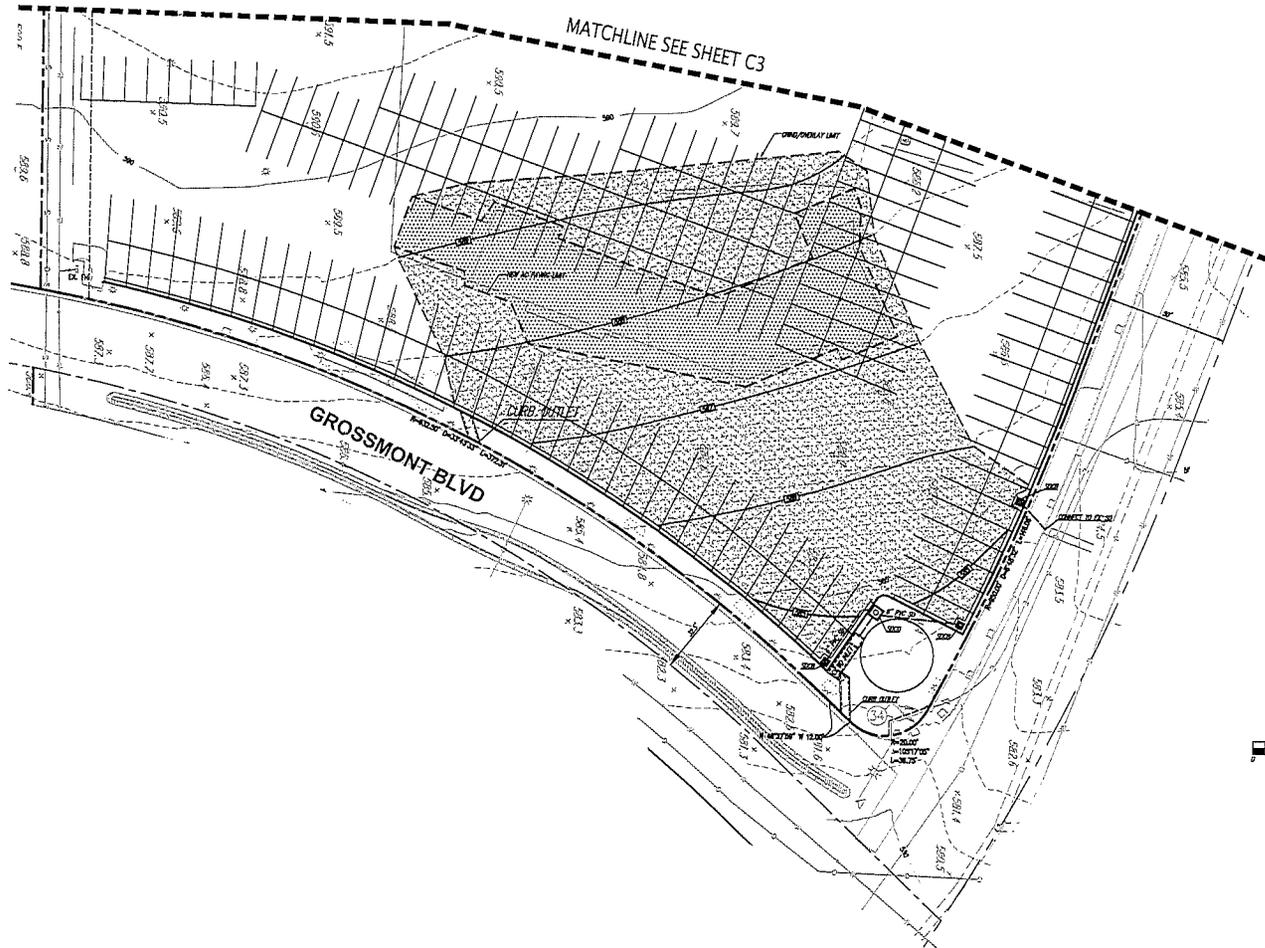
CONCEPTUAL  
GRADING PLAN



Project Number	034
B.D. Submittal	
Blid Sets	
Construction Sets	
Revision	▲
Plot Date	12/7/01

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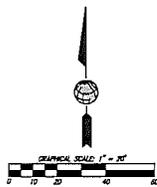
**E B T A**  
ARCHITECTS

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FAX: 949 955-1377



Penske Ford  
of  
La Mesa  
8970 La Mesa Boulevard  
La Mesa, CA 91941

CONCEPTUAL  
GRADING PLAN



Project Number	054
B.D. Submittal	
Bid Sets	
Construction Sets	
Revision	▲
Plot Date	12/1/93

Sheet

**C4**

**PLANTING NOTES**

THE CAR DRIVERSHIP ENTRIES ARE LINED WITH STAINLESS STEEL PANELS TO ENHANCE THE MAJOR VERTICAL ACCESS POINTS, AND ASSESS BY VISUALIZATION FROM THE CORNER OF THE SITE, AND TO INCREASE THE VISIBILITY OF THE CAR DRIVERSHIP ALONG LA MESA & GROSSMONT BLVD.

THE PERIMETER IS LINED WITH A 2" WIDE AFFORDABLE RUBBER STRIP THAT IS SLIGHTLY BOUNDED UP FROM TO MAKE THE AFFORDABLE RUBBER STRIP AND TO PROTECT THE STREET EDGE.

THE NEW WATER WALL AND SIGNAGE ELEMENTS (LANDSCAPE) DRIVE AND MAINTENANCE WILL BE INCORPORATED INTO THE PLANNED AREAS THROUGHOUT THE SITE. THE LANDSCAPING WILL FOCUS ON THE DRIVE, CORNER, AND ENTRY/EXIT AREAS. THE MAJORITY OF THE CAR LOT VISUALLY OPEN.

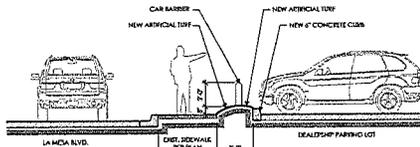
A MORE LANDSCAPE INTERIOR ZONE IS CREATED WITH ADDITIONAL DRIVEWAYS THAT BRING ATTENTION TO THE NEW BUILDINGS WHILE AT THE SAME TIME REDUCING AND ACCENTING THE VERTICAL COMPONENTS OF THE ARCHITECTURE. SMALL TO MEDIUM CANOPY TREES USED IN BRANDING THE ARCHITECTURE, AND PROVIDE SHADE NEAR THE ENTRIES AND PEOPLE SPACES.

IN ADDITION TO THE BUILDING WILL HAVE UNDERSTOOD OTHER PLANTING FROM THE MEDIAN AND TO MEDIAN THROUGHOUT THE PLANNED AS FOUNDATION PLANTING, AND CREATE INTEREST BY USING A VARIETY WATER WALL PLANT PALETTE WITH FLOWERING ACCENT, INTEREST, TEXTURE AND COLOR. SPECIES WILL BE ARRANGED IN ATTRACTIVE CONTRASTING PATTERNS AND MASSINGS.

A LARGE, AS WELL AS A SEPARATE SMALLER MODULAR BIODIVERSITY AREA IS TREATED AND MAINTAINED WITH APPROPRIATE BIODIVERSITY SPECIES AND ACCESS DRAPES.

AN EFFORT TO SALVAGE REUSE AND/OR RECYCLE SPECIFIC EXISTING PLANTS ARE SUGGESTED TO BE A PART OF THE DEVELOPMENT APPROVAL FOR THIS PROJECT.

PLANTER AREAS WILL BE IRRIGATED WITH A STATE-OF-THE-ART, AUTOMATIC DRIP IRRIGATION SYSTEM, WITH SEPARATE VALVE SYSTEM FOR PLANTS WITH DIFFERENT WATERING REQUIREMENTS, TO INSURE OPTIMUM AND CONSCIOUS DELIVERY OF WATER TO INDIVIDUAL PLANTS.



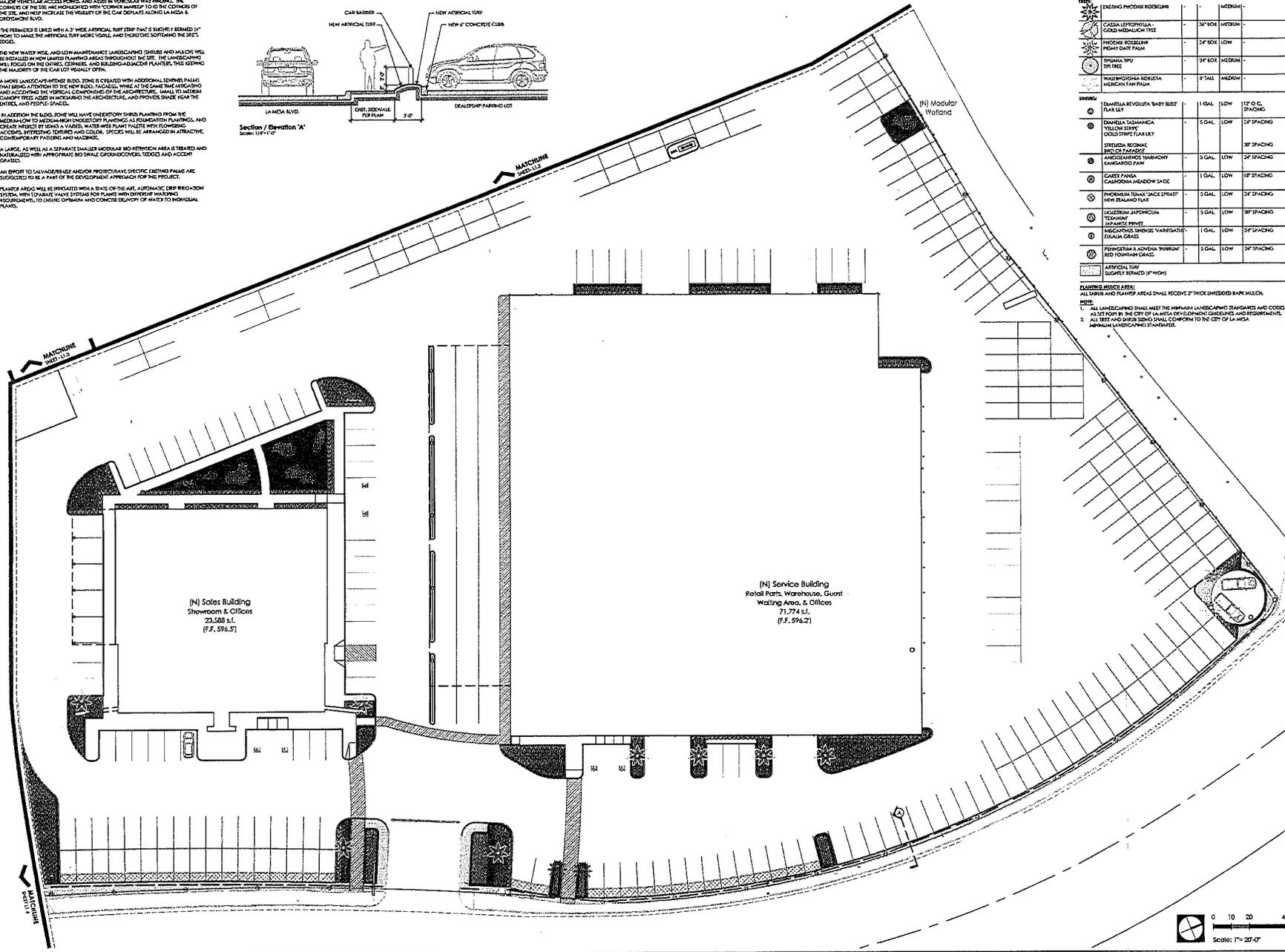
Section / Elevation 'A'  
Scale: 1/4" = 1'-0"

**PLANTING LEGEND**

SYMBOL	PLANT NAME	QTY.	SIZE	WATER USAGE	REMARKS
(Symbol)	EXISTING PHOENIX ACACULUM			MEDIUM	
(Symbol)	CASIA LEPTOPHYLLA - GOLD MEDALLION TREE	30	30" BOX	MEDIUM	
(Symbol)	PHOENIX ACACULUM - PROMT GATE PLANT	24	30" BOX	LOW	
(Symbol)	PRUNUS SP. TP. TREE	24	30" BOX	MEDIUM	
(Symbol)	WAGROBILIA ROBURATA - MEDICINAL PINE PLANT	8	TALL	MEDIUM	
(Symbol)	DIANTELLA REVOLUTA BABY BEEF PLANT	1	1 GAL.	LOW	12" O.C. SPACING
(Symbol)	DIANTELLA SALAMANKA YELLOW SPICE GOLD SPICE PLANT	3	1 GAL.	LOW	24" SPACING
(Symbol)	STREULIA REGINA BOTTLE PARADISE	3	1 GAL.	LOW	36" SPACING
(Symbol)	ANDROMEDA HYDRANGEA GARDEN PINE	3	1 GAL.	LOW	24" SPACING
(Symbol)	CAREX PANSA CALIFORNIA - REDWOOD SHADE	1	1 GAL.	LOW	18" SPACING
(Symbol)	PROSTRATA BUNIA SPICE GREAT NEW ISLAND PLANT	3	1 GAL.	LOW	24" SPACING
(Symbol)	LOUISIANA SPONDIUM TILGIANSE PRUNE	3	1 GAL.	LOW	36" SPACING
(Symbol)	MELICANTHUS LIMBUS VARIOGATUS - ITALIAN GRASS	1	1 GAL.	LOW	24" SPACING
(Symbol)	PENNINGTON & ADRIANA SPURGEON RED FOUNTAIN GRASS	3	1 GAL.	LOW	24" SPACING
(Symbol)	ARTIFICIAL TREE (SCALE: 1/2" = 1'-0")				

PLANTING NOTES:  
ALL SHRUBS AND PLANTER AREAS SHALL RECEIVE 2" THICK SHREDDED BARK MULCH.

- 1. ALL LANDSCAPING SHALL MEET THE MINIMUM LANDSCAPING STANDARDS AND CODES AS SET FORTH BY THE CITY OF LA MESA DEVELOPMENT ORDINANCES AND REQUIREMENTS.
- 2. ALL TREES AND SHRUBS SHALL CONFORM TO THE CITY OF LA MESA MINIMUM LANDSCAPING STANDARDS.



Conceptual Landscape Plan



**EBTA ARCHITECTS**

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**LAND CREATIVE**  
3195 B Airport Loop Drive  
Costa Mesa, CA 92626  
Phone: 714.332.7575

Penske Ford  
of  
La Mesa  
8970 La Mesa Boulevard  
La Mesa, CA 91942

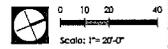
Conceptual  
Landscape Plan



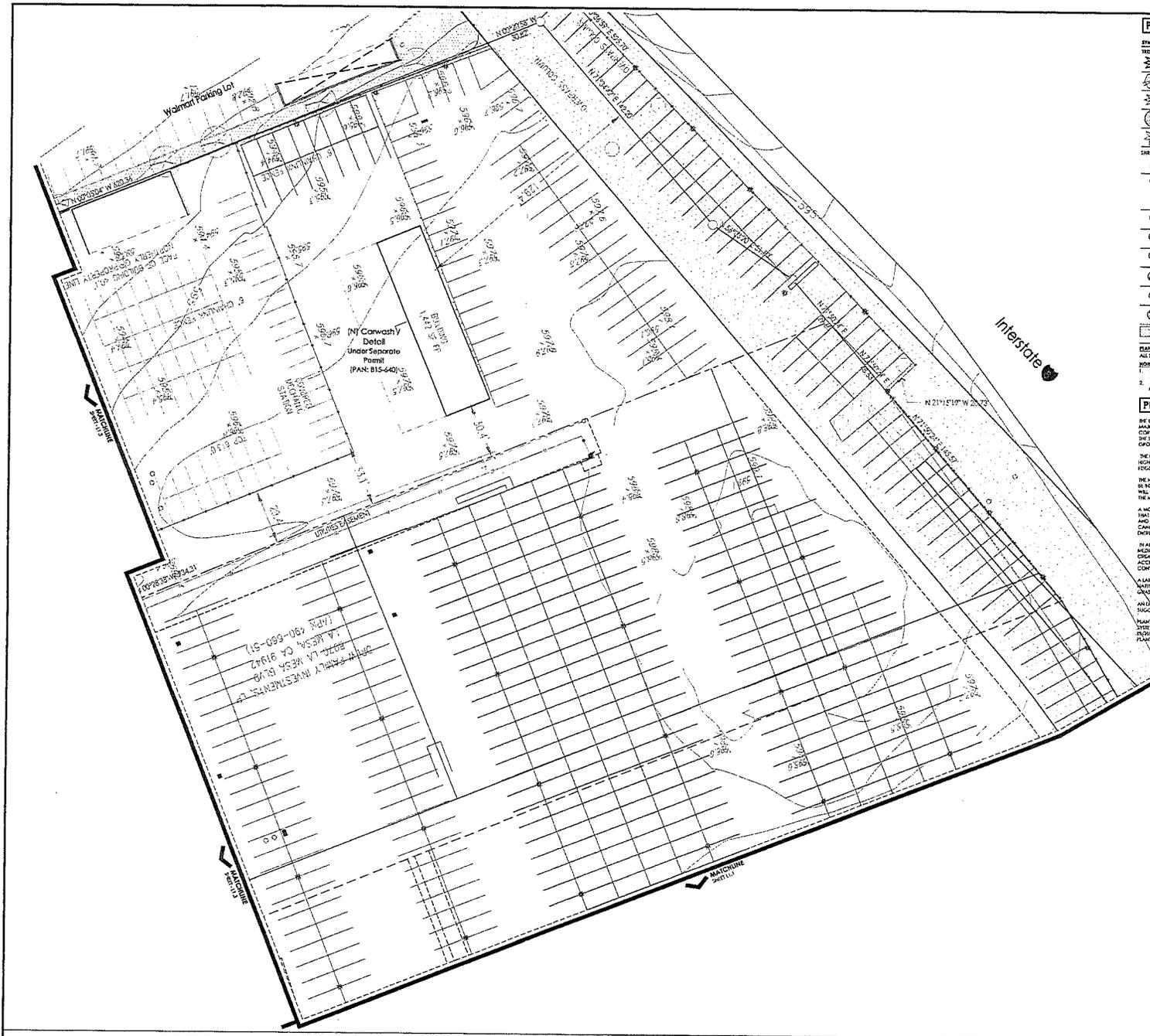
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B.D. Submittal \_\_\_\_\_  
Bid Sets \_\_\_\_\_  
Construction Sets \_\_\_\_\_  
Revision \_\_\_\_\_  
Revision \_\_\_\_\_  
Revision \_\_\_\_\_  
Revision \_\_\_\_\_  
Revision \_\_\_\_\_  
Revision \_\_\_\_\_  
Plot Date 1/19/2016

Sheet

L1.1



SCALE: 1/8\"/>



**PLANTING LEGEND**

SYMBOL	PLANT NAME	QTY	SIZE	WATER DRAINAGE	REMARKS
(Symbol)	PLANTING PROPOSED			MEDIUM	
(Symbol)	CASIA PROPINQUA - GOLD MEDALION TREE		24" X 36"	MEDIUM	
(Symbol)	PHONIA FICARIA - PLANT GARDEN PANA		24" X 36"	LOW	
(Symbol)	SPYRANUS TIG - TREE		24" X 36"	MEDIUM	
(Symbol)	WADINGTONIA HORSTIA - MEDICAL PANA PANA		24" X 36"	MEDIUM	
(Symbol)	DANIELA REVOLUTA - SHARP BLODE PLANT BUSH	1	1 GAL	LOW	12" O.C. SPACING
(Symbol)	CHIMELIA TEGANONICA - YELLOW SPOT - GOLD SPOT FALLET	3	3 GAL	LOW	24" SPACING
(Symbol)	TRIFLIDA FICARIA - BUSH OF PAPERBUSH	3	3 GAL	LOW	24" SPACING
(Symbol)	ANACARDIUMS BURNINGHT - GARDEN PANA	3	3 GAL	LOW	24" SPACING
(Symbol)	CASIA PANA - CALIFORNIA MEDICAL GAGE	1	1 GAL	LOW	12" SPACING
(Symbol)	PHONIA FICARIA - GOLD SPOT - NEW BALANCE PANA	3	3 GAL	LOW	24" SPACING
(Symbol)	LEGUMINUM AMPHONICA - YEPANUS PRUIT	3	3 GAL	LOW	24" SPACING
(Symbol)	MEDICAGO TRILING - VARIOUS - CALIFORNIA PANA	1	1 GAL	LOW	24" SPACING
(Symbol)	PHONIA FICARIA - RED FORTAN GAGE	3	3 GAL	LOW	24" SPACING
(Symbol)	ARTIFICIAL TREE - SHOULD BE REMOVED IF POSSIBLE				

**PLANTING NOTES:**  
 ALL PLANTING AREAS SHALL PROVIDE 3" THICK DIRECTIONAL BARE MULCH.  
 1. ALL LANDSCAPING SHALL MEET THE MINIMUM LANDSCAPING STANDARDS AND CODES AS SET FORTH BY THE CITY OF LA MESA DEVELOPMENT ORDINANCES AND REQUIREMENTS.  
 2. ALL TREE AND SHRUB PLANTING SHALL CONFORM TO THE CITY OF LA MESA MINIMUM LANDSCAPING STANDARDS.

**PLANTING NOTES**

IN THE CASE OF PLANTING LINES ARE LINED WITH SHOWN, LINES PLANT TO BE IDENTIFY THE MAJOR VERTICAL ACCESS POINTS AND ACCESS TO VERTICAL WAY THROUGH THE COURSE OF THE SITE AND HIGHLIGHTED WITH VERTICAL MARKERS TO BE CONSIDERED AS EGRESS POINTS.  
 THE PLANTING IS LINED WITH A 3" WIDE ARTIFICIAL TURF STRIP THAT IS SLIGHTLY RISEN UP FROM TO MAKE THE PLANTING MORE VISIBLE AND HIGHLIGHT THE SITE'S PERIMETER.  
 THE NEW WATER-WISE AND DRY-MANAGEMENT LANDSCAPING (GRASS AND MEDIC) WILL BE INSTALLED IN THE BARE PLANTING AREAS THROUGHOUT THE SITE. THE LANDSCAPING WILL FOCUS ON THE DRIVEWAY, CORNERS, AND BOUNDARY PLANTING. THE PLANTING WILL BE DONE IN THE COURSE OF THE PROJECT'S CONSTRUCTION.  
 A NEW LANDSCAPING DESIGN ZONE IS CREATED WITH ADDITIONAL PLANTING THAT BRING ATTENTION TO THE NEW BLDG. FACADES, WHILE AT THE SAME TIME HIGHLIGHTING AND ACCENTUATING THE VERTICAL COMPONENTS OF THE ARCHITECTURE. SMALL TO MEDIUM CANOPY TREES ASSIST IN MAINTAINING THE ARCHITECTURE, AND PROVIDE SHADE NEAR THE DRIVEWAY AND ENTRY POINTS.  
 IN ADDITION THE BLDG. FRONT WILL HAVE UNDERSTORY PLANTING FROM THE MEDIUM TO MEDIUM-HIGH PLANTING AS FOUNDATION PLANTING, AND CORNER PLANTING BY USING VARIOUS PLANTING WITH LOW-GROWING ACCENTS, REFLECTING TEXTURE AND COLOR. SPECIES WILL BE ARRANGED IN ATTRACTIVE, COMPLEMENTARY PATTERNS AND GROUPINGS.  
 A LARGE, AS WELL AS A SEPARATE SMALLER WOODS AP PROXIMATE AREA IS CREATED AND MAINTAINED WITH APPROPRIATE SOFT SHADE GROUNDCOVERS, SEEDS AND ACCENT PLANTS.  
 AN EFFORT TO SALVAGE USE AND/OR PROTECTIVE SPECIFIC EXISTING PLANTS ARE SUGGESTED TO BE A PART OF THE DEVELOPMENT APPROACH FOR THIS PROJECT.  
 PLANTING AREAS WILL BE IRRIGATED WITH A STATE OF THE ART, AUTOMATIC Drip Irrigation SYSTEM, APPROPRIATE WITH TYPICAL TOP PLANTS WITH EFFICIENT WATERING REQUIREMENTS. IRRIGATION OPTIMUM AND CONCISE DELIVERY OF WATER TO INDIVIDUAL PLANTS.



**EBTA ARCHITECTS**

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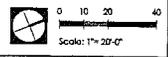
**LAND CREATIVE**  
 3195 B Airport Loop Drive  
 Costa Mesa, CA 92626  
 Phone: 714 352 7573

Penske Ford  
 of  
 La Mesa  
 8770 La Mesa Boulevard  
 La Mesa, CA 91942

**Conceptual Landscape Plan**



Project Number: 1422  
 B.D. Submittal: \_\_\_\_\_  
 Bid Sets: \_\_\_\_\_  
 Construction Sets: \_\_\_\_\_  
 Revision: \_\_\_\_\_  
 Revision: \_\_\_\_\_  
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 Plot Date: 1/19/2016



Conceptual Landscape Plan

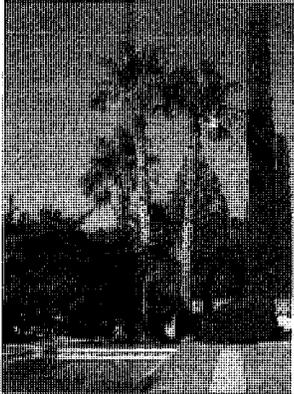
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Phoenix roebelinii



Washingtonia robusta



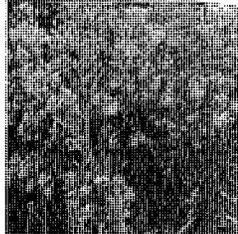
Dianella revoluta 'Baby Bliss'



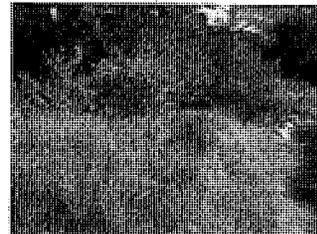
Dianella tasmanica  
*"Petalina Blue"*



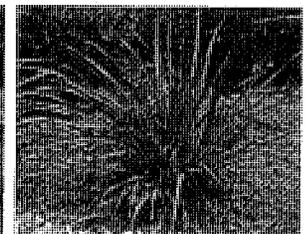
Strelitzia reginae



Anigozanthos 'Harmony'



Carex Pansa



Phormium tenax 'Jack Spratt'



Ligustrum japonicum 'Texanum'



Miscanthus sinensis 'Variegatus'



Pennisetum x advena 'Rubrum'

Proposed Trees

Proposed Shrubs



E B T A  
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CREATIVE  
3195 B Airport Loop Drive  
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Phone: 714-355-1273

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of  
La Mesa  
8970 La Mesa Boulevard  
La Mesa, CA 01942

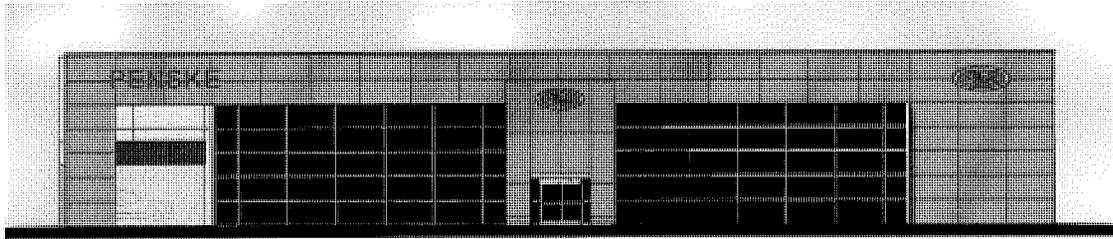
Conceptual  
Landscape  
Imagery



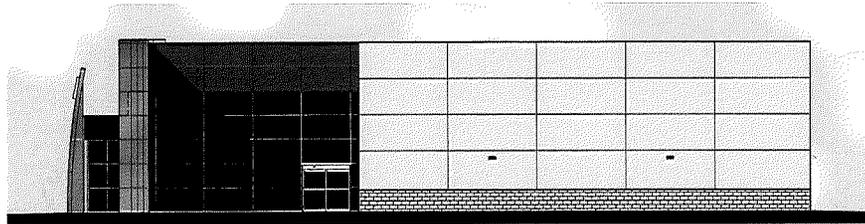
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B.D. Submittal \_\_\_\_\_  
Bid Sets \_\_\_\_\_  
Construction Sets \_\_\_\_\_  
Revision \_\_\_\_\_  
Revision \_\_\_\_\_  
Revision \_\_\_\_\_  
Revision \_\_\_\_\_  
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Revision \_\_\_\_\_  
Plot Date 1/18/2008

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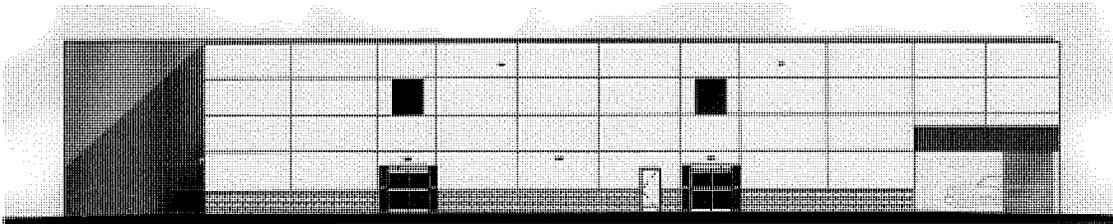
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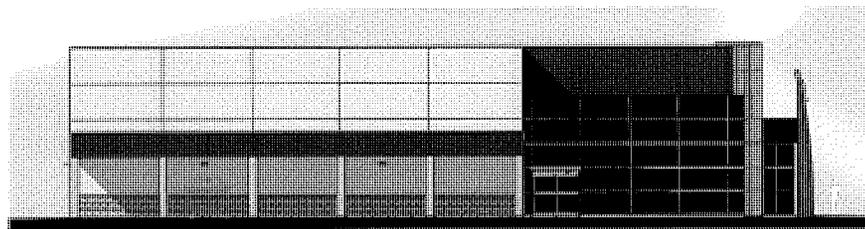
East Elevation



North Elevation



West Elevation



South Elevation



**E B T A**  
ARCHITECTS

17871 MITCHELL NORTH  
SUITE 150  
IRVINE, CA 92614  
TEL: 949 955-3282  
FAX: 949 955-1377



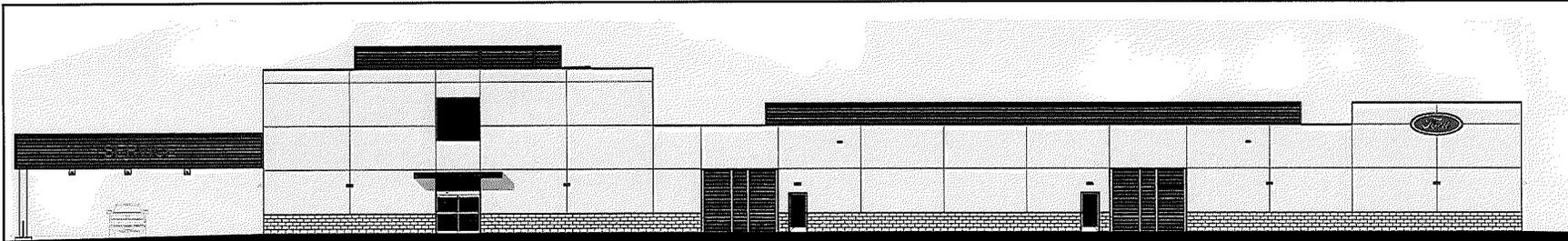
Penske Ford  
of  
La Mesa  
8970 La Mesa  
La Mesa, CA 91541

Sales Building  
Elevations

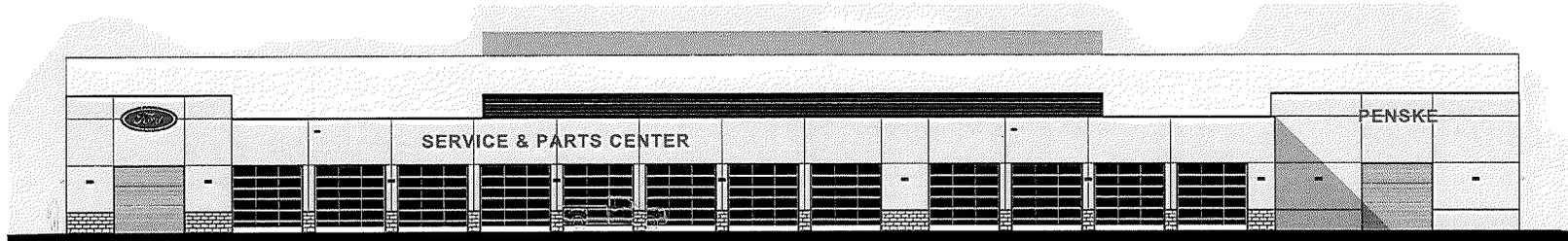
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B.D. Submittal	_____
BKI Sets	_____
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Revision	_____
Plot Date	10/14/2011

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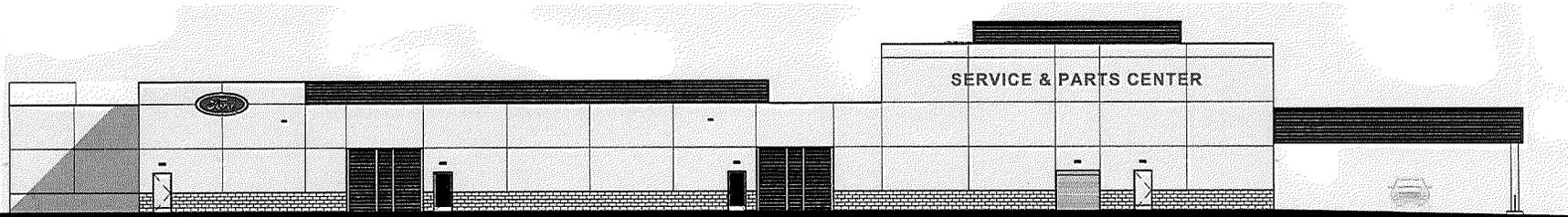
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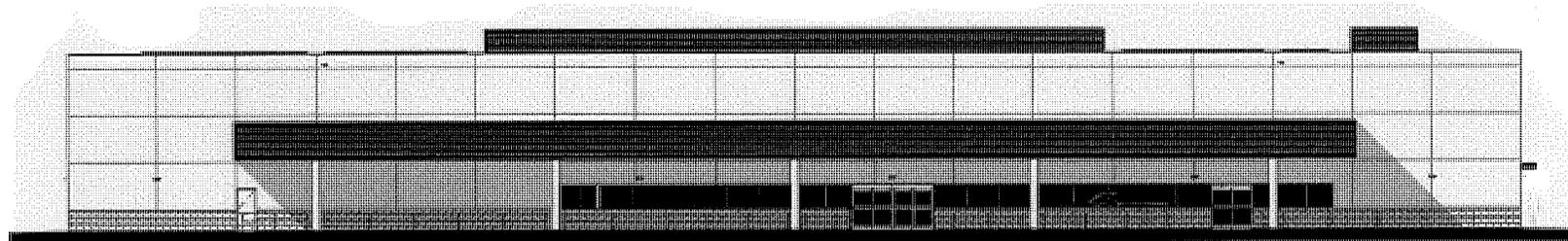
East Elevation



North Elevation



West Elevation



South Elevation



**E B T A**  
ARCHITECTS

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SUITE 150  
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Penske Ford  
of  
La Mesa  
8970 La Mesa  
La Mesa, CA 91941

Service Building  
Elevations

Project Number	1402
B.D. Submittal	
Bid Sets	
Construction Sets	
Revision	▲
Plot Date	10/14/09

Sheet

2A4



DATE: February 9, 2016  
TO: Mayor and Members of the City Council  
FROM: Carol Dick, Community Development Director *ibd*  
VIA: David E. Witt, City Manager *DW*  
SUBJECT: Ordinance Amendment regarding Keeping of Household Pets - Dogs

On January 26, 2015, the City Council introduced and conducted a first reading of a proposed Ordinance Amendment relating to the Keeping of Household Pets on properties with Residential Uses in Commercial and Residential Zones. The City Council discussed the proposed changes and agreed to revise the proposed changes as follows:

Two adult dogs per multiple family dwelling unit and up to ~~three~~ five adult dogs for a single-family dwelling unit.

The attached Ordinance (**Attachment A**) incorporates this change.

The following City Council action is recommended.

RECOMMENDATION

1. Conduct a second reading and adopt Zoning Ordinance Amendment ZOA-15-01 amending Chapter 24.05 and 24.06 of the La Mesa Municipal Code related to the Keeping of Household Pets on Properties with Residential Uses in Commercial and Residential Zones.

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE AMENDING CHAPTER 24.05 AND 24.06 OF THE LA MESA MUNICIPAL CODE RELATED TO THE KEEPING OF HOUSEHOLD PETS ON PROPERTIES WITH RESIDENTIAL USES IN COMMERCIAL AND RESIDENTIAL ZONES

---

WHEREAS, Chapter 24.05 of the La Mesa Municipal Code (LMCC) prohibits the keeping of more than two adult dogs per dwelling unit in all residential zones;

WHEREAS, on May 26, 2015 the City Council directed staff to initiate a zoning ordinance amendment to increase the number of dogs allowed to be kept and forward the issue to the Planning Commission for review and recommendation;

WHEREAS, the Planning Commission held duly noticed public hearings, considered staff reports, and accepted public testimony in considering Zoning Ordinance Amendment ZOA-15-01 related to the keeping of dogs in residential zones on November 4, 2015 and on December 16, 2015, considered the keeping of Ordinary Household Pets on properties containing single-family dwellings in commercial and residential zones;

WHEREAS, the Planning Commission adopted Resolution 2015-20 recommending that the City Council adopt the Negative Declaration prepared in accordance with CEQA and approve changes to Chapter 24.05 and 24.06 of the LMMC to authorize the keeping of Ordinary Household Pets on properties containing residential units in commercial zones and increasing the number of allowable dogs on properties containing single family dwellings in both residential and commercial zones;

WHEREAS, the City Council did consider the Initial Study and Draft Negative Declaration prepared in accordance with CEQA;

WHEREAS, the City Council held a duly noticed public hearing on January 26, 2016, considered a staff report and accepted public testimony in considering a Negative Declaration and the proposed Zoning Ordinance ZOA-15-01 authorizing the keeping of dogs in residential zones subject to certain conditions; and

WHEREAS, the proposed Zoning Ordinance Amendment ZOA-15-01 has been reviewed for consistency with the General Plan and the City Council has determined that it is consistent with the same.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LA MESA DOES ORDAIN AS FOLLOWS:

SECTION 1. That the Negative Declaration prepared pursuant to CEQA for Zoning Ordinance Amendment ZOA-15-01 is approved.

SECTION 2. Section 24.05 of the La Mesa Municipal Code is hereby amended to read as follows:

24.05.020.D - Permitted structures and uses.

2. In zones R2, R3 and RB zones, for the sole use and pleasure of the family occupying the premises, animals may be kept as follows, subject in addition to all applicable limitations and regulations of Title 8.
  - a. Two adult dogs per ~~dwelling unit~~ multi-family dwelling unit and up to five adult dogs for a single-family dwelling unit.
  - b. Two adult cats per dwelling unit. The number of adult cats may be increased, to a maximum of ten, if those cats exceeding the first two are spayed or neutered.
  - c. Two adult potbellied pigs per dwelling unit.
  - d. Ordinary household pets (no limits except for those listed above).
  - e. There shall be no boarding or keeping of animals for others.
  
3. In zones R1E, R1R, R1S, R1, and R1A, for the sole use and pleasure of the family occupying the premises, animals may be kept as follows, subject in addition to all applicable limitations and regulations of Title 8.
  - a. Two adult dogs per ~~dwelling unit~~ multi-family dwelling unit and up to five adult dogs for a single-family dwelling unit.
  - b. Two adult cats per dwelling unit. The number of adult cats may be increased, to a maximum of ten, if those cats exceeding the first two are spayed or neutered.
  - c. Two adult potbellied pigs per dwelling unit.
  - d. Ordinary household pets (no limits except for those listed above).
  - e. A minimum of two chickens, excluding roosters, per two thousand square feet of lot area, up to a maximum of twenty. Enclosures shall be covered and comply with all setback requirements and located no less than twenty-five feet from any neighboring dwelling unit. Feed shall be stored in a secured sealed container. For purposes of this section, "enclosure" shall mean any covered structure in which chickens are kept. The area of a lot shall be computed pursuant to Section 24.01.100 of this code.
  - f. In the R1R and R1E zones only, the following additional animals may be kept:
    - (1) Bees may be kept in conformance with the regulations of San Diego County Department of Agriculture.
    - (2) On lots over one-half acre in size, one horse, goat, or sheep.
  - g. There shall be no boarding or keeping of animals for others.

SECTION 3. Section 24.06 of the La Mesa Municipal Code is hereby amended to read as follows:

**24.06.020. E - Permitted structures and uses.** Accessory uses and structures are those which are subordinate, clearly incidental and customarily appropriate to the operation of a commercial use. All such uses and structures are permitted in all commercial zones with the following exceptions:

1. Satellite dish or similar communication antennas shall be screened from view from adjoining public streets, residentially zoned property, and on-site parking lots. Screening shall be in a manner architecturally compatible with the building and site improvements and may include the use of architectural elements of the building, solid walls or fencing, or landscaping as approved by the planning division. One satellite dish or similar communication antenna per business, no larger than three feet in width or diameter, shall be exempt from this screening requirement, subject to the conditions that (a) roof-mounted antennas shall not

exceed a height of five feet above the roof on which they are mounted, and (b) ground-mounted antennas do not exceed fifteen feet in height.

- 2. Carts or kiosks are permitted upon approval of a design review application when found to be consistent with the standards adopted by city council resolution. Carts and kiosks are permitted only in the CD zone, or within the CN, C or CM zones when located within a shopping center, transit center or institutional use.
- 3. Ordinary Household Pets (Section 24.01.100) are permitted in commercial zones for permitted residential uses. Two adult dogs per multi-family dwelling unit and up to five adult dogs for a single-family dwelling unit.

SECTION 4. This Ordinance shall be effective 30 days after its adoption and the City Clerk shall certify to the adoption of this Ordinance and cause the same to be published at least once in the *East County Californian* within 15 days of its adoption.

INTRODUCED AND READ at a Regular meeting of the City Council of the City of La Mesa, California, held the 26<sup>th</sup> day of January, 2016, and thereafter PASSED AND ADOPTED at a Regular meeting of said City Council held the 9<sup>th</sup> day of February, 2016, by the following vote, to wit:

AYES:  
NOES:  
ABSENT:

APPROVED:

\_\_\_\_\_  
MARK ARAPOSTATHIS, Mayor

ATTEST:

\_\_\_\_\_  
MARY J. KENNEDY, CMC, City Clerk

CERTIFICATE OF CITY CLERK

I, MARY J. KENNEDY, City Clerk of the City of La Mesa, California, do hereby certify the foregoing to be a true and correct copy of Ordinance No. 2016- , duly passed and adopted by the City Council of said City on the date and by the vote therein recited and that the same has been duly published according to law.

MARY J. KENNEDY, CMC, City Clerk

(SEAL OF CITY)