



**AGENDA
DESIGN REVIEW BOARD**

**Monday, July 11, 2016
12:30 PM
City Manager's Conference Room
8130 Allison Avenue, La Mesa, CA**

1. Call Meeting to Order
2. Deletions from the Agenda.
3. Urgent Additions to the Agenda/Additions to the next Agenda.
4. INFORMATION ITEMS

None.
5. BUSINESS
 - a. **Design Review Board DRB 16-11 (Gaipa)** - Consideration of an exterior remodel to an existing restaurant site at 8141 - 8147 La Mesa Boulevard in the CD-D (Downtown Commercial / Urban Design Overlay) zone.
 - b. **Design Review Board DRB 16-01 (5900 Severin LLC)** - Consideration of a new 18-unit apartment building including two live-work units on a vacant site addressed as 5900 Severin Drive in the CN-G-D (Neighborhood Commercial / Grossmont Specific Plan Overlay / Urban Design Overlay) zone. Assessor's Parcel Number: 486-750-02.
 - c. **Design Review Board DRB 15-12 (S/S La Mesa Blvd LLC)** - Consideration of a new mixed use building including seven apartments and four commercial spaces. The subject property is addressed as 8055-61 La Mesa Boulevard in the CD-D (Downtown Commercial / Urban Design Overlay) zone.
 - d. Approval of the minutes from the June 6, 2016 meeting.
6. PUBLIC DISCUSSION AND AUDIENCE PARTICIPATION
7. Adjournment

Citizens who wish to make an audio/visual presentation pertaining to an item at a public meeting of the City, should contact Cheryl Davis at 619.667.1190, 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 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.

Materials related to an item on this agenda submitted to the Design Review Board after distribution of the agenda packet are available for public inspection in the Community Development Department located at La Mesa City Hall, 8130 Allison Avenue, La Mesa, California, during normal business hours.

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 Design Review Board 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 rfreeman@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.

NOTICE OF APPEAL PROCEDURES

Actions taken by the Design Review Board may be appealed to the City Council. If you disagree with any action of the Board and wish to file an appeal, you must do so within ten working days of today's meeting. In order to file an appeal, you must submit an appeal letter stating why you disagree with the Board's action to the Office of the City Clerk, City Hall, 8130 Allison Avenue along with a \$100.00 appeal fee. If no appeal is filed within this period, the action becomes final.

Once the appeal is filed, the item will be scheduled for the next available City Council meeting. If the item was previously noticed to the neighborhood, new notices of the City Council meeting will be mailed out ten days prior to the hearing date. The Council will then hold a public hearing to consider the appeal. Design Review Board actions that are not appealed will automatically proceed to the City Council for ratification. Any questions regarding the appeal process should be directed to either the Office of the City Clerk at 667-1120 or the Community Development Department at 667-1158.



REPORT TO
LA MESA DESIGN REVIEW BOARD

DATE: July 11, 2016

SUBJECT: **Design Review Board DRB 16-11 (Gaipa)** - Reconsideration of an exterior remodel to an existing restaurant site at 8141 - 8147 La Mesa Boulevard in the CD-D (Downtown Commercial / Urban Design Overlay) zone. Assessor's Parcel Number: 470-594-08.

PROJECT DESCRIPTION AND BACKGROUND:

An exterior remodel is proposed to an existing commercial tenant space, currently the Sanfillipo's Pizza restaurant, located at 8141-8147 La Mesa Boulevard off the westerly corner of Date Avenue and La Mesa Boulevard (**Attachment A**). The pedestrian building entrance is accessed from La Mesa Boulevard with vehicular parking in a rear parking lot. Street parking is available along La Mesa Boulevard and Date Avenue. Portions of existing storefront windows, walls, door and accessible ramp would be demolished. The exterior remodel includes: a new outdoor patio and dining area reviewed and approved by the Planning Commission (Special Permit SP 16-06) on July 6, 2016. The remodel also includes stone veneer wall treatment, decorative railing and posts, string lights, accessible ramp, porch, doors, and windows. 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 La Mesa Boulevard and south of the subject site is the Date Avenue Historic District.

The Design Review Board (DRB) considered this proposal on June 6, 2016 and commented on the architectural design. The applicant has revised the project in response to the DRB's comments and submitted the revised design for consideration (**Attachment D**).

DESIGN ANALYSIS:

At the June 6, 2016 meeting, the DRB recommended the following design considerations and a response to each design recommendation is outlined below:

- 1) Revise the Date Avenue entry to be in scale and proportion (massing, roof pitch, column width, etc.) with the rest of the building.

Response: Revised plans include proposed new architectural features such as raised roof parapet, parapet molding, stucco finish and exterior lighting.

- 2) Consider design features at the building corner facing the intersection of the building plate: a) increase the mass of the corner column between the two rollup doors, b) the corner parapet element should surround the space on the roof and framed to appear finished.

Response: The northeast corner has been framed with a stucco finish next to the roll

up doors; the corner parapet element surrounds the space on the roof and is framed to appear finished.

- 3) Update the roof plan to be consistent with the elevations.

Response: The roof plan has been updated consistent with the elevations.

- 4) Provide additional wood posts to the roof over the outdoor dining area facing La Mesa Boulevard to improve the architectural pattern and rhythm of the front elevation.

Response: Wood posts have been added to improve the architectural pattern and rhythm of the front elevation.

- 5) Re-visit the materials palette, particularly the proposed stone veneer.

Response: A revised material palette will be provided to the DRB at the meeting.

The DRB also recommended that the applicant consider:

- 1) A fireplace element on the building elevation facing La Mesa Boulevard to support the use of the stone veneer.

Response: The applicant is considering decorative fireplace elements to support the use of the stone veneer wall finish.

- 2) Continue the use of the stone veneer material on the patio masonry wall to provide a base to the building- specify size of the masonry block.

Response: Including such a feature would require encroachment into the public right-of-way.

- 3) Study the egress and accessibility of the subject floor plan prior to resubmitting.

- a. The plans will be revised as required to address requirements for egress and accessibility in the subject floor plans. In addition to responding to the DRB recommendations the applicant has provided additional information regarding the door products (**Attachment C**).

KEY ISSUES:

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

Attachments: A – Location map/aerial photograph
B – Site photographs
C – Design specifications and conceptual color rendering
D – Proposed plans



**Special Permit
Design Review
SP 16-06 / DRB 16-11**

PROPERTY INFORMATION

Applicant	Gaipa Family Trust
Site Address	8141-8147 La Mesa Blvd La Mesa, CA 91942
APN	470-594-08-00
Lot Size	0.22 acres
General Plan	Downtown Commercial
Zoning	CD-D Downtown Commercial; Urban Design Overlay Zone



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

A B C D E F G H I



Vicinity Map





**Special Permit
Design Review
SP 16-06 / DRB 16-11**

PROPERTY INFORMATION

Applicant	Gaipa Family Trust
Site Address	8141-8147 La Mesa Blvd La Mesa, CA 91942
APN	470-594-08-00
Lot Size	0.22 acres
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DATA SOURCES:
City boundary, SanGIS, 2011
Roads, SanGIS, 2011

A B C D E F G H I



Aerial Map





Subject site facing southwest,
8141-8147 La Mesa Boulevard.



Subject site, 8141-8147 La Mesa
Boulevard facing southeast.



Existing building entrance and
accessible ramp.



Neighbors to the west along
La Mesa Boulevard.



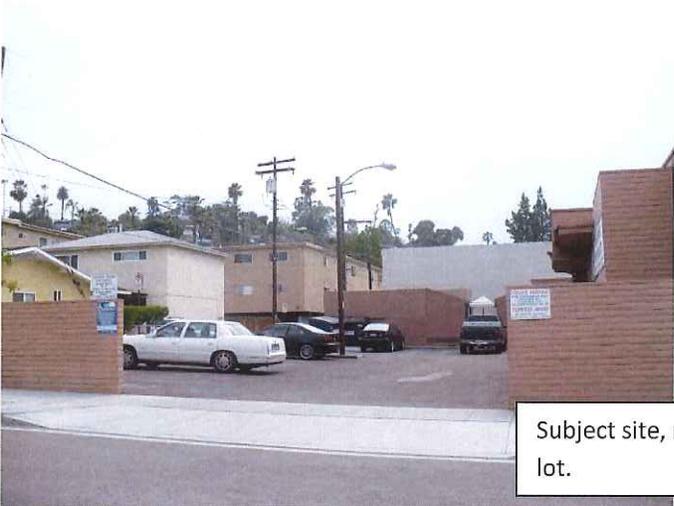
La Mesa Boulevard
facing west.



Date Avenue facing
south.



La Mesa Boulevard facing east.



Subject site, rear parking lot.



Public alley south of the site from Date Avenue.

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See gallery on reverse side...

Designer Series Capistrano

NEW



LHC 8709 El Morado Blend - Terracotta, Burgundy Blend

T24 Ref: .17 Emi: .88 SRI: 14 A.SRI: 15 CRRC: 0918-0076



proposed roof file



LHC 8710 Ladera Blend - Tan, Gray, Orange, Dark Brown Blend

T24 Ref: .18 Emi: .89 SRI: 16 A.SRI: 19 CRRC: 0918-0052

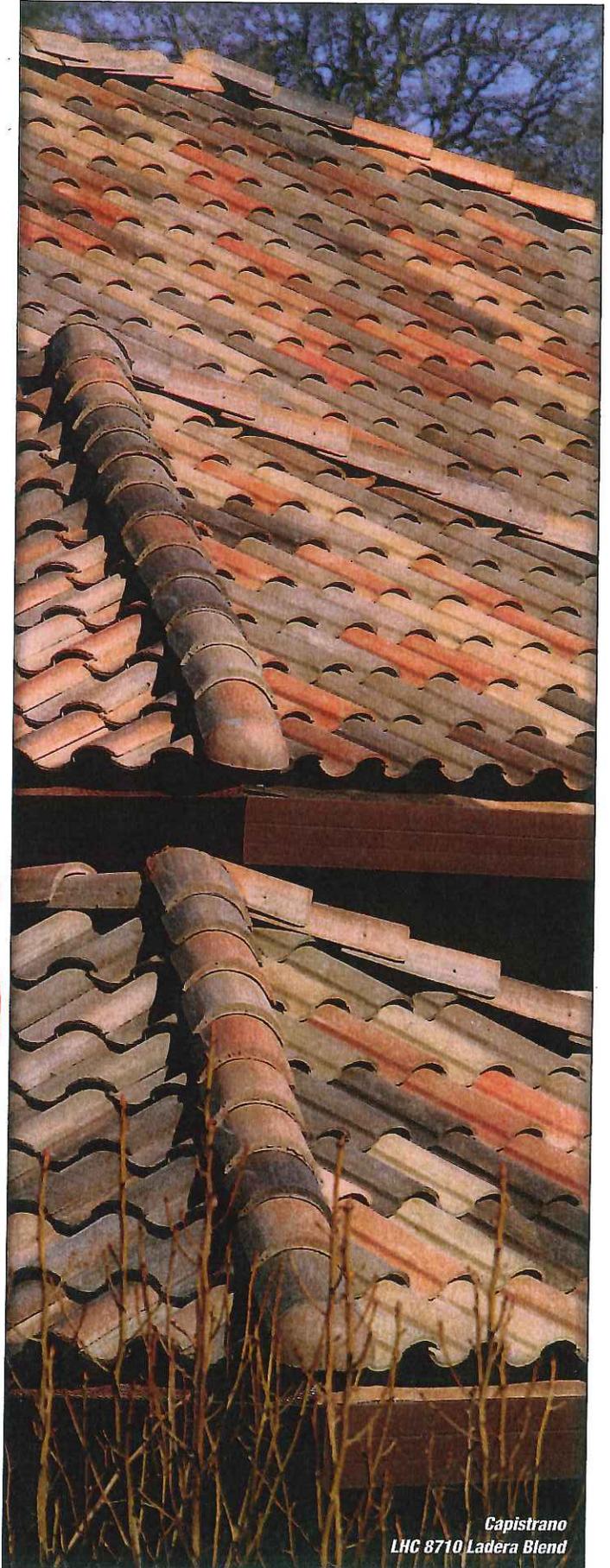


NEW



LMC 8404 San Juan Blend - Peach, Tan, Terracotta Blend

T24 Ref: .30 Emi: .85 SRI: 30 A.SRI: 36 CRRC: 0918-0012 LEED+



Capistrano
LHC 8710 Ladera Blend

Stucco



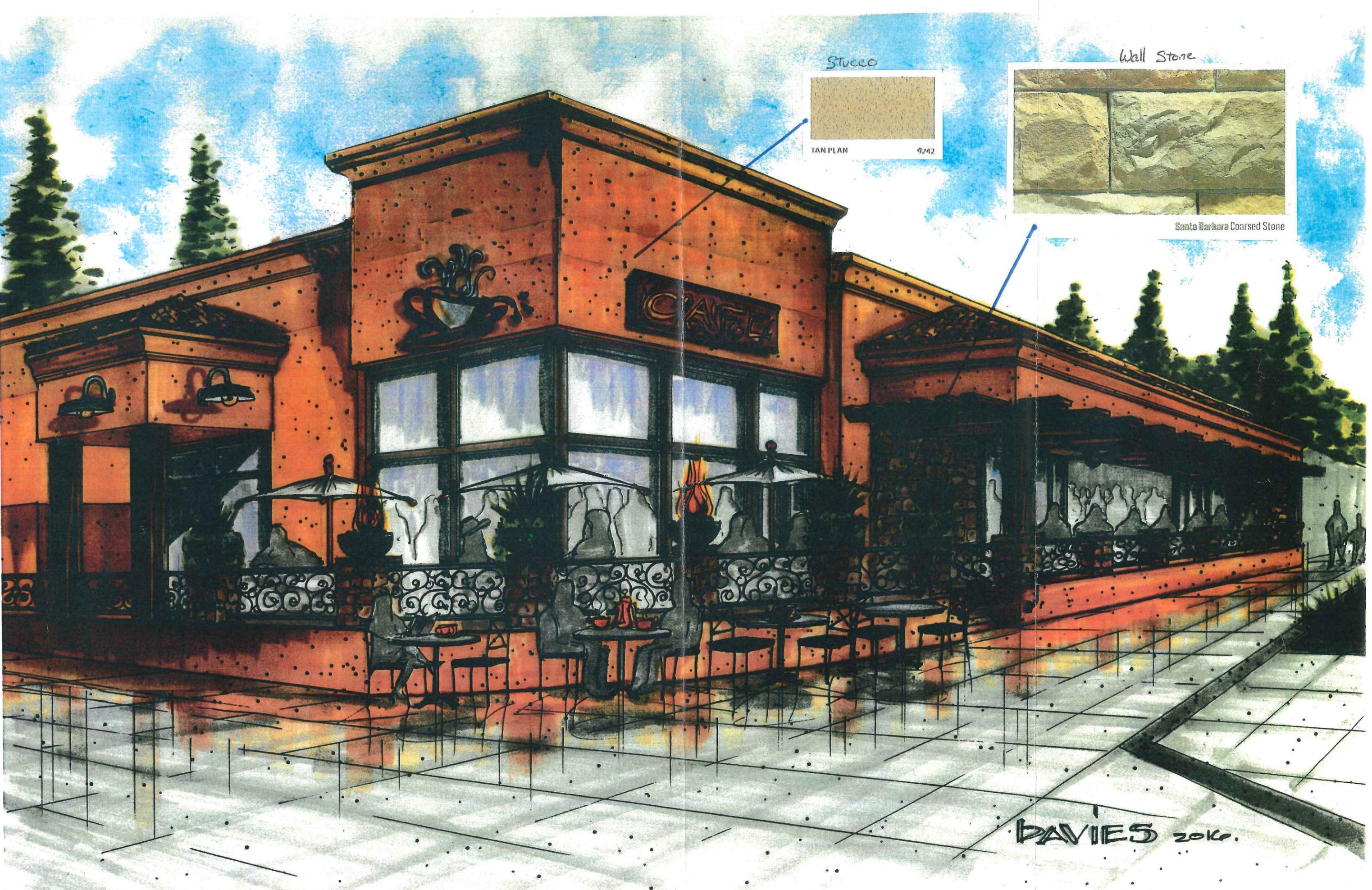
TAN PLAN

9242

Wall Stone



Santa Barbara Coarsed Stone



DAVIES 2016.



REPORT TO LA MESA DESIGN REVIEW BOARD

DATE: July 11, 2016

SUBJECT: **Design Review DRB-16-01 (5900 Severin LLC)** – Consideration of a new 18-unit apartment building including two live-work units on a vacant site addressed as 5900 Severin Drive in the CN-G-D (Neighborhood Commercial/ Grossmont Specific Plan Overlay / Urban Design Overlay) zone. Assessor's Parcel Number 486-750-02.

PROJECT DESCRIPTION AND BACKGROUND:

The project proposed by 5900 Severin LLC consists of the construction of a new three-story, 18-unit mixed use building with surface parking and a basement level. The current breakdown of units is anticipated to be 9 two-bedroom residential units, 7 one bedroom residential units, and 2 one-bedroom units considered as live or work space. The live-work spaces are located in the basement and first floor. Also included in the project development are private outdoor use areas (balconies) for residents.

The project site is located at 5900 Severin Drive (**Attachment A**). The site is immediately adjacent to Severin Drive to the east and Amaya Drive to the south. The San Diego Orange and Green Trolley lines are located to the south of the project, across Amaya Drive. The subject 0.41 acre parcel is vacant, but was for many years developed as a service station, with service station permits on file dating from the mid 1950's to late 1990's.

The former Fletcher Parkway Redevelopment Area extended to the western property line, to include the apartment complex below slope to the west. To the north and east are multi-tenant retail centers and to the south are residential and transportation-related land uses.

Topographically, the site is fairly level, with existing contours shown on the preliminary grading plan (**Attachment D**). The site slopes from 580 feet above mean sea level along the Amaya Drive frontage to 586 feet in the northern portion of the site. Slopes separate the subject property from the adjacent northern parcel, which sits above the site, and from the adjacent western parcel, which sits below the site. Commercial and multi-family residential development occupy these adjacent sites respectively. Existing conditions are also depicted on the submitted plan (Sheet 1 of 1 of the Landmark Consulting Plans shown on **Attachment D**). There are two existing driveway curb openings on Amaya Drive and two on Severin Drive. To the north on the adjacent commercial site is an existing crib wall. Along the westerly boundary are power lines, metal fencing, an 8-foot wide public utility easement and a 10-foot wide SDG&E easement. Storm drain inlets exist along both street

frontages, and two gas vaults, a gas meter and water meter are sited along Severin Drive. There are patches of concrete and asphalt which remain on site as remnants of the previous development.

Site Development Plan application DAB 16-01 is required by the La Mesa Municipal Code to ensure compliance with the City's development requirements. Design Review application DRB 16-01 is required to ensure that the objectives of the City's Urban Design Program and Urban Design Review are met. City Council ratification of the Design Review Board action would also be required. Pursuant to the Grossmont Specific Plan Overlay Zone, Planning Commission approval of the site plan is also required for the new construction.

COMMUNITY IMAGE

The Urban Design Program identifies the Grossmont Specific Plan as a special design district and visually sensitive area. Specific Plan design policies should therefore be considered and are included below and on **Attachment C**. Additionally, the Urban Design Program contains the following community image vocabulary to consider for this project:

Paths: Paths are the channels along which people move; they are the walkways and streets within and adjoining the site. The proposed project will be sited adjacent to the public sidewalks and streets of Amaya Drive to the south and Severin Drive to the east.

Edges: Edges are the linear elements not used or considered as paths. Such edges are the linear walls and boundary barriers associated with the project. A minor slope with crib wall in the area of the northern property line separates the site from a multi-tenant retail site upslope and a larger hillside to the west separates the site from a large downslope apartment complex.

Nodes: Nodes are the strategic points, junctures, and concentration areas where people will converge; as such, they should be well defined and recognized by a cohesive design theme. The Amaya Trolley Station will be a node where residents, trolley patrons, shoppers, and workers will converge, located to the southwest across Amaya Drive. Shopping sites, a school and a public park are located to the north and east.

Districts: Districts are the medium to large sections of the City having some common, identifying character. The former Fletcher Parkway Redevelopment Area terminated just west of the subject site, and may be consisted a District providing users of this development with access to state of the art medical treatment and regional shopping, accessed by the trolley lines.

PLAN POLICIES:

The La Mesa General Plan land use designation of the subject property is "Local Serving Commercial". This designation is assigned to a range of retail commercial activities, including shopping centers that offer potential for redevelopment as mixed use, including

residential use.

The General Plan also promotes parking reductions near transit, as stated in the following policies which relate to housing, mixed use and transportation-related land uses:

Policy LU-3.1.1	The City will continue to promote the continued economic growth of the Grossmont Specific Plan Area through Land Use Policies and Implementation Programs intended to provide the necessary circulation pattern and infrastructure necessary for the development of the Grossmont area as a high density urban sub-center (page LD-37).
Policy LU-3.1.3	Update the Grossmont Specific Plan and Overlay Zone as needed to accommodate future growth of sites within the Plan Area, such as Grossmont Shopping Center, and allow for the potential of additional housing within the urban node (page LD-37).
Policy LU-3.1.5	Promote more intensive mixed-use and sustainable development in commercial areas consistent with the Urban Design Program (Page LD-37).
Policy LU-3.1.7:	Encourage mixed-use transit-oriented development near public transportation facilities; new construction should be compact in form to take advantage of these transit-rich locations (Page LD-37).
Policy LU-4.2.3	New development shall provide adequate parking. For projects located in the Downtown area or near transit, parking requirements may be reduced. Additionally, differing land uses on the same subject property may utilize shared parking provisions (LD-38).
Policy LU-6.1.4	Provide incentives for Transit-Oriented and Mixed Use development, such as a parking reduction consistent with Regional Standards, for more intense development and higher density residential uses along major transportation corridors or in areas accessible to transit use (page LD-40).

In terms of the applicable zoning classification of the site, the Neighborhood Commercial (CN) zone is intended for light retail convenience enterprises, and allows residential multiple unit development on any floor of a principal building except a basement or first floor “when the first floor is devoted to an unrelated principal use”. Per the Grossmont Specific Plan Overlay Zone, Section 24.16.020, all uses of the underlying zone are permitted.

Relevant excerpts of the Grossmont Specific Plan are cited as follows:

Page 12	The Grossmont Specific Plan encouraged the Plan area to be developed as a relatively high density urban subcenter with densities at the upper end of ranges feasible under market demand and zoning potentials. The plan area should continue to be developed in accordance with this overall goal, with the encouragement of a broad range of office, retail and residential uses. Where the opportunity exists, mixed use developments should be encouraged, especially adjacent to the trolley corridor.
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Page 24	The subject property, and the parcel to the north, are identified as Site 11 in the Grossmont Specific Plan. The plan states that: As part of any significant remodeling or additions to this site, street dedication and public improvements will be required to complete the alignment of the Amaya Drive improvements along the apartment project as they approach the Severin Drive intersection. New development should be complimentary to the remodeled shopping center across the street and the adjoining apartment project.
Page 42	Identifies Severin Drive as a bike route.
Page 50	Redevelopment policies of the Grossmont Specific Plan are shown on Page 50 and include the following: Policy 2: Facilitate the continued development of properties to their highest and best use. Policy 3. Encourage the development of transit-oriented uses on and near the Trolley stations.

DESIGN ANALYSIS:

The Design Review Board should review the submitted drawings (**Attachment D**) in consideration of the following:

Site Plan:

Vehicular access to the site is proposed from two curb cuts along Severin Drive; existing curb cuts along Amaya Drive will be closed. Street trees are proposed at the back of the sidewalk in in-ground planters along Severin Drive and in tree grates along Amaya Drive. Surface parking area is provided on the northerly portion of the site and under the building. Unit entrances would be internally oriented, accessed by corridors, stairs and an elevator.

The proposed building as viewed on the site plan appears as two structures, but is connected by a bridge element which constitutes one building in accordance with the California Building Code (CBC). The pedestrian bridge connects the second level of the southern portion of the building to the second level of the northern portion of the building, five feet below the grade of the parking area.

The southern half of the building, which faces Amaya Drive, has the “basement” (at-grade) ground floor commercial “work” portion of the two live-work units. A platform lift is located to provide access from the basement, to parking at that level’s finish grade (1/2 floor up) and to the first floor for access to the live portion of the unit (Refer to Sheet A2 entitled “Conceptual Building Composite” and Sheet A7.1 “Building Sections” in the plans, **Attachment D**).

Architectural Concept:

The submittal provides details relating to the color and material scheme for the contemporary building and provides renderings showing how the building and landscaping appear on the site. Proposed exterior building materials illustrated and listed on the elevations include grey, green and white stucco, with rust color on elements of the live-work units, black metal guardrails for balconies and walkways, and anodized aluminum windows. Building elevations also show a signage concept and address locations on Sheet A9. The accessory trash enclosure structure will include a metal gate and trellis with CMU block retaining walls. Details and sections are included in the plans to provide clear identification of the improvements, including the mechanical equipment layout on the roof. There is not a visualization of how the proposed architecture and landscape would fit in the context of the abutting streets and land uses, however the applicant plans on addressing this at the DRB meeting.

Grading concept:

Proposed grading consists of 450 cubic yards of cut, 250 cubic yards of fill and 200 cubic yards of export associated with creating the finish building pad elevation, parking, hardscape, drainage, landscaping, site walls, and other site improvements. The maximum height of fill slopes is 3.5 feet, the maximum height of cut slopes is 6 feet.

The northerly property line is located mid-slope, and the adjacent neighboring site is developed with two geo-grid walls. The proposed building site would be graded to a finished grade varying from about 585 feet at the northwest parking lot area to 583 feet at the southeast parking lot area, with basement elevations at about 578 feet above mean sea level. Bio-filtration basins are proposed along the westerly property boundary and at the southeast corner of the site.

Landscape Concept:

The landscape concept plan depicts landscape area along all sides of the site perimeter, and 23% of the site is proposed as landscape area (4,268 square feet). Proposed street tree species are Gold Medallion Tree and Mexican Fan Palm, with Little Gem Magnolia perimeter trees and Orchid accent trees. Numerous shrub species are proposed, as well as two plant species for the filtration basins. There are no existing trees or shrubs on site.

Landscaped planters are proposed in front of parking stalls along the north, east and west edges of the parking area. Exterior lighting is proposed in the parking area, on exterior building walls and along entries and walkways.

Walls, fences and trash enclosure:

An existing 5-foot tubular steel fence is sited along the western property line, which is proposed to remain as noted on the landscape concept plan. Retaining walls are proposed

along the northerly and westerly portions of the property to provide the parking and trash enclosure areas. The maximum height of the proposed 200 foot long retaining wall is 6.1 feet at the northwest corner. An existing crib wall is sited on the adjacent property to the north.

A zone boundary wall is required to separate the subject CN zoned site from the adjacent R3 zoned site to the west in accordance with LMMC Section 24.06.030.G.1 which states:

A six-foot high masonry wall shall be required on a site boundary when said boundary is adjacent to a residential zone.

In accordance with Municipal Code Section 24.06.030.G.2, walls and fences to obscure the view of parking and service areas are allowed but must contribute to the overall design of the project and enhance its appearance.

The applicant has submitted a request to waive the requirement for a Zone Boundary wall due to topographic differences between the subject property and the R3 zoned property to the west. The waiver of the zone boundary wall requirement will be determined when the Site Development Plan is considered by the Planning Commission.

A new trash / recycle enclosure is proposed in the parking lot with access from the complex and from the Severin Drive driveway opening at the northern portion of the site.

Parking reduction and access:

The site plan provides a project summary showing the following parking requirements and applicant proposals:

	Base Requirement per LMMC, Section 24.04.050, Table of Requirements
Residential Use	2 spaces per unit x 18 units = 36 spaces. Guest parking: 20% of total residential parking (7.2 spaces).
Retail Business use	One parking space for each 250 square feet of gross leasable area for Retail Business use x 1,100 square feet = 4.4 parking spaces required.
TOTAL	36 + 4.4 = 40.4 or 40 parking spaces.
	Proposed parking modification per LMMC, Section 24.04.020.G
Residential Use	Reduction to 1.3 spaces per unit x 18 units = 23.4 spaces due to proximity of Amaya Station. Guest: 20% of total residential parking (4.7 spaces).
Retail Business use	One space per 250 square feet x 1,100 square feet = 4.4 spaces.
Shared parking	Share resident guest parking (4.7 spaces) and commercial spaces (4.4 spaces) by designating 5 spaces for this purpose.
TOTAL	23 + 5 = 28 parking spaces.

The following Off-street Parking Design Requirements apply to the subject development.

City of La Mesa Parking Standards	Requirement	Proposed	Compliant
Parking Stall Size	9' wide x 19' depth (standard)	9' wide x 19' depth and 10' wide by 19' depth ¹ .	Yes
Landscaping	5' parking lot perimeter landscape buffer	5' parking lot perimeter landscape buffer provided,	Yes
Parking Space Back up length	25' (standard)	25' (standard)	Yes
Parking Surface Grades and Adjacent Backup Area	Maximum 5% grades in any direction	Maximum 5% grades in any direction	Yes
Driveway slopes and transitions	15% (slopes greater than 10% require a minimum 8-foot long transition (at a max. 50% of the ramp slope.	Proposed driveway slopes and transitions shall meet City standards	Yes
Note (1): Parking stalls must be 10-foot by 19-foot when bounded on the side by a post, wall, or fence.			

The applicant has provided a narrative that describes in detail the reasons for the proposed parking reduction, including the proximity to trolley access. The parking reduction will be considered separately by the La Mesa Planning Commission when they consider the Site Development Plan. The Amaya Trolley Station is located to the southwest, on the other side of Amaya Drive.

KEY ISSUES:

1. Does the proposed design meet the intent of the Urban Design Program policies?
2. Is the proposed design consistent with the policies and objectives of the Grossmont Specific Plan and the General Plan?

- Attachments:**
- A – Location map/aerial photograph
 - B – Site photographs
 - C – Grossmont Specific Plan Urban Design Excerpts
 - D – Proposed development plans



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

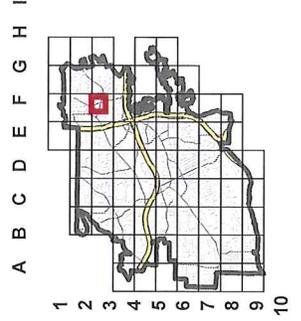
**Site Plan Review
Design Review
DAB/ DRB 16-01**

PROPERTY INFORMATION

Applicant	5900 Severin LLC
Site Address	5900 Severin Drive La Mesa, CA 91942
APN	486-750-02-00
Lot Size	.41 acres
General Plan	Local Serving Commercial
Zoning	CN-G-D Commercial Neighborhood; Grossmont Specific Plan, Urban Design Overlay Zone



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



Vicinity Map



ATTACHMENT A



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

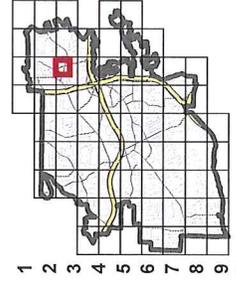
**Site Plan Review
Design Review
DAB/ DRB 16-01**

PROPERTY INFORMATION

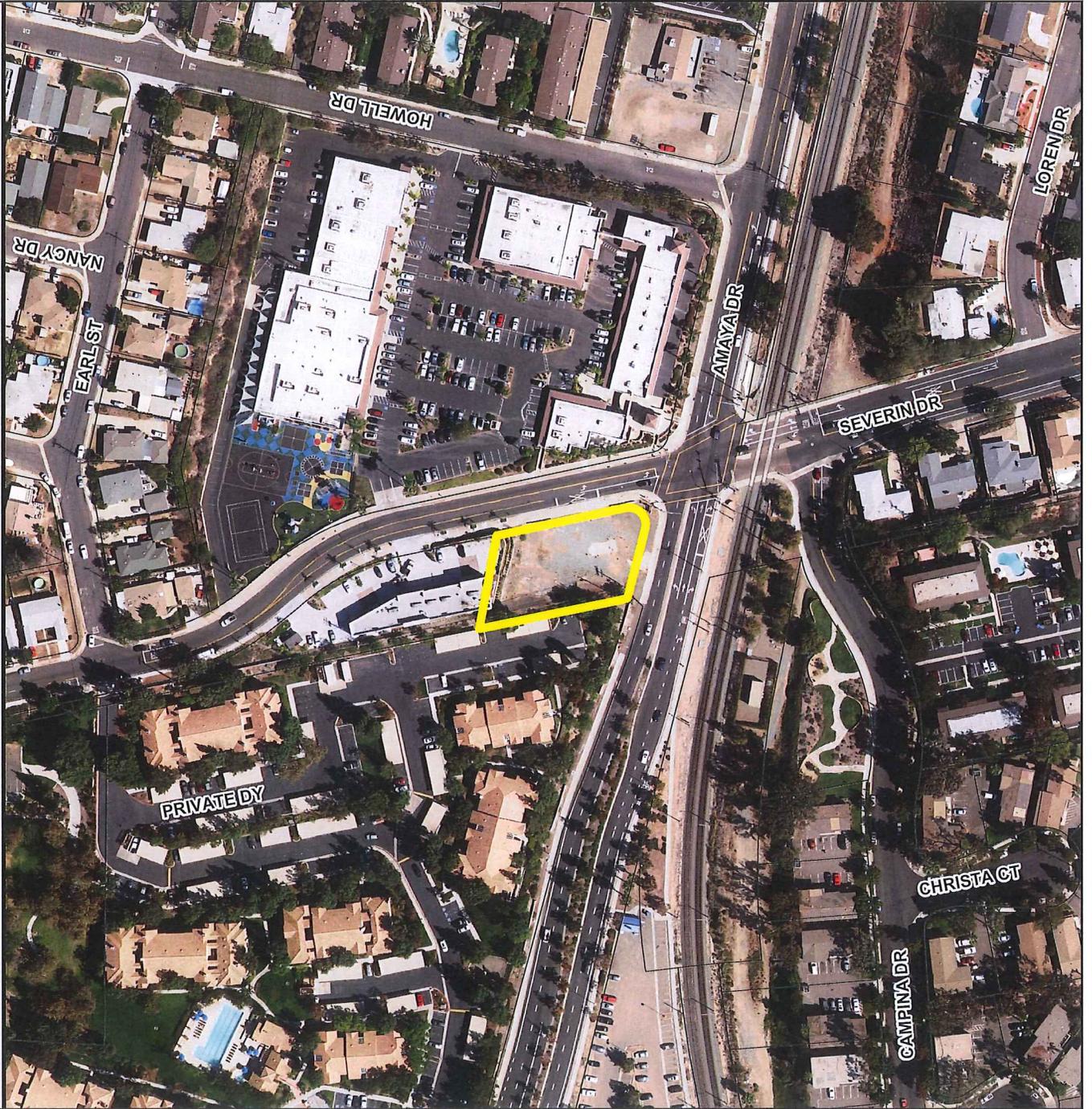
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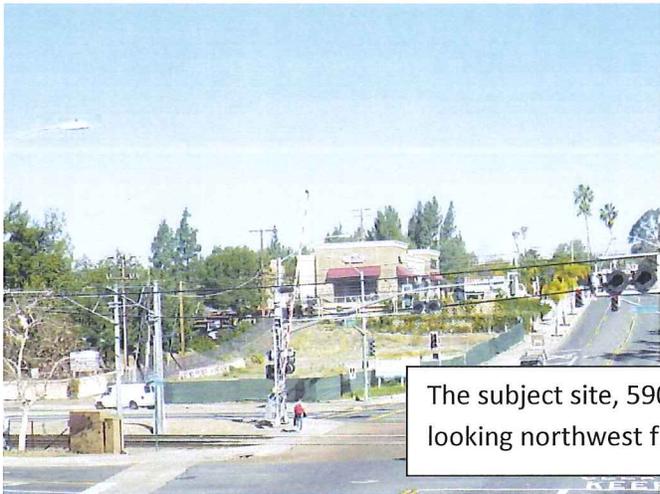
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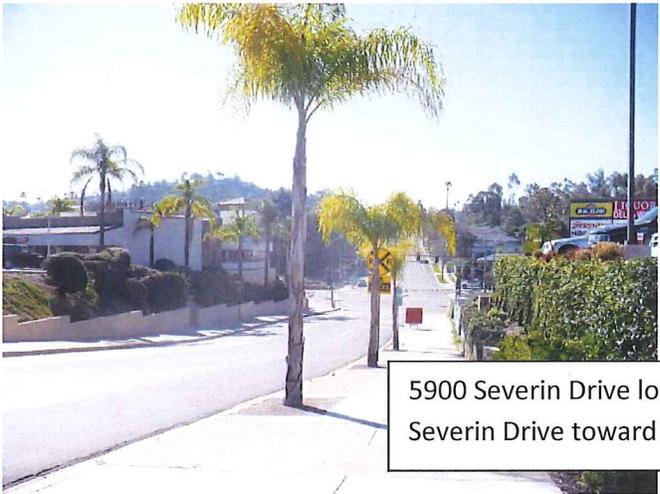
Aerial Map



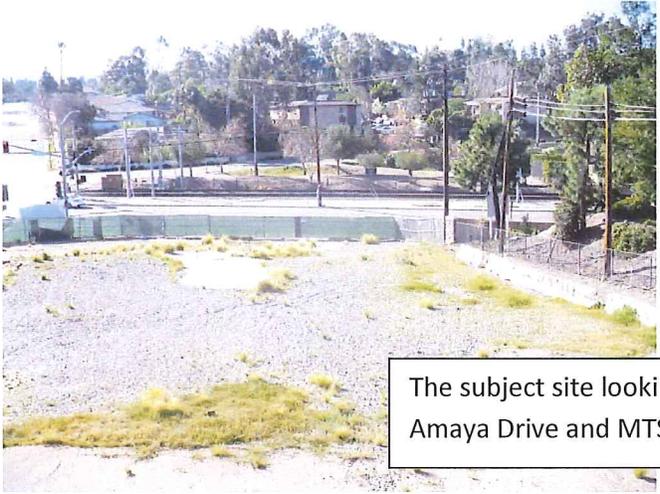
Site Photos at 5900 Severin Drive



The subject site, 5900 Severin Drive looking northwest from Amaya Drive.

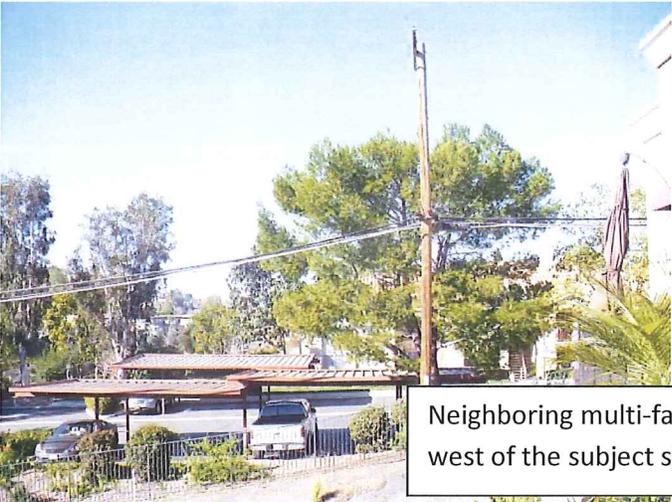


5900 Severin Drive looking south along Severin Drive toward Amaya Drive.



The subject site looking south toward Amaya Drive and MTS trolley tracks.

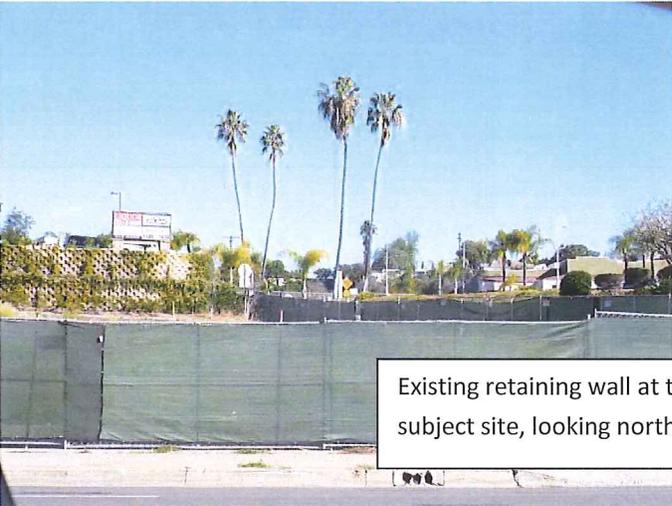
Site Photos at 5900 Severin Drive



Neighboring multi-family residential west of the subject site.

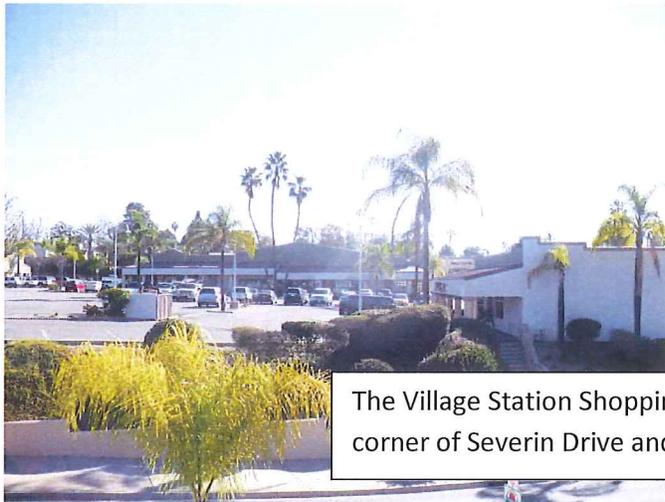


Neighboring commercial strip center to the north of the subject site.

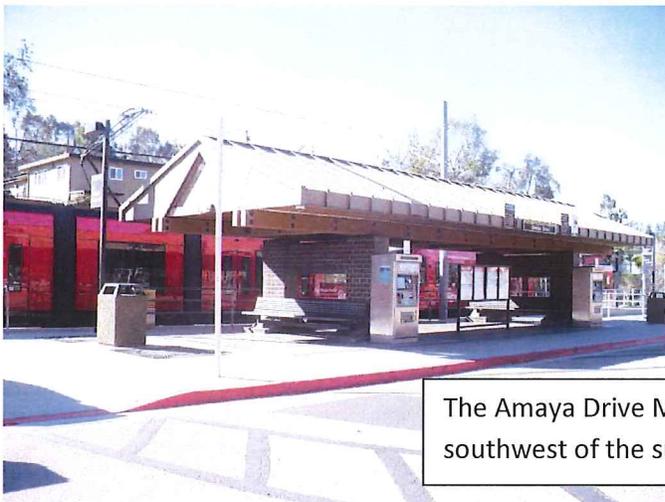


Existing retaining wall at the northerly edge of the subject site, looking north from Amaya Drive.

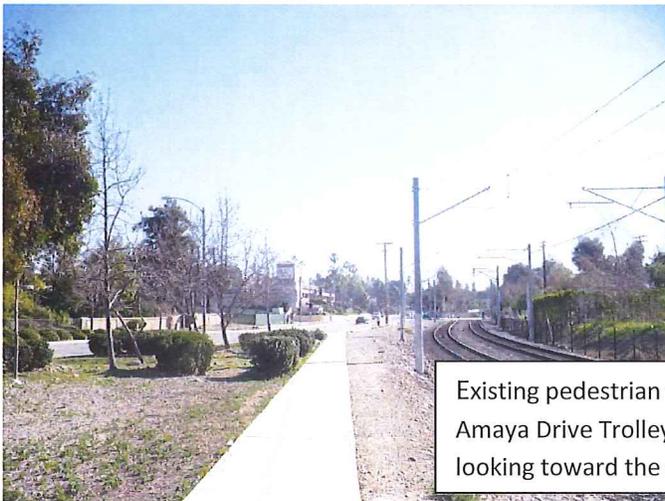
Site Photos at 5900 Severin Drive



The Village Station Shopping Center at the northeast corner of Severin Drive and Amaya Drive.



The Amaya Drive MTS Trolley Station southwest of the subject site.



Existing pedestrian walkway from the Amaya Drive Trolley Station northeast looking toward the subject site.

addressed in the Environmental Impact Report.

Mitigation measures specified in the EIR will be applied to specific projects as required under the Implementation Section of the Specific Plan.

URBAN DESIGN ISSUES

The City has an Urban Design Program which provides a process for evaluating new development. The process includes review and approval by the City's Design Review Board and City Council. Although the Urban Design Program does not establish a specific architectural style or dictate the use of specific materials, it does require projects to exhibit superior design principles in both site and architectural design.

The Urban Design Program requires that projects be reviewed within a system of design hierarchies ranging from a community-wide perspective to individual site and architectural details. This process also coordinates the standard development code requirements of the Development Advisory Board with the issues covered in the Urban Design Program.

Because the Specific Plan area encompasses a key commercial node in the City and properties are encouraged to develop to relatively high densities compared to the rest of the City, there are special urban design principles which should be applied to new projects within the Specific Plan area. These issues are summarized as follows:

SITE DESIGN

1. Projects will be encouraged to utilize interconnecting on-site circulation patterns, both internally and between individual developments, to reduce traffic congestion on public streets.
2. Developments should focus on developing main entries, with

entries for major developments located at signalized intersections. Driveway openings onto public streets should be minimized.

3. Buildings should provide adequate landscape setbacks from the street to provide a transition from the street to multi-story structures.
4. Buildings should be placed close to major intersections to provide visual focal points and open parking lots should be placed away from intersections.
5. Underground and structured parking should be utilized whenever possible to maximize development potential and minimize open parking areas.
6. Parking lots should contain generous amounts of landscaping throughout, including large canopy trees to provide shading.
7. Street trees should be provided along street frontages.
8. Developments should incorporate facilities for transit services, either through bus shelters along street frontages or on-site pick-up areas.
9. Loading and service areas should be carefully placed and screened to avoid any views from adjoining properties or rights-of-way.

BUILDING DESIGN

1. Buildings should receive superior architectural design with equal architectural relief and detailing on all building sides.
2. Above ground parking structures should provide architectural treatment, detailing and shielding of vehicles and lighting.

These design principles should be applied to

new development projects proposed within the Specific Plan area, supplementing the existing design goals and policies in the Urban Design Program.

ZONING

There are several zone re-classifications of properties within the Specific Plan area and amendments to the Zoning Ordinance which will need to be accomplished to achieve the goals and policies of the Plan. The following is a listing of those zone designations which need to be changed to achieve the ultimate zoning as illustrated by Figure 13.

1. The additional areas being incorporated into the Plan area will require the application of the Grossmont Specific Plan Overlay Zone. These include Sites 11, 29, 30, 31, Northmont Park, and various public rights-of-way.
2. Site 1 should be rezoned from the CM to the C zone at the same time as the properties located to the west as part of the redevelopment of this area.
3. Sites 4, 5, and 20 should be reclassified from the RB to the C zone.
4. The zone boundary between the R3 zone on Site 8 and the RB zone on Site 10 should be adjusted to reflect the property boundaries.
5. Site 20 should be reclassified to the C zone.
6. The Grossmont Hospital properties, consisting of Sites 16, 21, and 22, should be reclassified to a general commercial or professional office zone.
7. Site 31 should be reclassified to the C zone to permit commercial development of the site under a lease agreement with CalTrans.

Amendments to the Zoning Ordinance include the following items:

1. The Grossmont Specific Plan Overlay Zone text will require modification to reflect this Plan.
2. Master Plan review procedures should be developed and incorporated into the Zoning Ordinance.



REPORT TO LA MESA DESIGN REVIEW BOARD

DATE: July 11, 2016

SUBJECT: **Design Review DRB-15-12 (S/S La Mesa Blvd LLC)** – Consideration of a new mixed-use building including seven apartments and four commercial spaces. The subject property is addressed as 8055-61 La Mesa Boulevard in the CD-D (Downtown Commercial/ Urban Design Overlay) zone.

PROJECT DESCRIPTION AND BACKGROUND:

This project proposed by S/S La Mesa Blvd LLC consists of the construction of two new three-story, buildings with covered parking. Building 1 consists of four commercial suites on the first floor and four residential units on the second and third floor. Building 2 consists of three residential units on the first and second floor. Also included in the project development is a common outdoor area and private outdoor use areas (balconies and roof decks) for residents. A street vacation is proposed to align the street frontage along La Mesa Boulevard. A lot consolidation to merge the two existing 50' wide lots into one is a condition of project approval.

The 13,068 square foot project site is located on the south side of La Mesa Boulevard, between Normal Avenue and Acacia Avenue (**Attachment A**). Surrounding uses include commercial development to the north and west, a City-owned parking lot to the east, and residential development to the south. Access to the site is through an existing curb cut from La Mesa Boulevard. Along the La Mesa Boulevard street frontage are sidewalks with parking meters, a light standard, an existing fire hydrant and pedestrian railing. Parallel street parking is located on La Mesa Boulevard in front of the subject property. New street improvements on La Mesa Boulevard installed as part of the downtown streetscape improvement project begin at the intersection of Acacia Avenue to the east.

Existing site improvements include a commercial office building and residential structure, rear yard trash enclosure, parking lot area, retaining walls, billboard sited along the west property line, and rear yard area with one mature tree.

Although the 989 square foot existing craftsman-style building at 8055 La Mesa Boulevard on the subject property is not included in the La Mesa Historic Resources Inventory, a Historic Structure Assessment report was prepared by Brian F. Smith and Associates, Inc. The structure was originally built as a single family home, and was evaluated as not being significant because the structure is not associated with specific / significant events,

persons, or architectural style. This portion of the subject property is also traversed by an existing road and utility easement and an underground utility easement along the south property line. The road and utility easement is to be abandoned.

Site Development Plan application DAB 15-12 is required by the La Mesa Municipal Code to ensure compliance with the City's development requirements. Design Review application DRB 15-12 is required to ensure that the objectives of the City's Urban Design Program and Urban Design Review are met. City Council ratification of the Design Review Board action is required.

COMMUNITY IMAGE

The subject property is designated for "Downtown Commercial" use in the La Mesa General Plan. In addition, the subject property is located within the Downtown Village Specific Plan (DVSP).

The Urban Design Program identifies the downtown area as a "Major District". Districts are the medium to large sections of the City that are recognizable as having some common, identifying character. Care should be taken to preserve and enhance this character by means of unity of land use and development.

La Mesa Boulevard is identified as a Minor Path. Paths are the channels along which people move; they are the walkways and streets within and adjoining the site. The nearby La Mesa Springs shopping center to the north is a Major Commercial Node. Nodes are the strategic points, junctures, and concentration areas where people will converge.

The Urban Design Program identifies the downtown area as a special design district and visually sensitive area. Downtown Village Specific Plan design policies and guidelines should therefore be considered and are addressed in the following information. The DVSP includes this site within the "Village Commercial" cluster as shown on Figure 2 of the plan, and the site abuts a residential area to the south. The DRB should consider how the proposed design would contribute to the character of these subareas.

PLAN POLICIES:

La Mesa General Plan:

The La Mesa General Plan land use designation of the subject property is "Downtown Commercial". This land use designation promotes a concentrated blend of pedestrian-oriented shops, personal services, professional and government offices, cultural activities, and residential uses. Mixed use that supports the pedestrian character of the Village is encouraged. Residences above the first floor commercial uses are encouraged. The Downtown Village Specific Plan offers further elaboration on these policies.

The General Plan also promotes parking reductions near transit, as stated in the following policies which relate to housing, mixed use and transportation-related land uses:

Policy LU-3.1.3	Update the Downtown Village Specific Plan to reinforce the Downtown area as the symbolic center of the City and address new land use and infrastructure needs.
Policy LU-3.1.5	Promote more intensive mixed-use and sustainable development in commercial areas consistent with the Urban Design Program (Page LD-37).
Policy LU-3.1.7:	Encourage mixed-use transit-oriented development near public transportation facilities; new construction should be compact in form to take advantage of these transit-rich locations (Page LD-37).
Policy LU-4.2.3	New development shall provide adequate parking. For projects located in the Downtown area or near transit, parking requirements may be reduced. Additionally, differing land uses on the same subject property may utilize shared parking provisions (LD-38).
Policy LU-6.1.4	Provide incentives for Transit-Oriented and Mixed Use development, such as a parking reduction consistent with Regional Standards, for more intense development and higher density residential uses along major transportation corridors or in areas accessible to transit use (page LD-40).

Zone Classification:

In terms of the applicable zoning classification of the site, the Downtown Commercial (CD) zone is intended to promote customer oriented business activities which are appropriate to the central business district. The regulations for this zone are intended to provide opportunity for the development of a unified central business environment.

Downtown Village Specific Plan:

Goals: An overall goal of the Downtown Village Specific Plan is to encourage residential development within the Specific Plan area. The Specific Plan also encourages diverse architecture, pedestrian scale streets and housing, and generous landscaping along streets and in parking lot areas (p. 8-9). The Specific Plan contains certain development regulations that modify those set forth in the Zoning Ordinance.

Land Use: Land uses in the Specific Plan are broadly categorized into five “clusters”. The subject property is located within the “Village Commercial” cluster. The site is also within the former Central Redevelopment Project Area.

The Zoning Ordinance permits residential use in the CD zone provided that the ground floor is devoted to commercial uses. The Downtown Village Specific Plan states that ground floor commercial is required only for projects on Spring Street and La Mesa Boulevard. The project proposes 1,796 square feet of ground floor commercial fronting La Mesa Boulevard to implement the plan. The proposed project is consistent with the Specific Plan in terms of land use.

Downtown Village Design Guidelines: The Specific Plan emphasizes the importance of maintaining the continuity of the street wall in commercial areas, and of avoiding blank walls and other dead spaces. The Specific Plan also emphasizes the importance of pedestrian-level detail and ornamentation, screening of utilities and rooftop mechanical equipment, and use of short, low intensity exterior lighting fixtures rather than tall light fixtures. Street furnishings are encouraged. The Downtown Village design guidelines are shown on **Attachment C**.

Density:

The Specific Plan does not address density in relation to the subject property, and the Zoning Ordinance does not provide a density limitation in the CD zone. The density proposed by the applicant is approximately 22.5 units/acre (7 du on 0.3111 acre).

DESIGN ANALYSIS:

The Design Review Board should review the submitted drawings (**Attachment D**) in consideration of the following:

Site Plan:

The existing site is developed with buildings, surface parking and yards areas with ornamental plants and trees. The site is relatively flat on the northern portion of the property, sloping uphill in the back toward sites on Lemon Avenue to the south.

Vehicular access to the site is proposed from one curb cut along La Mesa Boulevard, along the western property boundary. The existing curb cut on La Mesa Boulevard to the east is closed. Four new street trees are proposed in tree grates along La Mesa Boulevard. Existing fire hydrant, water meters, light pole and retaining wall located within the public right of way are relocated to accommodate the new driveway opening.

A proposed street vacation allows portions of commercial suites 1 – 3 to align with the Suite 4 building wall. An existing billboard sited at the western property boundary is removed, as is an existing utility easement which traverses north/south in the center of the site.

The proposed building as viewed on the site plan appears as two structures, but is connected by a wall along the east property line and a bridge element over the motor court in the west portion of the property. (Exhibit A, **Attachment C**). In accordance with the California Building Code (CBC) regulations, the “two” buildings have been tied together by connecting walls and are thus formally considered a single structure.

Covered parking occupies the central portion of the site to the north and south of a motor court / drive aisle. Access to the commercial suites is from both La Mesa Boulevard and from the motor court. Access to the four residential units above the four commercial suites

is from two secured stairways entering from La Mesa Boulevard.

Three residential units occupy the southeastern portion of the building, including one accessible unit. Access to the accessible unit is by two platform lifts on west side of the building. All three units are accessed by a stairway corridor along the south of the building. A common area is provided in the southwest portion of the site, and adjacent to the common trash enclosure serving the development. An uphill rear slope and retaining walls are located at the southern property boundary area (rear yard).

Residents and tenants have vehicular access from the common drive aisle serving the site. Overall pedestrian access is available from La Mesa Boulevard, the access driveway, and from the motor court.

Architectural Features:

The submittal provides details and a rendering relating to the color and material scheme for the building showing how the building appears on the site as viewed from La Mesa Boulevard. Proposed exterior building materials include stucco (of two colors), with flat and shed roofs, deck spaces with solid guardrail walls and a variety of window designs. Storefront and other windows are proposed to be anodized bronze aluminum windows. A sand brick base is proposed below storefront windows, with horizontal lap siding at the third level. Fabric awnings are proposed over the ground floor commercial spaces and standing seam metal shed roof elements are proposed at the second and third floors. Signage and address locations are shown on the La Mesa Boulevard elevation.

A total of seven residences are proposed with four units above ground floor commercial space. Two floor plans are proposed for the residential units, which vary from 1,272 to 1,348 square feet in size. Each unit has two bedrooms and 2.5 baths. Washer / dryers are located on the third floor of all residential units.

Private recreational open space is proposed for Building 1 and consists of four decks per unit, with two decks on the second floor, one on the third floor and a roof deck. These spaces total 511 square feet for each unit. Building 2 open space consists of two decks per unit, with one on the first floor plan and one on the roof. These spaces total 346 square feet for each unit.

A/C condensers are located behind parapet walls on the roof which serve all residential units and commercial suites. Each unit and suite is intended to have a heating and cooling system. The roof parapet walls are provided to screen proposed condenser units of both residential and commercial uses, however there may be views of the equipment from the residential uses above the site on Lemon Avenue.

Exterior wall lights are proposed to illuminate the parking area, exterior entries and walkways and the common area.

A proposed trash / recycle enclosure is located in the southwest portion of the site consisting of natural color split faced CMU and solid metal gates, with metal decorative trellis above.

Grading Concept:

Existing topography ranges from approximately 548 feet above mean sea level along the street frontage to 566 feet along the southerly property line; the site slopes up in the rear yard area to abutting residential sites fronting Lemon Avenue. Proposed grading consists of 1,810 cubic yards of cut, 20 cubic yards of fill and 1,790 cubic yards of export to create the finish building pad elevation, parking, hardscape, drainage, landscaping, site walls, and other site improvements.

The proposed building site has a finished grade varying from about 548 feet at the northwest driveway area to 549 feet at the southeast parking lot area. The finish floor elevations of the commercial suites vary from 548.80 to 549.10, and the finish floor elevation of the 3-unit portion is 558.80 feet above mean sea level. A bio-detention basin is proposed at the common area in the southwest portion of the property.

Natural color split face CMU site walls are shown along the east and west property lines. Wall heights vary as follows:

West property line site retaining wall: 12.4 feet maximum at the trash enclosure area to 1.4 feet at the La Mesa Boulevard frontage.

East property line wall site retaining wall: 9.2 feet maximum to 2.6 feet at the northeast corner of Building 2 to 2.6 feet at the southeast corner.

Zone Boundary Wall:

A zone boundary wall is required to separate the subject CD zoned site from the adjacent R2 zoned site to the south in accordance with LMMC Section 24.06.030.G.1 which states:

A six-foot high masonry wall shall be required on a site boundary when said boundary is adjacent to a residential zone.

In accordance with Municipal Code Section 24.06.030.G.2, walls and fences to obscure the view of parking and service areas are allowed but must contribute to the overall design of the project and enhance its appearance.

Landscape Concept:

The topographic survey depicts one mature tree in the rear yard area and three mature trees to the east of the east property line. The mature rear yard tree is to be removed and

replaced with new trees and plants. Street trees and landscaping is proposed at the north and south ends of the project site respectively. Four 36' box Australian Willow trees are proposed as street trees in tree grates. Six queen palms in 24" box size and Atlas Fescue ground cover are proposed for the common area sited in the southwest portion of the property. Twenty-four inch (24") box Cape Plumbago shrubs and 15 gallon Canary pine trees are proposed for the rear slope, with one gallon Arcadia Juniper shrubs.

Parking:

The La Mesa Boulevard Trolley Station is located three blocks to the northeast, across Nebo Drive. The Specific Plan indicates that Zoning Ordinance parking standards may be reduced by 25% due to the proximity of transit and to encourage new residences downtown (p. 15). In 2015, the City Council approved a Zoning Ordinance Amendment (ZOA) to implement this specific plan standard. Five parking spaces are required to serve 1,796 square feet of commercial space (at 3/1000) and 11 spaces are required to serve the apartments [(1.5/unit x 7 units = 10.5 or 11 spaces)]. The project complies with the requirements by providing 16 parking spaces.

Building Setbacks and Height:

In accordance with La Mesa Municipal Code Sections 24.18.040B.3 and 24.06.030.C, all buildings shall be set back not less than ten feet from any zone boundary which is the side or rear lot line of an adjacent "R" zoned lot, and ten feet from a street on which an abutting lot classified in a residential zone has frontage. The proposed building setbacks comply with this standard, which applies along the south property line. Parking is allowed to encroach into side and rear setback areas as stated in LMMC Section 24.04.020.F. However, in the commercial zones, the code states:

All yards resulting from required setbacks shall be landscaped and maintained and no structure, equipment of any kind, or storage shall be permitted within such yards.

Site retaining walls and landscaping are proposed within the setback area and are considered as allowable encroachments necessary for site development.

The north portion of the building fronting La Mesa Boulevard is three stories with roof decks, and the south portion of the building is two stories over parking, with roof decks. The building as shown on Sheet A2-1 of the submitted plans illustrates that the proposed building height complies with the 46 foot height limitation of the CD zone. Building height is measured from the average level of the low and high point of each building foundation up to the uppermost building plate. The low point at finish grade is along the La Mesa Boulevard frontage, with the high point at the back of Building 2. Mechanical equipment and roof parapets are excluded from the height calculation (LMMC Section 24.06.030.F).

The Specific Plan recommends that all street-facing facades should be limited to two stories, with third stories setback at least 10 feet from the street facing façade in order to

reduce the apparent building height. The Specific Plan further recommends that the third story of the subject property be used exclusively for residential use (p. 15). The third story of the proposed project fronting La Mesa Boulevard is used exclusively for residential use, and is setback 10 feet from the street.

KEY ISSUES:

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

Attachments: A – Location map/aerial photograph
B – Site photographs
C – Downtown Village Design Guidelines
D – Proposed development plans

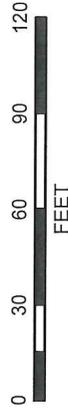


Vicinity Map

Site Plan Review Design Review DAB 15-12 / DRB 15-12

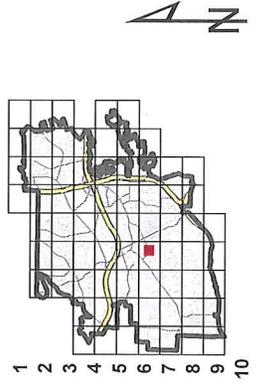
PROPERTY INFORMATION

Applicant	S&S La Mesa Blvd, LLC
Site Address	8055 La Mesa Blvd La Mesa, CA 91942
APN	470-582-11-00 and 470-582-12-00
Lot Size	.15 acres and .15 acres
General Plan	Downtown Commercial
Zoning	CD-D Downtown Commercial; Urban Design Overlay Zone



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

A B C D E F G H I



LA MESA BL

ALLEY

LEMON AV

ATTACHMENT A

Aerial Map



CITY OF
LAMESA
JEWEL of the HILLS

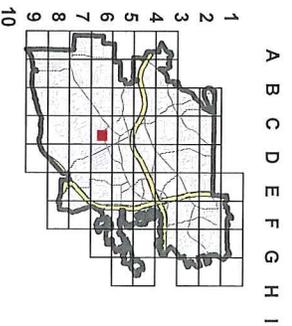
Site Plan Review
Design Review
DAB 15-12 / DRB 15-12

PROPERTY INFORMATION

Applicant	S&S La Mesa Blvd, LLC
Site Address	8055 La Mesa Blvd La Mesa, CA 91942
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General Plan	Downtown Commercial
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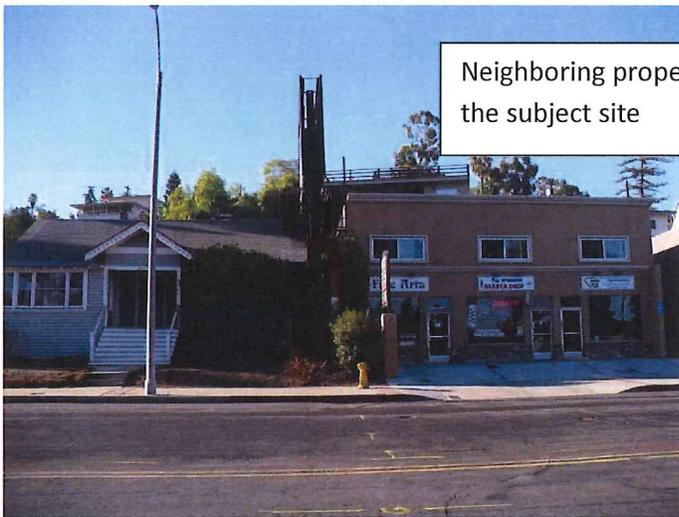


DATA SOURCES:
City boundary, SanGIS, 2011
Roads, SanGIS, 2011

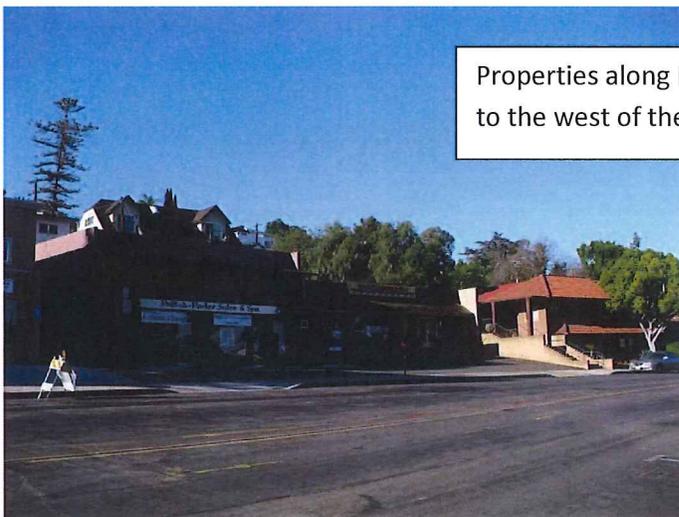




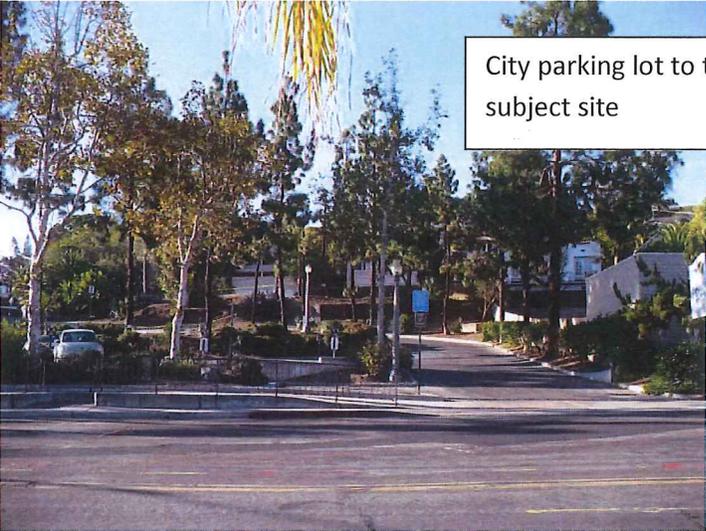
8055-8061 La Mesa Boulevard, street frontage



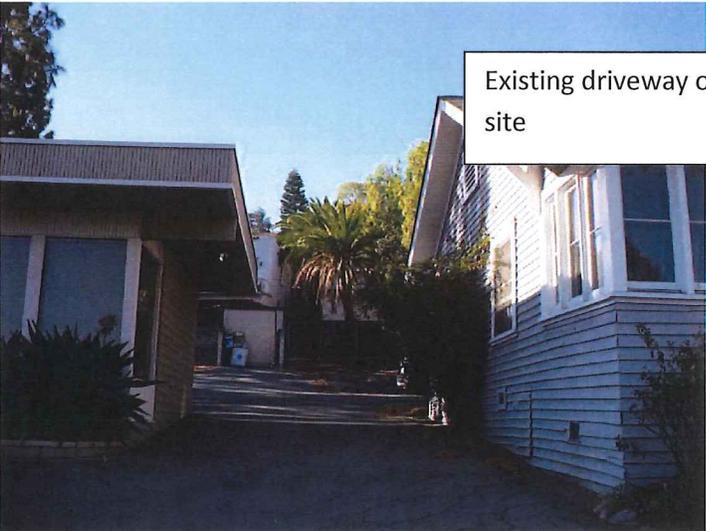
Neighboring property to the west of the subject site



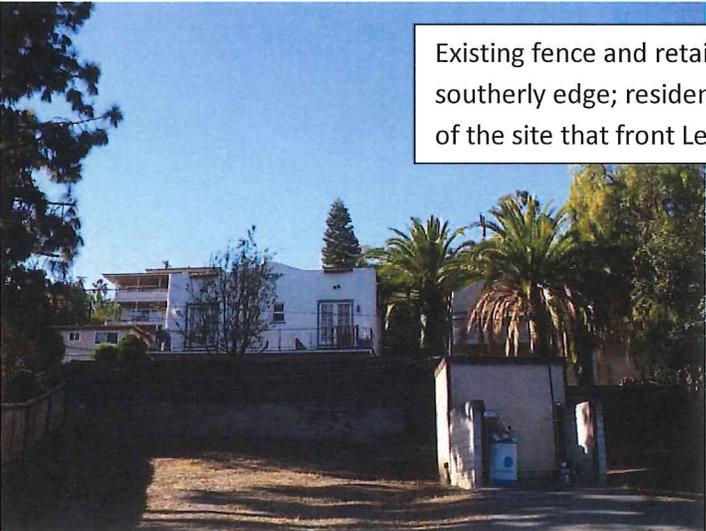
Properties along La Mesa Boulevard to the west of the subject site



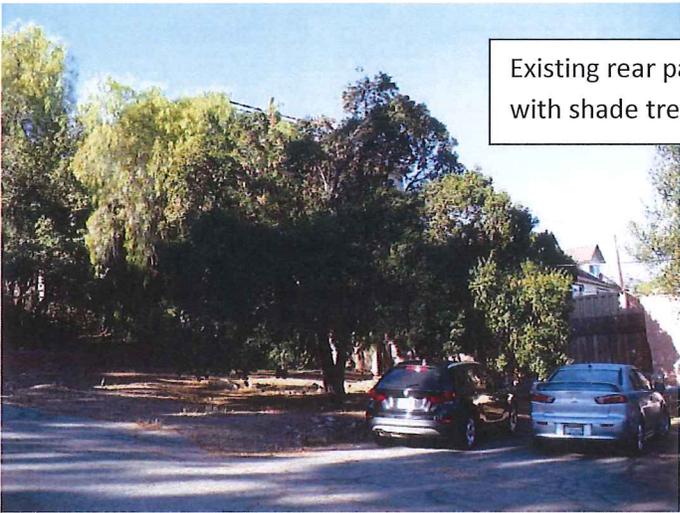
City parking lot to the east of the subject site



Existing driveway onto the subject site



Existing fence and retaining wall along the southerly edge; residential properties south of the site that front Lemon Avenue



Existing rear parking area
with shade tree