AGENDA
LA MESA PLANNING COMMISSION

Wednesday, August 3, 2016 7:00 PM

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

Please note: The Planning Commission Meeting will begin immediately following the Joint Special Meeting of the Environmental Sustainability Commission and La Mesa Planning Commission.

1. Call Meeting to Order

2. Public Comments (non-agenda items)

   Note: In accordance with State Law, an item not scheduled on the Agenda may be brought forward by the general public for discussion; however, the Commission will not be able to take any action at this meeting. If appropriate, the item will be referred to staff or placed on a future agenda.

3. **HEARINGS**

   a. **Special Permit SP 16-07 (Houska)** – Consideration of a Special Permit to allow outdoor dining for a new restaurant at 8401 La Mesa Boulevard in the CD-D (Downtown Commercial / Urban Design Overlay) zone.

   b. **Site Development Plan DAB 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. The proposed project also includes i) a request to waive the requirement for a six-foot zone boundary wall and ii) a request for a parking modification to reduce required parking.

4. **BUSINESS**

   a. Approval of the minutes from the July 6, 2016 Planning Commission meeting.

   b. Election of Officers

   c. Assignment of next invocation

   d. Informational Items

5. **Adjournment**

Materials related to an item on this agenda submitted to the Planning Commission 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 Planning Commission 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.

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.

NOTICE
OF APPEAL PROCEDURES

Actions taken by the Planning Commission may be appealed to the City Council. If you disagree with any action of the Commission and wish to file an appeal, you must do so within ten working days of tonight's meeting. **In order to file an appeal, you must submit an appeal letter stating why you disagree with the Commission'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. Planning Commission actions involving a General Plan amendment, rezoning, or changes to the Zoning Ordinance regulations are advisory actions, which will automatically proceed for a hearing before the City Council. Any questions regarding the appeal process should be directed to either the Office of the City Clerk at 619.667.1120 or the Community Development Department at 619.667.1177.

CITY OF LA MESA
JEWEL of the HILLS

STAFF REPORT

REPORT TO LA MESA PLANNING COMMISSION

DATE: August 3, 2016

SUBJECT: **Special Permit SP 16-07 (Houska)** – Consideration of a Special Permit to allow outdoor dining for a restaurant at 8401 La Mesa Boulevard in the CD-D (Downtown Commercial / Urban Design Overlay) zone.

ISSUING DEPARTMENT: Community Development

SUMMARY

Issues: Does the proposed outdoor seating area meet the findings required for approval of a Special Permit?

Recommendation: Approve Special Permit SP 16-07 subject to the conditions set forth below (**Attachment G**).

La Mesa Zoning Ordinance Code Sections:

Section 24.02.050 establishes the findings for approving Special Permits, and Section 24.06.040.G requires approval of a Special Permit for outdoor seating areas.

Environmental Review:

This request is categorically exempt from environmental review under the California Environmental Quality Act, Class 3 and 31. Class 3 exemptions may be applied to the permitting of a restaurant not involving the use of significant amounts of hazardous substances and not exceeding 2,500 square feet in floor area. Class 31 exemptions may be applied to projects involving rehabilitation of potential historical resources.

BACKGROUND:

A new wood deck for outdoor dining is proposed outside an existing one-story building, formerly the All Things Bright and British store, located at 8401 La Mesa Boulevard on the southeast corner of La Mesa Boulevard and 4th Street (**Attachment A**). Existing pedestrian

building entrances are accessed from La Mesa Boulevard. Street parking is available along La Mesa Boulevard and 4th Street (**Attachment B**). The site has 45 feet of frontage on the west property line along 4th Street and 97 feet of frontage on the north property line along La Mesa Boulevard for a total lot size of 3,920 square feet. A tenant improvement building permit has been issued to improve the 880 square foot building for a new restaurant and coffee shop. The permit includes replacement doors and windows, which are meant to reflect the previous use as a gas station.

The subject building is made of concrete block wall and brick, with stucco façade finish, windows, doors, and a flat roof. Exterior security lighting is mounted outside the building entrance. Above the existing front entrance is a hipped style roof canopy. Patrons of the business previously in this location have historically utilized the existing informal parking spaces on-site, on-street parking and City parking lots.

The site was originally developed with a service station, with the original building foot print depicted on Sanborn maps dating to 1929. In the 1920s, the site was constructed with the service station, a duplex on 4th Street, an accessory five-car garage behind the duplex, and a third dwelling on La Mesa Boulevard. As cited in the City of La Mesa Historic Resources Inventory, George Sheldon began development of his property at the corner of 4th Street and La Mesa Boulevard in 1920. Sheldon was a prominent La Mesan who served as mayor from 1926 to 1930. The existing residential structure at 4725-4729 4th Street, known as the Sheldon Duplex, is a mission style, one-story stucco duplex with a flat roof, parapets, and canales featuring a central recessed porch with red tile shed roof (See **Attachments C through F**). The project does not include the residential structures.

According to County Assessor building records, the subject building was built in 1919. City records contain additional tenant improvement permits. Improvements and alterations to the building include: 1) original service station with canopy and marquee sign (1919), 2) three underground gas storage tanks (1951), 3) removal of service station hoist, island, and canopy (1964), 4) interior building alterations (1969), 5) heating, air conditioning, ventilation, and refrigeration permit (1972), 6) roof type awning (1974), 7) and electrical permit (1978). The previous property owners were: Mattax, Southwestern Investment Company, Parks and Grables, Teachout, Sheldon, Hurlburt, Alspaugh, Cowdery, and La Mesa Lighthouse, LLC. The current property owners are Houska, Martinez, Sheets, and McLaughlin.

According to the State Water Resources Control Board Geotracker, gasoline was released from existing underground storage tanks in 2003. The leak was contained and the case closed as documented by a letter from the Department of Environmental Health confirming the completion of a site investigation and corrective action for the underground storage tanks. In 2015, during the Downtown Streetscape Improvement Project, the City of La Mesa Department of Public Works encountered the three abandoned underground storage tanks and fuel-impacted soil beneath the sidewalks adjacent to the subject property. The Department of Environmental Health notified the property owners and recommended corrective actions. The property owner, its environmental consultant, City staff, and County Environmental Health Department staff are proactively working together to resolve this

issue. Additional monitoring wells will be bored on and near the site with two in the street and one on site. There is no grading proposed as part of the subject project.

Photographs of existing site conditions are shown on **Attachment B**. The subject property is designated by the La Mesa General Plan for "Downtown Commercial" land use. This land use designation promotes a concentrated blend of pedestrian-oriented shops, personal services, professional and government offices, cultural activities and residential uses. The site is within the Downtown Village Specific Plan area, and is zoned Downtown Commercial/Urban Design Overlay (CD-D) zone. In the Downtown there are businesses that have either approved sidewalk cafes (in the public right-of-way) or Special Permits authorizing outdoor seating on private property.

The applicant has also applied for a Type 41 alcoholic beverage license, "On-Sale Beer and Wine for Bona Fide Public Eating Place", which authorizes the sale of beer and wine for consumption on or off the premises where sold. The owner(s) must operate and maintain the licensed premises as a bona fide eating place.

DISCUSSION:

As shown on the site plan (**Attachment I**), the outdoor patio area is proposed to be 800 square feet, accessible from the street frontage and building entrance. The proposed wood deck patio area is enclosed within a metal guard rail and wood planters. The corners of the patio area would be partially shaded and screened by proposed ornamental trees.

The proposed restaurant will incorporate themes and design elements reminiscent of the original Sheldon's Service Station. The proposed outdoor seating area is considered reversible and would not reduce the historic value the subject building site may have. The existing building has been altered over the years including removal of the original service station island, canopy, and marquee associated with Sheldon's Service Station. The interior remodel would respect original elements which are now gone. The business name is Sheldon's Service Station which pays homage to the original business, and a former property owner of the subject site and a former Mayor of the City of La Mesa (1926-1930).

The outdoor seating area accommodates 55 seats and provides a range of table and bar seating for two to ten patrons. Proposed outdoor lighting is screened and shielded in the proposed wood planter areas. Two outdoor fire pits are proposed and accommodate seating for five patrons at each fire pit tabletop. Amplified music and performance entertainment is not proposed in the patio area and a condition has been included. The subject business is proposed to be open daily at 7:00am and close at 8:00pm from Monday through Thursday, 10:00pm from Friday through Saturday, and 5:00pm on Sundays. Anticipated peak business hours may be between 8:00am through 9:00am and 3:00pm, the lunch hour between 11:30am and 1:00pm, and through 5:00pm daily.

Noise

The subject site is located in the Downtown area across the street from other existing

established businesses. There are existing residences at the edge of the Downtown Village area to the north, east and south. The proposed outdoor seating area is located at the corner of La Mesa Boulevard and 4th Street in the Downtown Commercial area with public parking available along the street. The proposed outdoor seating area is located along La Mesa Boulevard, a local collector street. The nearest residence is adjacent on the subject property at 4725 4th Street and is separated by building walls. The subject use is required to comply with the City of La Mesa Noise Ordinance, which reduces the potential for incidental noise from the business activities on adjacent properties. The subject business, including the outdoor seating area, would be subject to the City of La Mesa Noise Ordinance.

Parking

The outdoor seating area is not anticipated to create an impact on surrounding streets or uses. Opportunities to circulate and park within the Downtown area remain available and are not affected by this project. The businesses on this site have historically been supported by on-street parking and public parking lots to accommodate customers and employees. As a result of the new outdoor seating area, the existing curb cut fronting 4th Street will be closed since it leads into the new seating area. One new on-street parking space will be added as a result of the closure of the curb cut. There will be 55 seats in the outdoor patio area screened by proposed wood planters and metal fence railing with ornamental trees and shrubs. The subject site has existing striped parking spaces which do not comply with City Parking Standards and hence would not be counted toward required parking. La Mesa Municipal Code Section 24.04.020.D, does not apply since the outdoor seating area does not constitute an increase in building floor area; the outdoor seating area is not considered leasable space.

In order to grant a Special Permit, sufficient facts must be provided in support of two required findings, described below:

1. Will the location and characteristics of the proposed buildings and/or structures and the allowed use of them impact unfavorably upon adjacent properties?

   The proposed outdoor seating area is located at the corner of La Mesa Boulevard and 4th Street in the Downtown Commercial area with public parking available along the street. There are existing residences to the south and east. Therefore, unfavorable impacts upon adjacent properties are not anticipated. The nearest residence is adjacent on the subject property at 4725 4th Street and is separated by building walls. The subject use is required to comply with the City of La Mesa Noise Ordinance, which will minimize the potential for incidental noise from the business activities on adjacent properties.

   The proposed outdoor seating area is not anticipated to create an impact on surrounding streets or uses. Opportunities to circulate and park within the Downtown area remain available and are not affected by this project. The businesses on this site have historically been supported by on-street parking and public parking lots to accommodate customers and employees. There will be 55

seats in the outdoor patio area screened by a proposed wood planter and metal fence railing with ornamental trees and shrubs. The subject site has existing striped parking spaces which do not comply with City Parking Standards and are not counted toward required parking.

2. The project is consistent with the design objectives established as policy of the City Council.

Approval of this project would be consistent with the following General Plan policies. An Urban Design Policy of the General Plan is to retain the village atmosphere and pedestrian scale of buildings in the Downtown Village (UD-1.1.3). Another Urban Design Policy of the General Plan is to promote reinvestment in private property and encourage private property maintenance (UD-1.2.1).

The Downtown Village Specific Plan (DVSP) encourages diverse architecture, honor and respect for the history of the Downtown area, public parking, and pedestrian scale buildings and streets (p. 8 and 9). The DVSP promotes policies that emphasize design to create a high-quality pedestrian environment and active building frontages with inviting indoor and outdoor spaces visible from the street and sidewalk (DG-15). The project would provide an outdoor dining patio and promote pedestrian activity. The existing building, constructed in 1919 was a former service station named Sheldon's Service Station. The restaurant which would pay homage to the original use by also being named Sheldon's Service Station is located in the area that was originally occupied by the gas station canopy and pumps. An existing curb cut would be closed, which would add a new on-street parking space. The project is consistent with the City's Design Objectives because improvements are intended to complement the tenant space by enhancing the front portion of the building and providing an active outdoor space at the street corner.

RECOMMENDATION:

Based upon the ability to make the required findings, staff recommends that the Planning Commission approve Special Permit SP 16-07, authorizing outdoor seating as shown on the submitted plans, subject to the following conditions (**Attachment G**):

Special Permit Conditions

1. The applicant shall maintain the outdoor dining / seating area in good condition and repair.

2. There shall be no cooking or food preparation in the outdoor seating area without Fire Department approval. Any outdoor heating appliances proposed for the outdoor seating and dining area must be reviewed and approved by the City of La Mesa Fire Department.

3. Uniform and adequate lighting shall be down-lit and shaded, and shall not directly shine onto adjacent properties.

4. Post "No Loitering" signs on the exterior face of the outdoor seating area fence.

5. No outdoor and/or amplified music shall be allowed in the outdoor patio area at any time. Speakers shall not be used for announcements.

6. The Special Permit shall apply only to the outdoor dining area as shown on the submitted plans dated July 12, 2016. The outdoor dining area is approved as an accessory use to a restaurant, and requires building permits and inspection for the construction of the proposed structures.

7. No performance entertainment is allowed in the outdoor dining / seating area.

8. If the outdoor dining area should create a nuisance to surrounding properties, staff may schedule a public hearing before the Planning Commission to evaluate the operation of the outdoor dining area. If the Planning Commission finds that the use is creating a nuisance, the Commission may then impose additional restrictions on the outdoor dining area.

Submitted by:

Howard Lee
Associate Planner

Attachments: A – Vicinity map and aerial photograph
B – Site photographs
C – Sanborn maps / Historic Resources Inventory (4725-29 4th Street)
D -- County Assessor Building Records / City microfilm permit records
E – Sheldon's Service Station photos
F – Chain of Title excerpt
G – Draft Planning Commission Resolution PC 2016-xx
H – Policy for Outdoor Seating Areas for Restaurants, Bars, and Cocktail Lounges
I – Project Plans

Vicinity Map

CITY OF LA MESA
JEWEL of the HILLS

Special Permit
SP 16-07

PROPERTY INFORMATION

Applicant	Gregory L. Houska & Brian Sheets
Site Address	8401 La Mesa Blvd La Mesa, CA 91942
APN	494-281-21-00
Lot Size	3,916 sq. ft
General Plan	Downtown Commercial
Zoning	CD-D Downtown Commercial; Urban Design Overlay Zone

0 40 80 120 160
FEET

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

ATTACHMENT A

Aerial Map

CITY OF LA MESA
JEWEL of the HILLS

Special Permit SP 16-07

PROPERTY INFORMATION

Applicant	Gregory L. Houska & Brian Sheets
Site Address	8401 La Mesa Blvd La Mesa, CA 91942
APN	494-281-21-00
Lot Size	3,916 sq. ft
General Plan	Downtown Commercial
Zoning	CD-D Downtown Commercial; Urban Design Overlay Zone

0 40 80 120 160
FEET

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

L:\GIS\PROJ\Current\EXHIBITS\2016\SP16-07.mxd 01 June 2016

8401 La Mesa Boulevard

8401 La Mesa Boulevard, street frontage

4th Street frontage

South building elevation

ATTACHMENT B

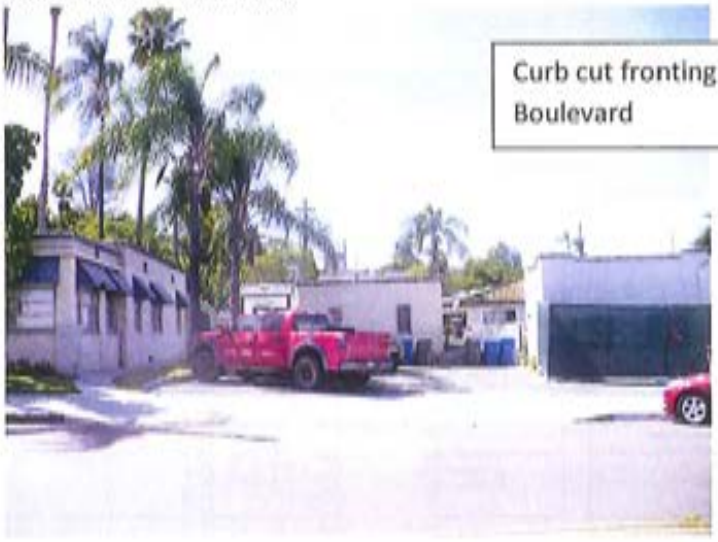
8401 La Mesa Boulevard

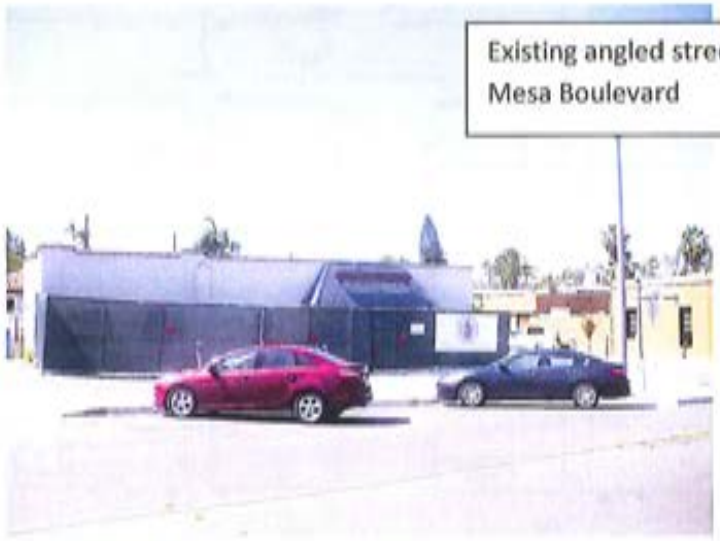
On site trash and recycling bins

Existing angled street parking on La Mesa Boulevard

Existing on site parking

8401 La Mesa Boulevard

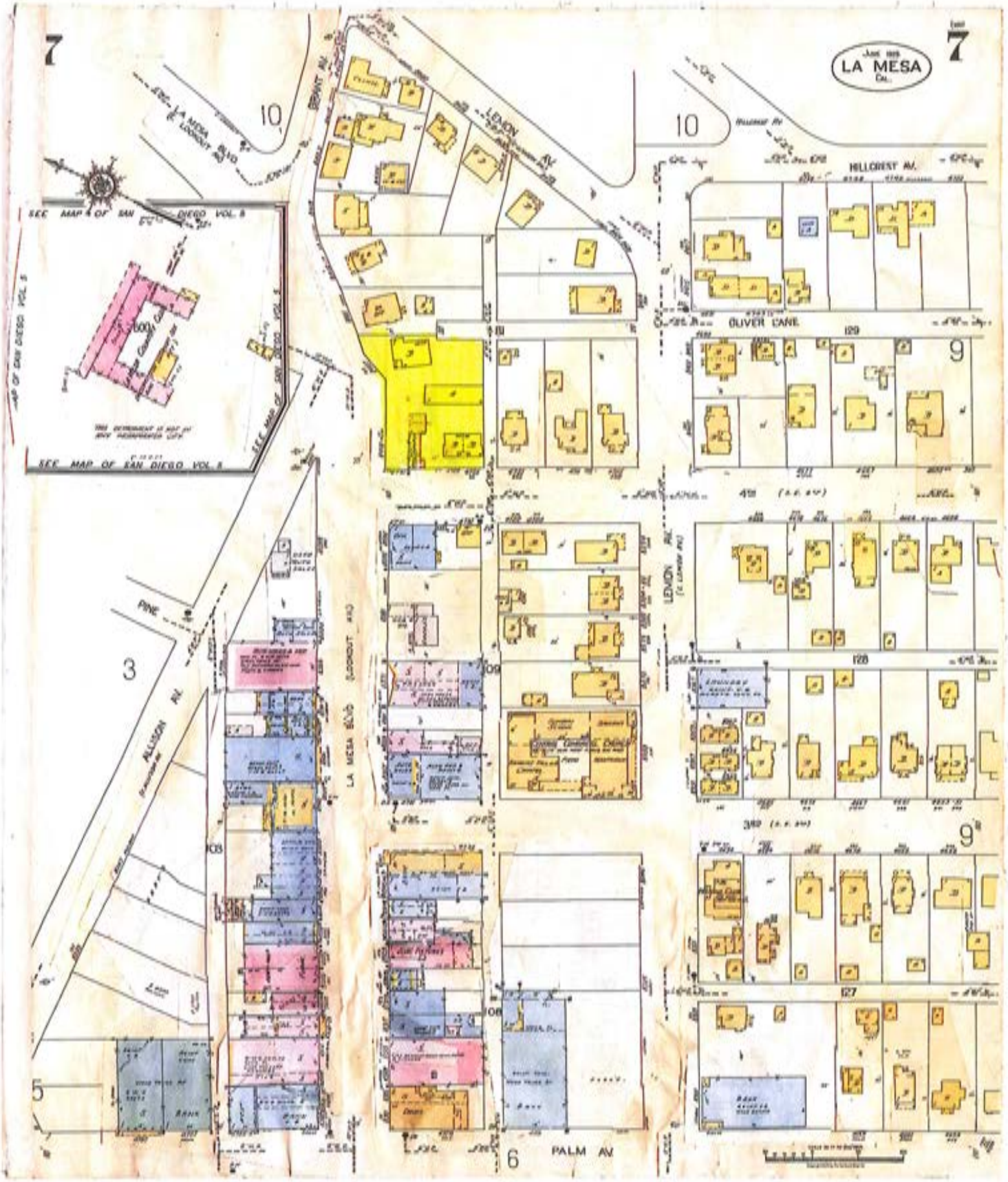




E:\H Lee\Application Review\8401 La Mesa Blvd Sheldons\8401 LMB SP Photos.docx

ATTACHMENT C


7
LA MESA
CAL.
7
10
E. LOOKOUT AV.
GRANT AV.
E. LEMON AV.
10
S. E. 5TH
129
9
S. E. 4TH
E. LOOKOUT AV.
PINE
3
E. ALLISON AV.
LEMON AV.
128
S. E. 3RD
9
127
5
6
S. PALM AV.


7
LA MESA
Cal.
7
10
10
LA MESA BLVD LOOKOUT
LEMON AV
HILLCREST AV.
SEE MAP OF SAN DIEGO VOL 5
SEE MAP OF SAN DIEGO VOL 5
SEE MAP OF SAN DIEGO VOL 5
SEE MAP OF SAN DIEGO VOL 5
OLIVER LANE
129
9
128
9
127
PINE
3
ALLISON AV
LA MESA BLVD (LOOKOUT AV)
LEMON AV
5
6
PALM AV

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

HISTORIC RESOURCES INVENTORY

Ser. No. _____
HABS _____ HAER _____ NR _____ SHA _____ Loc _____
UTM: A 498540 B 3625150
C _____ D _____

IDENTIFICATION:

1. COMMON NAME: Sheldon Duplex
2. HISTORIC NAME: Sheldon Duplex
3. ADDRESS: 4725-29 4th Street CITY: La Mesa
   ZIP: 92041 COUNTY: San Diego 4. PARCEL #: 494-281-22
5. PRESENT OWNER: John Hurlburt and Bernice Alspaugh
   ADDRESS: 811 Lauree St. CITY: El Cajon
   ZIP: 92020 OWNERSHIP IS: PUBLIC: PRIVATE: xx
6. PRESENT USE: Residence
   ORIGINAL USE: Residence

DESCRIPTION:

7A: ARCHITECTURAL STYLE: Mission

7B. BRIEFLY DESCRIBE THE PRESENT PHYSICAL DESCRIPTION OF STRUCTURE AND DESCRIBE ANY MAJOR ALTERATIONS FROM ITS ORIGINAL CONDITION.

Legal Description: Parks Addn., sub of block 5, lots 1 and 2, block 5A.

This symmetrical, one story, stucco duplex with a flat roof, parapets, and canales features a central, recessed entrance porch with a red tile shed roof and dark-stained, exposed rafter ends. Steps to the porch are flanked by a low red brick wall at the edge of the porch. On each side of the entry porch, a set of three windows faces the street: a wide fixed window with a row of four small panes across the top flanked on each side by a casement window. Awnings supported by decorative metal poles shade the street-facing windows. Other windows on the side of the duplex are narrow and double hung.

8. CONST. DATE:
   EST: FACT: 1923
9. ARCHITECT:
   Unknown
10. BUILDER:
    Marker & Russell
11. APPROX. PROP. SIZE(FT):
    FRONT. 70 DEPTH. 100
    OR APPROX. ACREAGE:
12. DATE(S) OF PHOTO(S):
    1982

13. CONDITION: EXCELL..x.. GOOD..... FAIR..... DETERIORATED.....
NO LONGER IN EXISTENCE.....
14. ALTERATIONS: None known.
15. SURROUNDINGS: (CHECK MORE THAN ONE IF NECESSARY)
OPEN LAND..... SCATTERED BLDGS..... DENSELY BUILT-UP.....
RESID..x.. INDUST..... COM'L..... OTHER.....
16. THREAT TO SITE: NONE KNOWN..x.. PVT DEVEL..... ZONING.....
VANDALISM..... PUBLIC WORK PROJECT..... OTHER.....
17. IS STRUCTURE: ON ITS ORIG SITE?..x.. MOVED?..... UNKNOWN?.....
18. RELATED FEATURES: Garages, other Sheldon buildings at 8401-8407 La Mesa Boulevard.

SIGNIFICANCE

19. BRIEFLY STATE HISTORICAL AND/OR ARCHITECTURAL IMPORTANCE (INCLUDING DATES, EVENTS, AND PERSON ASSOCIATED WITH THE SITE).

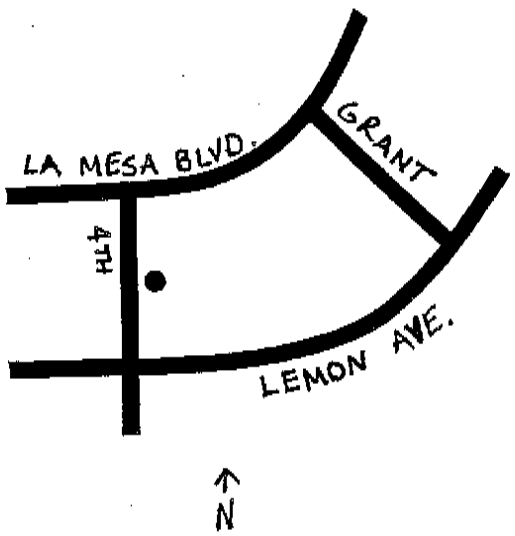
The Mission style architecture was popular in La Mesa in the 1920's. This building is a fine example of the use of the style in a modest duplex. George Sheldon began development of his property at the corner of 4th St. and La Mesa Blvd. in 1920 when he had a service station constructed on the corner. In 1923, he built his home at 8407 La Mesa Blvd. Then on July 20, 1923 ground was broken for the construction of this $8,000 duplex. Russell and Marker, La Mesa contractors, constructed this building with two apartments each with four rooms. Later the same year, a 5 car garage was constructed behind the duplex. George Sheldon was a prominent La Mesan who served as mayor from 1926 to 1930.

20. MAIN THEME OF THE HISTORIC RESOURCE: (IF MORE THAN ONE IS CHECKED, NUMBER IN ORDER OF IMPORTANCE).
ARCHITECT..x..ARTS & LEISURE.....
ECONOMIC/INDUSTRIAL.....
EXPLORATION/SETTLEMENT.....
GOVT.....MILITARY.....RELIG.....
SOCIAL/EDUCATION.....

21. SOURCES (LIST BOOKS, DOCUMENTS PERSONAL INTERVIEWS, AND THEIR DATES).
City and County Directories
La Mesa Scout
County Assessors and Recorders Offices
Sanborn Fire Maps.

22. DATE FORM PREPARED: May 1982
BY(NAME): Dr. Ray Brandes
ORGANIZATION: SANDAG
ADDRESS: 1200 Third Avenue, Suite 524
CITY: San Diego ZIP: 92101
PHONE: (619) 236-5300

LOCATIONAL SKETCH MAP (DRAW AND LABEL SITE AND SURROUNDING STREETS, ROADS, AND PROMINENT LANDMARKS):



COUNTY ASSESSOR
SAN DIEGO CO. CALIFORNIA

SERVICE STATION RECORD

ADDRESS 2401 La Mesa Blvd

PARCEL ______ SHEET 1 ___ 2 of 2

6PC 5788
7C 3640

DESCRIPTION OF BUILDING

CLASS-SHAPE	STRUCTURAL	EXTERIOR	INTERIOR
S	Frame	Steel & Glass	Unfinished
		X Stucco	Wall Board
USE TYPE	Welded Pipe		T. & G.
X Service Station	Brick	Siding	
	Concrete	Iron	X Plaster
	X [illegible]	ROOF	Floor Finish
	FLOOR	X Flat / Shed	O.P.
	X Concrete	Gable	Hardwood
		Sheet Steel	PLUMBING
X Standard	Joist	Corrugated Iron	Poor / X Good
Above Standard	Single	X [illegible]	Fixtures
Special	Double	Composition	X [illegible]

RATING (E.G.F.P)

	Date	Cond.	Arch. Attr.	Funct. Plan	Con. [illegible]	Workmanship
	[illegible]		[illegible]			[illegible]
	10/4/66					

CONSTRUCTION RECORD

No.	For	Amount	Date
	[illegible]		[illegible]
	[illegible]	[illegible]	[illegible]

EFFEC. YEAR	APPR. YEAR	Age	Remaining Life	Table	%
	[illegible]	37	1	[illegible]	[illegible]
[illegible]	1964	39	1	ΦR10	MIN 20
1919	1967	48	5	ΦR40	35

COMPUTATION

Item	Quantity	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost
Appraiser & Date		[illegible] 1/1/61		[illegible]		[illegible] 10-4-66	
Main Building	540	6.50	[illegible]	6.50	3510	6.50	3510
Canopy	120	2.50	300	—	—		
Gas Shop	340	3.50	[illegible]	3.50	1190	3.50	1190
Rest Room							
Plumbing Fixtures	5		600		600		600
Drinking Fountain							
Paving - Asphalt	1500	.16	[illegible]		240		240
Paving - Conc	800	.40	[illegible]		320		320
Fence							
[illegible]	1	[illegible]	130	—	—		
Air Comp. H.P.							
[illegible] Posts							
[illegible] Stands				—	—	—	
Light Towers	1		120	—	—		
Neon Lighting							
Pipe Work							
Pumps							
Island [illegible]			200	—	—	—	
Tanks: 5000 Gal	1		1050	—	—		
5000	1		740	—	—		
1000	1		490	—	—		
TOTAL			7590		5860		5860
NORMAL % GOOD			[illegible]		20		35
R.C.L.N.D.			1918		1172		2051

SAVE 10% [illegible]

ATTACHMENT D

494-281-21

1 2

La Mesa Electronics 8401 La Mesa Blvd

SP

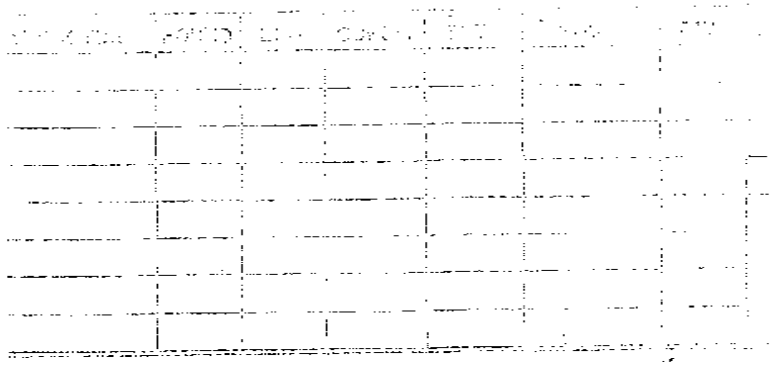
S.S. X

SUS. FURN. (NEW)

		1919	1919	1973	USE 40	F (A)
35443 Awning	600.00	10/25/76				

J. Tipton 6/05/72 Schmid 12/9/76

Store	540	7.50	4050	16.00	8640
Garage	340	5.00	1700	6.00	2040
AC			150		300
Asphalt Paving ±3000		.20	600		1200
			6500		12180
			40	(USE)	50
			2600		6090



STORE 12x42 = 504
4x9 = 36
540 ϕ

SEE SHEET #2

① INT. & EXT. REMODEL (INT. PANELING & RE-STUCCO PLUS MARQUEE ADD) SINCE LAST APPRAISAL 12/3/76 DP

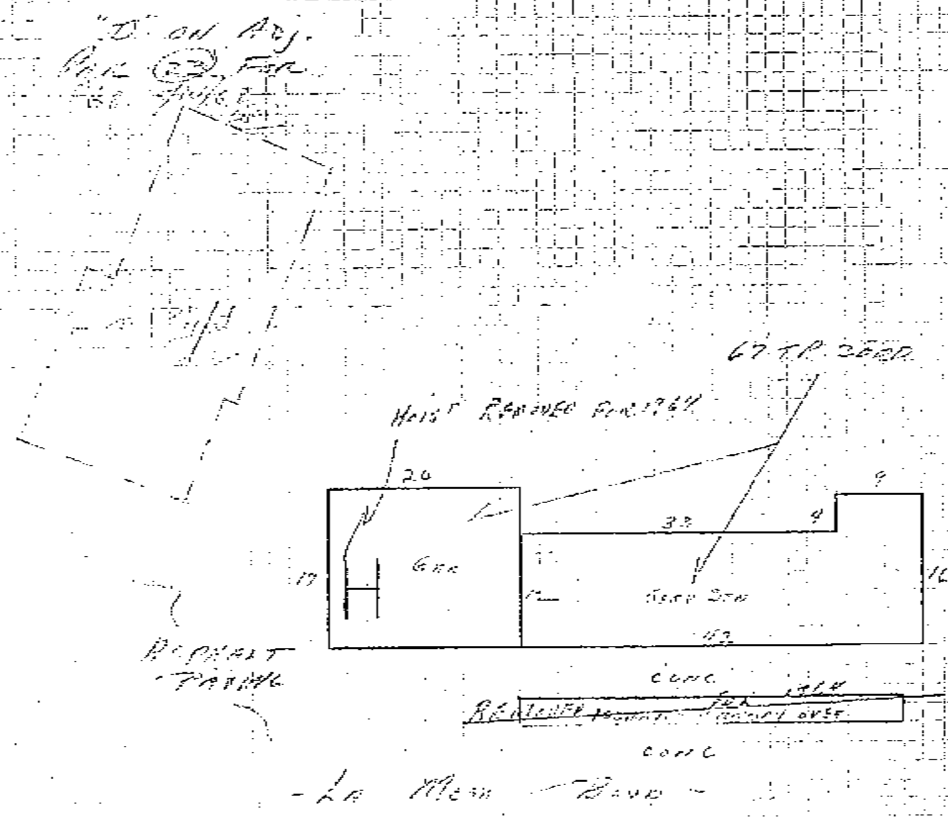
MISCELLANEOUS

Structure	Found	Cons.	Ext.	Roof			
Gar	conc	2x4 Fr	Stc	Flat Built-up	Con	Une	[illegible]

COMPUTATIONS

20x17 = 340
42x12 = 504
9x4 = 36
880#

Remarks: [illegible]
WED-7273 - [illegible]
[illegible]
[illegible]



18730
PERMIT NUMBER

This Application Shall Be Filled Out by the Applicant.
Draw Lines Through All Items Below that Do Not Apply to Your Application.
Mark "X" in All Squares that Do Apply.

DATE 7-18- 1958

APPLICATION FOR A BUILDING OR STRUCTURE PERMIT

Is hereby made to the Building Inspector of the City of La Mesa in accordance with the description and for the purpose hereinafter set forth.

Vol.______ Page______

HOUSE NO.	STREET	LOT NO.	BLOCK NO.	SUBDIVISION
5407	L.M. Blvd	7	5	Parks Add.

	NAME	ADDRESS
PROPERTY OWNER	Standard Oil	
CONTRACTOR		
ARCHITECT		

DESCRIPTION OF WORK

Install 3 gas storage tanks
1-1000 gal - 1-3000 gal - 1-5000 gal

Notify Fire Chief on completion

EXT. WALL COVERING	
SIDING	
STUCCO	
BOARD AND BATT	

ROOF COVERING	
WOOD SHINGLES	
COMPO. SHINGLES	
TILE	
COMPOSITION	
IRON	

TYPE OF STRUCTURE

FIREPROOF		HEAVY TIMBER	
SEMI-FIREPROOF		METAL FRAME	
WOOD STUD FRAME		BOARD FRAME	

FRAME BUILDING SPECIFICATIONS

FOUNDATION	EXTERIOR	PIERS
MATERIAL		
THICKNESS		
HT. ABOVE GRADE		
DEPTH IN GROUND		

SUPERSTRUCTURE	SIZE	O. C.	SPAN
GIRDERS	4X4		
GIRDERS	4X6		
FLOOR JOIST	2X6	16"	
FLOOR JOIST	2X8	16"	
FLOOR JOIST		16"	
CEILING JOIST	2X4	16"	
CEILING JOIST		16"	
ROOF RAFTERS	2X4	24"	
ROOF RAFTERS			
STUDS	2X4	16"	8-FT. CEILING MIN.
STUDS	2X6	16"	8-FT. CEILING MIN.
STUDS		16"	8-FT. CEILING MIN.

	USE	LOT FRONTAGE	LOT DEPTH	YARDS FRONT	YARDS SIDE	YARDS BACK	HEIGHT	STORIES	ROOMS	FAMILIES	AREA SQ. FT.	COST PER SQ. FT.	TOTAL COST	FEE
MAIN BUILDING													$2000.00	6.00
DETACHED BUILDING														
ACCESSORY BUILDING														
ADDITION														
OTHER STRUCTURES														

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the ordinances and laws governing building's construction will be complied with, whether herein specified or not.

SIGN HERE Refer to Fire Marshal / [signature]
OWNER OR AUTHORIZED AGENT

NATURE OF JOB		FIRE DISTRICT	ZONE		USE APPROVED:	SET-BACK	CERTIFICATE OF OCCUPANCY ISSUED
NEW	✓	☒ YES ☐ NO	R 1	R 2 A	☒ FULL COMPLIANCE	Is Special Set-back Applicable ☐ YES ☐ NO	9-21- 1958
ADDITION		If in Fire Zone Give Date of Council Approval	R 1 A	R 4	☐ VARIANCE by Council OK	If Yes, Ordinance No.______	
REPAIR			R 2	C ✓		Distance back______feet.	
MOVING		______19__		M	______19__	______19__	
SIGN							

SHOW PLOT PLAN ON OTHER SIDE

PERMITS ISSUED

KIND	PERMIT NO.	DATE	CONTRACTOR	FEE	DATE OF FINAL INSPECTION	
BUILDING						
PLUMBING						
ELECTRIC WIRING						
ELECTRIC FIXTURES						
SEWER CONNECTION						
SEPTIC TANK						
SIGN						
CHIMNEY						

CITY OF LA MESA BUILDING INSPECTION

Building Permit Application
Applicant Fill Inside Heavy Lines

OWNER'S NAME G. Hurlbut
MAIL ADDRESS 3911 Zel Ave
CITY La Mesa TEL. NO
ARCHITECT or ENGINEER Same
STREET ADDRESS
STATE LICENSE NO TEL. NO
BUILDING CONTRACTOR Same
STREET ADDRESS
CITY TEL. NO.
STATE LICENSE NO.

JOB DESCRIPTION

Legal Description: (Attach Metes & Bounds & Recording Data if Necessary)
LOT 1 BLOCK 5 TRACT Park Addn.
LOT AREA BLDG. AREA
BUILDING ADDRESS
NEW ADD [ ] ALTER REPAIR [ ] DEMOLISH MOVE [ ]
RESIDENTIAL NON-RESIDENTIAL | NUMBER OF STORIES | NUMBER OF DWELLING UNITS
VACANT SITE YES [ ] NO [ ] PRIVATE DISPOSAL [ ] PUBLIC SEWER [ ]

STATEMENT OF PROPOSED USE
Interior Alterations
No Structural Changes

I hereby acknowledge that I have read this application; that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER or AGENT [signature]
ADDRESS 8346 La Mesa Blvd
DATE 6-23-69

EVIDENCE OF AGENCY NOTED
PLOT PLAN CHECKED & APPROVED
HEALTH DEPT. APPROVAL

Plan File Number
Building Permit Number 26549
JOB ADDRESS 8401 La Mesa Blvd

PLANNING
HEIGHT: MAIN BLDG USE ZONE; ACCESS BLDG Use
OFF STREET PARKING: REQ'D NUMBER GARAGE; LOCATION & DESIGN SETBACK
MAIN BLDG. YARDS: FRONT SIDE; REAR ENC'HMTS
ACCESSORY BLDG. LOCATION: TO MAIN BLDG; TO LOT LINES
CONDITIONS: RIGHT OF WAY
HOLD FINAL [ ] YES INSPECTION [ ] NO
PLANNING CHECK BY DATE
Encroachment Permit Req'd Yes [ ] No [ ] PERMIT NUMBER STREET IMPROVED YES [ ] NO [ ]

ENGINEERING
DISTANCE FROM P.L. TO CURB FACE
EXISTING SEWER LATERAL LOCATION
SEWER FEE 4" [ ] 6" [ ] STREET [ ] ALLEY [ ]
HOLD FINAL [ ] YES INSPECTION [ ] NO
LATERAL CONNECTION
TOTAL
ENGNG DEPT CHECK BY DATE

INSPECTION
FIRE ZONE 1 2 3
Type of Construction I II III IV V
SPECIAL INSPECTOR REQ'D YES [ ] NO [ ]
OCCUPANCY GROUP A B C D E F G H I J
PLAN CHECKED BY
PLAN CHECK RECEIPT NO
BUILDING VALUATION 300.00
BUILDING PERMIT FEE
PLAN-CHECK FEE
BAL. BUILDING PERMIT FEE DUE
SEWER FEE
AMOUNT DUE $4.50

ATTENTION:
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT
CITY OF LA MESA
RECEIPT NO. 18979

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY, AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

By: R Ryan
Date: 6-23-69

ORIGINAL - BUILDING DEP'T. BLDG. - 40

CITY OF LA MESA

APPLICATION FOR HEATING, AIR CONDITIONING, VENTILATION AND REFRIGERATION PERMIT

BUILDING DEPARTMENT PHONE 463-6611 EXT. 51

OWNER

JOB ADDRESS: 8401 La Mesa Blvd

NAME (OR NAME OF BUSINESS): La Mesa Electronics

MAILING ADDRESS (NUMBER) (STREET): Same

(CITY) ZIP: | TELEPHONE NUMBER:

CONTRACTOR

NAME: Olstrom & Plumb Inc

ADDRESS (NUMBER) (STREET): 8346 La Mesa Blvd

(CITY): La Mesa ZIP: | TELEPHONE NUMBER: 462-1270

CLASSIFICATION: C36 | LICENSE NO.: | CITY BUSINESS LICENSE:

BUILDING

☐ NEW ☐ EXISTING

PRESENT OCCUPANCY:

PROPOSED OCCUPANCY:

OTHERS IN BUILDING:

DESIGNER

ARCHITECT OR ENGINEER: | LICENSE NO.:

ADDRESS ZIP: | PHONE:

PROPOSED WORK

DESCRIPTION

☐ NEW ☐ ALTER ☐ REPLACE ☐ REPAIR ☐ ADD

☐ AIR-CONDITIONING ☐ HEATING
☐ GREASE HOOD ☐ VENTILATION
☐ EXHAUST ☐ REFRIGERATION

TYPE OF REFRIGERATION SYSTEM

☐ DIRECT ☐ OTHER REFRIG/CLASS _____ LBS. _____

CONDENSER

☐ AIR COOLED ☐ WATER COOLED

WATER DISPOSAL

☐ NEW RECEPTOR ☐ EXISTING RECEPTOR ☐ NONE REQUIRED

REMARKS:

VALUATION OF JOB:

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating constructions; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation insurance.

SIGNATURE (OWNER OR AGENT): M Olstrom Jr | DATE: 1-17-72

ADDRESS: 8346 La Mesa

APPLICANT FILL INSIDE HEAVY LINES

PERMIT NO. 30532

PERMIT FEES

NO.	ITEM — INSTALLATION AND/OR RELOCATION	EACH	AMT.
—	For the issuance of this permit.	—	$ 3.00
	For the installation or relocation of each forced-air or gravity type furnace or burner, including ducts and vents attached to such appliance, up to and including 100,000 B.t.u.'s.	$ 4.00	
	Over 100,000 B.t.u.'s.	$ 5.00	
	For the installation or relocation of each floor furnace, including vent.	$ 4.00	
	For the installation or relocation of each suspended heater, recessed wall heater or floor mounted unit heater.	$ 4.00	400
	For the installation, relocation or replacement of each appliance vent installed and not included in an application.	$ 2.00	
	For the repair of, alteration of, or addition to each heating appliance, refrigeration unit, comfort cooling unit, absorption unit, or evaporative cooling system, including installation of controls regulated by this Code.	$ 4.00	
	For the installation or relocation of each boiler or compressor to and including three horsepower, or each absorption system to and including 100,000 B.t.u.'s.	$ 4.00	
	3 to 5 H.P. or 100,000 to 500,000 B.t.u.	$ 7.50	
	15 to 30 H.P. or 500,000 to 1,000,000 B.t.u.	$10.00	
	30 to 50 H.P. or 1,000,000 to 1,750,000 B.t.u.	$15.00	
	Over 50 H.P. or over 1,750,000 B.t.u.	$25.00	
	For each air handling unit to and including 10,000 cubic feet per minute, including ducts attached thereto.	$ 3.00	
	For each air handling unit over 10,000 cubic feet per minute.	$ 5.00	
	For each evaporative cooler other than portable type.	$ 3.00	
	For each ventilation fan connected to a single duct.	$ 2.00	
	For each ventilation system which is not a portion of any heating or air conditioning system authorized by a permit.	$ 3.00	
	For the installation of each hood which is served by mechanical exhaust, including the ducts for each hood.	$ 3.00	
	For the installation or relocation of each domestic type incinerator.	$ 5.00	
	For the installation or relocation of each commercial or industrial type incinerator.	$20.00	
	For each appliance or piece of equipment regulated by this Code but not classed in other appliance categories, or for which no other fee is listed in this code.	$ 3.00	
	TOTAL FEE		7.00

THIS PERMIT BECOMES NULL AND VOID IF WORK OR CONSTRUCTION AUTHORIZED IS NOT COMMENCED WITHIN 60 DAYS, OR IF CONSTRUCTION OR WORK IS SUSPENDED OR ABANDONED FOR A PERIOD OF 120 DAYS AT any TIME AFTER WORK IS COMMENCED.

APPROVAL: K N. Wheatcraft mw

DATE: 1/17/72

JOB ADDRESS 8401 La Mesa Blvd.

PERMIT NO.

INSPECTION RECORD

	TYPE INSPECTION	DATE	INSP'R.
ROUGH WORK	HEATING_____ AIR COND._____ DUAL _____		
	FORCED AIR FURNACES–DUCTS/PLENUMS		
	GRAVITY FURNACES: WALL_____ FLOOR_____		
	RADIANT HEATERS		
	UNIT HEATERS	1-7-72	
	DUCT FURNACES		
	CHILLER/HYDRONIC SYSTEMS–PIPING		
	CHIMNEYS/VENTS		
	FIRE DAMPERS/SMOKE DETECTORS		
	CONDENSATE PIPING		
ROUGH WORK	VENTILATION SYSTEMS		
	SUPPLY		
	EXHAUST		
	EVAPORATOR COOLER		
	GREASE HOODS		
ROUGH WORK	REFRIGERATION SYSTEMS		
	PIPING		
	CONDENSATE DRAINS		
	COMMERCIAL COOKING EQUIPMENT		
	Describe:		
	OTHER EQUIPMENT		
	Describe:		
	FINAL APPROVAL: [illegible]	1-17-72	

DATE	–CORRECTIONS REQUIRED–	CORRECTED DATE	CORRECTED INITIALS

DEPARTMENT OF BUILDING INSPECTION CITY OF LA MESA

PERMIT APPLICATION
PRINT ONLY — APPLICANT TO COMPLETE

SITE ADD. [illegible] LA MESA BLVD.

OWNERS NAME SHELDON HURLBURT
DOROTHY SAUNDERS
MAILING ADD. PHONE 466-8727

CONTRACTOR SELF
MAILING ADD. PHONE

LICENSE No. CLASS

LEGAL DESCRIPTION
LOT 1 BLK#C PARKS ADDN

LOT SPLIT No.

DESCRIPTION OF PROPOSED USE
[illegible] TYPE AWNING

[illegible] SHALL COMPLY WITH THE LAWS OF [illegible] THE STATE OF CALIFORNIA [illegible] ELECTRICAL OR MECH[illegible] HEREIN PROVIDED MAY BE [illegible] AT ANY TIME BY A BUILDING INSPEC[illegible]

[illegible signature] 10-[illegible]
DATE

BUILDING
TYPE OF CONSTRUCTION

No.	FEE	P.C. FEE	AREA	VALUATION
	6.00			600.00

DRIVEWAY
$6.00 TOTAL

ELECTRICAL — No. FEE CONTRACTOR PHONE REMARKS TOTAL

PLUMBING — No. FEE CONTRACTOR PHONE REMARKS TOTAL

MECHANICAL — No. FEE CONTRACTOR PHONE REMARKS TOTAL

GENERAL REMARKS

STRONG MOTION FEE
LATERAL
CONNECTION
SPECIAL CONNECTION
SPECIAL FEE
6.00 TOTAL

FIRE DEPARTMENT APPROVAL
DATE

PLANNING
ZONE USE HOLD FINAL ☐ NO
FRONT FT. INSPECTION ☐ YES
REAR FT. OFF ST. PK. No. REQ.
SIDE FT. DESIGN & LOCATION
COMMON FT. HEIGHT
GARAGE FT. TOPO VARIANCE ☐ YES ☐ NO
ACC. BLDG. LOCATION FT. MAIN BLDG. FT.
CONDITIONS & REFERENCE:
Not required Oct. 21, [illegible]
CHECKED DATE

ENGINEERING
☐ NO ☐ YES IMPROVEMENT PLANS ☐ STORM ☐ SANITARY ☐ STREET
☐ NO ☐ YES STREET WIDENING
☐ NO ☐ YES ENCROACHMENT PERMIT
☐ NO ☐ YES EXISTING LATERAL
☐ NO ☐ YES HOLD FINAL INSPECTION
DISTANCE FT. FACE OF CURB TO PROPERTY LINE
EXISTING SEWER LOCATION
CHECKED DATE REMARKS

APPLICATION APPROVAL RECEIPT No. [illegible]
E. McNeuch DATE 10-[illegible]
INSPECTOR

ORIGINAL — BUILDING DEPT.
THIS PERMIT AUTHORIZES ONLY THE WORK [illegible]

ADDRESS: OWNER

FIELD INSPECTION RECORD

BUILDING	INSPECTOR	DATE
SETBACKS		
FOUNDATION		
MASONRY		
STEEL		
FRAME		
INSULATION		
ROOF		
FINAL BUILDING		
CLEARED TO POWER COMPANY		

PLUMBING	INSPECTOR	DATE
UNDERGRD. PLBG.		
HOUSE SEWER		
SEWER CONNECTION		
UNDERGRD. WATER		
WATER SERVICE		
WATER PRESSURE		
MIN. ____ MAX. ____		
PRESSURE REGULATOR		
HOUSE ☐ METER ☐		
ROUGH PLBG.		
GAS (HOUSE)		
GAS (YARD)		
TUB & SHOWER		
FINAL PLUMBING		
GAS (EXISTING ☐)		

ELECTRICAL	INSPECTOR	DATE
CONST. SERVICE		
CONST. CLEARANCE		
TESTING CLEARANCE		
UNDERGRD. ELEC.		
POOL BONDING		
POOL ROUGH ELEC.		
POOL FINAL		
ROUGH ELEC.		
GROUND PROVIDED		
FIRE DETECTION		
[illegible]		
G.F.I. INSTALLED		
FINAL ELECTRICAL		
ELEC. (EXISTING ☐)		

MECHANICAL	INSPECTOR	DATE
HEATING ____ AIR COND. ____ DUAL ____		
FORCED AIR FURNACES DUCTS/PLENUMS		
GRAVITY FURNACES: WALL ____ FLOOR ____		
RADIANT HEATERS		
UNIT HEATERS		
DUCT FURNACES		
OIL LINES/HYDRONIC SYSTEMS PIPING		
FLUES/VENTS		
FIRE DAMPERS/SMOKE DETECTORS		
CONDENSATE PIPING		
VENTILATION SYSTEMS		
SUPPLY		
EXHAUST		
EVAPORATOR COOLER		
GREASE HOODS		

MECHANICAL CONTINUED	INSPECTOR	DATE
ROUGH WORK: REFRIGERATION SYSTEMS		
PIPING		
CONDENSATE DRAINS		
COMMERCIAL COOKING EQUIPMENT		
Describe:		
Describe:		

FIELD INSPECTION'S RECORD

DEPARTMENT OF BUILDING INSPECTION CITY OF LA MESA

PERMIT APPLICATION
PRINT ONLY APPLICANT TO COMPLETE

JOB ADDRESS: 8401 La Mesa Blvd
OWNERS NAME: [illegible]
ADDRESS: 8346 La Mesa Blvd
PHONE: 463 1376

WORK TO BE DONE [illegible]

LAND AREA ______ SQ. FT.
AREA: NEW BLDG. ______ SQ. FT. NEW GARAGE ______ SQ. FT.
NO. UNITS ______ NO. STORIES ______

LEGAL DESCRIPTION
LOT ______ TRACT ______

ASSESSORS PARCEL NO. ______

CONTRACTOR Self
ADDRESS ______
PHONE ______
STATE LICENSE NO. ______ CLASS ______
CITY BUSINESS LICENSE # 115

WORKMAN'S COMPENSATION INSURANCE
ON FILE Yes AFFIDAVIT [illegible]

ARCHITECT/DESIGNER ______
ADDRESS ______
PHONE ______

ALL WORK DONE SHALL COMPLY WITH THE LAWS OF THE CITY OF LA MESA & THE STATE OF CALIFORNIA AND MAY BE INSPECTED AT ANY TIME.

[signature] 12/27/78
PERMITTEE'S SIGNATURE DATE

APPLICANT NOTE CITY'S GENERAL REMARKS

JOB ADDRESS 8401 La Mesa Blvd
PLAN FILE No. ______ PERMIT No. 42080 DATE 12/27/78
CENSUS TRACT No. ______ OCCUPANCY ______ CLASS CODE ______
GRADING PERMIT NO. ______

TYPE OF CONSTRUCTION ______ FIRE ZONE ______ CK. BY ______

	FEES	P.C.FEE	AREA	VALUATION	REMARKS
BUILDING					
			TOTAL FEE		
ELECTRICAL		[illegible]			
	7.—	TOTAL FEE			
MECHANICAL		TOTAL FEE			
PLUMBING		TOTAL FEE			
SOLAR		TOTAL FEE			

MICROFILM SHEETS X $

STRONG MOTION FEE
LATERAL
CONNECTION
SPECIAL CONNECTION - CITY
SPECIAL FEE - (REFUND)
7.— TOTAL FEES

☐ REQUIRED FIRE DEPARTMENT APPROVAL
DATE ______

PLANNING

ZONE ______ USE ______ HOLD FINAL ☐ NO
FRONT ______ FT. INSPECTION ☐ YES
REAR ______ FT. OFF ST. PK. NO. REQ'D. ______
SIDE ______ FT. BLDG. SEPARATIONS CHK. ______
GARAGE ______ FT. TO PL TOPO VAR. ______
CONDITIONS & REFERENCE: N/A

CHECKED ______ DATE ______

ENGINEERING

☐ NO ☐ YES IMPROVEMENTS/ ☐ SWCG. ☐ STREET ☐ SEWER ☐ STORM
☐ NO ☐ YES STREET WIDENING/GRADING ☐ NO ☐ YES
☐ NO ☐ YES ENCROACHMENT PERMIT REQ'D.
☐ NO ☐ YES EXISTING LATERAL
☐ NO ☐ YES HOLD FINAL INSPECTION N/A
DISTANCE ______ FT. FACE CURB TO PL
EXISTING SEWER LOCATION ______
CHECKED ______ DATE ______ ENGIN. CHK.

APPLICATION APPROVAL RECEIPT No. 10592
BY [signature] DATE 12/27/78

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

ORIGINAL-BUILDING DEPT.

JOB ADDRESS 8401 La Mesa Blvd
OWNER [illegible]
PERMIT No. 42080

OWNER:

ADDRESS

FIELD INSPECTION RECORD

PLUMBING	INSPECTOR	DATE
TEMP. POLE		
FOUNDATION		

PLUMBING	INSPECTOR	DATE
UNDERGRD. PLBG.		
HOUSE SEWER		
SEWER CONNECTION		
UNDERGRD. WATER		
WATER SERVICE		
WATER RISER		

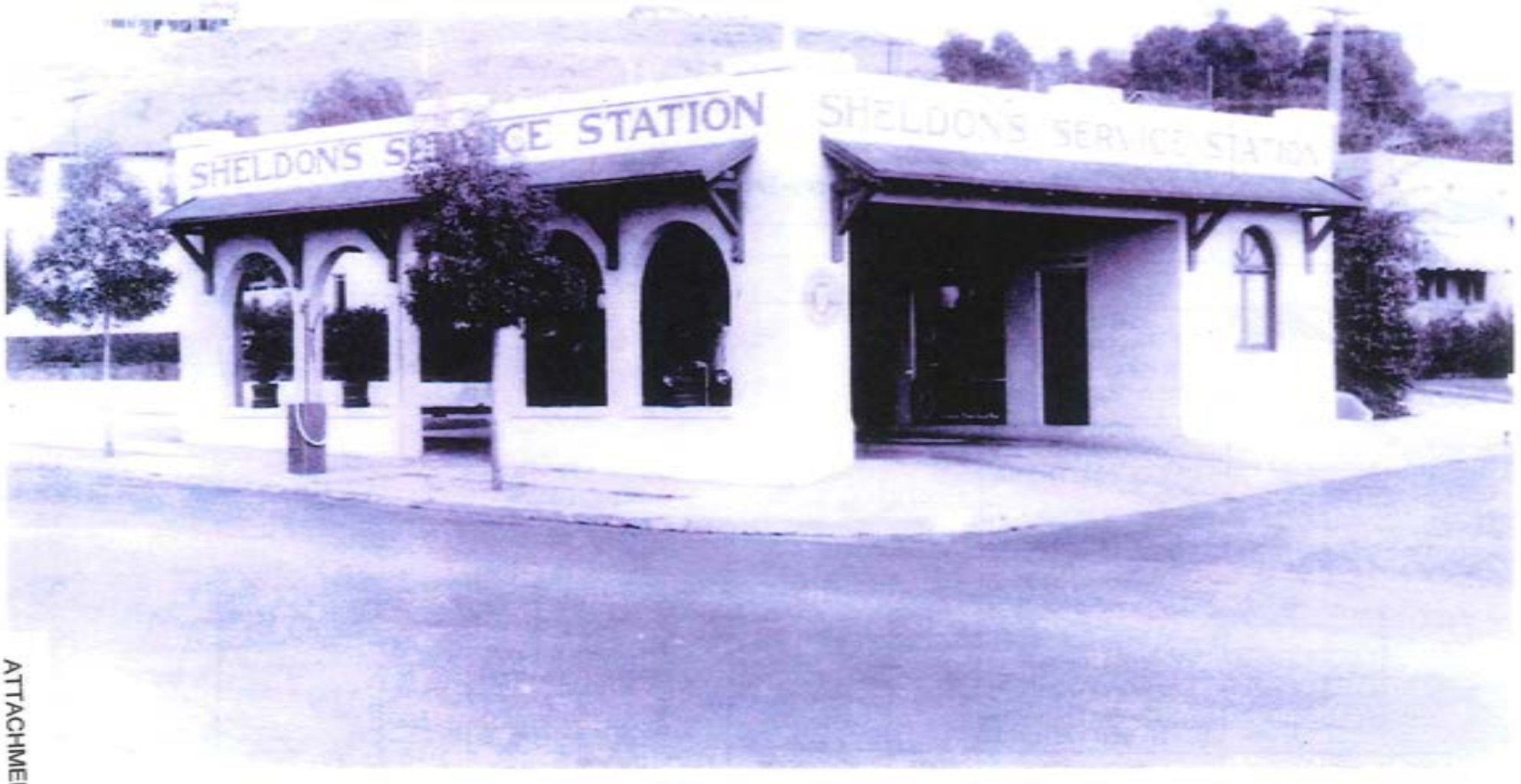
ELECTRICAL	INSPECTOR	DATE
CONST. SERVICE		
CONST. CLEARANCE		
TESTING CLEARANCE		
UNDERGRD. ELEC.		
POOL BOND NO.		
POOL ROUGH ELEC.		
POOL FINAL		
ROUGH ELEC.		
GROUND PROVIDED		
FIRE DETECTOR		
CEIL. HEAT		
G.F.I. INSTALLED		
FINAL ELECTRICAL	[signature]	2-13-74
ELEC. EXISTING ☐		

GAS CHARGE	INSPECTOR	DATE
[illegible]		

INSPECTOR'S REMARKS

Release to LDG&E [signature] 2-13-74

2/14 Released meter relocation

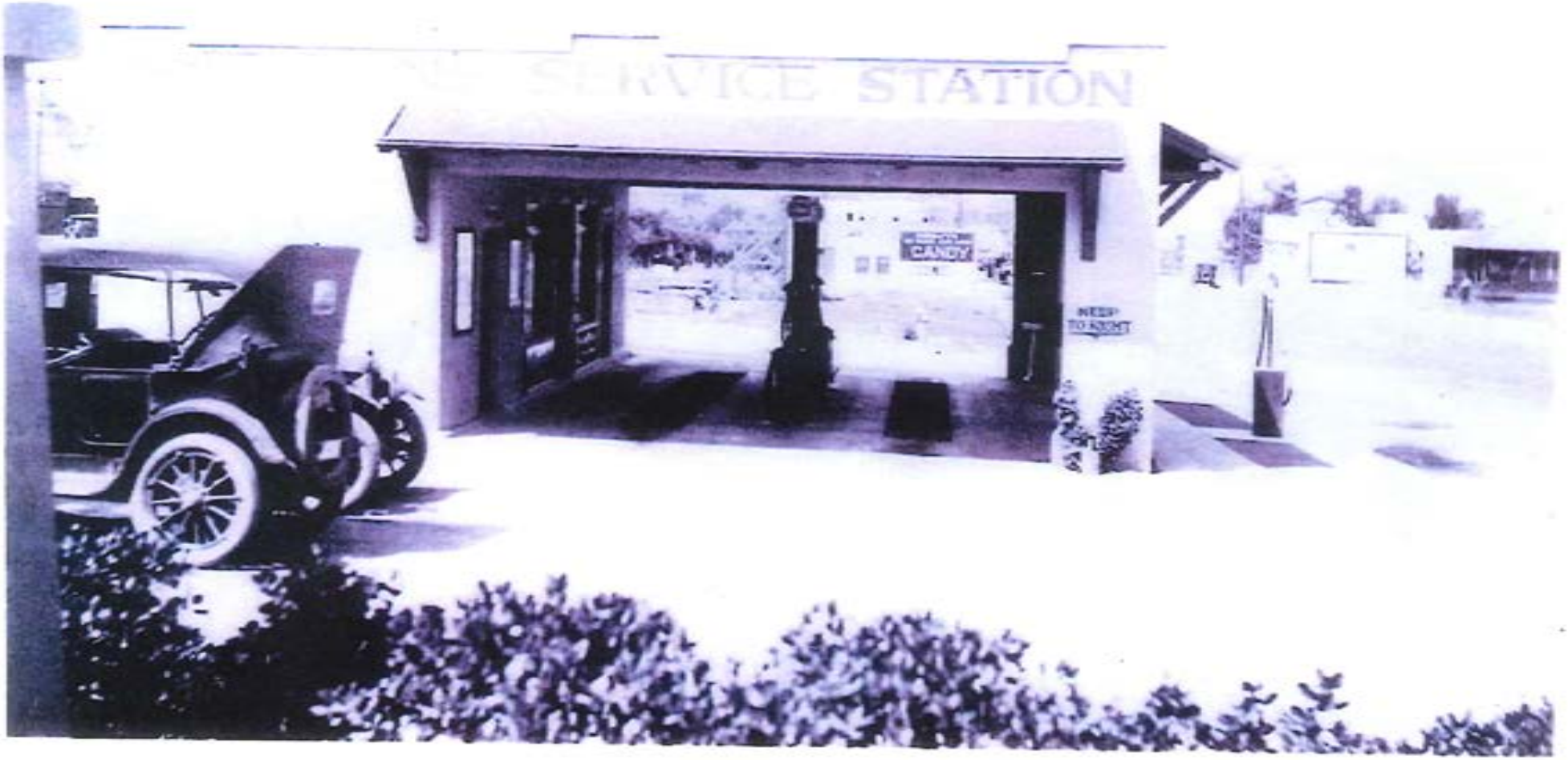


ATTACHMENT E


SHELDONS SERVICE STATION


SHELDONS SERVICE STATION


SHELDONS SERVICE STATION


SERVICE STATION
CANDY

California Lot Book, Inc.
dba California Title Search Co.
P.O. Box 9004
Rancho Santa Fe, CA 92067
(858) 278-8797 Fax (858) 278-8393
WWW.LOTBOOK.COM

Chain of Title Report

~~Depot Springs~~
8374 Allison Ave., Ste. B
La Mesa, CA 91942
Attn: Aaron Dean

SHELDONS

CTS Reference No.: 0616078

Title Search Through:	June 13, 2016
Property Address:	8401 La Mesa Blvd. La Mesa, CA 91942
Assessor's Parcel No.:	494-281-21-00
Assessed Value:	$327,868
Exemption:	None

RECEIVED
JUN 29 2016
CITY OF LA MESA
COMMUNITY DEV. DEPT.

Property Characteristics

Use:	Store Building
Improvements:	880 square feet

Short Legal Description

THAT PORTION OF LOT 1 IN BLOCK FIVE-A (5-A) OF THE SUBDIVISION OF BLOCK FIVE (5) OF PARK'S ADDITION TO LA MESA SPRINGS, ACCORDING TO MAP THEREOF NO. 1101, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, AS FURTHER DESCRIBED.

ATTACHMENT F

Chain of Title
(October 9, 1906 through June 13, 2016)

1. Quitclaim Deed

Grantor:	W. H. Mattax
Grantee:	Southwestern Investment Company
Recorded:	October 9, 1906, Deed Book 396, Page 275

2. Grant Deed

Grantor:	Southwestern Investment Company
Grantee:	C. C. Park and S. C. Grable
Recorded:	January 18, 1907, Deed Book 404, Page 145

3. Grant Deed

Grantor:	C. C. Park, Fannie B. Park, S. C. Grable and Lillian M. Grable
Grantee:	M. D. Teachout
Recorded:	January 22, 1908, #1266, Deed Book 426, Page 265

4. Grant Deed

Grantor:	M. D. Teachout and H. M. Teachout
Grantee:	George B. Sheldon
Recorded:	April 3, 1920, #8950, Deed Book 806, Page 240

5. The San Diego County Assessor Lot Block Book Page shows the first year with assessed improvements as being 1921.

6. Order Allowing Report of Executrix, Decree of Distribution to Sole Distributee Under Will and Decree Establishing Fact of Death of Joint Tenant

Estate of:	George B. Sheldon
Distributed to:	Bernice Sheldon
Recorded:	July 1, 1953, #89161, Book 4908, Page 413

7. Judgment Settling First and Final Account and Report of Executrix and of Final Distribution Under Will

Estate of:	Bernice B. Sheldon, aka Bernice Sheldon
Distributed to:	Gladys L. Hurlburt, in Trust
Recorded:	February 26, 1968, Recorders File No. 32375

8. Certificate of Release of Inheritance Tax Lien

Decedent:	Gladys L. Hurlburt
Suvivorship:	John Sheldon Hurlburt and Bernice Lorraine Alspaugh, as remainder beneficiaries under the Will of Bernice B. Sheldon
Recorded:	February 10, 1975, Recorders File No. 75-031360

9. Individual Quitclaim Deed

Grantor:	Bernice Lorraine Alspaugh, aka Bernice L. Alspaugh, ½ interest
Grantee:	Bernice L. Alspaugh, as Trustee, or any Successor Trustee, Under Declaration of Trust dated July 18, 1984
Recorded:	July 24, 1984, Recorders File No. 84-280275

10. Quitclaim Deed

Grantor:	John S. Hurlburt, aka John Sheldon Hurlburt, ½ interest
Grantee:	John Sheldon Hurlburt, Trustee of the Hurlburt Family Trust dated May 9, 1989
Recorded:	May 11, 1989, Recorders File No. 89-249990

11. Affidavit - Death of Trustor/Trustee

Decedent:	John Sheldon Hurlburt
Successor:	Viola E. Hurlburt, Successor Trustee
Recorded:	May 21, 2001, Recorders File No. 2001-0321542
Re-Recorded:	April 2, 2002, Recorders File No. 2002-0272946

12. Grant Deed

Grantor:	Viola E. Hurlburt, Trustee of the Hurlburt Family Trust dated August 9, 1989
Grantee:	Viola E. Hurlburt, Trustee of the Hurlburt Family Bypass Trust dated August 9, 1989
Recorded:	May 21, 2001, Recorders File No. 2001-0321547

13. Correcting Grant Deed

Grantor:	Viola E. Hurlburt, Trustee of the Hurlburt Family Trust dated May 9, 1989
Grantee:	Viola E. Hurlburt, Trustee of the Hurlburt Family Bypass Trust dated May 9, 1989
Recorded:	April 2, 2002, Recorders File No. 2002-0272951

14. Affidavit - Death of Trustee

Decedent:	Bernice Lorraine Alspaugh
Successor:	Michele E. Cowdery, Successor trustee of the Bernice L. Alspaugh Trust dated 7/18/84
Recorded:	February 20, 2003, Recorders File No. 2003-0193940

Please be advised that this is not Title Insurance. The information provided herein reflects matters of public record which impart constructive notice in accordance with California Insurance Code 12340.10

15. Grant Deed

Grantor:	Viola E. Hurlburt, Trustee of the Hurlburt Family Trust dated May 9, 1989, Viola E. Hurlburt, Trustee of the Hurlburt Family Bypass Trust dated May 9, 1989 and Michele E. Cowdery, who acquired title as Michele Eileen Alspaugh. Successor Trustee of the Bernice L. Alspaugh Trust dated July 18, 1984
Grantee:	Viola E. Hurlburt, Trustee of the Hurlburt Family Bypass Trust dated May 9, 1989, ½ interest and Michele E. Cowdery, Successor Trustee of the Bernice L. Alspaugh dated July 18, 1984, ½ interest
Recorded:	October 6, 2004, Recorders File No. 2004-0951201

16. Grant Deed

Grantor:	Viola E. Hurlburt, Trustee of the Hurlburt Family Bypass Trust dated May 9, 1989, ½ interest and Michele E. Cowdery, who acquired title as Michele Eileen Alspaugh, Successor Trustee of the Bernice L. Alspaugh dated July 18, 1984, ½ interest
Grantee:	La Mesa Light House, LLC
Recorded:	October 6, 2004, Recorders File No. 2004-0951202

17. Grant Deed

Grantor:	La Mesa Light House, LLC
Grantee:	Gregory Houska, Trustee of The Gregory Houska Trust dated 1/14/08, 28.77% interest; Peter Martinez, 32.34% interest; Brian Sheets, 28.77% interest and Daniel McLaughlin, 10.12% interest
Recorded:	April 17, 2008, Recorders File No. 2008-0205248

18. Interspousal Transfer Grant Deed

Grantor:	Debra McLaughlin
Grantee:	Daniel McLaughlin
Recorded:	April 17, 2008, Recorders File No. 2008-0205249

– End of Report

Note: We find no recorded evidence of a Notice of Completion.

DRAFT RESOLUTION NO. PC-2016-xx

RESOLUTION APPROVING SPECIAL PERMIT SP 16-07 (HOUSKA) FOR AN OUTDOOR SEATING / DINING AREA AT 8401 LA MESA BOULEVARD IN THE CD-D ZONE

WHEREAS, the Planning Commission of the City of La Mesa did hold a duly noticed public hearing on August 3, 2016, and accepted public testimony in considering Special Permit SP 16-07, a request to allow outdoor seating for a restaurant known as "Sheldon's Service Station" at 8401 La Mesa Boulevard in the CD-D (Downtown Commercial/Urban Design Overlay) zone;

WHEREAS, the project does not generate additional parking requirements or displace existing off-street parking;

WHEREAS, public parking spaces are available nearby in the City parking lots at Allison Avenue and Lemon Avenue and on-street parking;

WHEREAS, the project is categorically exempt from environmental review in accordance with the California Environmental Quality Act; Class 3 and 31; and

WHEREAS, the Planning Commission did receive and consider a staff report on the proposal.

THE PLANNING COMMISSION FINDS AND DETERMINES AS FOLLOWS:

Special Permit Findings:

1. The location and characteristics of the proposed buildings and/or structures, and the allowed uses of them, will not impact unfavorably upon adjacent properties.

   The proposed outdoor seating area is located at the corner of La Mesa Boulevard and 4th Street in the Downtown Commercial area with public parking available along the street. There are existing residences to the south and east. Therefore, unfavorable impacts upon adjacent properties are not anticipated. The nearest residence is adjacent on the subject property at 4725 4th Street and is separated by building walls. The subject use is required to comply with the City of La Mesa Noise Ordinance, which will minimize the potential for incidental noise from the business activities on adjacent properties.

   The proposed outdoor seating area is not anticipated to create an impact on surrounding streets or uses. Opportunities to circulate and park within the Downtown area remain available and are not affected by this project. The

businesses on this site have historically been supported by on-street parking and public parking lots to accommodate customers and employees. There will be 55 seats in the outdoor patio area screened by a proposed wood planter and metal fence railing with ornamental trees and shrubs. The subject site has existing striped parking spaces which do not comply with City Parking Standards and are not counted toward required parking.

2. The project is consistent with the design objectives established as policy of the city council.

Approval of this project would be consistent with the following General Plan policies. An Urban Design Policy of the General Plan is to retain the village atmosphere and pedestrian scale of buildings in the Downtown Village (UD-1.1.3). Another Urban Design Policy of the General Plan is to promote reinvestment in private property and encourage private property maintenance (UD-1.2.1).

The Downtown Village Specific Plan (DVSP) encourages diverse architecture, honor and respect for the history of the Downtown area, public parking, and pedestrian scale buildings and streets (p. 8 and 9). The DVSP promotes policies that emphasize design to create a high-quality pedestrian environment and active building frontages with inviting indoor and outdoor spaces visible from the street and sidewalk (DG-15). The project would provide an outdoor dining patio and promote pedestrian activity. The existing building, constructed in 1919 was a former service station named Sheldon's Service Station. The restaurant which would pay homage to the original use by also being named Sheldon's Service Station is located in the area that was originally occupied by the gas station canopy and pumps. An existing curb cut would be closed, which would add a new on-street parking space. The project is consistent with the City's Design Objectives because improvements are intended to complement the tenant space by enhancing the front portion of the building and providing an active outdoor space at the street corner.

NOW, THEREFORE, BE IT FURTHER RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF LA MESA AS FOLLOWS:

1. The foregoing findings of fact and determinations are true and hereby made a part hereof.

2. The Planning Commission approves Special Permit SP 16-07 a as shown on the plans attached and subject to the conditions listed as follows:

Special Permit Conditions

1. The applicant shall maintain the outdoor dining / seating area in good condition and repair.

2. There shall be no cooking or food preparation in the outdoor seating area without Fire Department approval. Any outdoor heating appliances proposed for the outdoor seating and dining area must be reviewed and approved by the City of La Mesa Fire Department.

3. Uniform and adequate lighting shall be down-lit and shaded, and shall not directly shine onto adjacent properties.

4. Post "No Loitering" signs on the exterior face of the outdoor seating area fence.

5. No outdoor and/or amplified music shall be allowed in the outdoor patio area at any time. Speakers shall not be used for announcements.

6. The Special Permit shall apply only to the outdoor dining area as shown on the submitted plans dated July 12, 2016. The outdoor dining area is approved as an accessory use to a restaurant, and requires building permits and inspection for the construction of the proposed structures.

7. No performance entertainment is allowed in the outdoor dining / seating area.

8. If the outdoor dining area should create a nuisance to surrounding properties, staff may schedule a public hearing before the Planning Commission to evaluate the operation of the outdoor dining area. If the Planning Commission finds that the use is creating a nuisance, the Commission may then impose additional restrictions on the outdoor dining area.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of La Mesa, California, held the 3rd day of August 2016, by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

I, Howard Lee, Deputy Secretary of the City of La Mesa Planning Commission, do hereby certify the foregoing to be a true and exact copy of Resolution PC-2016-xx, duly passed and adopted by the Planning Commission.

Howard Lee, Deputy Secretary
La Mesa Planning Commission

E:\cp2016\Resolutions\PC\pc-2016-xx 8401 LMB Sheldons.doc

CITY OF LA MESA
JEWEL of the HILLS

OUTDOOR SEATING AREAS FOR RESTAURANTS, BARS & COCKTAIL LOUNGES

COMMUNITY DEVELOPMENT DEPARTMENT / PLANNING DIVISION
8130 Allison Avenue, La Mesa, CA 91942
Phone: 619.667.1177 • Fax: 619.667.1380

Who would be interested in applying for an outdoor seating area?

Those who own or operate a restaurant, bar or cocktail lounge and would like to develop an outdoor seating area for their patrons.

Eligibility for Outdoor Seating

Outdoor seating may be approved when a restaurant, bar or cocktail lounge is allowed as a permitted use by the underlying zoning, and when the proposed outdoor seating meets the design objectives and development standards of the City of La Mesa. Outdoor seating is allowed in any commercial zone.

Important note: The outdoor dining ordinance differs from the sidewalk café ordinance, which only applies in the CD (Commercial Downtown) zone and allows cafes to locate within the sidewalk area of the public right of way.

Purpose and Intent of the Outdoor Seating Area Ordinance

Outdoor dining facilities permitted under Section 24.06.040.G of the City of La Mesa Zoning Ordinance are to be located and designed in such a way as to minimize impacts upon adjacent properties, while providing outdoor dining space to businesses.

Review Process for Permitting Outdoor Seating

A Special Permit application is required to be submitted with appropriate filing fees before staff can evaluate a proposed outdoor dining project. Once deemed complete, the Special Permit application will be considered by the Planning Commission at a noticed public hearing.

Outdoor Seating Design Objectives

1. Outdoor dining areas are permitted as an accessory use associated with a legally permitted restaurant, bar or cocktail lounge in commercial zones. This provision does not apply to sidewalk cafes located within the public right-of-way as provided in Section 18.18 of the Municipal Code.

2. Outdoor dining areas are to be safely constructed of quality materials in accordance with the provisions of the Uniform Building Codes, and meet all other size, setback and location standards prescribed in the Zoning Ordinance.

3. Outdoor dining areas should be designed to be architecturally compatible with existing structures on the subject property and consistent with the City's Urban Design Guidelines. Fencing and screening should be consistent with the architecture of the facility, as well.

4. Outdoor eating areas will need to insure that pedestrian circulation and disabled access standards are achieved.

5. For outdoor dining areas greater than 200 square feet, off-street parking should be adequate to prevent adverse impacts on surrounding uses and streets.

6. In evaluating the size, location and design of outdoor dining facilities, the City will take into consideration the potential for noise impacts on surrounding land uses to insure consistency with community noise standards and regulations. Public notice for the Special Permit may be extended beyond the standard 300 foot radius if the Planning Commission or City Council determines that noise-sensitive land uses could be impacted by a proposed outdoor dining area.

7. All outdoor dining areas should be kept in good condition, both structurally and aesthetically.

SHELDONS SERVICE STATION

8401 LA MESA BLVD.
SAN DIEGO, CA 91942

FRONT SE

VICINITY MAP

DRAWING INDEX

G000	DETAILS
G001	TITLE SHEET
G100	EGRESS PLAN
A001	SITE PLAN
A002	FLOOR PLAN AND DETAILS
A201	ELEVATIONS AND SECTIONS
A401	DEMOLITION AND FOUCH PLAN
E100	ARCHITECTURAL LIGHTING PLAN

SHELDON'S SERVICE STATION

TITLE SHEET

G001

ATTACHMENT 1

TACTILE EXIT SIGNS CBC 1011.3 SHALL BE REQUIRED AT THE FOLLOWING LOCATIONS:

1. EACH GRADE-LEVEL EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT WITH THE WORD "EXIT."

2. EACH EXIT DOOR THAT LEADS DIRECTLY TO A GRADE-LEVEL EXTERIOR EXIT BY MEANS OF A STAIRWAY OR RAMP SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE FOLLOWING WORDS AS APPROPRIATE:
A. "EXIT STAIR DOWN"
B. "EXIT RAMP DOWN"
C. "EXIT STAIR UP"
D. "EXIT RAMP UP"
MOUNT ON WALL ADJACENT TO LATCH OUTSIDE OF THE DOOR OR NEAREST ADJACENT WALL, PREFERABLY ON RIGHT.
MOUNTING HEIGHT IS 60" ABOVE FINISHED FLOOR TO CENTERLINE OF SIGN, LOCATED SO IT CAN BE APPROACHED WITHIN 3" OF SIGNAGE WITHOUT ENCOUNTERING PROTRUDING OBJECTS OR STANDING WITHIN THE SWING OF A DOOR. CBC 1117.B.5.7.

3. EACH EXIT DOOR THAT LEADS DIRECTLY TO A GRADE-LEVEL EXTERIOR EXIT BY MEANS OF AN EXIT ENCLOSURE THAT DOES NOT UTILIZE A STAIR OR NON-ACCESSIBLE RAMP, OR AN EXIT PASSAGEWAY SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS, "EXIT ROUTE."

4. EACH EXIT ACCESS DOOR FROM AN INTERIOR ROOM OR AREA THAT IS REQUIRED TO HAVE A VISUAL EXIT SIGN, SHALL BE IDENTIFID BY A TACTILE EXIT SIGN WITH THE WORDS, "EXIT ROUTE."

5. EACH EXIT DOOR THROUGH A HORIZONTAL EXIT SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS, "TO EXIT."

6. AFFIX AN INTERNATIONAL ACCESSIBILITY SYMBOL ON ALL ACCESSIBLE ENTRANCES PER CBC SEC. 1117B.5.8. THE SIGN SHALL BE LOCATED ON WALL ADJACENT TO LATCH OUTSIDE OF THE DOOR OR NEAREST ADJACENT WALL, PREFERABLY ON RIGHT. MOUNTING HEIGHT IS 60" A.F.F. TO CENTERLINE OF SIGN. SIZE TO BE 6"X6". FOR SYMBOL PROPORTIONS SEE DETAIL (F)

7. SIGN AND NUMERAL STYLE: HELVETICA REGULAR SIGN FACE: COLOR TO BE DETERMINED BY ARCHITECT. TYPICAL ALL PLASTIC SIGNS.

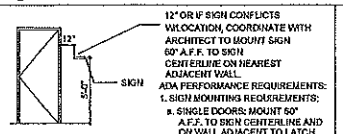
8. VERIFY ACTUAL TEXT AND ROOM NUMBERS WITH OWNER.

9. CONTRACTOR TO PROVIDE ALL INTERIOR SIGNAGE AS INDICATED IN DRAWINGS

10. BRAILLE: CONTRACTED GRADE 2 BRAILLE. TACTILE IS REQUIRED WHENEVER BRAILLE IS REQUIRED.

11. EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT.

(C) SIGNAGE REQUIREMENTS

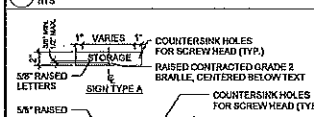


12" OR IF SIGN CONFLICTS W/LOCATION, COORDINATE WITH ARCHITECT TO MOUNT SIGN 60" A.F.F. TO SIGN CENTERLINE ON NEAREST ADJACENT WALL.

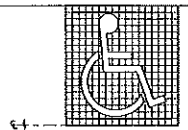
ADA PERFORMANCE REQUIREMENTS:
1. SIGN MOUNTING REQUIREMENTS:
a. SINGLE DOORS: MOUNT 60" A.F.F. TO SIGN CENTERLINE AND ON WALL ADJACENT TO LATCH SIDE OF DOOR.
b. OPENINGS: MOUNT ADJACENT TO OPENING 60" A.F.F. TO SIGN CENTERLINE
c. NO WALL SPACE ADJACENT TO LATCH SIDE OF DOOR, OPENING OR DOUBLE DOORS: MOUNT ON NEAREST ADJACENT WALL 60" A.F.F. TO SIGN CENTERLINE

GENERAL ENTRANCE SIGNAGE NOTE:
ALL BUILDING ENTRANCES THAT ARE ACCESSIBLE TO AND USABLE BY PERSONS WITH DISABILITIES SHALL BE IDENTIFIED WITH AT LEAST ONE STANDARD ACCESSIBLE SYMBOL SIGN

(D) TYPICAL SIGNAGE MOUNTING DETAIL
NTS



(E) NTS



INTERNATIONAL ACCESSIBILITY SYMBOL PROPORTIONS
(F) NTS

OCCUPANCY NOTE:

THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED

WHITE LETTERS ON BLACK BACKGROUND — 1" 1/2 X 27" SIGN, 1" TEXT

(G) OCCUPANCY NOTE

OCCUPANT LOAD PER TABLE 1004.1.1 (2 EXITS REQUIRED FROM SPACE)

NUMBER	NAME	AREA	OCCUPANCY	OCCUPANT LOAD FACTOR	OCCUPANT LOAD	EXITS REQUIRED (FROM SPACE)	REQUIRED CLEAR EXIT WIDTH	PROVIDED CLEAR EXIT WIDTH
101	DINING	173 SF	ASSEMBLY-STANDING	5	35	1	32"	48"
102	STORAGE	58 SF	NOT HABITABLE	0	0	1	32"	32"
103	RESTROOM	60 SF	NOT HABITABLE	0	0	1	32"	32"
104	BAR	156 SF	KITCHENS, COMMERCIAL	200	1	1	32"	32"
105	KITCHEN	281 SF	KITCHENS, COMMERCIAL	200	2	1	32"	32"
106	PATIO	784 SF	ASSEMBLY-LOOSE TABLES AND CHAIRS	15	53	2	32"	36"

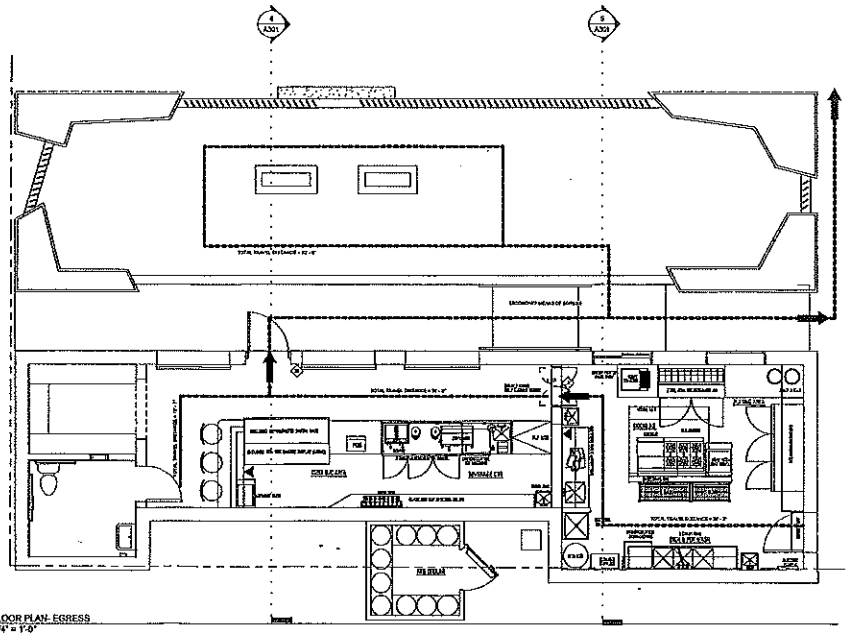
TOTAL OCCUPANTS: 91

PLAN LEGEND

EXISTING CONSTRUCTION TO REMAIN
NEW CONSTRUCTION
DOOR TYPE OR NUMBER - SEE SHEET A601
WINDOW TYPE OR NUMBER - SEE SHEET A601

EGRESS LEGEND

EXIT WIDTH
AREA NOT IN PROJECT
EXIT PATH OF TRAVEL
EXIT
EXIT FROM LOWER LEVEL
SPACE BOUNDARY
ACCESSIBLE TOILET
FIRE EXTINGUISHER
ACCUMULATED OCCUPANT LOAD



(1) FLOOR PLAN- EGRESS
1/4" = 1'-0"

640 W. BEECH ST. STE. 4
SAN DIEGO, CA 92101
619.992.3397

DESIGNER:
SAN DIEGO DRAFTING, LLC
640 W. BEECH ST., STE 4
SAN DIEGO, CA 92101
619.992.3397

CONTACT: STEVE WALDRON

NO.	Description	Date

SHELDON'S SERVICE STATION
8401 LA MESA BOULEVARD, LA MESA, CA 91942

EGRESS PLAN

Project number 150514
Date 04/13/2016

G201

Scale As indicated

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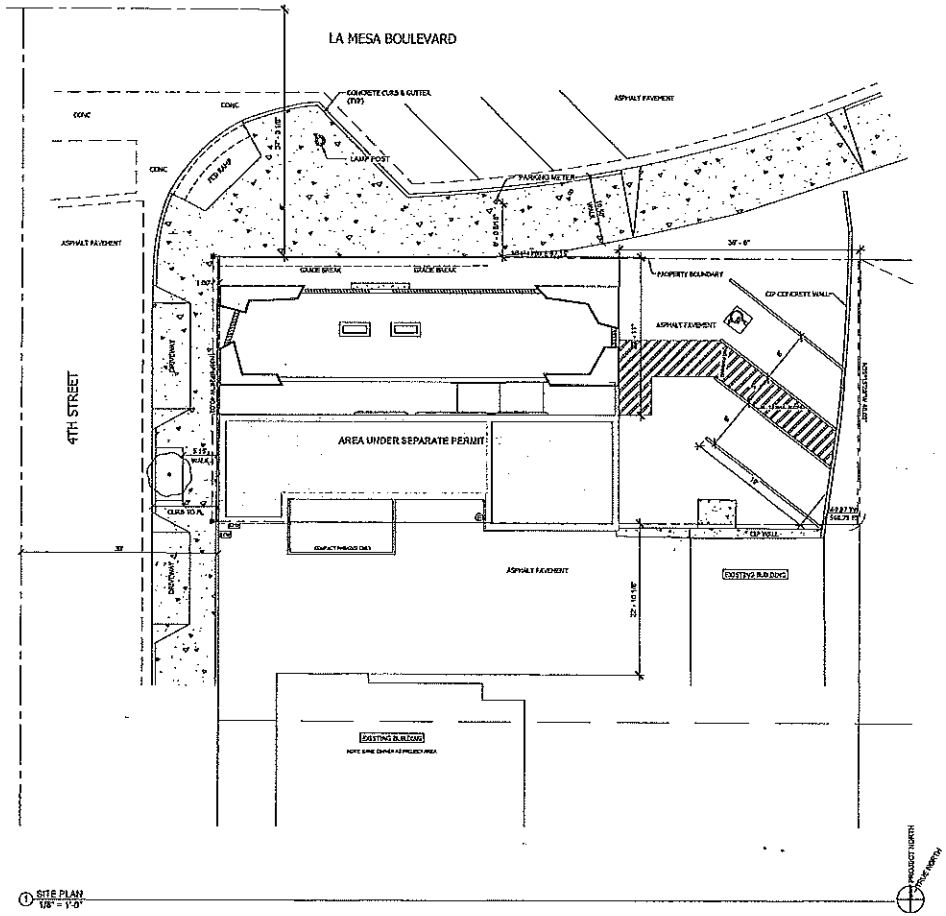
SITE PLAN LEGEND

- IMPERVIOUS CONCRETE SURFACE
- PERVIOUS SURFACE
- PROJECT SITE
- EXISTING STRUCTURE NOT IN PROJECT
- PROPERTY LINE
- ROOF DOWNSPOUT
- H20 — WATER DRAIN FLOW DIRECTION
- WATER METER
- ELECTRICAL METER
- GAS
- B VENT (WH & FURNACE)



1 SITE PLAN
1/8" = 1'-0"

3 LIGHTING NOTES

1. BUILDING TBD
2. PARKING WALL PACK UNITS, LED, MOTION SENSOR
3. LANDSCAPING: BOLLARD LIGHTS

2 SITE PLAN NOTES

1. THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, WILL BE ILLUMINATED TO A LEVEL OF NOT LESS THAN ONE FOOT-CANDLE AT THE WALKING SURFACE AT ALL TIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED (SECTION 1008.1; 1008.2)
2. THE EXIT SIGN SHALL BE READILY VISIBLE FROM ANY DIRECTION OF EGRESS TRAVEL AND CLEARLY INDICATE THE DIRECTION OF EGRESS TRAVEL (SECTION 1011)
3. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED AT ALL TIMES AND SHALL BE CONNECTED TO AN EMERGENCY POWER SYSTEM (BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR) THAT WILL AUTOMATICALLY ILLUMINATE THE EXIT SIGNS FOR A DURATION OF NOT LESS THAN 90 MINUTES. (SECTION 1011)
4. AN AUTOMATIC EXTINGUISHING SYSTEM SHALL BE PROVIDED TO PROTECT COMMERCIAL-TYPE FOOD HEATING EQUIPMENT THAT PRODUCES GREASE-LADEN VAPORS AND SHALL COMPLY WITH 2019 CFC, CMC AND 2017 NFPA 17A. REVIEW AND APPROVAL OF A HOOD AND DUCT EXTINGUISHING SYSTEM PLAN IS REQUIRED PRIOR TO INSTALLATION OR USE OF COOKING EQUIPMENT.
   IF THE CITY BUILDING INSPECTOR DETERMINES NON-COMPLIANCE WITH ANY
5. ACCESSIBILITY PROVISIONS, A COMPLETE AND DETAILED REVISED SET OF PLANS CLEARLY SHOWING ALL EXISTING NON-COMPLYING CONDITIONS AND THE PROPOSED MODIFICATIONS TO MEET CURRENT ACCESSIBILITY REQUIREMENTS (INCLUDING SITE PLAN, ROOF PLANS, DETAILS, ETC.) WILL BE SUBMITTED TO THE DEPARTMENT FOR REVIEW AND APPROVAL.
6. NO GRADING PROPOSED FOR THE PROJECT.

640 W. BEECH ST. STE. 4
SAN DIEGO, CA 92101
619.929.3397

DESIGNER:
SAN DIEGO DRAFTING, LLC
640 W. BEECH ST., STE 4
SAN DIEGO, CA 92101
619.990.3397

CONTACT: STEVE WALDRON

No.	Description	Date

SHELDON'S SERVICE STATION
8401 LA MESA BOULEVARD, LA MESA, CA 91942

SITE PLAN

Project number 160314
Date 04/13/2016

A001

Scale As indicated

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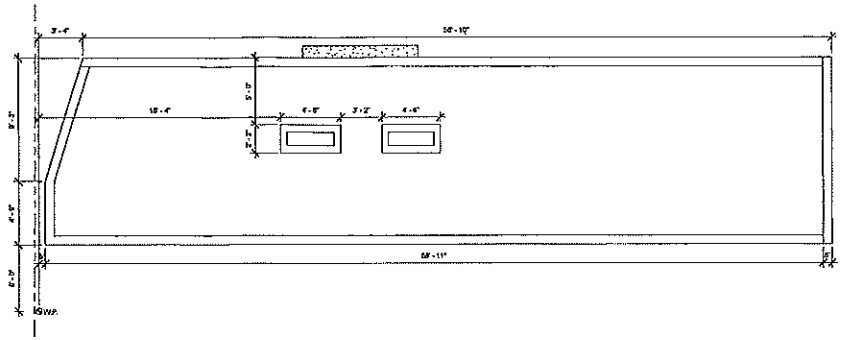
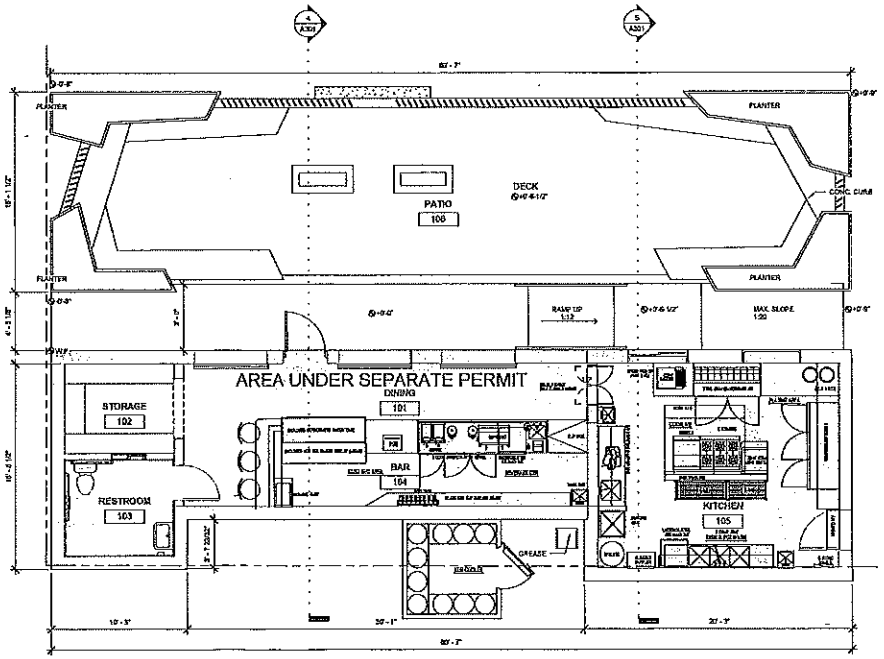


2 FLOOR PLAN- DIMENSIONED CURB
1/4" = 1'-0"



1 FLOOR PLAN- DIMENSIONED
1/4" = 1'-0"

PLAN LEGEND

EXISTING CONSTRUCTION TO REMAIN

NEW CONSTRUCTION

(101) DOOR TYPE OR NUMBER - SEE SHEET A501

(A) WINDOW TYPE OR NUMBER - SEE SHEET A501

640 W. BEECH ST, STE. 4
SAN DIEGO, CA 92101
619.960.3397

DESIGNER:
SAN DIEGO DRAFTING, LLC
640 W. BEECH ST., STE 4
SAN DIEGO, CA 92101
619.960.3397

CONTACT: STEVE WALDRON

No.	Description	Date

SHELDON'S SERVICE STATION
8401 LA MESA BOULEVARD, LA MESA, CA 91942

FLOOR PLAN AND DETAILS

Project number 150514
Date 04/13/2016

A201

Scale As Indicated

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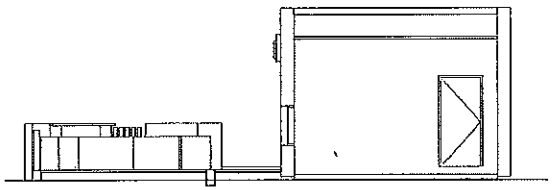
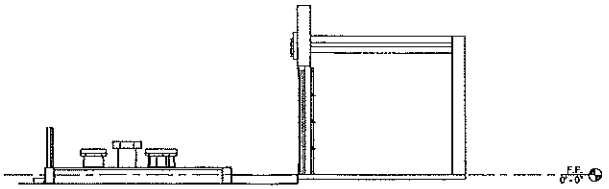
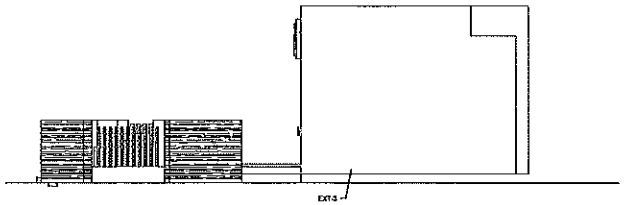


5 SECTION 3
1/4" = 1'-0"



4 SECTION 2
1/4" = 1'-0"



3 WEST ELEVATION
1/4" = 1'-0"

FINISH LEGEND

	SC-1	SEALED CONCRETE
	SC-2	STAINED & SEALED CONCRETE COLOR PER ARCHITECT
	CT-1	CERAMIC TILE 1
	CT-2	CERAMIC TILE 2
	ST-1	SUBWAY TILE
	SV-1	SEALED VINYL
	GYP	GYPSUM BOARD, FINISHED BUT UNPAINTED
	WD-2	WEATHERED GRAY STAINED WOOD

EXT-1 - EXTERIOR PAINT
SW6148 ROYCROFT PEWTER

EXT-2 - EXTERIOR PAINT
SW6380 ROYCROFT COPPER RED

EXT-3 - EXTERIOR PAINT
SW6244 ROYCROFT MIST GRAY

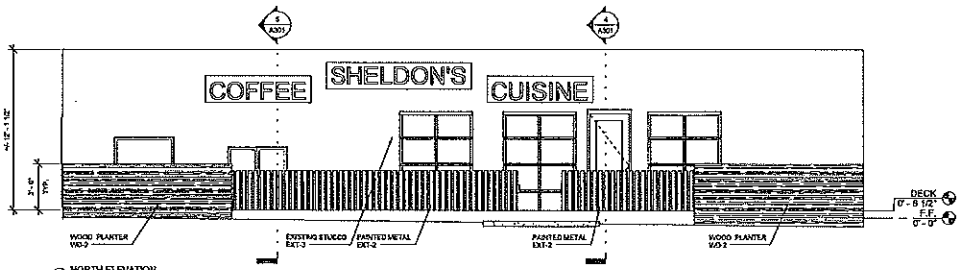
ES-1: SEMI-GLOSS PAINT
COLOR T.B.D.

FP-1: FLAT PAINT 1
COLOR T.B.D.

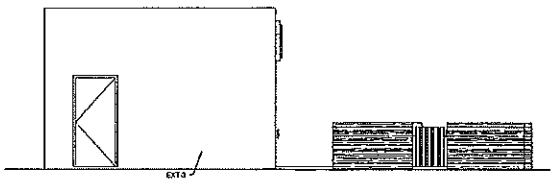
FP-2: FLAT PAINT 2
COLOR T.B.D.

ES-1: EGGSHELL PAINT 1
COLOR T.B.D.

ES-2: EGGSHELL PAINT 2
COLOR T.B.D.



2 NORTH ELEVATION
1/4" = 1'-0"



1 EAST ELEVATION
1/4" = 1'-0"

640 W. BEECH ST., STE. 4
SAN DIEGO, CA 92101
619.020.3397

DESIGNER:
SAN DIEGO DRAFTING, LLC
640 W. BEECH ST., STE 4
SAN DIEGO, CA 92101
619.800.3397

CONTACT: STEVE WALDRON

No.	Description	Date

SHELDON'S SERVICE STATION
8429 LA MESA BOULEVARD, LA MESA, CA 91942

ELEVATIONS AND SECTIONS

Project number 160514
Date 04/13/2016

A301

Scale As indicated

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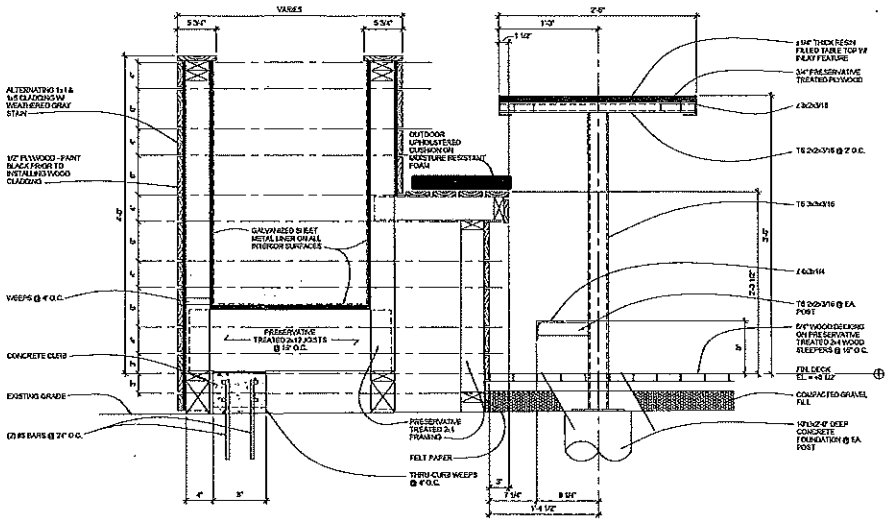


1 PLANTER AND BENCH DETAIL
1 1/2" = 1'-0"

640 W. BEECH ST, STE. 4
SAN DIEGO, CA 92101
619.600.3397

DESIGNER:
SAN DIEGO DRAFTING, LLC
640 W. BEECH ST., STE 4
SAN DIEGO, CA 92101
619.600.3397

CONTACT: STEVE WALDRON

No.	Description	Date

SHELDON'S SERVICE STATION
8401 LA MESA BOULEVARD, LA MESA, CA 91942

DETAILS

Project number	150514
Date	04/13/2016

A800

Scale 1 1/2" = 1'-0"

7/1/2016 4:49:22 PM

FINISHES LEGEND

SC-1	SEALED CONCRETE
SC-2	STAINED & SEALED CONCRETE COLOR PER ARCHITECT
CT-1	CERAMIC TILE 1
CT-2	CERAMIC TILE 2
ST-1	SUBWAY TILE
EF-1	EPOXY FLOOR
GYP	GYPSUM BOARD, FINISHED BUT UNPAINTED
WD-1	WOOD DECK

EXT-1 - EXTERIOR PAINT
SW2848 ROYCROFT PEWTER

EXT-2 - EXTERIOR PAINT
SW2839 ROYCROFT COPPER RED

EXT-3 - EXTERIOR PAINT
SW2844 ROYCROFT MIST GRAY

SG-1: SEMIGLOSS PAINT
COLOR T.B.D.

FP-1: FLAT PAINT 1
COLOR T.B.D.

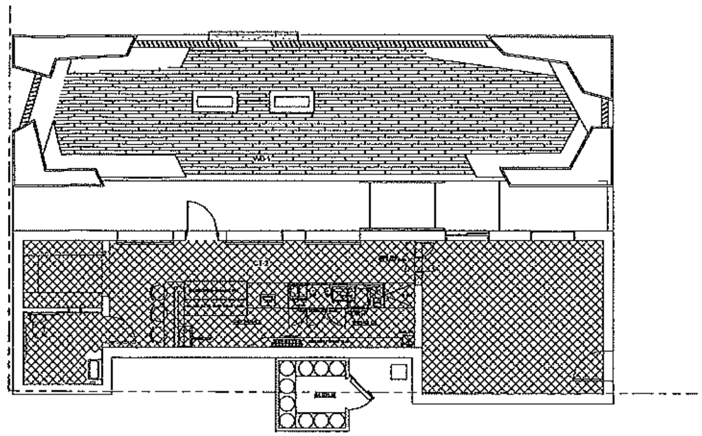
FP-1: FLAT PAINT 2
COLOR T.B.D.

ES-1: EGGSHELL PAINT 1
COLOR T.B.D.

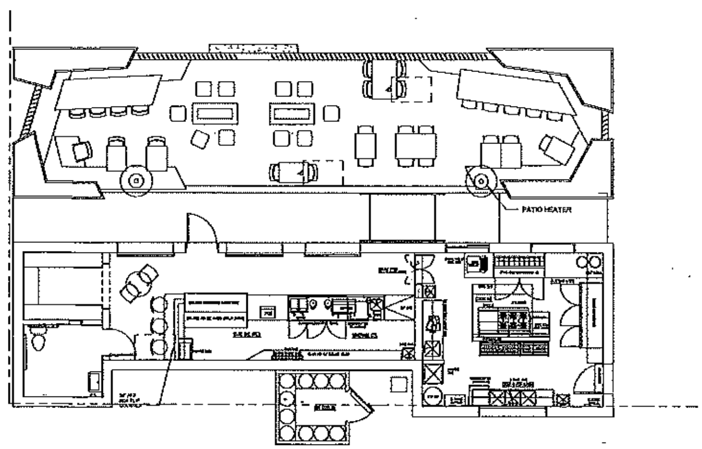
ES-2: EGGSHELL PAINT 2
COLOR T.B.D.

SEATING COUNT

SEATING TYPE	TOTAL NUMBER	TOTAL SEATS	ACCESSIBLE	PERCENTAGE
HIGH BAR SEATING	3	3	1	33
2-TOP TABLE SEATING	8	16	1	6.25
4-TOP TABLE SEATING	2	16	1	12.5
5-TOP FIREPIT SEATING	2	10		
8-TOP TABLE SEATING	1	8		
10-TOP TABLE SEATING	1	10		
TOTAL NUMBER	71	55	3	5.4%



① FINISH PLAN
3/16" = 1'-0"



② SEATING PLAN
3/16" = 1'-0"

640 W. BEECH ST. STE. 4
SAN DIEGO, CA 92101
619.550.3307

DESIGNER:
SAN DIEGO DRAFTING, LLC
640 W. BEECH ST., STE 4
SAN DIEGO, CA 92101
619.550.3307

CONTACT: STEVE VALDRON

No.	Description	Date

SHELDON'S SERVICE STATION

8401 LA MESA BOULEVARD, LA MESA, CA 91942

SEATING AND FINISH PLAN

Project number	160514
Date	04/13/2016

A901

Scale: As indicated

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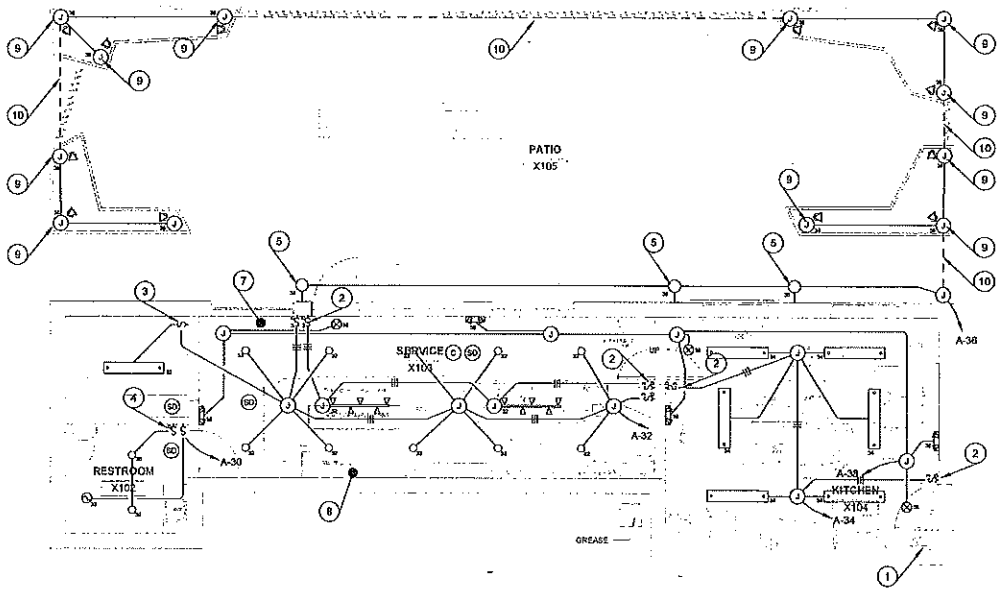

GENERAL NOTES

1. CONCEAL ALL CONDUIT IN THE WALLS AND PLENUM AS MUCH AS REASONABLY POSSIBLE. EXPOSED CONDUIT SHALL BE FINISHED PER ARCHITECTURAL PLANS.
2. SHADED FIXTURES REPRESENT EMERGENCY EGRESS LIGHTING FIXTURES AND SHALL BE EQUIPPED WITH A 90 MIN. EMERGENCY BACK-UP BATTERY, THAT WILL OPERATE IN THE EVENT OF A POWER FAILURE.

REFERENCE NOTES

1. PROVIDE NEW 200A, 1ϕ, 3W, 120/240V POWER AND LIGHTING CONTROL PANEL. PROVIDE ASTRONOMICAL TIME CLOCK AND ALL NECESSARY RELAYS FOR CENTRAL DIMMING, SWITCHING AND LIGHTING CONTROLS AS DICTATED BY CALIFORNIA T24 ENERGY REQUIREMENTS.
2. PROVIDE BACK OF HOUSE MASTER LIGHT SWITCH. LIGHT SWITCH SHALL CONNECT BACK DIRECTLY TO LIGHTING CONTROLLER IN PANEL 'B' FOR GENERAL A/B, ON/ OFF AND DIMMING CONTROL OF ALL INTERIOR HOUSE LIGHTS, EXCEPT FOR LIGHTS IN STORAGE AND RESTROOMS, WHICH SHALL BE CONTROLLED INDEPENDENTLY.
3. PROVIDE ON/ OFF DIMMER SWITCHES WITH BUILT-IN OCCUPANCY SENSORS.
4. RESTROOM LIGHT SWITCHES AND DIMMERS SHALL HAVE DIMMING SETTINGS ACCESSIBLE BY AUTHORIZED PERSONNEL ONLY.
5. FOR EXTERIOR FIXTURES OVER 100W, PROVIDE MOTION DETECTORS THAT REDUCE LAMP WATTAGE BY 50% WHEN NO ONE IS PRESENT. FOR ALL EXTERIOR FIXTURES, PROVIDE PHOTOCELL CONTROLLED ASTRONOMICAL TIME CLOCK CAPABLE OF REDUCING LAMP WATTAGE BY 50% AFTER BUSINESS HOURS, AND SHUTTING OFF POWER TO ALL EXTERIOR LIGHTING WITH PHOTOCELL CONTROL AT SUNRISE. PHOTOCELL SHALL BE MOUNTED ON ROOF, WEST FACING, WITH 1/2" RMC TO LIGHTING CONTROL & ASTRONOMICAL TIME CLOCK. PHOTOCELL OVERRIDE AND ASTRONOMICAL TIME CLOCK ON/ OFF CONTROLS SHALL BE LOCATED AT THE PANEL.
6. PROVIDE EMERGENCY LIGHTING FIXTURES. CONTRACTOR TO ENSURE WITH MANUFACTURER THAT 1-FC AVERAGE CAN BE PROVIDED OVER A 5' WIDE PATH OF EGRESS, FOR A MINIMUM OF 90MIN AFTER LOSS OF POWER.
7. PRIMARY DAYLIT ZONE. CONTRACTOR SHALL PROVIDE CONTROLS IN ACCORDANCE WITH CALIFORNIA TITLE 24 REQUIREMENTS.
8. SECONDARY DAYLIT ZONE. CONTRACTOR SHALL PROVIDE CONTROLS IN ACCORDANCE WITH CALIFORNIA TITLE 24 REQUIREMENTS.
9. STUB-UP 1" PVC CONDUIT AND PROVIDE WATER-PROOF SINGLE GANG JUNCTION BOX IN PLANTER AREA FOR CONNECTION TO LINE VOLTAGE UP-LIGHTING.
10. PROVIDE TRENCH WITH 1" PVC CONDUIT, AT 6" BELOW FINISHED GRADE, CABLES AND CIRCUITS AS INDICATED ON PLANS.

640 W. BEECH ST. STE. 4
SAN DIEGO, CA 92101
619.980.3397

DESIGNER:
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SAN DIEGO, CA 92101
619 980 3397

CONTACT: STEVE WALDRON

REGISTERED PROFESSIONAL ENGINEER
ANDREW R. BARWELL
No. E18563
Exp. 12/31/16
ELECTRICAL
STATE OF CALIFORNIA

ARB Electrical Inc.
TEMECULA, CA
949.380.9713
WWW.ARBELECTRIC.COM

No.	Description	Date

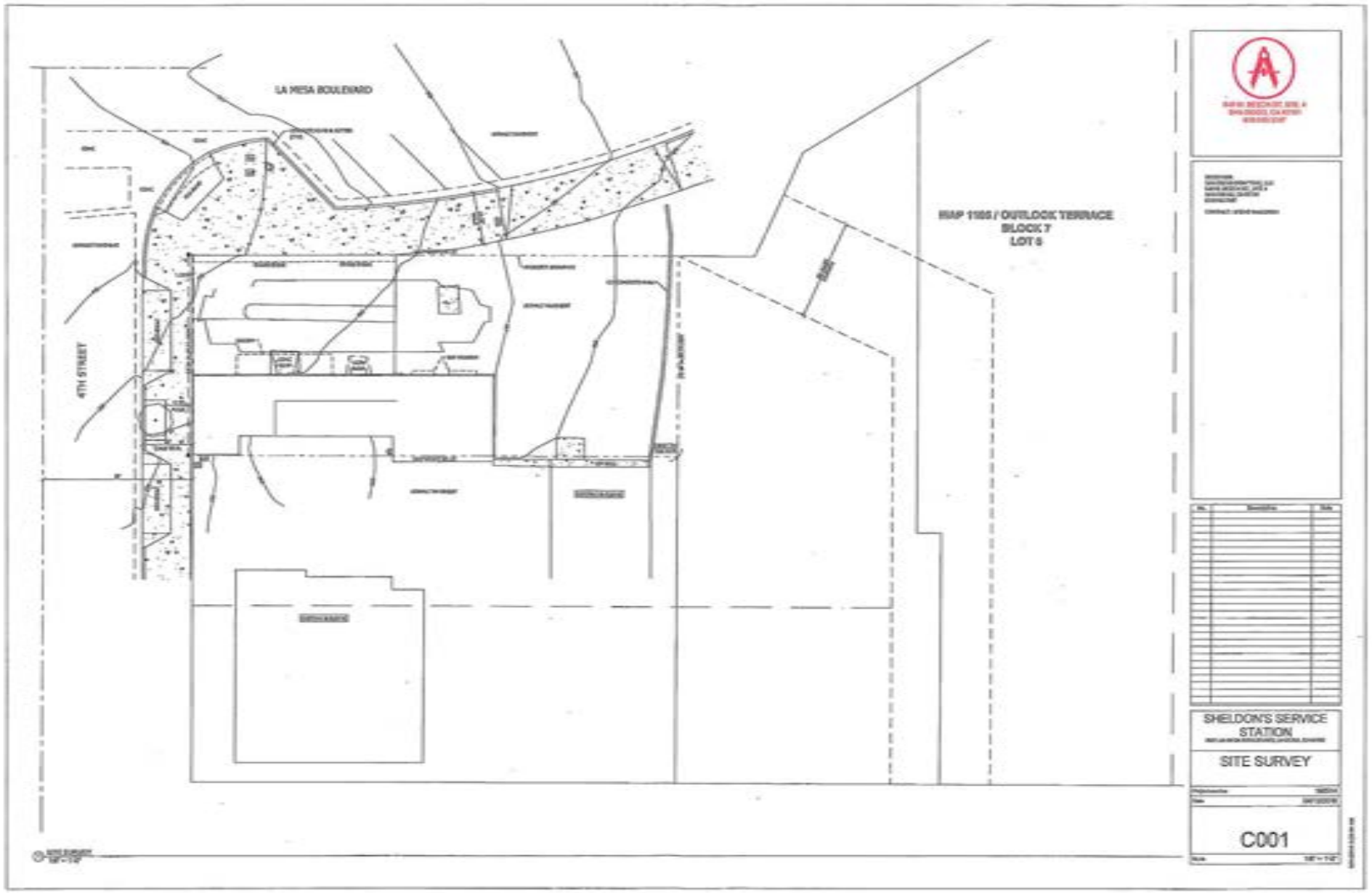
SHELDONS STATION CAFE
5401 La Mesa Boulevard
La Mesa, CA 91942

Electrical Lighting Plan

Project number	160332
Date	05/28/16

E202

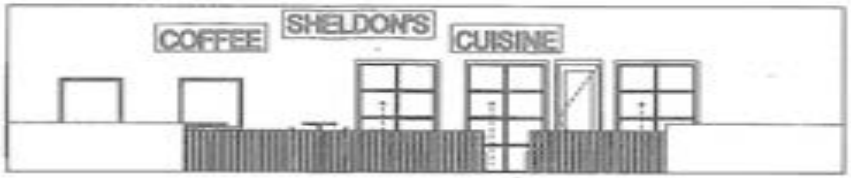
Scale: As indicated

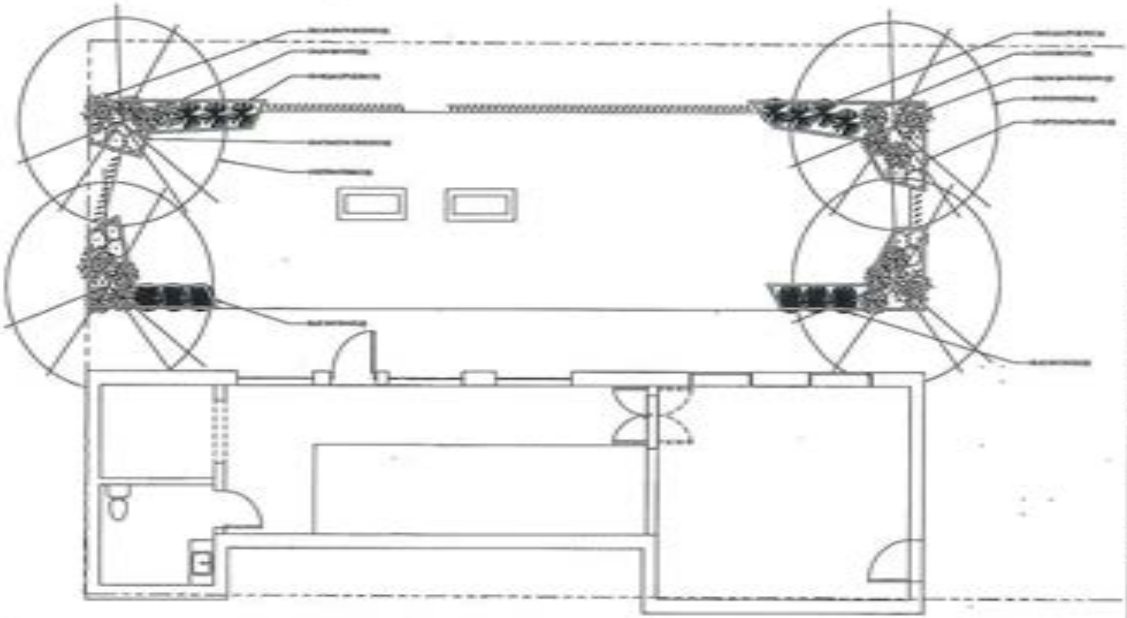


SHELDON'S SERVICE STATION

SITE SURVEY

C001





PLANT SCHEDULE			
COMMON NAME	QTY	BOTANICAL NAME	SIZE
WESTERN REDBUD	4	CERCIS OCCIDENTALIS	#15
DRACULA LITTLE REX	7	DRACULA (REVOLUTA LITTLE REX'	#1
DALEA SANTA BARBARA	4	DALEA (LUCHATOTA 'SANTA BARBARA'	#1
GUARA SO WHITE	12	GUARA LINDHEIMERI 'SO WHITE'	#1
DRAPTOVERA FIRED WIRE	12	ERAPTOVERA FRIED WIRE	#1
BLUE OAT GRASS	8	HELICTOTRICHON SEMPERVIRENS	#1

SHELDON'S SERVICE STATION

LANDSCAPING

L001

CITY OF
LA MESA
JEWEL of the HILLS

STAFF REPORT

REPORT TO
LA MESA PLANNING COMMISSION

DATE: August 3, 2016

SUBJECT: **Site Development Plan DAB-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. The proposed project also includes i) a request to waive the requirement for a six-foot zone boundary wall and ii) a request for a parking modification to reduce required parking. Assessor's Parcel Number: 486-750-02.

ISSUING DEPARTMENT: Community Development

SUMMARY

Issues:

1. Is the proposed project consistent with the Grossmont Specific Plan?

2. Does the proposed site development plan comply with the requirements of the Neighborhood Commercial, Grossmont Specific Plan Overlay, and the Urban Design Overlay (CN-G-D) zoning?

3. Can the required findings set forth in the Grossmont Specific Plan Overlay Zone be made as it relates to the parking plan which modifies the parking requirements for this mixed-use development?

4. Should a development standard requiring construction of a zone boundary wall be waived by the Planning Commission?

Recommendations:

1. Adopt the draft Planning Commission Resolution making the required findings set forth in the Grossmont Specific Plan Overlay Zone to approve the proposed Site Development Plan, including the request to waive the requirement for a six-foot zone boundary wall and request for a parking modification to reduce required parking and allow shared parking.

La Mesa Zoning Ordinance Code Sections:

- Section 24.02.035 lists the requirements for approval of site development plans.
- Section 24.04.020.G establishes that the Planning Commission may approve site development plans which include modifications to parking provisions.
- Section 24.06.020.A.1.b allows residential use in a commercial zone on any floor of a principal building except a basement or first floor when the first floor is devoted to an unrelated principal use.
- Section 24.06.030.G establishes the requirement for an ornamental six-foot high masonry zone boundary wall for commercial sites adjacent to a residential zone.
- Chapter 24.16 is the Grossmont Specific Plan Overlay Zone.

Environmental Review:

The project is Categorically Exempt from review under the California Environmental Quality Act, Class 32. Class 32 exemptions may be applied to infill development projects that 1) are consistent with the General Plan and zoning regulations; 2) are within City limits on a site surrounded by urban uses; 3) are on sites having no value as habitat for endangered species; 4) would not result in any significant effects relating to traffic, noise, air quality, or water quality; and 5) can be adequately served by all required utilities and public services.

BACKGROUND:

Both the La Mesa General Plan and the Grossmont Specific Plan promote transit-oriented development. The proposal is to build a mixed-use development near the Amaya Drive Trolley Station with reduced parking. 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 on the 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 apartment complex to the west of the subject site. 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 F, Exhibit A**). 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 parcel to the west, which sits above the site. Commercial and multi-family residential development occupy these adjacent sites respectively. Existing conditions are also depicted on the submitted plans (Sheet 1 of 1, **Attachment F, Exhibit A**). 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 applications are required by the La Mesa Municipal Code to ensure compliance with the City's development requirements. Pursuant to the Municipal Code, Planning Commission approval of DAB 16-01 is required:

- To make the findings set forth in the Grossmont Specific Plan Overlay Zone,
- To approve the request to waive the zone boundary wall requirement applicable along the west property boundary, and
- To approve the request to reduce parking requirements.

Design review applications are 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 on DRB 16-01 is required.

DISCUSSION:

Project Description

Vehicular access to the site is proposed from two curb cuts along Severin Drive and existing curb cuts along Amaya Drive are 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.

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 and Sheet A7.1, **Attachment F, Exhibit A).**

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.

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.

The applicant proposes to provide 28 on-site parking spaces to serve the development. The following table summarizes parking requirements and the applicant proposal:

REQUIRED		
Commercial	1/250 x 1,100 = 4.4 or 4	4
Residential	2 per unit x 18 units =36	36
TOTAL		**40**
PROPOSED		
Residential (18 units, two of which are live-work)		23.4 or 23
Shared	Share resident guest parking (4.7 spaces) and commercial spaces (4.4 spaces) by designating 5 spaces for this purpose.	5
TOTAL	Or 1.56 spaces per unit due to proximity of Amaya Station. (18 du x 1.56 space/du = 28 spaces)	**28**

General Plan Consistency and Zoning

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 promotes parking reductions near transit, as stated in the following policies which relate to the Grossmont Specific Plan, mixed-use development and transit-oriented 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).

The proposed project is consistent with the La Mesa General Plan because it achieves the objectives of the policies listed above. The proposed draft findings for Specific Plan Overlay Zone consistency are outlined in the discussion below.

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.

It is noted that, although there is no density limit prescribed by the site zoning or the General Plan, the scale of the proposed development and improvements will be consistent with the surrounding area, thus implementing General Plan goals and polices that generally encourage infill development compatible with surrounding uses.

Grossmont Specific Plan Findings

New development projects require approval of a Site Development Plan when located in the Grossmont Specific Plan area. Further, the Planning Commission is required to consider findings for development proposed in the Grossmont Specific Plan Overlay zone. Finally, projects within the CN zone are subject to development standards related to maximum building height, minimum setbacks and parking.

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

Page 12	The (1985) 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.
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.

Regarding street dedication and public improvements, cited in the table above and referenced in the Grossmont Specific Plan, the Engineering Department has determined that the existing right-of-way improvements meet current City design standards.

The 2012 Bicycle Facilities and Alternative Transportation Plan identifies Severin Drive as a Class 3 bike route under the heading "Recommended Projects" (page 40). No right-of-way restriping is proposed with the project. Amaya Drive is shown as a Class 2 bike lane, with no improvements proposed along the subject property street frontage.

In reviewing the project relative to the City's policies and zoning, the Planning Commission should consider the policies for this site established in the Grossmont Specific Plan, and

Overlay Zone. The 1985 Grossmont Specific Plan encouraged the plan area to be developed as a relatively high density, urban sub-center with densities at the upper end of ranges feasible under market demand and zoning potentials (page 10). The current Specific Plan, adopted on April 12, 1994, divides the area into 31 distinct development sites. The Overlay Zone permits uses allowed by the underlying zoning as well as higher intensity uses, and is intended to implement the land use policies of the Grossmont Specific Plan. The findings of the Grossmont Specific Plan Overlay Zone are as follows:

1. That the proposed use is consistent with the Grossmont Specific Plan.

The Grossmont Specific Plan identifies numerous "development parcels" within the Plan area and gives specific recommendations for the development of those parcels. The subject property is identified as Site 11. The Plan acknowledges the former gas station use of the site, recommends the installation of landscaping, and states that new development should be complimentary to the shopping center across the street and the adjoining apartment project to the west.

The mixed-use project is consistent with the Grossmont Specific Plan because the project provides infill development and a transitional use between the commercial and residential uses to the north, east, and west. The project fits within the context of the area as called for in the General Plan. The project is located near the Amaya Drive Trolley Station, which provides over 230 parking spaces and serves the eastern portion of the City including the adjacent large apartment complexes.

2 That adequate parking is provided.

Two existing driveway openings are provided along the Severin Drive frontage, and 28 off-street parking stalls are proposed for the project as shown on the site plan. For multi-unit residential projects, parking is typically required at 2 parking spaces per dwelling unit. For commercial projects, parking is typically required at a ratio of 1 space per 250 square feet of gross leasable area. City policies and ordinances provide for parking reductions and modifications to encourage transit-oriented development. In the discussion of the Grossmont Trolley Station, the Grossmont Specific Plan states that "Parking requirements should be reduced for proposed uses based upon projected transit ridership". While this statement is specific to the Grossmont Trolley Station, consideration is made for the Amaya Station and adjacent properties, given the policies of the 2013 General Plan which promote parking reductions near transit.

The applicant provided a narrative describing in detail the reasons for the proposed parking modification, including the proximity to trolley access. The Amaya Trolley Station is located to the southwest, across Amaya Drive. Planning Commission review of the parking modification is required in accordance with La Mesa Municipal Code Section 24.04.020.G.

The applicant's request for parking requirement modification is shown on Appendix D of the Traffic Assessment Letter prepared for the project (**Attachment E**). The request notes that the Amaya Station is only one of three MTS stations providing service to two trolley lines outside of downtown San Diego, the Orange and Green lines, and that the subject property is 0.1 mile from the trolley station. The request includes a discussion of comparable local

projects and examples from National City and Lemon Grove. Table 1 of Appendix D shows that if the site were located in San Diego, Lemon Grove, Chula Vista or Oceanside the parking requirement would be comparable or less than what the applicant proposes, which is 28 parking spaces. Table 2 compares La Mesa code requirements, SANDAG parking strategy ratios and the project as proposed.

The Grossmont Specific Plan states that "from a regional perspective, the higher use of the Trolley and other transit services will reduce traffic congestion and improve air quality. Encouraging more intense development along the trolley corridor will increase support for mass transit services. It further states that " while there is no regional model for parking reductions associated with transit facility developments at this time, such reductions should be included as part of any project approval." The applicant has requested consideration of a modification to the parking requirement of two spaces per unit to 1.3 spaces per unit. A 30% reduction is proposed for the entire project.

It should be noted that the City of La Mesa Downtown Village Specific Plan states that the parking standards may be reduced by 25 percent for residential projects due to the close proximity of the Trolley Station. The Grossmont Specific Plan and the Downtown Village Specific Plan provide evidence of City policies that support parking reductions near transit. While the City of La Mesa's zoning ordinance does not specifically address parking reductions associated with transit-oriented developments, the two specific plans show that the City recognizes that projects near a trolley station could have reduced parking requirements. This, coupled with the reduced parking requirements of other projects and municipalities, indicates that the 30% reduction request is reasonable and consistent with City policies and similar projects in other jurisdictions.

3. That the project will not adversely affect the surrounding circulation system.

The project proposes two driveways on Severin Drive for ingress/egress to internal parking lots. The additional traffic generated by the project is a small portion of the designed capacity of Severin Drive and Amaya Drive. The project is anticipated to generate 108 average daily trips (ADT) based on a trip generation rate of 6 ADT per unit for apartment land uses. Apartment land uses constitute "any multi-family units more than 20 du/acre in accordance with published SANDAG rates, as explained in the Traffic Assessment Letter prepared for the project (**Attachment E**). The regional standard of practice for live/work units is to assess the trip generation based on the residential units.

The segment of Amaya Drive from Severin Drive to the SR-125 is classified as a Parkway Arterial in the Circulation Element of the La Mesa General Plan, with a target capacity of 30,000 average trips per day. Amaya Drive is currently identified with about 13,500 average trips per day in the vicinity of the subject property. Severin Drive north of Amaya Drive is classified as a Local Collector in the Circulation Element of the La Mesa General Plan, with a target capacity of 8,000 average trips per day. Severin Drive is currently identified with about 5,200 average trips per day in the vicinity of the subject property. The streets abutting the project site have the capacity to accept 108 estimated trips from the development and maintain an acceptable level of service in accordance with General Plan policies. The project would not adversely affect the surrounding circulation system.

4. That the design of all new buildings is consistent with design guidelines as established by the City Council.

The Urban Design Program identifies the Grossmont Specific Plan area as a "special design district" and major commercial nodes such as the area north of the intersection of Amaya and Severin Drives as "visually sensitive areas". The architecture of the project has a unified design theme, consistent use of materials and colors, and is of a scale consistent with the neighborhood. On July 11, 2016 the project was reviewed and approved by the City's Design Review Board, and the design of the project will be subject to ratification by the City Council at a future date. The design of the project is consistent with design guidelines as established by the City Council.

Shared Parking Request

In a mixed-use project, guest parking may be shared with the parking for non-residential use with an approved parking modification in accordance with Section 24.04.020.G of the Zoning Ordinance. The applicant is requesting to share the commercial parking with the resident guest parking since only 1,100 square feet of commercial use is proposed that is related to the two live-work units. Four commercial parking spaces (one per every 250 square feet of commercial, which is 4.4 or 4) would be required to be shared out of five provided for guest parking.

Section 24.04.020.G.1 of the Zoning Ordinance states that the Planning Commission may review and approve, or approve with conditions, site development plans for parking modifications "only when it is demonstrated that all uses can be sufficiently served because of the varying hours of operation and for varying peak parking demand times." Due to varying peak parking demand times between resident guests - who may be more inclined to visit after work - and the hours of operation of a commercial use (typically 9:00 a.m. – 5:00 p.m.), it could be argued that the request for shared parking between resident guests and commercial users is approvable. Another factor is that there may be a greater propensity for people to walk with the Amaya Station nearby. The Planning Commission has approved shared parking for projects elsewhere in the City, namely along El Cajon Boulevard which is also served by transit (bus service).

Zone Boundary Wall Waiver Request:

Zoning Ordinance Section 24.06.030.G requires that a six-foot high masonry wall be required on a site boundary when said boundary is adjacent to a residential zone. Such wall shall be reduced to four feet in height within a front setback. The purpose of a zone boundary wall is typically to provide screening to reduce visual, noise and other impacts from commercial land uses.

On the subject property, a 10-foot setback applies along the west property line due to adjacent residential zoning. The applicant has submitted a request to waive the requirement for a zone boundary wall between the subject property and the R3 zoned property to the west (**Attachment D**). The applicant lists six facts in support of the request, including:

i) The adjacent property on the west side of the project, named Central Park, is an apartment complex and is the project's only neighbor in a non-commercial zone,

ii) A five-foot wrought iron fence, over 100 feet of parking, carports, a sidewalk and greenscape separate the nearest building on the Central Park side of the boundary from the project site,

iii) The fence currently marks the property boundary along the length of the properties,

iv) Except for the southern end of the building, the Project's west elevation is parking and apartment units – just like the neighboring Central Park. The south elevation of the building, which is comprised of the live/work units and apartments that face Amaya Drive, faces away from and is not visible from Central Park,

v) The part of the Central Park complex that is situated closest to the commercial element of the project is about 150 feet of treed landscape away from commercial activity, and

vi) No disturbances common to tenants in a commercial building are anticipated from the tenants of the live-work portion of the project.

The above-listed facts support the zone boundary wall waiver. As suggested above, fencing rather than a solid masonry wall is a typical accessory structure to demarcate property lines between similar uses. Further, distance between uses on each parcel, topographic differences, and the location of landscape area and parking areas on each parcel are factors in support of the waiver request. Due to the similar (residential) land use of both sites, the requirement for the zone boundary wall is unnecessary.

Environmental Review

The applicant has provided technical reports including a traffic assessment, acoustical analysis report, air quality, greenhouse gas, preliminary water quality report, and a preliminary drainage study. These reports have been reviewed and accepted by the City. A Class 32 Categorical Exemption has been prepared for the project.

RECOMMENDATION:

Based upon the ability to make the required findings, staff recommends that the Planning Commission:

1. Find the proposed Project consistent with the Grossmont Specific Plan and Overlay Zone.

2. Approve Site Development Plan DAB 16-01, subject to the conditions recommended by the Development Advisory Board, including waiving the

requirement for a six-foot zone boundary wall and approving the request for a parking modification to reduce and to share required parking (**Attachment F**).

Submitted by:

Chris Jacobs
Senior Planner

Attachments:
A – Vicinity Map and Aerial Photographs.
B – Site Photographs.
C – Design Review Board Certificate of Action.
D – Boundary Wall Waiver Request
E – Traffic Assessment Letter including Attachment D, Request for Parking Requirement Modification
F – Draft Planning Commission Resolution with Development Advisory Board Conditions and Development Plans (Exhibit A).

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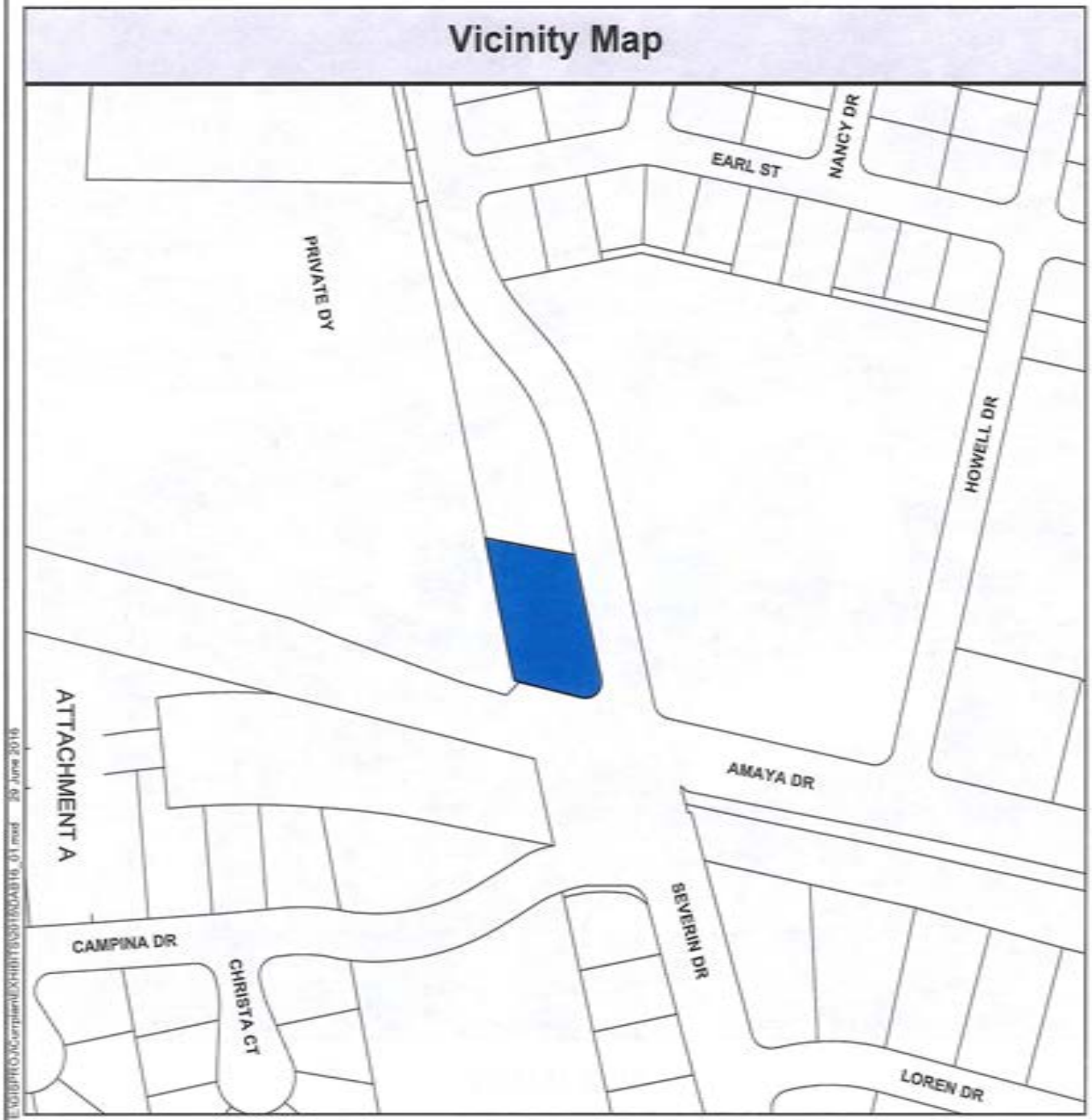
Vicinity Map



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

0 110 220 330 440
FEET

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

E:\GIS\PROJ\Compliance\EXHIBITS\2016\DAB16_01.mxd 29 Jun 2016

Aerial Map

CITY OF LA MESA
JEWEL of the HILLS

Site Plan Review
Design Review
DAB/ DRB 16-01

PROPERTY INFORMATION

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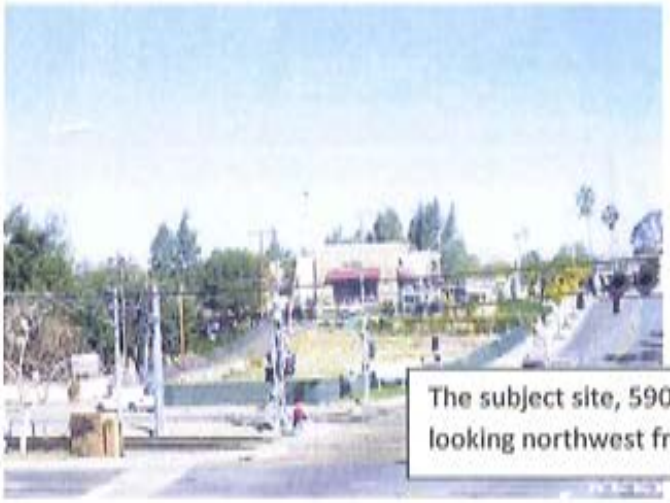
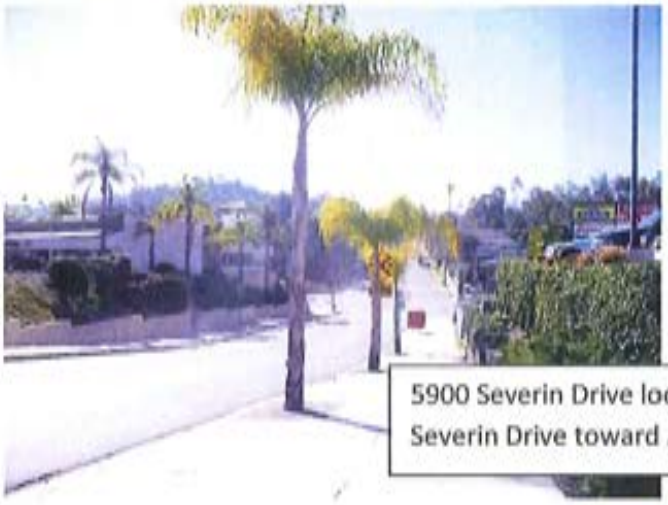
FEET

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

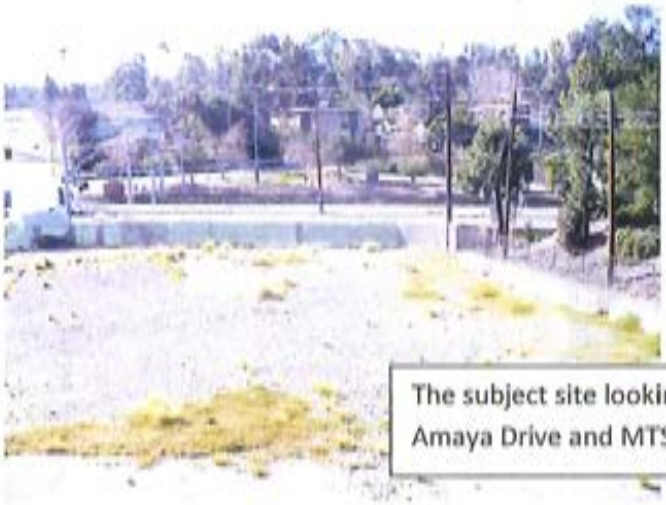
Site Photos at 5900 Severin Drive



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.

ATTACHMENT B

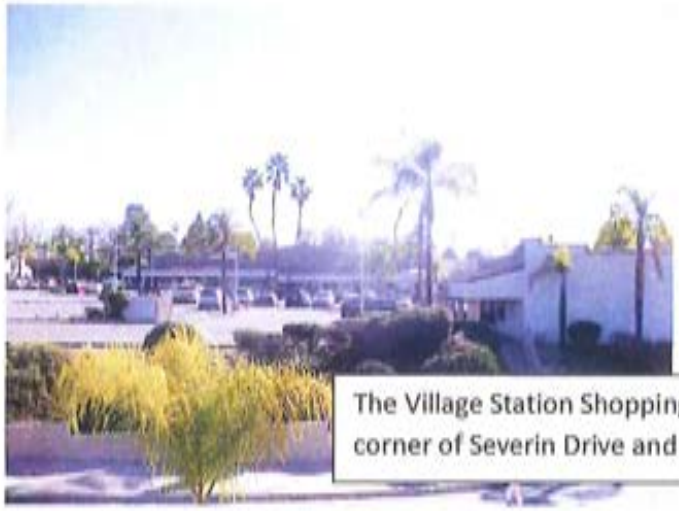
Site Photos at 5900 Severin Drive

Neighboring multi-family residential west of the subject site.

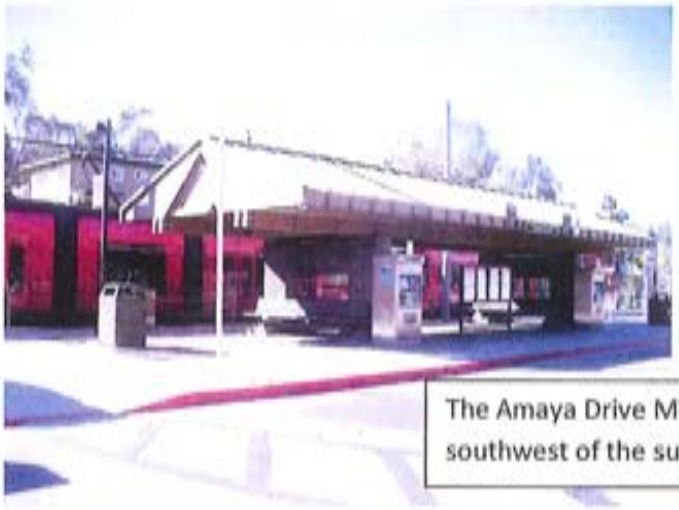
Neighboring commercial strip center to the north of the subject site.

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.

CITY OF
LA MESA
JEWEL of the HILLS

COMMUNITY DEVELOPMENT DEPARTMENT

CERTIFICATION OF
DESIGN REVIEW BOARD ACTION

FILE:	DRB 16-01 (5900 Severin LLC)
MEETING DATE:	July 11, 2016
SUBJECT:	Review and recommendation to the City Council 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.
DETERMINATION:	After reviewing the proposal the Board made a motion to recommend approval of DRB 16-01 based on plans dated July 5, 2016 and a finding that the project is consistent with the City's Urban Design Program and with the design objectives of the Grossmont Specific Plan.

The vote on the motion was as follows:

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

ATTEST:

Chris Jacobs
Senior Planner

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ATTACHMENT C

Ivar Leetma
5900 Severin Drive
Project no.:_____
02/01/2016

BOUNDARY WALL WAIVER REQUEST

Boundary Wall Ordinance:

24.06.030 - Development standards.

G. Fences and Retaining Walls. The following fences and retaining walls shall be:

1. Required: A six-foot high masonry wall shall be required on a site boundary when said boundary is adjacent a residential zone. Such wall shall be reduced to four feet in height within a front setback.

Introduction: Our Project site is zoned CN - Neighborhood Commercial. CN allows for our proposed mixed use building. The Project is comprised of 16 apartments and 2 live/work units. The Project's commercial element (live/work) is at the southern end of the building far from any neighboring buildings.

Our future neighbor is a large, multi-building apartment complex, in an R 3 zone.

For all practical purposes, the predominant land uses on both properties are compatible, if not identical. Therefore, and for the following reasons, a boundary wall between the properties is unnecessary.

Facts:

1. The Project is in a Neighborhood-Commercial zone. The adjacent property (zoned R 3) on the west side of the Project, named Central Park, is a dense apartment complex. It is the Project's only neighbor in a non-commercial zone.
2. A five foot wrought iron fence, over 100 feet of parking, carports, a sidewalk and green-scape separate the nearest building on the Central Park side of the boundary from our Project. *See attachment.*
3. The fence currently marks the property boundary along the entire length of the properties. *See attachment.*
4. Except for the southern end of the building, the Project's west elevation is parking and apartment units- just like the neighboring Central Park. The south elevation of the

ATTACHMENT D

building, which is comprised of the live/work units, and apartments that face Amaya Drive, faces 180° away, and is not visible from Central Park. *See attachment.*

5. Moreover, the part of the Central Park complex that is situated closest to the commercial element, is about 150 feet of treed landscape away from commercial activity. *See attachment.*
6. We expect no disturbances common to tenants in a commercial building, as we expect our live/work tenants to be professionals with few, if any visitors.

Discussion: A boundary wall should physically separate, and ostensibly provide a buffer between incompatible uses in differently zoned, adjacent properties. Here, a 5 foot wrought iron boundary fence already exists to adequately demark the limits of the properties. The City requirement for a boundary wall in this instance as a buffer, or for any other reason, would serve no rational purpose. From any practical perspective, no one could tell that the two properties are zoned differently.

Conclusion: Applicant respectfully requests that the City of La Mesa waive its requirement that Applicant comply with La Mesa Municipal Code Sec. 24.06.030 G. 1. to build a Boundary Wall.

ATTACHMENTS

There are no Attachments for Facts 1 & 6

Attachment for Fact 2

Attachment for Fact 3

Attachment for Fact 4

Attachment for Fact 5

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Irvine
San Diego
Woodland Hills

May 12, 2016

Mr. Ivar Leetma
2040 Harbor Drive, Suite 250
San Diego, CA 92101

LLG Reference: 3-15-2546

Subject: **5900 Severin Drive– Traffic Assessment Letter**
La Mesa, CA

Dear Mr. Leetma:

Linscott, Law & Greenspan, Engineers (LLG) has completed the following Traffic Assessment Letter (TAL) to evaluate the potential impacts associated with the 5900 Severin Drive project ("Project") to be located on a vacant lot located on the northwest corner of the Severin Drive/Amaya Drive intersection in the City of La Mesa (City). The transit oriented, smart growth project (Project) proposes a mixed use residential/commercial development of 16 multifamily units on a half-acre lot. Two (2) additional units are proposed as live/work units for a total of 18 units. Two driveways are proposed on Severin Drive to access 29 surface parking spaces, including four (4) handicapped spaces. Bicycle lockers are also provided.

Per City of La Mesa requirements, this TAL includes the following components:

- Analysis of Existing Conditions
- Project Trip Generation
- Analysis of Existing plus Project Conditions
- Driveway Visibility and Access
- On-street Parking Evaluation
- Traffic impacts to Other Public Facilities
- Parking Adequacy and On-site Circulation

ANALYSIS OF EXISTING CONDITIONS

The Project site is located at 5900 Severin Drive on a vacant lot within the City of La Mesa. Per the published *City of La Mesa Traffic Assessment Letter Requirements* (February 10, 2006), the existing traffic volumes and peak hour level-of-service should be documented at the immediately adjacent intersection(s) and fronting roadway

segments. Based on these guidelines, in conjunction with City staff, the following locations were selected for analysis.

Intersections

1. Severin Drive/Amaya Drive (signalized)

Roadway Segments

1. Severin Drive: north of Amaya Drive
2. Amaya Drive: west of Severin Drive

Summary of Existing Conditions

Project access to the local street system will be via a two full-access unsignalized driveways to Severin Drive, located approximately 60 feet and 130 feet north of Amaya Drive. Currently, the site has four curb cuts; two on Severin Drive and two on Amaya Drive. One each is provided at the intersection, adjacent to the curb return. The second existing curb cuts are located at the ends of the property.

Severin Drive is classified as a Local Collector in the *City of La Mesa General Plan Circulation Element* (2012). Between Amaya Drive and Earl Street Severin Drive is currently constructed as a two-lane roadway with a two-way left-turn lane. Curbside parking is not allowed on this segment of Severin Drive. No speed limit is posted in the immediate vicinity of the Project, although a 30 MPH speed limit is posted north of Earl Street. U-turns are prohibited at Amaya Drive.

Amaya Drive is classified as a Major Collector in the City *Circulation Element*. Amaya Drive generally constructed as a four-lane west of Severin Drive, bike lanes and raised median. Approaching Severin Drive, Amaya Drive narrows to two-lanes, with the eastbound no. 2 lane trapping to become the eastbound right-turn lane to southbound Severin Drive. East of Severin Drive, Amaya Drive is generally a two-lane roadway with a two-way left-turn lane. A second westbound lane is provided at the intersection with Severin Drive. A bike lane is provided in the eastbound direction. U-turns are prohibited at Severin Drive.

Curbside parking is prohibited in the vicinity of the Severin Drive/Amaya Drive intersection. The posted speed limit is 35 MPH in the study area.

Amaya Drive runs parallel to active light rail tracks, and typical traffic signal operations at the Severin Drive/Amaya Drive intersection can be affected by railroad preemption. The San Diego Metropolitan Transit (MTS) district runs the Green Line and Orange Line trolley service along a parallel right of way with Amaya Drive. The Amaya Trolley Station is located one block west, off of Amaya Court.

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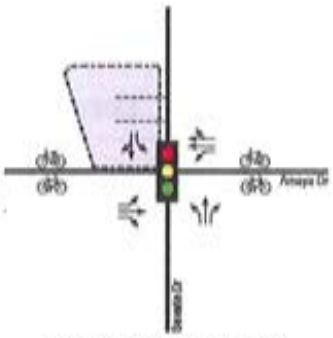
Adjacent land uses include multifamily residential units to the west, retail uses to the north and east, and single-family residential units to the south. Two schools (Mt. Helix Academy and Laurel Preparatory Academy) are located within 500 feet of the site.

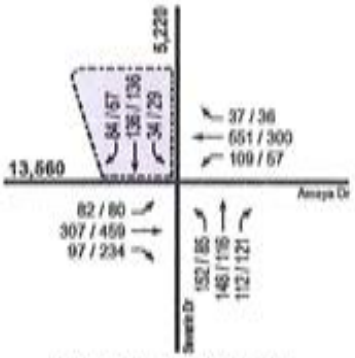
The existing conditions of the adjacent intersection are shown in ***Diagram 1.*** Photographs of the existing conditions at the study area locations are included as ***Attachment A***.



1. Existing Conditions

Existing Traffic Volumes

Peak period turning movement counts at the study area intersection and average daily traffic (ADT) volumes at the two adjacent roadway segments were collected during November 2015 when local schools were in session. ***Diagram 2*** shows the existing weekday traffic volumes in the Project area. ***Attachment B*** contains the intersection and street segment count sheets.



2. Existing Volumes

Existing Traffic Operations

Table 1 summarizes the existing intersection operations at each of the studied intersections. As seen in *Table 1*, the study area intersections are calculated to operate at LOS C or better in the PM peak hour. ***Attachment C*** contains the intersection analysis worksheets.

Table 2 summarizes the existing daily street segment operations on the adjacent roadway segments. As seen in *Table 2*, both Severin Drive and Amaya Drive are calculated to operate at LOS C or better on a daily basis.

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TABLE 1
EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing	
			Delay [a]	LOS [b]
1. Severin Drive/ Amaya Drive	Signal	AM	29.2	C
		PM	23.3	C

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service.

SIGNALIZED
DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

TABLE 2
EXISTING SEGMENT OPERATIONS

Street Segment	Existing Roadway Classification	Existing Capacity (LOS E)[a]	Existing	
			ADT [b]	LOS [c]
Severin Drive				
North of Amaya Drive	Local Collector	8,000	5,220	C
Amaya Drive				
West of Severin Drive	Major Collector	30,000	13,560	B

Footnotes:
a. Capacities based on *SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region*, used by the City of La Mesa per the 2012 General Plan EIR.
b. Average Daily Traffic
c. Level of Service

PROJECT TRIP GENERATION

The proposed mixed use development includes the construction of eighteen multifamily units, of which two (2) are designed to be live/work units, fronting Amaya Drive. These two units provide the commercial element of the mixed-use development. The retail square footage of these two units is modest, and there is no stand-alone commercial use proposed on-site. The regional standard of practice for live/work units is to assess the trip generation based on the residential units. No separate assessment is made for traffic associated with the modest retail/office component. The project's density is calculated at 36 units/acre, based on the proposed development of 18 units on the 0.50 acre site.

Table 3 summarizes the proposed Project trip generation for typical weekday operations based on published SANDAG rates for "Apartment" land uses, which constitute "any multifamily units more than 20 DU/acre".

TABLE 3
PROJECT TRIP GENERATION

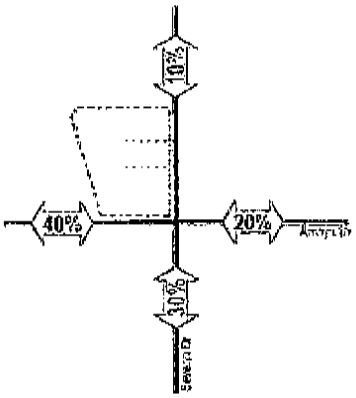
Land Use	Quantity	Daily Trips		AM Peak Hour [c]					PM Peak Hour				
		Rate [a]	ADT [b]	Rate	In:Out Split	In	Out	Total	Rate	In:Out Split	In	Out	Total
Live/Work [a]	18 DU	6/KSF	108	8%	20:80	2	7	9	9%	70:30	7	3	10

Footnotes:
a. Trip rate based on SANDAG *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* for "Apartment" land use.
b. Average Daily Traffic

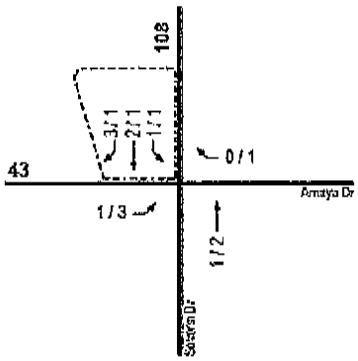
It should be noted that the project lies within a quarter mile of a major transit station, and is immediately adjacent to retail sites and schools. As such, mixed use and transit oriented development trip reductions could be applicable. However, to provide a conservative analysis, the standard trip generation rates were used without further adjustment.

Project Trip Distribution & Assignment

Regional access via State Route 125 and Interstate 8 is most readily accessed via Amaya Drive and Severin Drive, respectively. Amaya Drive also provides access to Fletcher Parkway and Grossmont Center, generally west and south of the site. Based on the Project's location to these regional facilities, Project traffic was distributed to the street system as shown in ***Diagram 3***. Assigned Project trips at the study area intersection and street segments are shown in ***Diagram 4***.



3. Project Distribution



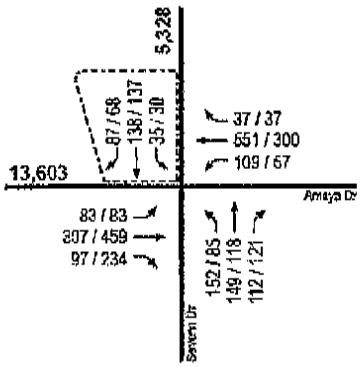
4. Project Volumes

ANALYSIS OF EXISTING PLUS PROJECT CONDITIONS

The following is a summary of the operational analyses for the various street-system components under Existing + Project conditions. ***Diagram 5*** shows the Existing + Project traffic volumes. The Existing + Project intersection analysis worksheets are also included in *Attachment C*.

With the addition of Project traffic, all study area intersections will continue to operate at LOS C or better in the PM peak hour. ***Table 4*** summarizes the peak hour intersection operations with Project traffic.

With the addition of Project traffic, the adjacent street segments on Severin Drive and Amaya Drive will continue to operate at LOS C or better on a daily basis. ***Table 5*** summarizes daily street segment operations with Project traffic.



5. Existing + Project Volumes

LINSCOTT LAW & GREENSPAN engineers

TABLE 4
INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project	
			Delay [a]	LOS [b]	Delay	LOS
1. Severin Drive/ Amaya Drive	Signal	AM PM	29.2 23.3	C C	29.4 23.4	C B

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service.

SIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

TABLE 5
SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E)[a]	Existing			Existing + Project			Project Trips
		ADT [b]	LOS [c]	V/C [d]	ADT	LOS	V/C	
Severin Drive								
North of Amanda Drive	8,000 [e]	5,220	C	0.653	5,328	C	0.667	108
Amaya Drive								
West of Severin Drive	30,000 [f]	13,560	B	0.452	13,603	B	0.453	43

Footnotes:
a. Capacities based on *SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region*, used by the City of La Mesa per the 2012 General Plan EIR.
b. Average Daily Traffic
c. Level of Service
d. V/C - Volume / Capacity
e. Roadway classified as Local Collector.
f. Roadway classified as Major Collector.

DRIVEWAY VISIBILITY AND ACCESS

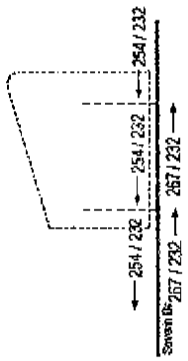
Two driveways to Severin Drive are proposed to serve the project. These driveways are located approximately 70 feet apart, with the southern-most driveway located 60 feet away from the Severin Drive/Amaya Drive intersection. The southern driveway is adjacent to the existing 95-foot long southbound left-turn pocket on Severin Drive. The northern driveway is adjacent to the two-way left-turn lane on Severin Drive.

Severin Drive is a low speed (30 mph), low volume (5,220 ADT) roadway with a two-way left-turn lane transitioning into a two-lane southbound approach. Inbound left-turning vehicles can legally turn left across the southbound left-turn lane to access the site. Southbound queuing from Amaya Drive is calculated at 95 and 164 feet, representing the 95th and 50th percentiles, respectively. Project traffic volumes are also very low (7 maximum peak hour trips in or out), so no operational LOS issues would occur at the driveways.

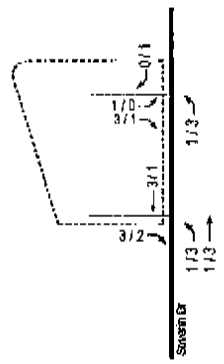
The site design from the parking level will not encroach upon sight triangles along Severin Drive, and no landscaping, monument signs, or other design features are proposed that would impede corner sight distance. Also, Severin Drive adjacent to the site is a tangent street segment, and is the minor street approach to the Severin Drive/Amaya Drive intersection. As such, Severin Drive does not receive the majority of green time at the intersection, so southbound vehicles must stop on red at the intersection most of the time. This observation negates speeding issues that would exacerbate corner sight distance issues.

Project Driveway Operations

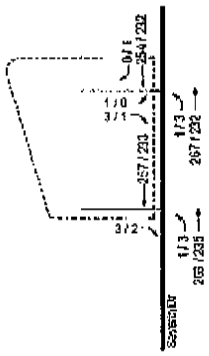
Volumes at the Project driveway are shown under Existing, Project-only, and Existing + Project conditions in ***Diagram 6, and Diagrams 7 & 8*** below. ***Table 6*** summarizes Project driveway operations. As shown in *Table 6*, under Existing + Project conditions, both Project driveways are calculated to operate at LOS B or better during AM and PM peak hours.



6. Existing Driveway Volumes



7. Project Driveway Volumes



8. Existing + Project Driveway Volumes

TABLE 6
PROJECT DRIVEWAY OPERATIONS

Intersection	Control Type	Peak Hour	Existing + Project	
			Delay [a]	LOS [b]
2. Severin Drive/ S. Proj Drwy	MSSC [c]	AM	9.8	A
		PM	9.6	A
3. Severin Drive / N. Proj Drwy	MSSC	AM	10.2	B
		PM	9.6	A

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service
c. Minor Street Stop Controlled intersection. Minor street left-turn delay reported.

UNSIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 15.0	B
15.1 to 25.0	C
25.1 to 35.0	D
35.1 to 50.0	E
> 50.1	F

ON-STREET PARKING EVALUATION

On-street parking is prohibited on the segments of Severing Drive and Amaya Drive adjacent to the Project. Development of the proposed Project would not change this existing parking availability.

On-site parking is discussed in a subsequent section of this report.

TRAFFIC IMPACTS TO OTHER PUBLIC FACILITIES

Per the City of La Mesa requirements, the TAL should evaluate the traffic impacts of the proposed development to adjacent school, transit, or other public facilities. The

Project is located within one block of the Amaya Trolley Station, and adjacent to the Mt. Helix Academy and Laurel Preparatory Academy. School hours are generally between 8:00 AM and 3:15 PM.

The Project traffic volumes are very low, and well within the daily fluctuation of traffic already occurring on adjacent streets. Conflicts with school traffic would be minimal given the very low volumes from the site, coupled with the off-set PM peaks (the schools vacate prior to the commuter peak hour). The street system has ample reserve capacity to accommodate Project traffic based on the LOS calculations presented earlier in this report. Impacts to transit would also be minimal given the relatively small size of the Project. With respect to overall operations in the vicinity of the site, it is important to note that the Project will reduce the overall number of curb cuts from three to two, which will reduce conflict points between vehicles and pedestrians/cyclists. This will also improve traffic flow westbound on Amaya Drive.

PARKING ADEQUACY AND ON-SITE CIRCULATION

Parking

The eighteen-unit residential project requires 36 parking spaces for the residential uses, per the City's Municipal Code (2 spaces/unit). The municipal code states that one (1) space shall be assigned for the unit and the other for visitor/delivery/service/other. However, the Municipal Code does not provide for reductions associated with mixed-use and transit oriented developments. Such reductions are typical in many other local and regional jurisdictions such as the City of San Diego and SANDAG. The Project proposes to provide 29 parking spaces (including 4 handicapped spaces), which is equivalent to 1.6 spaces/ unit. While this ratio is less than the City's published code for typical (non-transit oriented) multi-family residential development, it does provide one (1) space/bedroom, which is consistent with other municipal code requirements in Southern California for transit oriented developments. Examples of this as well as a thorough justification of the adequacy of the proposed parking can be found in the applicant's "Request for Parking Requirement Modification" included in ***Attachment D***.

The site plan/parking layout is included in ***Attachment E***.

On-Site Circulation

The site is small (0.50 acres), and no on-site circulation is proposed, per se. Rather, at-grade parking directly from Severin Drive will be provided. The Project will have a fire-hydrant onsite (Severin Drive), and sufficient space is available in the ground floor parking area to allow for hose-pulls to satisfy the City of La Mesa Fire Marshall. Therefore, there is no proposed emergency vehicle access on-site. Additionally, on-site commercial truck access will be prohibited given the height restrictions in the at-grade parking area.

LINSCOTT LAW & GREENSPAN engineers

SUMMARY AND CONCLUSIONS

Based on the analysis required by the City of La Mesa and presented here, the Project would have no effect on Level of Service on the adjacent street system components, or on any other public facilities. The Project will provide off-street parking at a rate of 1.6 spaces/unit (1 space/bedroom), which does not meet the City's municipal code requirement, but is consistent with the amount of parking required by other agencies in Southern California for transit oriented developments.

Sincerely,

Linscott, Law & Greenspan, Engineers

John Keating, P.E.
Principal

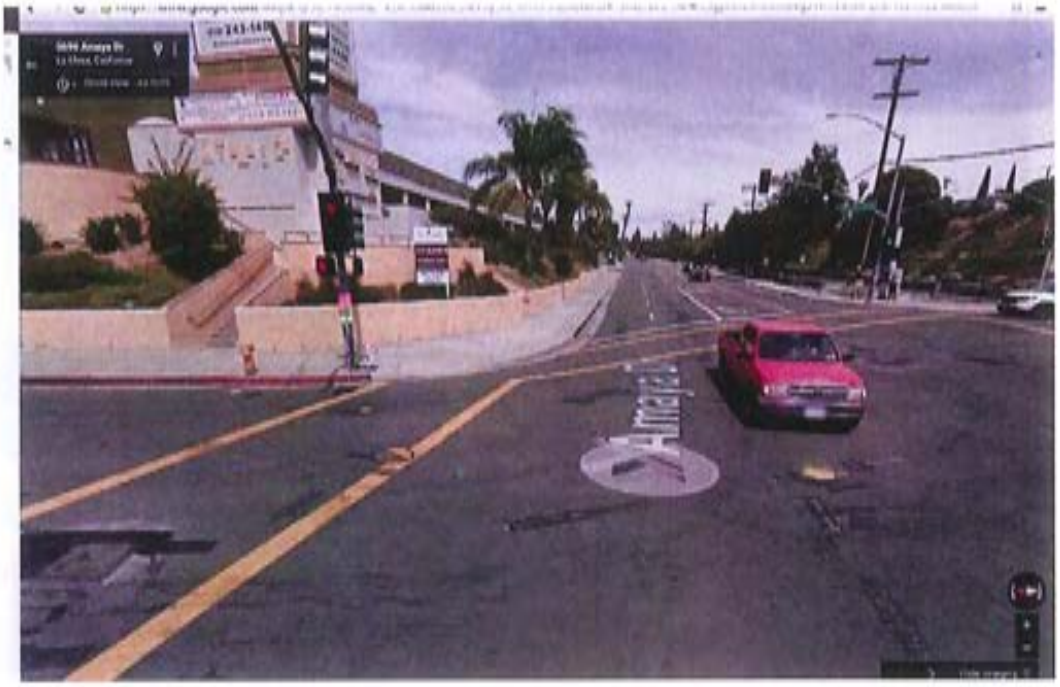
REGISTERED PROFESSIONAL ENGINEER
JOHN F. KEATING
No. C-43595
Exp. Dec. 31, 2016
CIVIL
STATE OF CALIFORNIA

cc: File
Attachments: ***Attachment A***: Project Study Area Pictures
Attachment B: Intersection and Street Segment Count Sheets
Attachment C: HCM Intersection Analysis Worksheets
Attachment D: Request for Parking Requirement Modification
Attachment E: Site Plan/Parking Layout

ATTACHMENT A
PHOTOGRAPHS OF PROJECT STUDY AREA

Severin Drive looking northbound from Amaya Drive. Vacant Project site is shown on left.

Amaya Drive looking westbound from Severin Drive. Vacant Project site is shown on right.



Amaya Drive looking eastbound from Severin Drive. Vacant Project site is shown on right.

Aerial view of local street system. Project site is on the northwest corner of the Severin Drive/Amaya Drive intersection.

ATTACHMENT B
INTERSECTION AND STREET SEGMENT COUNT SHEETS

LINSCOTT LAW & GREENSPAN engineers

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

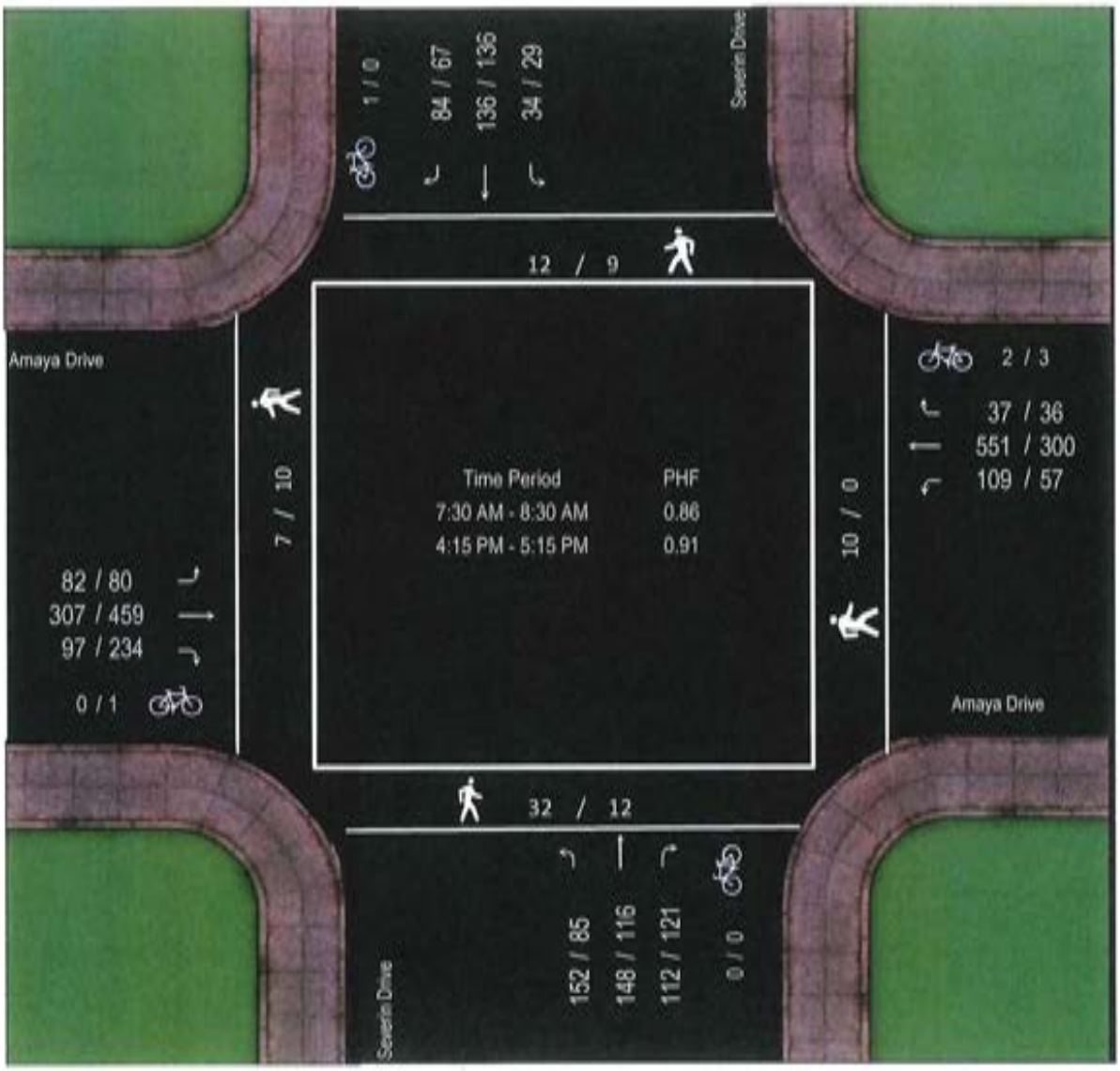
Location: Amaya Drive @ Severin Drive

Date of Count: *Tuesday, November 17, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0443*



LINSCOTT LAW & GREENSPAN engineers

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Amaya Drive @ Severin Drive

AM Period (7:00 AM - 9:00 AM)	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	19	19	12	6	172	16	15	15	26	24	82	7	413
7:15 AM	18	11	4	6	113	20	17	21	50	16	35	10	321
7:30 AM	18	27	7	9	130	13	33	39	55	23	55	20	429
7:45 AM	27	26	9	12	132	25	47	61	29	25	106	38	537
8:00 AM	25	52	15	5	163	45	18	29	36	27	95	12	522
8:15 AM	14	31	3	11	126	26	14	19	32	22	51	12	361
8:30 AM	9	18	0	1	76	15	6	18	27	26	34	10	240
8:45 AM	7	21	3	4	71	8	13	20	32	34	33	6	252
Total	137	205	53	54	983	168	163	222	287	197	491	115	3,075

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.86**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	84	136	34	37	551	109	112	148	152	97	307	82	1,849
PHF	0.78	0.65	0.57	0.77	0.85	0.61	0.60	0.61	0.69	0.90	0.72	0.54	0.86
Movement PHF		0.69			0.82			0.75			0.72		0.86

PM Period (4:00 PM - 6:00 PM)	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	7	24	3	5	60	18	29	27	32	48	84	16	353
4:15 PM	17	38	7	8	69	18	36	32	31	75	120	24	475
4:30 PM	21	16	8	9	88	7	20	12	15	40	136	10	382
4:45 PM	10	48	7	10	65	13	31	40	23	60	99	19	425
5:00 PM	19	34	7	9	78	19	34	32	16	59	104	27	438
5:15 PM	10	28	1	7	70	16	20	18	23	50	111	19	373
5:30 PM	16	26	6	9	63	21	38	30	39	51	96	18	413
5:45 PM	16	32	3	9	61	15	30	25	28	63	88	21	391
Total	116	246	42	66	554	127	238	216	207	446	838	154	3,250

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	67	136	29	36	300	57	121	116	85	234	459	80	1720
PHF	0.80	0.708	0.906	0.9	0.852	0.75	0.84	0.725	0.685	0.78	0.844	0.741	0.91
Movement PHF		0.89			0.93			0.81			0.88		0.91

LINSCOTT LAW & GREENSPAN engineers

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 1. Severin Drive, Earl Street to Amaya Drive

Orientation: *North-South*

Date of Count: *Tuesday, November 17, 2015*

Analysts: *DASH*

Weather: *Sunny*

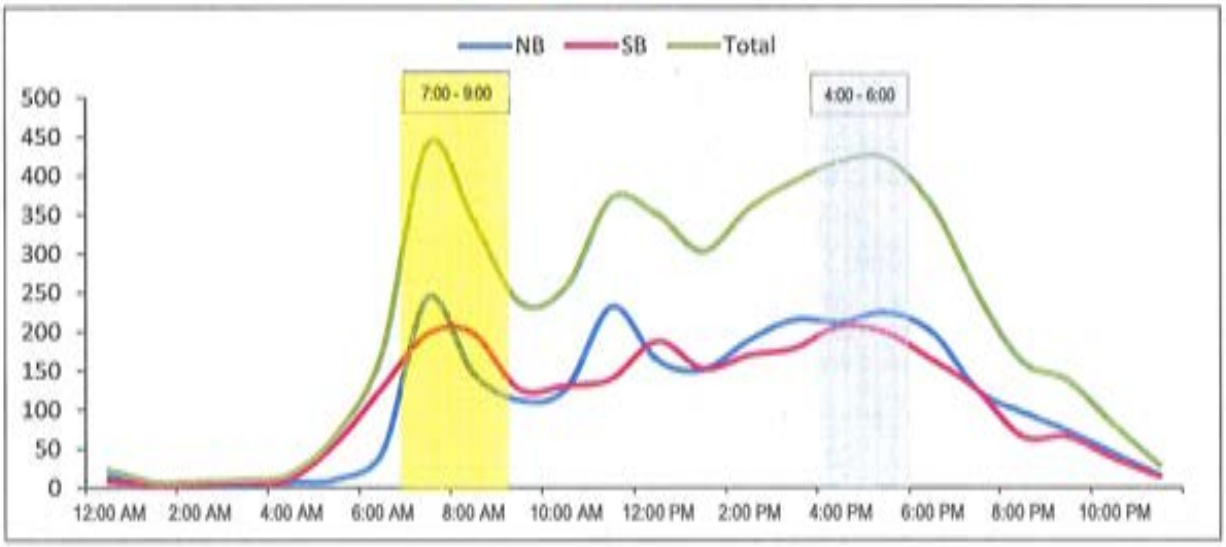
AVC Proj. No: *15-0443*

24 Hour Segment Volume			5,222

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	15	8	23
1:00 AM - 2:00 AM	4	3	7
2:00 AM - 3:00 AM	4	4	8
3:00 AM - 4:00 AM	4	6	10
4:00 AM - 5:00 AM	7	11	18
5:00 AM - 6:00 AM	11	58	69
6:00 AM - 7:00 AM	46	128	174
7:00 AM - 8:00 AM	244	197	441
8:00 AM - 9:00 AM	147	198	345
9:00 AM - 10:00 AM	112	126	238
10:00 AM - 11:00 AM	126	130	256
11:00 AM - 12:00 PM	232	139	371
Total	**952**	**1,008**	**1,960**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	163	187	350
1:00 PM - 2:00 PM	151	152	303
2:00 PM - 3:00 PM	189	169	358
3:00 PM - 4:00 PM	215	178	393
4:00 PM - 5:00 PM	212	206	418
5:00 PM - 6:00 PM	224	198	422
6:00 PM - 7:00 PM	198	163	361
7:00 PM - 8:00 PM	125	125	250
8:00 PM - 9:00 PM	96	65	161
9:00 PM - 10:00 PM	72	65	137
10:00 PM - 11:00 PM	43	37	80
11:00 PM - 12:00 AM	15	14	29
Total	**1,703**	**1,559**	**3,262**

24-Hour NB Volume	2,655	24-Hour SB Volume	2,567



LINSCOTT LAW & GREENSPAN engineers

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 2. Amaya Drive, Fletcher Parkway to Severin Drive

Orientation: *East-West*

Date of Count: *Tuesday, November 17, 2015*

Analysts: *DASH*

Weather: *Sunny*

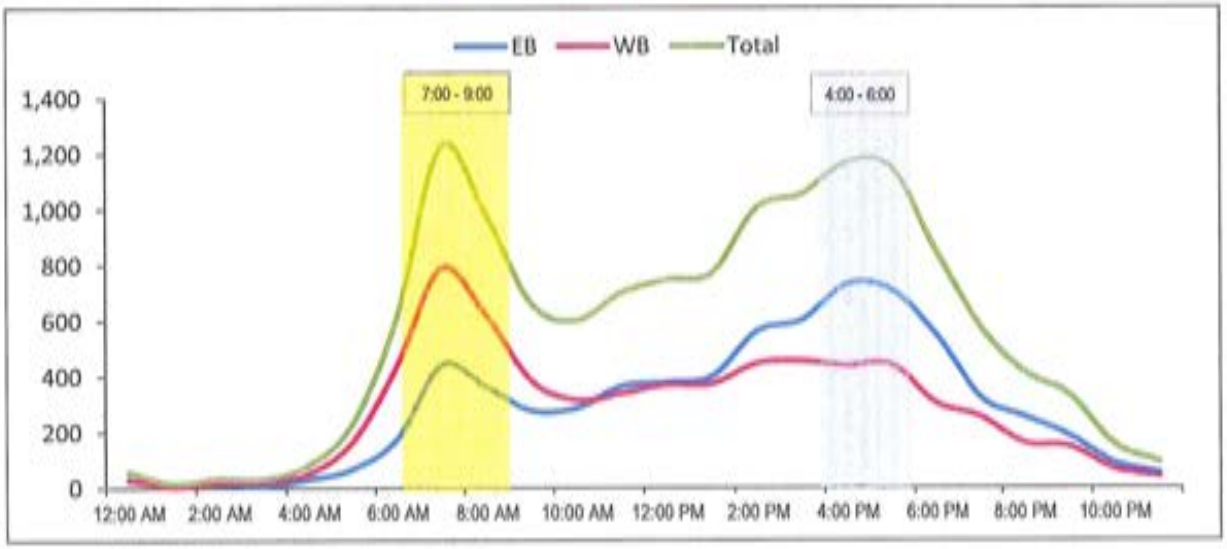
AVC Proj. No: *15-0443*

24 Hour Segment Volume			13,563

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	30	28	58
1:00 AM - 2:00 AM	11	5	16
2:00 AM - 3:00 AM	15	18	33
3:00 AM - 4:00 AM	9	22	31
4:00 AM - 5:00 AM	31	51	82
5:00 AM - 6:00 AM	68	166	234
6:00 AM - 7:00 AM	177	441	618
7:00 AM - 8:00 AM	441	789	1,230
8:00 AM - 9:00 AM	362	618	980
9:00 AM - 10:00 AM	277	385	662
10:00 AM - 11:00 AM	286	315	601
11:00 AM - 12:00 PM	363	337	700
Total	**2,070**	**3,175**	**5,245**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	378	369	747
1:00 PM - 2:00 PM	400	373	773
2:00 PM - 3:00 PM	562	445	1,007
3:00 PM - 4:00 PM	602	453	1,055
4:00 PM - 5:00 PM	731	438	1,169
5:00 PM - 6:00 PM	707	439	1,146
6:00 PM - 7:00 PM	544	301	845
7:00 PM - 8:00 PM	325	254	579
8:00 PM - 9:00 PM	254	160	414
9:00 PM - 10:00 PM	187	147	334
10:00 PM - 11:00 PM	89	67	156
11:00 PM - 12:00 AM	53	40	93
Total	**4,832**	**3,486**	**8,318**

24-Hour EB Volume	6,902	24-Hour WB Volume	6,661



ATTACHMENT C
HCM INTERSECTION ANALYSIS WORKSHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	307	97	109	551	37	152	148	112	34	136	84
Future Volume (veh/h)	82	307	97	109	551	37	152	148	112	34	136	84
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	89	334	105	118	599	40	165	161	122	37	148	91
Adj No. of Lanes	1	1	1	1	2	0	1	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	667	541	149	1266	84	201	554	463	62	235	144
Arrive On Green	0.06	0.36	0.36	0.08	0.38	0.38	0.11	0.30	0.30	0.04	0.22	0.22
Sat Flow, veh/h	1774	1863	1513	1774	3359	224	1774	1863	1557	1774	1071	658
Grp Volume(v), veh/h	89	334	105	118	315	324	165	161	122	37	0	239
Grp Sat Flow(s),veh/h/ln	1774	1863	1513	1774	1770	1813	1774	1863	1557	1774	0	1729
Q Serve(g_s), s	3.9	11.2	3.8	5.2	10.8	10.8	7.2	5.3	4.8	1.6	0.0	10.0
Cycle Q Clear(g_c), s	3.9	11.2	3.8	5.2	10.8	10.8	7.2	5.3	4.8	1.6	0.0	10.0
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	115	667	541	149	667	683	201	554	463	62	0	379
V/C Ratio(X)	0.77	0.50	0.19	0.79	0.47	0.47	0.82	0.29	0.26	0.59	0.00	0.63
Avail Cap(c_a), veh/h	225	667	541	156	667	683	212	711	594	136	0	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.7	20.0	17.6	35.8	18.8	18.8	34.5	21.5	21.3	37.9	0.0	28.2
Incr Delay (d2), s/veh	10.5	2.7	0.8	23.1	2.4	2.4	21.4	0.4	0.4	8.7	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.2	1.7	3.5	5.7	5.8	4.7	2.8	2.1	1.0	0.0	5.0
LnGrp Delay(d),s/veh	47.2	22.7	18.4	59.0	21.2	21.2	55.9	21.9	21.8	46.6	0.0	30.6
LnGrp LOS	D	C	B	E	C	C	E	C	C	D		C
Approach Vol, veh/h		528			757			448			276	
Approach Delay, s/veh		26.0			27.1			34.4			32.8	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	33.0	13.5	22.0	9.7	34.5	7.3	28.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.0	28.5	9.5	27.0	10.1	25.4	6.1	30.4
Max Q Clear Time (g_c+I1), s	7.2	13.2	9.2	12.0	5.9	12.8	3.6	7.3
Green Ext Time (p_c), s	0.0	9.3	0.0	3.5	0.1	8.1	0.0	4.1

Intersection Summary	
HCM 2010 Ctrl Delay	29.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	459	234	57	300	36	85	116	121	29	136	67
Future Volume (veh/h)	80	459	234	57	300	36	85	116	121	29	136	67
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	87	499	254	62	326	39	92	126	132	32	148	73
Adj No. of Lanes	1	1	1	1	2	0	1	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	807	662	87	1329	157	118	444	378	58	240	118
Arrive On Green	0.06	0.43	0.43	0.05	0.42	0.42	0.07	0.24	0.24	0.03	0.20	0.20
Sat Flow, veh/h	1774	1863	1529	1774	3175	376	1774	1863	1583	1774	1172	578
Grp Volume(v), veh/h	87	499	254	62	180	185	92	126	132	32	0	221
Grp Sat Flow(s),veh/h/ln	1774	1863	1529	1774	1770	1781	1774	1863	1583	1774	0	1751
Q Serve(g_s), s	3.5	15.1	8.2	2.5	4.8	4.9	3.7	4.0	5.1	1.3	0.0	8.4
Cycle Q Clear(g_c), s	3.5	15.1	8.2	2.5	4.8	4.9	3.7	4.0	5.1	1.3	0.0	8.4
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	113	807	662	87	741	746	118	444	378	58	0	358
V/C Ratio(X)	0.77	0.62	0.38	0.71	0.24	0.25	0.78	0.28	0.35	0.55	0.00	0.62
Avail Cap(c_a), veh/h	243	807	662	143	741	746	182	730	621	143	0	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.7	16.0	14.1	34.2	13.7	13.8	33.5	22.7	23.1	34.8	0.0	26.4
Incr Delay (d2), s/veh	10.7	3.5	1.7	10.3	0.8	0.8	10.8	0.5	0.8	7.9	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	8.6	3.8	1.5	2.5	2.6	2.2	2.1	2.3	0.8	0.0	4.3
LnGrp Delay(d),s/veh	44.3	19.6	15.7	44.5	14.5	14.6	44.3	23.2	23.9	42.7	0.0	28.9
LnGrp LOS	D	B	B	D	B	B	D	C	C	D		C
Approach Vol, veh/h		840			427			350			253	
Approach Delay, s/veh		21.0			18.9			29.0			30.6	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	36.1	9.4	19.4	9.1	35.0	6.9	21.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.9	31.6	7.5	27.0	10.0	27.5	5.9	28.6
Max Q Clear Time (g_c+I1), s	4.5	17.1	5.7	10.4	5.5	6.9	3.3	7.1
Green Ext Time (p_c), s	0.0	9.1	0.0	3.2	0.1	11.6	0.0	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	23.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	307	97	109	551	37	152	149	112	35	138	87
Future Volume (veh/h)	83	307	97	109	551	37	152	149	112	35	138	87
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	90	334	105	118	599	40	165	162	122	38	150	95
Adj No. of Lanes	1	1	1	1	2	0	1	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	664	539	149	1258	84	201	558	466	63	235	149
Arrive On Green	0.07	0.36	0.36	0.08	0.37	0.37	0.11	0.30	0.30	0.04	0.22	0.22
Sat Flow, veh/h	1774	1863	1512	1774	3359	224	1774	1863	1557	1774	1057	670
Grp Volume(v), veh/h	90	334	105	118	315	324	165	162	122	38	0	245
Grp Sat Flow(s),veh/h/ln	1774	1863	1512	1774	1770	1813	1774	1863	1557	1774	0	1727
Q Serve(g_s), s	4.0	11.3	3.8	5.2	10.8	10.9	7.3	5.3	4.8	1.7	0.0	10.3
Cycle Q Clear(g_c), s	4.0	11.3	3.8	5.2	10.8	10.9	7.3	5.3	4.8	1.7	0.0	10.3
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	116	664	539	149	663	679	201	558	466	63	0	383
V/C Ratio(X)	0.78	0.50	0.19	0.79	0.48	0.48	0.82	0.29	0.26	0.60	0.00	0.64
Avail Cap(c_a), veh/h	224	664	539	155	663	679	211	708	592	135	0	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.8	20.2	17.8	36.0	19.0	19.0	34.7	21.5	21.3	38.0	0.0	28.2
Incr Delay (d2), s/veh	10.5	2.7	0.8	23.3	2.4	2.4	21.6	0.4	0.4	8.8	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.3	1.7	3.5	5.7	5.8	4.8	2.8	2.1	1.0	0.0	5.2
LnGrp Delay(d),s/veh	47.3	22.9	18.6	59.3	21.5	21.4	56.3	21.9	21.7	46.8	0.0	30.7
LnGrp LOS	D	C	B	E	C	C	E	C	C	D		C
Approach Vol, veh/h		529			757			449			283	
Approach Delay, s/veh		26.2			27.4			34.5			32.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	33.0	13.5	22.2	9.7	34.5	7.4	28.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.0	28.5	9.5	27.0	10.1	25.4	6.1	30.4
Max Q Clear Time (g_c+I1), s	7.2	13.3	9.3	12.3	6.0	12.9	3.7	7.3
Green Ext Time (p_c), s	0.0	9.3	0.0	3.5	0.1	8.0	0.0	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	29.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	459	234	57	300	37	85	118	121	30	137	68
Future Volume (veh/h)	83	459	234	57	300	37	85	118	121	30	137	68
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	90	499	254	62	326	40	92	128	132	33	149	74
Adj No. of Lanes	1	1	1	1	2	0	1	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	805	661	87	1316	160	118	445	378	59	241	120
Arrive On Green	0.07	0.43	0.43	0.05	0.42	0.42	0.07	0.24	0.24	0.03	0.21	0.21
Sat Flow, veh/h	1774	1863	1529	1774	3164	384	1774	1863	1583	1774	1169	581
Grp Volume(v), veh/h	90	499	254	62	181	185	92	128	132	33	0	223
Grp Sat Flow(s),veh/h/ln	1774	1863	1529	1774	1770	1779	1774	1863	1583	1774	0	1750
Q Serve(g_s), s	3.6	15.2	8.3	2.5	4.9	5.0	3.7	4.1	5.1	1.3	0.0	8.5
Cycle Q Clear(g_c), s	3.6	15.2	8.3	2.5	4.9	5.0	3.7	4.1	5.1	1.3	0.0	8.5
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	116	805	661	87	736	740	118	445	378	59	0	360
V/C Ratio(X)	0.77	0.62	0.38	0.71	0.25	0.25	0.78	0.29	0.35	0.56	0.00	0.62
Avail Cap(c_a), veh/h	243	805	661	143	736	740	182	729	620	143	0	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.6	16.1	14.1	34.3	13.9	13.9	33.6	22.7	23.1	34.8	0.0	26.4
Incr Delay (d2), s/veh	10.4	3.6	1.7	10.3	0.8	0.8	10.8	0.5	0.8	7.9	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	8.6	3.8	1.5	2.5	2.6	2.2	2.2	2.3	0.8	0.0	4.3
LnGrp Delay(d),s/veh	44.0	19.7	15.8	44.6	14.7	14.7	44.4	23.2	23.9	42.7	0.0	28.9
LnGrp LOS	D	B	B	D	B	B	D	C	C	D		C
Approach Vol, veh/h		843			428			352			256	
Approach Delay, s/veh		21.1			19.0			29.0			30.7	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	36.1	9.4	19.5	9.3	34.9	6.9	22.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.9	31.6	7.5	27.0	10.0	27.5	5.9	28.6
Max Q Clear Time (g_c+I1), s	4.5	17.2	5.7	10.5	5.6	7.0	3.3	7.1
Green Ext Time (p_c), s	0.0	9.0	0.0	3.3	0.1	11.6	0.0	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

ATTACHMENT D
REQUEST FOR PARKING REQUIREMENT MODIFICATION

REQUEST FOR PARKING REQUIREMENT MODIFICATION

PROJECT ADDRESS: 5900 SEVERIN DR.
NWC SEVERIN DR. & AMAYA DR.
PROJECT OWNER: 5900 SEVERIN, LLC
PROJECT CONTACT: Ivar Leetma
619-846-9505
ivar@leetma.com

REQUEST

We request that the City of La Mesa grant our Project a modification to provide parking spaces consistent with SANDAG's regional standards and the City's General Plan for Smart-Growth developments, rather than strictly comply with the City's parking guidelines. This Project's location makes it a great example of Transit Oriented Development, consistent with local and regional Smart Growth policies, and it therefore needs fewer parking spaces than the City's typical standards would require. Our site's proximity to the Amaya trolley station, retail and commercial services, healthcare jobs and services, schools, and recreational uses make it a prime location to populate with the employees, consumers, students, and relevant businesses that principles of transit oriented development and smart growth prescribe along a transit corridor. This area doesn't need more cars, it needs more people to support the existing built environment.

BACKGROUND

This site was a gas station for about 40 years. Between 1988 and 2009, Mobil Oil Corp. assessed and mitigated the underground contamination at the site. Since the gas station closed in 2006, it has not only been an eyesore, but a non-revenue generating, vacant, toxic site. Upon the site's initial closure in 2009, the San Diego County Department of Environmental Health (DEH) issue a letter clearing the site for commercial uses. In October, 2015, we obtained a letter, from the DEH, clearing the site for residential occupancy. Now, our new sixteen apartment and 2 live/work unit, mixed-use, transit oriented, brownfield redevelopment project will reinvigorate this corner of La Mesa.

The Project is:

- In a walkable and bike-able area (Class 2 Bike Lanes);
- Less than two-hundred feet from the Helix Academy, a market, two restaurants, and other retail;
- One tenth of a mile from the Amaya trolley station, by straight line and walking;
- Less than a quarter a mile from Northmont Park;
- A third of a mile from Albertson's, US Bank, Sav-On Pharmacy, Subway, and hair salon; and,
- Less than three quarters of a mile from Harry Griffen Regional Park and Grossmont High; and,
- A mile to Grossmont Center, Sharp Grossmont Hospital, and many other major stores and businesses.

The Amaya trolley station is significant because, outside of downtown San Diego, it is only one of three MTS stations[1] served by two trolley lines: the Orange and Green lines. From the Amaya station, one can easily go:

- East to El Cajon and beyond; (Orange and Green);
- West to Downtown San Diego via Mission valley (Green);
- West to Downtown San Diego via Spring St., Market St. and Commercial Ave. (Orange);
- One stop to Grossmont Center and Sharp Grossmont Hospital, bus lines and a host of major stores and businesses (Orange & Green);
- One and two trolley stops to rapid & regular bus lines down University Avenue, and down El Cajon Blvd. (Orange & Green);
- Two stops to Downtown La Mesa (Orange); and,
- Many other options.

See the MTS Map, below.

[1] The other two stations are the ones before and after Amaya.

Finally, SANDAG describes the area around the Amaya station this way:

> ***Amaya Trolley Station*** *- Existing transit-oriented development, located adjacent to the Amaya Station, includes a 400-unit condominium project. There is additional potential for infill or reuse of an obsolete neighborhood shopping center located within a quarter mile of the station site.*[2]

Our Project is the infill to which SANDAG refers, clearly identifying this site a Transit Oriented Development opportunity. We need to point out that, though, that our Project is well within a quarter mile (actually, 0.1 mile) of the trolley station.

La Mesa Parking Regulations

Our Project supports 28 parking spaces (including 4 handicapped spaces), which are more than enough for 1 parking space/bedroom, and the equivalent of 1.55 spaces/du.

The basic minimum parking ratios applicable to this project are:

i) Residential: 18 du x 2 space/du = 36 spaces.

Therefore, we request a fundamental parking reduction of thirteen spaces due to the project's proximity to the Amaya trolley station, its proximity to a myriad of employment, retail, commercial, recreational, and educational uses, and because it is along a Class 2 Bike Lane, for a net residential parking allocation of 23 spaces.

Further, the Code requires:

ii) Resident guest parking: 20% of total (23 spaces) = 4.6 spaces.

iii) Commercial: 1,100 square feet x 1 space/250 square feet = 4.4 spaces.

Consequently, we propose to share 5 parking spaces between commercial and resident guest parking.

v) Total required: 23 + 5 = 28 spaces.

In its seminal publication, Parking Strategies for Smart Growth[3], SANDAG surveys all the jurisdictions in San Diego County to compare their allowances for smart growth parking[4]. SANDAG reviews various studies to compare parking supply and demand. Generally, SANDAG determines that in Smart Growth areas, particularly in Transit Oriented Developments, parking supply exceeds parking demand, and that parking standards are too high for some Smart Growth areas.

Table 1 (page 4, below), shows excerpted jurisdictions from the SANDAG compilation that would accommodate our Project's parking projection. Table 2 (page 5) shows that by contrast, the Project would not meet standards based on the La Mesa Code (28 spaces proposed vs. 48 spaces required). However, based on SANDAG's Smart Growth strategies, we actually provide more

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[2] SANDAG Smart Growth Concept Map Site Descriptions. http://www.sandag.org/uploads/projectid/projectid_296_14002.pdf

[3] http://www.sandag.org/uploads/publicationid/publicationid_1499_11603.pdf

[4] Ibid., p.2, Table 2.

parking spaces than their suggested rates would require (28 spaces proposed vs. 25 spaces required). For example, the Project would meet or exceed the parking requirements set forth by the City of San Diego, Lemon Grove, Chula Vista and Oceanside.

Table 1

BR	# of Units	Parking Ratio	Parking Spaces	NOTES
		City of San Diego		
1	10	1.25	12.5	The City of San Diego offers parking reductions for developments located in their Transit Overlay Zone . Multifamily residential requirements are reduced: studio units require 1 space, 1-bedroom units require 1.25 spaces, 2-bedroom units require 1.75 spaces. Commercial office requirements are reduced to 1.0 - 2.9 spaces per 1,000 square feet.
2	8	1.75	14	
1Ksf comml		1.5	1.5	
			28	
		Lemon Grove		
1	10	1.25	12.5	The City of Lemon Grove allows parking reductions in their Downtown Village Specific Plan. Multifamily residential requirements are reduced as follows: studio units require 1 space, 1-bedroom units require 1.25 spaces, 2-bedroom units require 1.75 spaces.; 20 percent mixed-use reduction for a combination of residential, office, and retail.
2	8	1.75	14	
			26.5	
20% mixed use reduction			-5.3	
			21.2	
1Ksf comml		3	3	
			25	
		Chula Vista Transit Focus District		
1	10	1	10	The City of Chula Vista details special parking requirements for their Urban Core Specific Plan area. Residential multifamily units in their transit focus area have the reduced requirement of 1 parking space per dwelling unit. Parking Reduction Allowance 10% - 20% for TOD/Mixed-Use
2	8	1	8	
			18	
20% Parking Reduction			-3.6	
			14	
		+1 space/10du	1.4	
1Ksf comml		2	2	
			18	
		Oceanside -*typ.*		
1	10	1.5	15	1 Bedroom 1.5/du + 1 /4-10 units; 2 Bedroom 1.5/du + 1 /4-10 units; Parking Reduction Allowance 10% - 20% for TOD/Mixed-Use
2	8	1.5	12	
			27	
20% Parking Reduction			-5.4	
			21.6	
		+1 space/4-10 du	2	
1Ksf comml		3	3	
			26.6	

Table 2

BR	# of Units	Parking Ratio	Parking Spaces	NOTES
		La Mesa	**Per Code**	
1	10	2	20	In mixed use overlay zone, tandem parking is allowed if assigned to a residential unit, as well as shared parking with commercial space.
2	8	2	16	
Guest			7.2	
1Ksf comm		5	5	
			48.2	
		La Mesa Per SANDAG		
1	10	1.25	12.5	Per SANDAG Parking Strategies for Smart Growth; p.17, Table 6.
2	8	1.25	10	
1Ksf comm		2.9	2.9	
			25.4	
		La Mesa	**As Requested**	
1	10	2	20	La Mesa General Plan advocates for transit-oriented and mixed use development to support higher density residential uses near transportation corridors or in areas serviced by local and regional transit uses, Policy LU-6.1.4. The General Plan also promotes reduced parking requirements for projects near transit as well as shared parking provisions for mixed-use projects near these transit hubs, Policy LU-4.2.3.
2	8	2	16	
			36	
reduction			-13	
Subtotal			23	
Guest			5	
1Ksf comml			4.4	
Sharing Comml & Guest			-4.4	
			28	

COMPARABLE LOCAL PROJECTS

The recently completed Quarry (formerly the Palm Terrace) on Palm Avenue, close to the Spring Street Trolley Station is a good look at parking concessions outside the Village zoning. The Quarry is a mixed-use development on an approximately 1.5-acre site. The project is within 0.1 miles of the Spring Street Trolley Station, but with a walking distance of 0.36 miles from the Trolley Station. The Quarry has a total of 60 one and two bedroom apartments, and 520 square feet of commercial space. Through a combination of parking reduction strategies, (tandem, shared and 25% percent reduction) the Quarry achieved a 1.3 space per dwelling unit parking ratio (our Project proposes 1.6 spaces per dwelling unit).

Another example in La Mesa is the pioneering Fairfield Residential project at the Grossmont Trolley stop. In relevant part, the 500+ apartment project received parking concessions similar to what the Quarry received, and resulted in 1.5 spaces per unit.

Other projects in neighboring jurisdictions with similar parking ratios are:

- The Harbor View Condominiums in National City have 75-units and 115 spaces or **1.53 spaces/unit.** It also includes almost 13,000 SF of commercial space.
- The Centro Condominiums in National City have 60 units and 108 spaces or 1.8 spaces/unit; although, the City required only 72 spaces or **1.2 spaces/unit.**
- Courtyards at Kimball, in National City, has 173 units and 215 parking spaces, or **1.24 spaces/unit.**
- The 201-unit Paradise Creek Affordable Housing Project in National City (WI TOD) is under construction and has a requirement for **236 spaces or 1.17** spaces/unit; however, the developer is providing 336 or **1.67 spaces/unit.**
- Citron Court in Lemon Grove has 35 units that range from 1 to 2 bedrooms, providing **1 parking space per unit.**

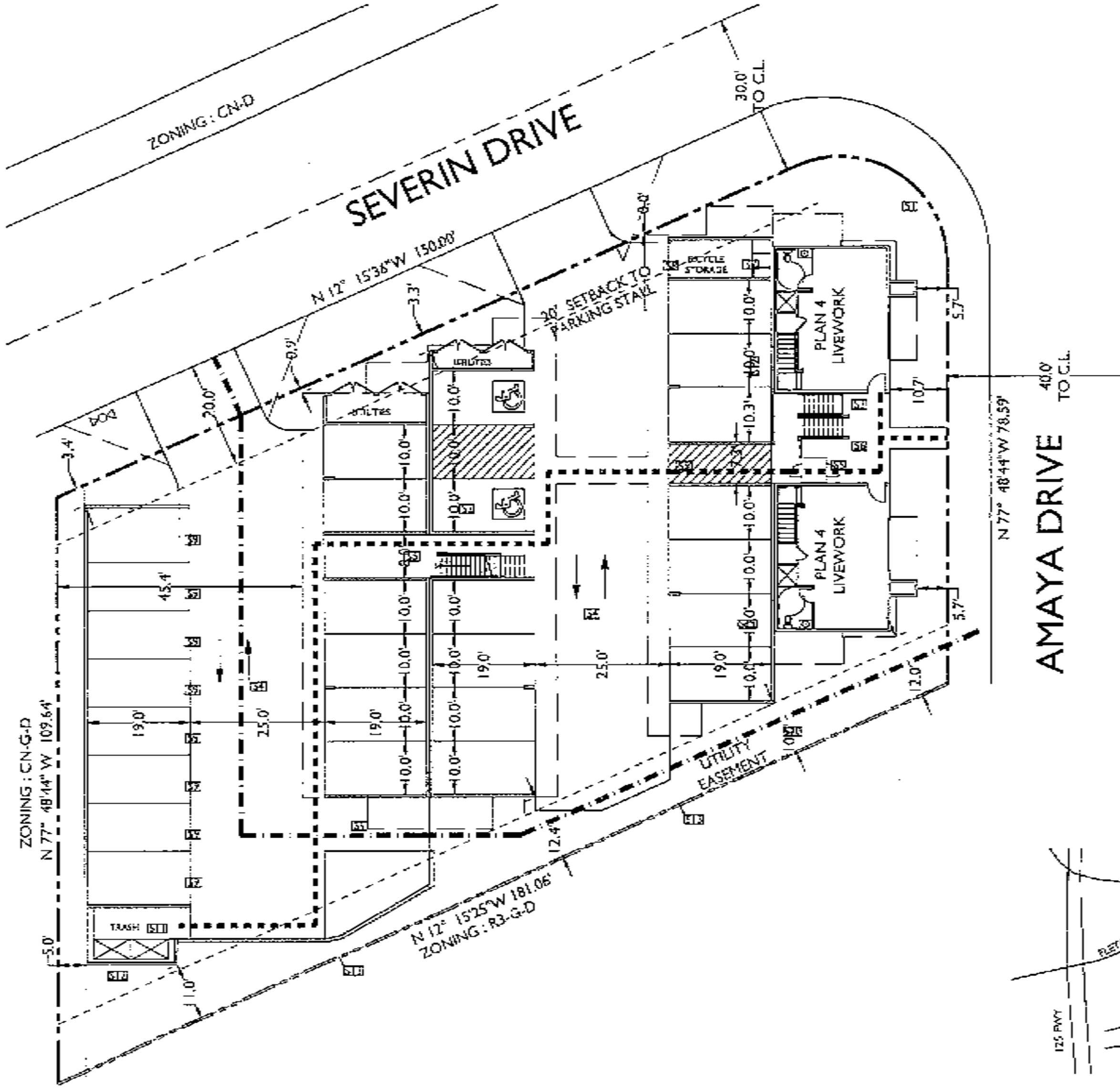
The common denominator among these projects, are the overarching sustainability concepts expressed in The La Mesa General Plan:

- Evaluate the short-term and long-term impact on valuable resources such as water, energy, and open space when making land use decisions, **Objective LU-6.1.**
- The Plan advocates for transit-oriented and mixed use development to support higher density residential uses near transportation corridors or in areas serviced by local and regional transit uses, **Policy LU-6.1.4.**
- The General Plan promotes reduced parking requirements for projects near transit as well as shared parking provisions for mixed-use projects near these transit hubs, **Policy LU-4.2.3.**

CONCLUSION

The Project proposes a mix of residential and commercial uses in an area of the City that is very well served by transit as well as proximate to shopping, jobs and schools. The project is a model of desirable Transit-oriented and Smart Growth development, and supports several key sustainability concepts outlined in the City of La Mesa's General Plan. While the project does not provide parking per the City's typical standards, it exceeds in nearly every case the parking ratios accepted for similar projects not just in La Mesa, but in several other jurisdictions in San Diego County, based on SANDAG's Smart Growth parking strategies. The Project will provide 28 parking spaces for a ratio of 1.6 spaces/unit, which exceeds SANDAG's minimum requirements (1.2 spaces per unit) for 28 parking spaces. Given the Project's unique attributes and its consistency with local and regional Smart Growth policies, we respectfully request that the Planning Commission grant the requested modification and approve the Project as proposed.

ATTACHMENT E
SITE PLAN/PARKING LAYOUT DIAGRAM



PROJECT SUMMARY

LEGAL DESCRIPTION: PORTION OF LOT 166 OF SEVERIN MANOR UNIT NO. 1, IN THE CITY OF LA MESA, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. [illegible], FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY DECEMBER [illegible], 1952 DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY TERMINUS OF A TANGENT [illegible] FEET RADIUS CURVE CONTINUING NORTHWESTERLY IN THE SOUTHEASTERLY LINE OF SAID LOT 166; THENCE ALONG THE EASTERLY LINE OF SAID LOT 166, NORTH 12° 16' 15" WEST [illegible] FEET; THENCE PARALLEL WITH THE SOUTHERLY LINE OF SAID LOT 166, NORTH 77° 49' 15" WEST [illegible] FEET TO THE WESTERLY LINE OF SAID LOT 166; THENCE ALONG THE WESTERLY AND SOUTHERLY LINE OF SAID LOT AS FOLLOWS: SOUTH 12° 16' 15" EAST [illegible] FEET TO THE SOUTHWESTERLY CORNER THEREOF; SOUTH 77° 49' 15" EAST [illegible] FEET TO THE BEGINNING OF A TANGENT [illegible] FEET RADIUS CURVE CONTINUING NORTHWESTERLY; THENCE NORTHEASTERLY ALONG SAID CURVE [illegible] FEET TO THE POINT OF BEGINNING.

APN #: [illegible]	
ZONING: CN-G-D	
COMMERCIAL	1,[illegible] SF
RESIDENCES	18 HOMES
SITE AREA	.41 ACRE
DENSITY	43.9 DU/AC
PARKING	28 SPACES (1.55 SP/DU)

UNIT MIX:

QTY	PLAN	AREA	BED/BATH
4	PLAN 1	573 SF	1B/1B
4	PLAN 2	720 SF	1B/1B
8	PLAN 3	[illegible] SF	2B/2B
2	PLAN 4	1,060 SF	2B/2B LIVE/WORK TH
18	TOTAL UNITS		

PARKING SUMMARY:
REQUIRED: 2 STALLS / UNIT = 2 X 18 = 36 STALLS

PROVIDED:

1 STALL / 1 BED UNIT = 1 STALLS X 8	= 8 STALLS
2 STALLS / 2 BED UNIT = 2 STALLS X 8	= 16 STALLS
2 STALLS / 2 BED LIVE WORK UNIT = 2 STALLS X 2	= 4 STALLS
TOTAL PROVIDED	= 28 STALLS

SITE PLAN NOTES

- [illegible] PROPERTY LINE
- [illegible] VAN ACCESSIBLE PARKING SPACE WITH LOADING ZONE
- [illegible] MAILBOX LOCATION
- [illegible] 25' DRIVE AISLE
- [illegible] ACCESSIBLE PATH OF TRAVEL
- [illegible] COVERED ENTRY
- [illegible] RESIDENT BICYCLE LOCKERS
- [illegible] SHORT-TERM BICYCLE PARKING
- [illegible] OPEN PARKING SPACE
- [illegible] 10' ELECTRICAL EASEMENT
- [illegible] TRASH ENCLOSURE
- [illegible] RETAINING WALL
- [illegible] EXISTING PERIMETER FENCE

LEGEND

- ACCESSIBLE PARKING
- ACCESSIBLE PATH OF TRAVEL WITH SLOPE AND CROSS SLOPE NOT TO EXCEED 5% AND 2% RESPECTIVELY
- PROPERTY LINE
- EASEMENT SETBACK
- PROPOSED FIRE HYDRANT
- FIRE ACCESS

VICINITY MAP

5900 SEVERIN LA MESA, CA

MIXED-USE SITE PLAN

APRIL 27, 2016

SCALE: 0 10 20 30

Ivar Leetma
2040 Harbor Island Drive, Suite 250
San Diego, California 92101
O 619.243.7012 M 619.846.9505

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198 summarch.com

DRAFT RESOLUTION NO. PC-2016-xx

RESOLUTION APPROVING SITE DEVELOPMENT PLAN DAB-16-01 (5900 SEVERIN LLC) - A REQUEST TO CONSTRUCT A NEW 18-UNIT APARTMNT 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.

WHEREAS, the Planning Commission of the City of La Mesa did hold a duly noticed public hearing on August 3, 2016 and accepted public testimony in considering Site Development Plan Review DAB-16-01, a request to construct 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; and,

WHEREAS, the development site is within 0.4 mile walking distance of the Amaya Drive Trolley Station and Transit Center; and

WHEREAS, on July 11, 2016, the Development Advisory Board reviewed and recommended approval of the project subject to various conditions of approval; and

WHEREAS, on July 11, 2016, the Design Review Board reviewed and recommended approval of the project subject to City Council ratification of DR 16-01; and

WHEREAS, this request is Categorically Exempt from review under the California Environmental Quality Act, Class 32; and

WHEREAS, the Planning Commission did receive and consider a request to waive the requirement in La Mesa Municipal Code Section 24.06.030.G to construct a 6-foot tall masonry zone boundary wall along the development site's west property line; and

WHEREAS, the Planning Commission did receive and consider a request to modify parking standards for the development to i) reduce required parking for the transit oriented development and ii) share resident guest parking with commercial use parking; and

WHEREAS, the Planning Commission did receive and consider a staff report for the proposal.

THE PLANNING COMMISSION FINDS AND DETERMINES AS FOLLOWS:

Grossmont Specific Plan Overlay Zone Findings

1. That the proposed use is consistent with the Grossmont Specific Plan.

The Grossmont Specific Plan identifies numerous "development parcels" within the Plan Area and gives specific recommendations for the development of those parcels. The subject property is identified as Site 11. The plan acknowledges the former gas station use

of the site, recommends the installation of landscaping, and states that new development should be complimentary to the shopping center across the street and the adjoining apartment project to the west.

The mixed use project is consistent with the Grossmont Specific Plan because the project provides infill development and a transitional use between the commercial and residential uses to the north, east, and west. The project fits within the context of the area as called for in the General Plan. The project is located near the Amaya Drive Trolley station which provides over 230 parking spaces and serves the eastern portion of the City, including the adjacent large apartment complexes.

2. That adequate parking is provided.

Two existing driveway openings are provided along the Severin Drive frontage, and 28 off-street parking stalls are proposed for the project as shown on the site plan. For multi-unit residential projects, parking is typically required at 2 parking spaces per dwelling unit. For commercial projects, parking is typically required at a ratio of 1 space per 250 square feet of gross leasable area. City policies and ordinances provide for parking reductions and modifications to encourage transit-oriented development. In the discussion of the Grossmont Trolley Station the Grossmont Specific Plan states that "Parking requirements should be reduced for proposed uses based upon projected transit ridership". While this statement is specific to the Grossmont Trolley Station, consideration is made for the Amaya Station and adjacent properties given the policies of the 2013 General Plan which promote parking reductions near transit.

The applicant provided a narrative in the staff report describing the reasons for the proposed parking modification, including the proximity to trolley access. The Amaya Trolley Station is located to the southwest, across Amaya Drive. Planning Commission review of the parking modification is in accordance with La Mesa Municipal Code Section 24.04.020.G.

The applicant's request for parking requirement modification is shown on Appendix D of the Traffic Assessment Letter prepared for the project. The request notes that the Amaya Station is only one of three MTS stations providing service to two trolley lines outside of downtown San Diego, the Orange and Green lines, and that the subject property is 0.1 mile from the trolley station. The request includes a discussion of comparable local projects and examples from National City and Lemon Grove. Table 1 of Appendix D shows that if the site were located in San Diego, Lemon Grove, Chula Vista or Oceanside the parking requirement would be comparable or less than what the applicant proposes, that is 28 parking spaces. Table 2 compares La Mesa code requirements, SANDAG parking strategy ratios and the project as proposed.

The Grossmont Specific Plan states that "from a regional perspective, the higher use of the Trolley and other transit services will reduce traffic congestion and improve air quality. Encouraging more intense development along the trolley corridor will increase support for mass transit services. It further states that " while there is no regional model for parking

reductions associated with transit facility developments at this time, such reductions should be included as part of any project approval." The applicant has requested consideration of a modification to the parking requirement of two spaces per unit to 1.3 spaces per unit. A 30% reduction is proposed for the entire project.

It should be noted that the City of La Mesa Downtown Village Specific Plan states that the parking standards may be reduced by 25 percent for residential projects due to the close proximity of the Trolley Station. The Grossmont Specific Plan and the Downtown Village Specific Plan provide evidence of City policies that support parking reductions near transit. While the City of La Mesa's zoning ordinance does not specifically address parking reductions associated with transit-oriented developments, the two specific plans show that the City recognizes that projects near a trolley station could have reduced parking requirements. This, coupled with the reduced parking requirements of other projects and municipalities indicates that the 30% reduction request is reasonable and consistent with City policies and similar projects in other jurisdictions.

3. That the project will not adversely affect the surrounding circulation system.

The project proposes two driveways on Severin Drive for ingress/egress to internal parking lots. The additional traffic generated by the project is a small portion of the designed capacity of Severin Drive and Amaya Drive. The project is anticipated to generate 108 average daily trips (ADT) based on a trip generation rate of 6 ADT per unit for apartment land uses. Apartment land uses constitute "any multi-family units more than 20 du/acre in accordance with published SANDAG rates, as explained the Traffic Assessment Letter prepared for the project. The regional standard of practice for live/work units is to assess the trip generation based on the residential units.

The segment of Amaya Drive from Severin Drive to the SR-125 is classified as a Parkway Arterial in the Circulation Element of the La Mesa General Plan, with a target capacity of 30,000 average trips per day. Amaya Drive is currently identified with about 13,500 average trips per day in the vicinity of the subject property. Severin Drive north of Amaya Drive is classified as a Local Collector in the Circulation Element of the La Mesa General Plan, with a target capacity of 8,000 average trips per day. Severin Drive is currently identified with about 5,200 average trips per day in the vicinity of the subject property. The streets abutting the project site have the capacity to accept 108 estimated trips from the development and maintain an acceptable level of service in accordance with General Plan policies. The project would not adversely affect the surrounding circulation system.

4. That the design of all new buildings is consistent with design guidelines as established by the City Council.

The Urban Design Program identifies the Grossmont Specific Plan area as a "special design district" and major commercial nodes such as the area north of the intersection of Amaya and Severin Drives as "visually sensitive areas". The architecture of the project has a unified design theme, consistent use of materials and colors, and is of a scale consistent with the neighborhood. On July 11, 2016 the project was reviewed and

approved by the City's Design Review Board, and the design of the project will be subject to ratification by the City Council at a future date. The design of the project is consistent with design guidelines as established by the City Council.

Waiver of Zone Boundary Wall

1. That the Zoning Ordinance requirement for a 6-foot tall masonry zone boundary wall is found to be unnecessary for this project due to similar (residential) land use of both sites. Given the presence of existing and proposed fencing and wall structures along the westerly zone boundary, and the orientation and design of the proposed improvements, the requirement for a 6-foot tall masonry zone boundary wall is found to be unnecessary and shall not be required for this project.

Shared Parking

1. That all uses can be sufficiently served, with shared parking between resident guests and commercial uses, due to the varying peak hour demand times and varying hours of operation between uses.

Reduced Parking

1. That adequate parking is provided as per the Grossmont Specific Plan and other City policies because the proposed transit-oriented development will provide a parking ratio of 1.56 spaces per residential unit.

NOW, THEREFORE, BE IT FURTHER RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF LA MESA AS FOLLOWS:

1. The foregoing findings of fact and determinations are true and hereby made a part hereof.

2. The Planning Commission approves Site Development Plan DAB-16-01 subject to the conditions shown in the Development Advisory Board Certificate of Action, including waiving the requirement for a six-foot zone boundary wall and approving the request for a parking modification to reduce and share required parking as shown in Exhibit A.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of La Mesa, California, held the 3rd day of August 2016, by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

I, Chris Jacobs, Deputy Secretary of the City of La Mesa Planning Commission, do hereby certify the foregoing to be a true and exact copy of Resolution PC-2016-xx, duly passed and adopted by the Planning Commission.

Chris Jacobs, Deputy Secretary
La Mesa Planning Commission

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CITY OF
LA MESA
JEWEL of the HILLS

INTEROFFICE MEMO

CERTIFICATION OF DEVELOPMENT ADVISORY BOARD ACTION

FILE: DAB 16-01 (5900 Severin LLC)

MEETING DATE: July 11, 2016

SUBJECT: Site Development Plan DAB 16-01 - 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.

DETERMINATION: After reviewing the various comments from the City departments, the Board duly made a motion to recommend approval of Site Development Plan DAB-16-01 to the La Mesa Planning Commission, subject to the following conditions:

THE APPROVAL PROCESS FOR THIS PROJECT CONSISTS OF THE FOLLOWING ACTIONS:

a. Planning Commission review of Site Development Plan 16-01 for the proposed new construction project and for the proposed parking modification.

b. Design Review Board approval and City Council ratification of Design Review DRB 16-01.

A. THE FOLLOWING CONDITIONS MUST BE SATISFIED PRIOR TO ISSUANCE OF BUILDING AND GRADING PERMITS:

Planning Department:

1. This Site Development Plan authorizes a new apartment building including two live-work units subject to Planning Commission approval of the Site Development Plan and parking modification and City Council ratification of DRB 16-01.

2. A minimum of 28 off-street parking spaces shall be provided in accordance with the following calculations:

   a) A minimum of 23 parking spaces shall be provided to serve the 18 proposed dwelling units (1.3 spaces per unit), plus

   b) Five (5) additional parking spaces for shared retail business use associated with the two live-work units consisting of 1,100 square feet and resident guest parking. This is calculated as follows:

      Commercial / retail use parking: 1 parking stall for every 250 square feet of area x 1,100 square feet yields 4.4 parking stall.

      Guest parking: 20% of total residential parking yields 4.7 spaces or 5 spaces.

      Parking serving businesses and guests of the property shall remain accessible at all times and shall be identified by appropriate signs.

   c) The applicant shall obtain Planning Commission approval to share parking between commercial and residential uses, and to reduce the parking ratio from two parking spaces per dwelling unit.

   d) Up to three (3) parking stalls for the disabled shall be provided as shown on the development plans.

3. Parking lot layout and driveway conditions:

   a) Driveway openings for two-way service shall be a minimum of 20-feet in width.

   b) The applicant shall provide 9′ x 19′ standard parking stalls with a 25-foot drive aisle backup. There shall be no obstructions within these minimum areas.

   c) Parking spaces bounded on a side by a post, wall or fence more than 1 foot in height shall be increased in width by 1 foot, measured from the face of the obstruction.

   d) The maximum grade of any parking surface and its adjacent backup area shall be no more than 5% in any direction. The gradient of all parking areas and driveways shall be noted on the grading plans, and shall meet City standards.

4. All proposed walls, fencing and gates shall be constructed of ornamental materials that enhance the overall appearance of the project, and shall be approved by the Planning Director in accordance with Section 24.06.030.G of the Zoning Ordinance. A zone boundary wall, in accordance with Section 24.06.030.G of the Zoning Ordinance, shall be required where the site abuts residentially zoned property unless waived by the Planning Commission.

5. The applicant shall provide a letter from EDCO showing that trash and recycling service is available to serve the project. The applicant shall provide a trash enclosure containing trash dumpsters and areas for the storage of recyclable materials. The enclosure shall be located at least 20 feet back from the street curb, shall be constructed of solid masonry walls with solid gates, and shall be constructed of decorative, durable materials. Trash enclosures shall be subject to review and approval of the Community Development Director in accordance with Section 24.06.030.H of the Zoning Ordinance.

6. The applicant shall submit a lighting plan and lighting details for all exterior elevations and parking areas. All proposed exterior lighting fixtures shall be ornamental in design and shall be designed, installed and maintained to project light primarily on the subject property, and shall not be focused on adjacent properties. All parking areas shall be provided with security lighting.

7. The applicant shall note on the building plans that all proposed signage shall be issued under separate permit and shall be subject to Title 15 of the Municipal Code.

8. All construction shall comply with the recommendations of the Noise Impact Analysis prepared by Eilar Associates, Inc. and received by the City of La Mesa on January 7, 2016. Building features identified in the Noise Impact Analysis shall be reflected in the building plans submitted by the applicant.

9. The applicant shall note on the grading, building and landscape plans that, during earthwork operations, the contractor will adhere to all requirements of the Soil and Groundwater Management Plan submitted by Snydergeologic on May 12, 2016, to manage any contaminated soil and groundwater encountered at the site during project construction. Following the conclusion of soil and groundwater monitoring activities, the applicant shall prepare a report summarizing the field activities relative to reuse of soil on-site or off-site disposal.

10. The applicant shall note on the grading, building and landscape plans that, during construction operations, the contractor will adhere to all requirements of the Greenhouse Gas Screening Letter submitted by Ldn Consulting, Inc. on May 12, 2016, regarding construction-related emissions.

11. Building plans shall note that all commercial spaces shall only be used for permitted commercial or office uses. The commercial space may not be used for residential use or for storage.

12. The applicant shall submit for review and approval landscape and irrigation plans in conformance with City standards and the State of California Water Efficient Landscape Ordinance regarding water efficiency regulations. A landscape deposit shall be made for third party landscape plan check and inspection services. The applicant shall provide plans detailing all utilities to demonstrate that there are no conflicts with the proposed landscaping. Landscaping and monument signs shall observe sight-distance visibility requirements in

accordance with Section 24.05.030.N of the Zoning Ordinance.

13. A note shall be placed on the building plans stating that should any archeological (cultural) or paleontological (fossil) resources or human remains be discovered during construction-phase ground-disturbing activities, all work in the immediate vicinity must stop and the project applicant shall notify the City of La Mesa immediately. A qualified professional shall be retained to evaluate the finds and recommend appropriate action. For human remains, the applicant shall notify the County Coroner. For human remains determined to be of Native American origin, the procedures outlined in CEQA Section 15064.5 (d) and (e) shall be followed. The applicant shall ensure, to the satisfaction of the City and the Native American Heritage Commission, if applicable, that appropriate measures are undertaken prior to resuming any project activities that may affect such resources.

14. The applicant shall provide correspondence from the US Postal Service approving the mailbox location.

15. The applicant shall prepare and submit plans in conformance with the approved exhibits and conditions of approval for DAB 16-01 and DRB 16-01. A note shall be placed on the building plans stating that prior to final inspection sign off and release of electrical service, the site and buildings shall be inspected for substantial conformance to the approved exhibits and conditions. The exact materials and colors of all proposed structures shall be prominently noted on all plans and exhibits.

Engineering Department:

16. The applicant's engineer shall ensure that the design and construction of all improvements shall be in accordance with standard plans and specifications of the City of La Mesa, and subject to the approval of the City Engineer.

17. The applicant shall submit all plans and supporting documents concurrently for plan check and approval as required for all sewer, water, street, and sidewalk improvements. Plans shall be prepared by a Registered Civil Engineer and approved by the City Engineer. All street dedications, alignments, widths, and geometrics shall be as approved by the City Engineer.

18. A precise grading, drainage and erosion control plan shall be prepared by a Registered Civil Engineer in accordance with the City of La Mesa Grading Ordinance Title 14.05 showing all buildings, access roads, parking, driveways, landscaping, and drainage. The grading and erosion control plans shall be submitted for plan check and approval of the City Engineer and Planning Division prior to approval of the Grading and Building Permits.

19. Where off-site improvements are proposed to be constructed (including, but not limited to, slopes, public utility facilities, and drainage facilities), the applicant shall obtain all necessary easements, or other interest in real property, at their

own expense and shall dedicate the same to the City as required.

20. Off-site improvements within the public right of way beyond the parcel boundary may be required to be installed as determined by the City Engineer to provide proper transition to the street and sidewalk, and to address drainage.

21. Sight distance requirements at all street, common drive, and/or driveway intersections shall conform to the intersectional sight distance criteria provided in the California Department of Transportation (CalTrans) Highway Design Manual and Section 24.05.030.N of the City of La Mesa Municipal Code.

22. Fences, walls or cut banks running parallel with a driveway which exceed a height of thirty-six (36) inches shall not be permitted within a distance of five (5) feet from the property line at the street.

23. The applicant shall install street trees with pedestrian friendly tree grates in the sidewalk and contiguous with the curb, equal to 1 tree for every 40 feet of property frontage along Amaya Drive. (Refer to SDRSD L4 and LMSD LS1 through LS3.)

24. A hydrology report prepared by a registered Civil Engineer shall be furnished to establish the adequacy of the drainage system and the base flood elevation of the 100-year storm. The report must support the design and sizing of any water quality BMPs to treat the 85th percentile storm in perpetuity.

    a) Hydrologic and Hydraulic analyses shall be based on the County of San Diego Hydrology and Drainage Design Manuals, most current editions.

    b) Report must clearly address pre-development and post development off-site discharge, and erosion potential. Any post-development increases in off-site discharge, and erosion potential must be minimized, justified and mitigated to the satisfaction of the City Engineer.

25. The method of disposing of surface water from the site shall be submitted and approved by the City to assure that the site will drain to the street or to a natural watercourse. New drainage facilities, and private maintenance agreements or covenants may be required.

26. The applicant shall comply with the Storm Water Pollution Control Ordinance (City of La Mesa Municipal Code Chapter 7.18) and the State's current General NPDES Storm Water Permit. The applicant shall show evidence that a Notice of Intent (NOI) has been applied for and fees paid to the State Water Resources Control board prior to issuance of a grading permit. A Water Quality Technical Report (WQTR) shall be provided and shall accompany the grading plan submittal.

27. This project shall comply with the City of La Mesa hydromodification management requirements. For more information please refer to the City of La Mesa website at http://www.cityoflamesa.com/stormwater, and click on the Development Requirements tab.

28. The applicant/developer shall provide adequate erosion control devices at the completion of each phase of grading. This shall include landscaping and temporary irrigation systems on exposed slopes. Such temporary measures shall be subject to the approval of the City Engineer.

29. Site operations shall comply with City of La Mesa Municipal Code Chapter 7.18 Storm Water Management and Discharge Control Program. A completed City of La Mesa storm water management permit application shall accompany the grading plan submittal.

30. The development plan(s) shall clearly show compliance with the criteria of the City of La Mesa Storm Water Standards Manual for Priority Development Projects. Each component requiring maintenance shall be perpetually maintained by the property owner and located on private property. These include the following:

    a) A post-construction Water Quality Technical Report and recorded maintenance agreement pursuant to Title 7.18 of the La Mesa Municipal Code shall be required. Compliance requires post-development BMPs. Each (BMP) component requiring maintenance shall be, perpetually maintained by the property owner and located on the private property.

    b) Drain impermeable rooftops, sidewalks, walkways, and patios through adjacent landscaping or other pervious surfaces to maximize infiltration and provide vegetative filtration.

31. Post Construction BMPs

    a) Tree box/modular wetlands are only allowed if bio-retention style IMPs are proved to be infeasible. Vault/Separator style units are not allowed.

    b) Each drainage management area that discharges into the public system outlet or street shall have storm water quality controls, and shall be maintained by the property owner and located on the private property

    c) A post-construction Water Quality Management Plan and recorded maintenance agreement pursuant to section 7.18 of the La Mesa Municipal Code shall be required. Perpetual maintenance requirements should be considered when selecting appropriate BMPs.

    c) Trash enclosures shall be covered to prevent rainwater intrusion or

otherwise designed to prevent offsite migration of contaminants.

32. Prior to grading of any part of the project, a comprehensive soils and geologic investigation shall be conducted of the geologic formations, soils, and slopes of the site. A soils investigation report verifying that the site is suitable for the proposed development shall be prepared by a licensed civil or geotechnical engineer. All necessary measures shall be taken and implemented to ensure slope stability, erosion control, and soil integrity.

33. Potable and fire suppression water improvements are separately approved by, and bonded with, the Helix Water District prior to approval of the grading plan. Please submit with Helix Water District concurrently to avoid project delays.

34. The applicant shall show the following information on the site plan with illustration and notes:

    a) The sanitary sewer main, sewer service lateral and property line clean out shall be identified. A clean out and back water valve shall be installed if one does not exist.

    b) The rim elevation of the nearest upstream sewer manhole on the sewer main and the lowest finish floor or lowest waste water fixture unit shall be identified. If the lowest finish floor elevation or lowest waste water fixture unit is less than or equal to the top of the manhole elevation PLUS two feet, then a backwater valve shall be installed.

35. The applicant shall pay the current Sanitary Sewer Connection Fee as determined by the City's current fee structure.

36. The applicant shall obtain an Encroachment Permit prior to beginning any proposed work within the City right-of-way.

37. Prior to obtaining a Building Permit, the applicant shall pay the Regional Transportation Congestion Improvement Program (RTCIP) development impact fee, as determined by the City's current fee structure, for each newly constructed residential unit.

38. Surety (security) for improvements and/or grading shall be posted with the City of La Mesa prior to improvement and/or grading permit approval to guarantee the construction of all the required street improvements, drainage, grading, erosion control, monumentation, landscaping, irrigation, and sewer improvements. The security shall include all on-site and off-site grading and improvements. The amount of security shall be determined by the City Engineer based upon an estimate furnished to the City taken from approved plans submitted by the engineer of work. The engineer's cost estimate should include an estimate of utility relocation, if applicable.

39. The applicant shall pay "Parkland Dedication In-Lieu Fee", according to Chapter 9.20, of the La Mesa Municipal Code. This "Parkland Dedication In-Lieu Fee", is in addition to the Park Improvement Impact Fee to be paid with the Building Permit Fees.

Building Division:

40. Plans must be complete and stamped by a licensed professional before the Building Division will accept them into the plan review and permitting process.

41. Plans shall show compliance with all applicable disabled regulations as contained in Title 24, California Building Code, Chapters 11A & 11B.

42. Building and grading permits for the development of the project shall be issued concurrently.

43. A completed Building Location Verification, prepared by a registered civil engineer or land surveyor, must be submitted to the Building Division, prior to the foundation inspection of each building and any site retaining walls.

44. The applicant shall obtain demolition permits from the Community Development Department prior to the demolition of existing structures.

45. A soils investigation report prepared by a licensed civil or geotechnical engineer must be submitted verifying that the site is suitable for the proposed development.

46. All applicable school facilities fees, as determined by the school districts, shall be paid prior to permit issuance.

47. The project must comply with City's Construction and Demolition Ordinance regulating recycling of construction materials.

Fire Department

48. The size, location, and markings of hand portable fire extinguishers shall be illustrated on the floor plan of the construction documents.

49. Heartland Fire & Rescue at time of plan or permit submission will charge certain fees for plan review and inspections. Fees will be determined at time of plan review and/or inspections.

Police Department Recommendations:

50. Consider installing deadbolts with one-inch throw on the front doors in a single-action assembly.

51. Consider installing secondary locks on all sliding glass doors and windows.

52. Consider installing a wide-angled peep hole on all front doors.

53. Allow unit porch lights to be controlled by the property owner from dawn to dusk.

54. Lighting

    a) The property should be well-lit at night to prevent loitering and eliminate hiding places. Lighting should be consistent to reduce contrast between shadows and illuminated areas. Floodlights installed under eaves provide good illumination of these areas.

    b) Install wire cages or industrial strength shatter resistant lenses over lights within reach of pedestrians.

    c) Carports / garages should be well lit, with each space having a designated light, as well as lighting throughout the parking lot.

55. Bicycle storage area; highly recommended to have reinforced locks and doors to keep equipment secured.

56. Trash enclosures and dumpsters

    a) Dumpsters should have locked lids with an open space through which material can be put in, but not taken out, to reduce scavenging and nuisance behaviors.

57. Landscape; Trees should be at least eight (8) feet above the ground and bushes should be trimmed to less than three (3) feet.

B. PRIOR TO CONSTRUCTION – FIRE DEPARTMENT

58. The off-site fire access roadway is established by Severin and Amaya Drives as shown on **Exhibit A**, the proposed plans. Fire access pathways (non-vehicular) shall be provided.

59. Any gate or barrier across a fire access roadway or pathway, whether manual or automatic, must meet the Heartland Fire & Rescue requirements and have specific plans and permits approved prior to installation. Gates serving multi-family, assembly, educational, hazardous, institutional, or storage structures must be automatic and meet UL 325 and ASTM F 2200 standards. Knox brand key-operated electric key switch keyed to Heartland Fire & rescue specification are required. The Knox switch shall override all gate functions and open the gate. Other access control systems such as Opticom, siren, etc. shall be permitted with the approval of Heartland Fire & Rescue.

60. The required fire flow shall be 2,000 GPM for a 2 hour duration at 20 PSI residual operating pressure. Documentation has been received from Helix Water District verifying that the system is capable of meeting the required fire flow prior to building permit issuance.

61. Water improvement plans shall be approved by Heartland Fire & Rescue prior to

recordation. The Developer shall furnish Heartland Fire & Rescue with three (3) copies of the water improvement plans designed by a Registered Engineer and/or Licensed Contractor. On-site private fire service mains shall have a minimum of eight (8) inch water mains with six (6) inch laterals and risers. Larger pipes maybe required to meet required fire flow requirements. Fire hydrants shall provide one 4" port and 2- 2 ½ ports and must be an approved fire hydrant type.

62. Prior to combustibles being brought to the site, the developer shall provide written certification from Helix Water District, dated within the last thirty days, that:

    a) All public fire hydrants required of the project have been installed, tested, and approved by the water Purveyor, and

    b) Are permanently connected to the public water main system, and

    c) Are capable of supplying the required fire flow as required by Heartland Fire & Rescue.

63. Fire hydrants shall be installed at intersections, at the beginning radius of cul-de-sacs, and every 300 feet of fire access roadways, regardless of parcel size, consistent with Exhibit A. The size of fire hydrant outlets shall be a minimum of one 4 inch and two 2-½ inch NST outlet or greater as required by the Fire Code official.

    Exception: When improved methods of fire protection are provided, beyond those required by the Code, and accepted by the Fire Code official, adjusted spacing of fire hydrants from those set forth above may be considered.

64. Fire hydrants shall be painted per Heartland Fire & Rescue and Helix Water District standards and be maintained free of obstructions. Blue reflective raised pavement markers shall be installed on the pavement at approved locations marking each fire hydrant.

65. Public and private water utility mains must provide the level of reliability/redundancy determined necessary by Heartland Fire & Rescue and Helix Water District.

66. If any fire hydrant is taken "OUT OF SERVICE" – Heartland Fire & Rescue shall be notified immediately and the hydrant marked, bagged, or otherwise identified as OUT OF SERVICE as directed by the Fire Marshal.

67. All flammable vegetation shall be removed from each building site with slopes less that 15% at a minimum distance of thirty (30) feet from all structures or to the property line, whichever is less.

68. The construction shall be in compliance with the most recent California adopted codes in force on the date the construction permit application is filed.

C. THE FOLLOWING CONDITIONS MUST BE SATISFIED PRIOR TO THE ISSUANCE OF AN OCCUPANCY PERMIT:

Engineering Department:

69. The applicant shall remove and replace existing curb and sidewalk if it is found to be cracked, broken or displaced. The City Inspector will identify the limits of removal and replacement. Pedestrian ramps will be brought up to current ADA requirements.

70. Traffic control during the construction of streets which have been opened to public travel shall be in accordance with construction signing, marking and other protection as required by the State Department of Transportation (CalTrans) Traffic Manual.

71. All street and drainage improvements shall be completed and accepted by the Engineering Inspector prior to occupancy.

72. The applicant shall install landscaping and irrigation as shown on the approved plans.

Fire Department:

73. Based upon the mixed use occupancy, the following systems may be utilized in combination or for each separate use:

a) Prior to Fire Department clearance for occupancy, an automatic fire sprinkler system shall be installed. The system shall comply with NFPA #13 Standards for Automatic Fire Sprinkler Systems. Three sets of plans, hydraulic calculations, and material specification's sheets for all equipment used in the system shall be submitted by a State of California Licensed C-16 Contractor for review and approval, with permits issued prior to commencing work.

b) Prior to Fire Department Clearance for occupancy, an automatic fire alarm system shall be installed. The system shall comply with NFPA #13-R Standard for Automatic Fire Sprinkler Systems-Multi-Family Dwellings. Three sets of plans, hydraulic calculations, and material specification sheets for all equipment used in the system shall be submitted by a State of California Licensed C-16 Contractor for review and approval, with permits issued prior to commencing work.

74. Prior to Fire Department Clearance for occupancy, an automatic fire alarm system shall be installed. The system shall comply with NFPA #72 standard for

Fire Alarm Systems. Three sets of plans, and material specification sheets for all equipment used in the system and California State Fire Marshal listings shall be submitted by a State of California Licensed C-7 and / or 10 Contractor for review and approval, with permits issued prior to commencing work.

75. Prior to final inspection or occupancy, hand portable fire extinguishers are required to be installed as directed by Heartland Fire & Rescue Fire Prevention staff. Prior to installation, the client is directed to request a fire inspection to confirm the locations of the fire extinguishers due to field changes with business systems that could conflict with the construction documents.

76. Permanent commercial/industrial three-dimensional street numbers, minimum 12 inches in height with a ½ inch stroke, shall be provided on the address side of the building at the highest point and furthest projection of the structure. The address shall be visible form the street and shall not be obstructed in any manner.

77. Permanent multi-family three-dimensional street numbers, minimum 8 inches in height, shall be provided on the address side of the building at the highest point and furthest projection of the structure. The address shall be visible from the street and shall not be obstructed in any manner. Building letter designations shall be a minimum of 8 inches in height and shall be installed as directed by Heartland Fire & Rescue Fire Prevention.

78. A Knox emergency access key box is required at each building with specific mounting locations approved by Heartland Fire and Rescue, including utility rooms and to access the fire alarm panel. Recessed mount key boxes are required. Premise keys for all buildings and areas shall be marked and placed in the box prior to final inspection to ensure emergency access. The building owner/occupants shall provide replacement keys whenever locks are changed.

79. Provide plans on AutoCAD (any release) for pre-fire planning use by Fire Department. Information shall include locations of all exits, stairwells and roof access. Also, gas, electrical, water, fire sprinkler, and standpipe valves and shutoffs, and elevator and electrical equipment rooms, fire alarm panels, remote annunciators, and RTU/HVAC detectors.

D. THE FOLLOWING CONDITIONS MUST BE SATISFIED PRIOR TO THE ACCEPTANCE OF IMPROVEMENTS AND FILING OF THE NOTICE OF COMPLETION:

Engineering Department

80. The applicant shall install street trees according to the approved landscaping plan.

81. Street name signs, street lighting, and traffic control devices shall be built to City standards and as required and approved by the City Engineer and the

Traffic Engineer. The applicant shall pay all applicable fees, energy charges, and/or assessments and shall privately maintain said lights.

82. Certification of the as-built elevations of the structures shall be furnished to the City Engineer prior to release of bonds.

83. The exact limits of pavement and sidewalks shall be approved by the City Engineer. Street structural sections shall have a gravel equivalent of a minimum of 4" AC over 8" CL-2AB with a T.I. of 6.0. Geotechnical tests of the existing pavement are subject to approval of the City Engineer in the field during project inspection. Existing public improvements will be repaired to good condition and proper alignment, as may be required for proper tie-in.

84. The applicant shall complete grading in one operation. All Best BMPs and improvements shown on grading and site development plans shall be installed.

85. The developer, contractor or landscape architect shall provide a letter to the Community Development Department stating that all landscaping, irrigation, drainage, and hardscape was installed according to City standards. A Certificate of Completion for landscape improvements shall be submitted, as required by the State of California Code of Regulations, pertaining to water efficient landscapes.

86. The applicant shall construct the project in substantial conformance to the approved exhibits and conditions set forth herein. The project shall utilize the architectural styles and materials as shown in the exhibits approved by the City for this project.

The vote on the motion was as follows:

AYES: Dick, Sturm, Marquardt and Workman.

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Chris Jacobs
DAB Coordinator

E:\cp2016\Resolutions\DAB\DAB 16-01.doc

SHEET INDEX

TS - TITLE SHEET
SP - ARCHITECTURAL SITE PLAN
C1 - GRADING PLAN NOTES AND LEGEND
C2 - PRELIMINARY GRADING PLAN
EX - EXISTING SITE CONDITIONS
L1 - LANDSCAPE CONCEPT PLAN
L2 - LANDSCAPE PLAN NOTES AND LEGEND
WF - LANDSCAPE WALL AND FENCE PLAN
A1 - CONCEPTUAL UNIT PLANS
A2 - BASEMENT AND FIRST FLOOR COMPOSITE
A3 - SECOND AND THIRD FLOOR COMPOSITE
A4 - CONCEPTUAL ROOF PLAN
A5 - CONCEPTUAL ELEVATIONS
A6 - CONCEPTUAL PERSPECTIVES
A7 - ZONING BUILDING HEIGHT / SECTIONS
A7.1 - CBC BUILDING HEIGHT / SECTIONS
A7.2 - CBC BUILDING HEIGHT / SECTIONS
A8 - TRASH ENCLOSURE
A9 - SIGNAGE PLAN

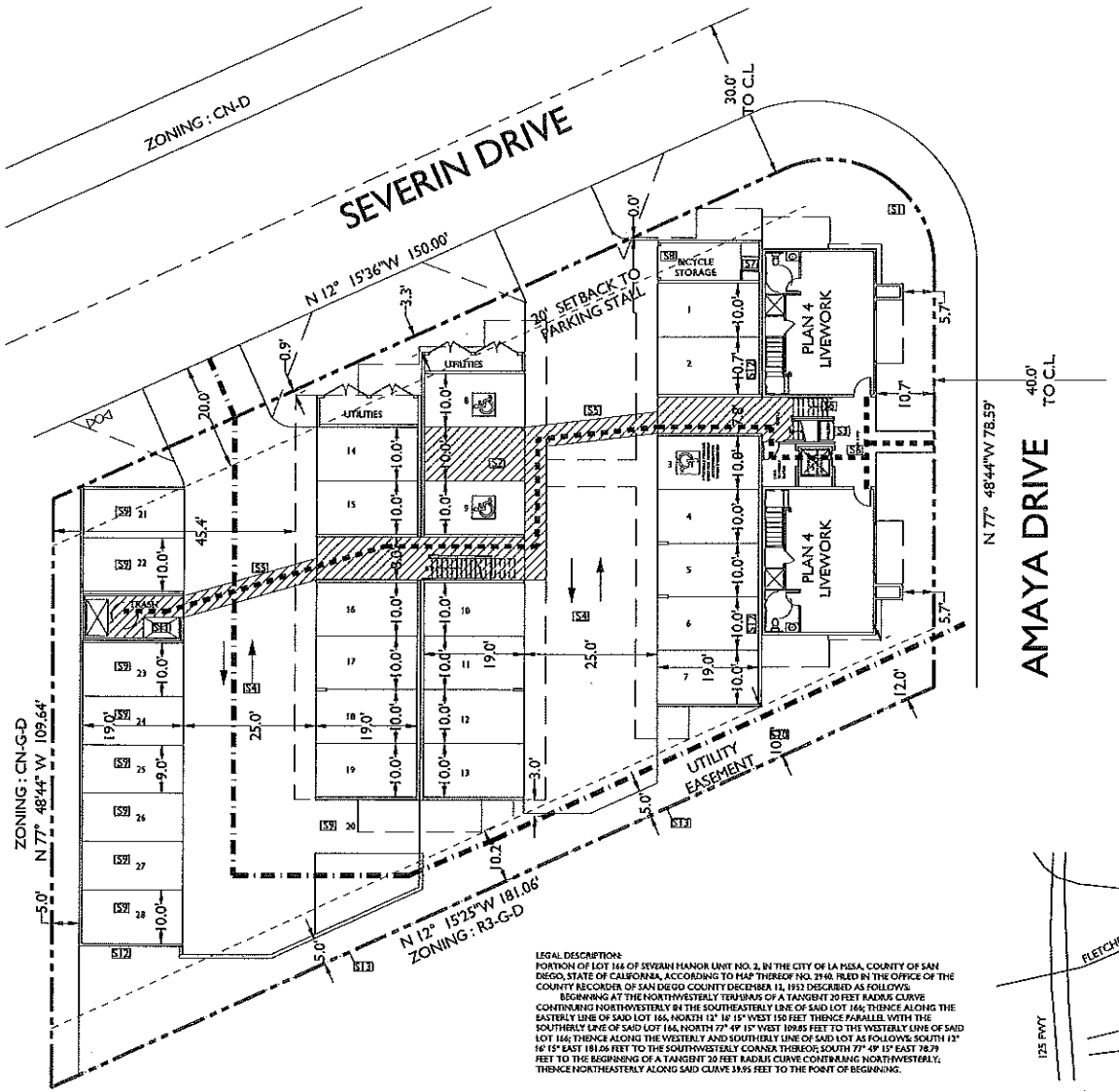
5900 SEVERIN LA MESA, CA

TITLE SHEET - T1

5900 Severin, LLC
2040 Harbor Island Drive, Suite 250
San Diego, California 92101
O 619.243.7012 M 619.846.9505

JULY 5, 2016

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198 summarch.com



PROJECT SUMMARY

APN #: 486-750-02-00
ZONING: CN-G-D
COMMERCIAL 1,100 SF
RESIDENCES 18 HOMES
SITE AREA .41 ACRE
DENSITY 43.5 DU/AC
PARKING 28 SPACES (1.55 SP/DU)

UNIT MIX:

QTY	PLAN	AREA	BED/BATH
4	PLAN 1	573 SF	1B/1B
4	PLAN 2	720 SF	1B/1B
6	PLAN 3	892 SF	2B/2B
2	PLAN 4	1,080 SF	1B,2B (LIVEWORK TH)
18	TOTAL UNITS		

PARKING SUMMARY:
REQUIRED:
RESIDENT - 2 SP/DU = 2 X 18 = 36 SPACES
A parking reduction of thirteen spaces is requested due to the proximity of the site to the Amaya trolley station, for a net residential parking allocation of 23 spaces.

GUEST - 20% OF 23 SP = 5 SPACES
COMMERCIAL - 4/ 1,000 SF = 1,100 / 250 = 4.4 SPACES
SHARED - 5 SPACES BETWEEN COMMERCIAL AND GUEST

TOTAL REQUIRED - 23 RESIDENT + 5 SHARED = 28 SPACES
THE PROPOSED PARKING REDUCTION AND SHARED PARKING IS SUBJECT TO PLANNING COMMISSION REVIEW AND APPROVAL

SITE PLAN NOTES

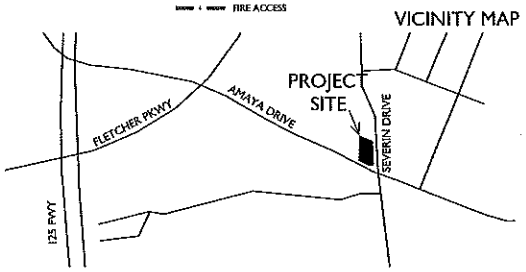
S1 PROPERTY LINE
S2 VAN ACCESSIBLE PARKING SPACE WITH LOADING ZONE
S3 MAILBOX LOCATION
S4 25' DRIVE AISLE
S5 ACCESSIBLE PATH OF TRAVEL
S6 COVERED ENTRY
S7 RESIDENT BICYCLE LOCKERS
S8 SHORT-TERM BICYCLE PARKING
S9 OPEN PARKING SPACE
S10 10' ELECTRICAL EASEMENT
S11 TRASH ENCLOSURE
S12 RETAINING WALL
S13 EXISTING PERIMETER FENCE

LEGEND

ACCESSIBLE PARKING SYMBOL
ACCESSIBLE PATH OF TRAVEL WITH SLOPE AND CROSS SLOPE NOT TO EXCEED 5% AND 2% RESPECTIVELY
PROPERTY LINE
EASEMENT/ SETBACK
PROPOSED FIRE HYDRANT
FIRE ACCESS

LEGAL DESCRIPTION:
PORTION OF LOT 166 OF SEVERIN MANOR UNIT NO. 2, IN THE CITY OF LA MESA, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 2560, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY DECEMBER 12, 1923 DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWESTERLY TERMINUS OF A TANGENT 20 FEET RADIUS CURVE CONTINUING NORTHWESTERLY IN THE SOUTHEASTERLY LINE OF SAID LOT 166; THENCE ALONG THE EASTERLY LINE OF SAID LOT 166, NORTH 12° 16' 15" WEST 150 FEET THENCE PARALLEL WITH THE SOUTHERLY LINE OF SAID LOT 166, NORTH 77° 49' 15" WEST 109.85 FEET TO THE WESTERLY LINE OF SAID LOT 166; THENCE ALONG THE WESTERLY AND SOUTHERLY LINE OF SAID LOT AS FOLLOWS: SOUTH 12° 16' 15" EAST 181.06 FEET TO THE SOUTHWESTERLY CORNER THEREOF; SOUTH 77° 49' 15" EAST 78.79 FEET TO THE BEGINNING OF A TANGENT 20 FEET RADIUS CURVE CONTINUING NORTHWESTERLY; THENCE NORTHEASTERLY ALONG SAID CURVE 39.95 FEET TO THE POINT OF BEGINNING.

VICINITY MAP



5900 SEVERIN LA MESA, CA

MIXED-USE SITE PLAN - SP

5900 Severin, LLC
2040 Harbor Island Drive, Suite 250
San Diego, California 92101
O 619.243.7012 M 619.846.9505

JULY 5, 2016

SCALE: 0 10 20 30 N

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198 summarch.com

CITY OF LA MESA

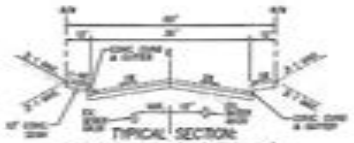
PRELIMINARY GRADING PLAN FOR:

5900 SEVERIN DRIVE

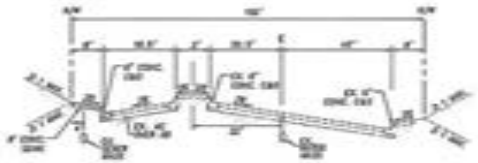
SHEET INDEX

SHEET (1) TITLE SHEET

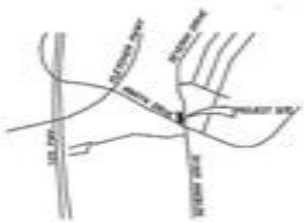
SHEET (2) PRELIMINARY GRADING PLAN



TYPICAL SECTION:
EX. SEVERIN DRIVE (PUBLIC)
NOT TO SCALE



TYPICAL SECTION:
EX. AMAYA DRIVE (PUBLIC)
NOT TO SCALE



VICINITY MAP
NOT TO SCALE
THOMAS GUIDE 1231-H7

LEGEND — **SYMBOL**

PROJECT BOUNDARY
EX. RETAINING WALL
EX. CURB & GUTTER
EX. SEWER MAIN
EX. WATER MAIN
EX. STORM DRAIN
EX. STORM DRAIN (CLEAN OUT/CURB INLET
RETAINING WALL
CONC. SPLASH DITCH
CURTAIN DRAIN
SEWER LATERAL
WATER SERVICE W/ 1.0" METER
IRRIGATION SERVICE W/ 1" METER
4" CURB AND GUTTER
4" PVC SD
GRATED INLET
CURB OUTLET
AC PAVEMENT
WATER QUALITY TREATMENT AREA
PEDESTRIAN RAMP
DRIVEWAY APRON
STEM WALL
DESIGNED FACTOR

GRADING:

1. TOTAL AMOUNT OF SITE TO BE GRADED: 0.29 AC.
2. PERCENT OF TOTAL SITE GRADED: 100 %
3. AMOUNT OF FILL: 230 CY
4. AMOUNT OF CUT: 430 CY
5. MAX. HT. OF FILL SLOPE(S): 2.5' (2:1 SLOPE) WITH
6. MAX. HT. OF CUT SLOPE(S): 6' 2:1 SLOPE) WITH
7. AMOUNT OF EXPORT SOIL: 200 CY
8. RETAINING WALLS: VIEW ASSET, 1 WALLS
MAX. LENGTH: 200 LF.
MAX. HEIGHT: 6 FT.

LEGAL DESCRIPTION:

PORTION OF LOT 108 OF SEVERIN (NAME) (MAP NO. 1) IN THE CITY OF LA MESA, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. (DWG), MADE BY THE (OFFICE) OF THE COUNTY RECORDER OF SAN DIEGO COUNTY DECEMBER 10, 1903.

GENERAL NOTES:

1. PRELIMINARY GRADING PLAN PREPARED BY: LANDMARK CONSULTING 9707 WAPLES STREET, SUITE 200 SAN DIEGO, CA 92121 PHONE: (858) 587-9270 FAX: (858) 587-9210
2. TOTAL GROSS AREA: 0.41 ACRES / TOTAL NET AREA: 0.41 ACRES
3. TOTAL NUMBER OF PROPOSED RESIDENTIAL UNITS: 19
4. ALL EXISTING & PROPOSED UTILITIES within SUBDIVISION BOUNDARY WILL BE UNDERGROUNDED.
5. EXISTING TOPOGRAPHY WAS COMPILED USING FIELD TOPO SHOTS.
6. SOURCE OF TOPO: LANDMARK CONSULTING, DATED 09/25/2019
7. LAMBERT COORDINATES: 229-1767
8. THIS PLAN IS PREPARED TO ALLOW FOR FULL AND ABSOLUTE DISCRETIONARY REVIEW OF A PROPOSED DEVELOPMENT PROJECT. THE APPLICANT AND PROPERTY OWNER ACKNOWLEDGE THAT ACCEPTANCE OR APPROVAL OF THIS PLAN DOES NOT CONSTITUTE ANY APPROVAL TO PROCEED WITH CHANGES HOWEVER, MUST ADHERE TO DRIVE WILL GRADING PERFORMANCE BEFORE CONSIDERING SUCH ACTIONS.
9. FINISHED GRADES ARE APPROXIMATE, SUBJECT AND SUBJECT TO CHANGE AT FINAL DESIGN, CONSISTENT WITH THE CITY'S ENVIRONMENTAL CONFORMANCE STANDARDS.

ASSESSOR'S PARCEL NO:

[redacted]

SITE ADDRESS:

5900 SEVERIN DRIVE
LA MESA, CA 91942

APPLICANT:

[redacted]

ENGINEER OF WORK:

[redacted]

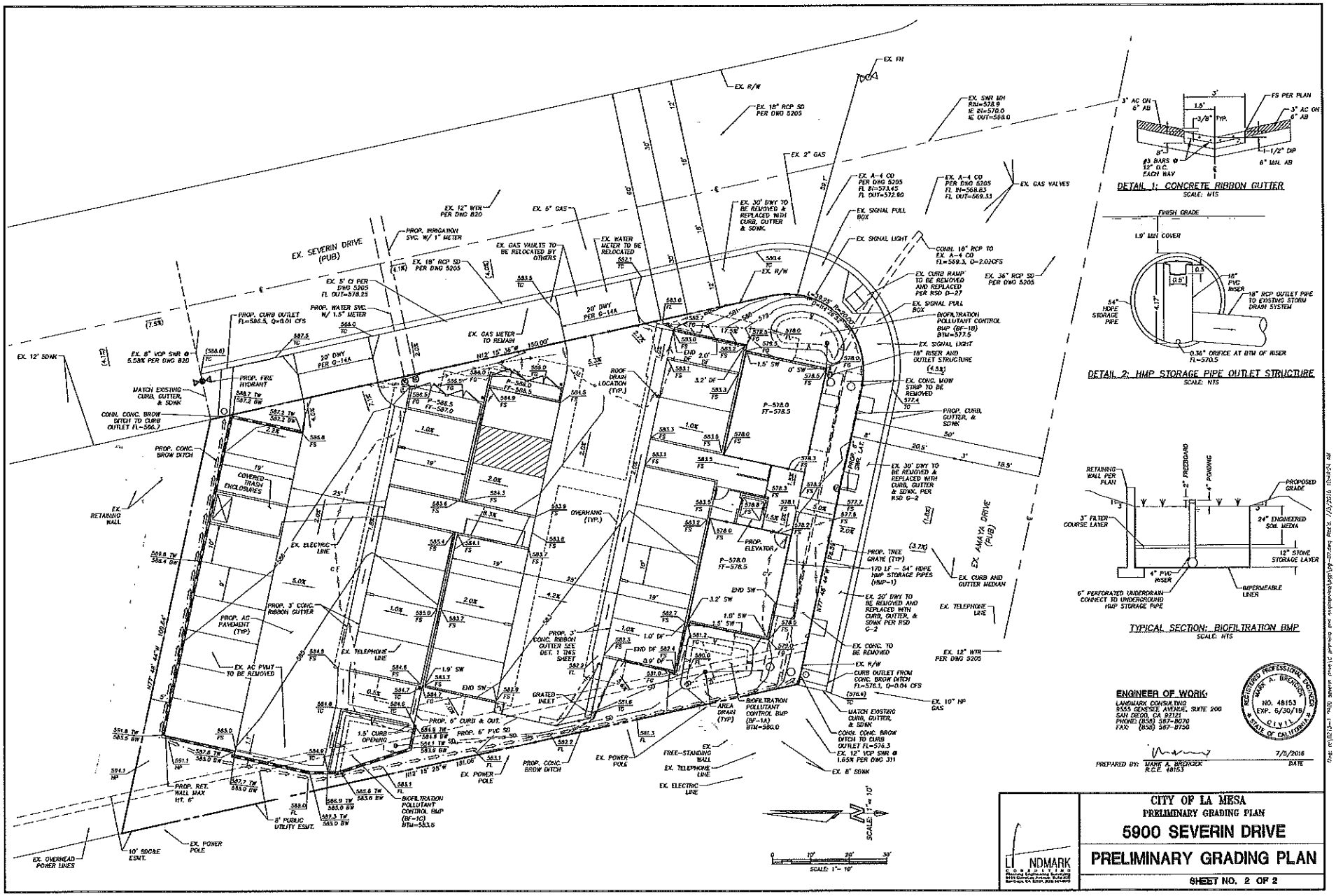
PREPARED BY: [redacted] R.C.E. 48522 — DATE: 5/31/2019

ABBREVIATIONS

AC	ASPHALT CONCRETE	P	PAD
AC	ACRE	PAR	PARCEL
APN	ASSESSOR PARCEL MAP	R	PROPERTY LINE
BOT	BOTTOM	R	POINT OF INTERSECTION
BLDG	BUILDING	PM	PARCEL MAP
BVC	BEGIN VERTICAL CURVE	PROP	PROPOSED
C&G	CURB AND GUTTER	PUBL	PUBLIC
CONC	CONCRETE	PVC	PRIVATE
E	CENTERLINE	RD	ROAD
EP	RESTORED PAVING	RES	RESIDENTIAL
EXIST	EXISTING	R/W	RIGHT OF WAY
EVC	END VERTICAL CURVE	SD	STORM DRAIN
EP	EDGE OF PAVEMENT	SHT	SHEET
EXIST	ENGINEER	SW	STEM WALL
CTR	CENTERLINE	TOP	TOP OF
FH	FIRE HYDRANT	TOP	TOP OF
FG	FINISHED GRADE	(UNDERGR)	UNDERGROUND
FS	FINISHED SURFACE	TYP	TYPICAL
GUT	GUTTER	VC	VERTICAL CURVE
GEN	GENERAL	W	WATER
H/HOR	HORIZ	WM	WATER METER
HP	HIGH POINT	WWL	WASTEWATER
IE	INVERT ELEVATION		

NEMARK ENGINEERING

CITY OF LA MESA
PRELIMINARY GRADING PLAN
5900 SEVERIN DRIVE
TITLE SHEET
SHEET NO. 1 OF 2



DETAIL 1: CONCRETE RIBBON GUTTER
SCALE: NTS

DETAIL 2: HMP STORAGE PIPE OUTLET STRUCTURE
SCALE: NTS

TYPICAL SECTION: BIOFILTRATION BMP
SCALE: NTS

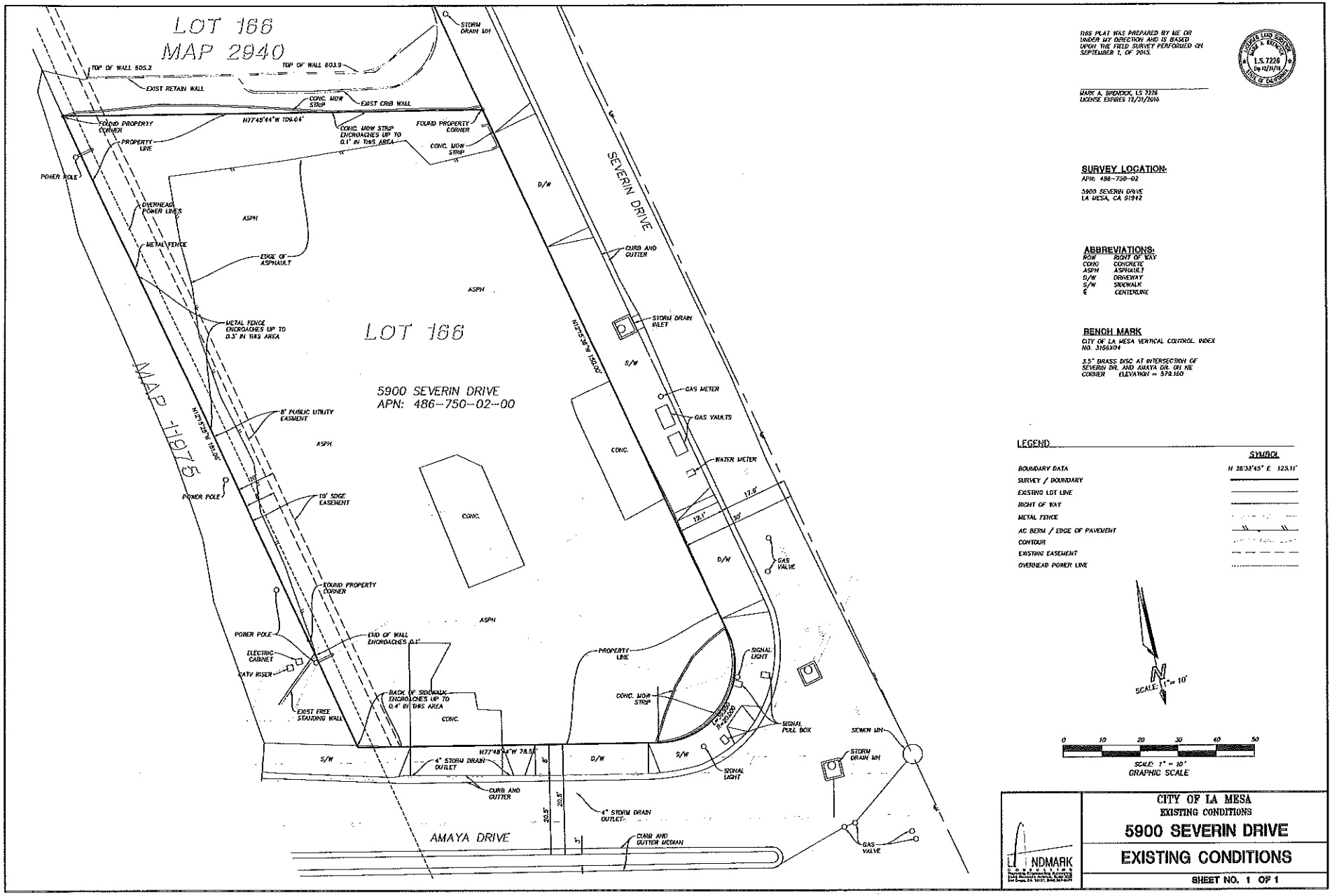
ENGINEER OF WORK:
LANDMARK CONSULTING
5555 GENESEE AVENUE, SUITE 206
SAN DIEGO, CA 92121
PHONE: (858) 587-9070
FAX: (858) 587-9750

REGISTERED PROFESSIONAL ENGINEER MARK A. BRENNOCK NO. 48153 EXP. 6/30/18 CIVIL STATE OF CALIFORNIA

PREPARED BY: MARK A. BRENNOCK R.C.E. 48153 — 7/5/2016 DATE

LANDMARK

CITY OF LA MESA
PRELIMINARY GRADING PLAN
5900 SEVERIN DRIVE
PRELIMINARY GRADING PLAN
SHEET NO. 2 OF 2



THIS PLAT WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON THE FIELD SURVEY PERFORMED ON SEPTEMBER 1, OF 2015.

MARK A. BRENNOCK, LS 7226
LICENSE EXPIRES 12/31/2016

MARK A. BRENNOCK L.S. 7226 Exp 12/31/16 STATE OF CALIFORNIA

SURVEY LOCATION:
APN: 486-750-02

5900 SEVERIN DRIVE
LA MESA, CA 91942

ABBREVIATIONS:

ROW	RIGHT OF WAY
CONC	CONCRETE
ASPH	ASPHALT
D/W	DRIVEWAY
S/W	SIDEWALK
℄	CENTERLINE

BENCH MARK
CITY OF LA MESA VERTICAL CONTROL INDEX NO. 3166X04

3.5" BRASS DISC AT INTERSECTION OF SEVERIN DR. AND AMAYA DR. ON NE CORNER ELEVATION = 573.160

LEGEND

	SYMBOL
BOUNDARY DATA	N 26°32'45" E 125.11'
SURVEY / BOUNDARY	
EXISTING LOT LINE	
RIGHT OF WAY	
METAL FENCE	
AC BERM / EDGE OF PAVEMENT	
CONTOUR	
EXISTING EASEMENT	
OVERHEAD POWER LINE	

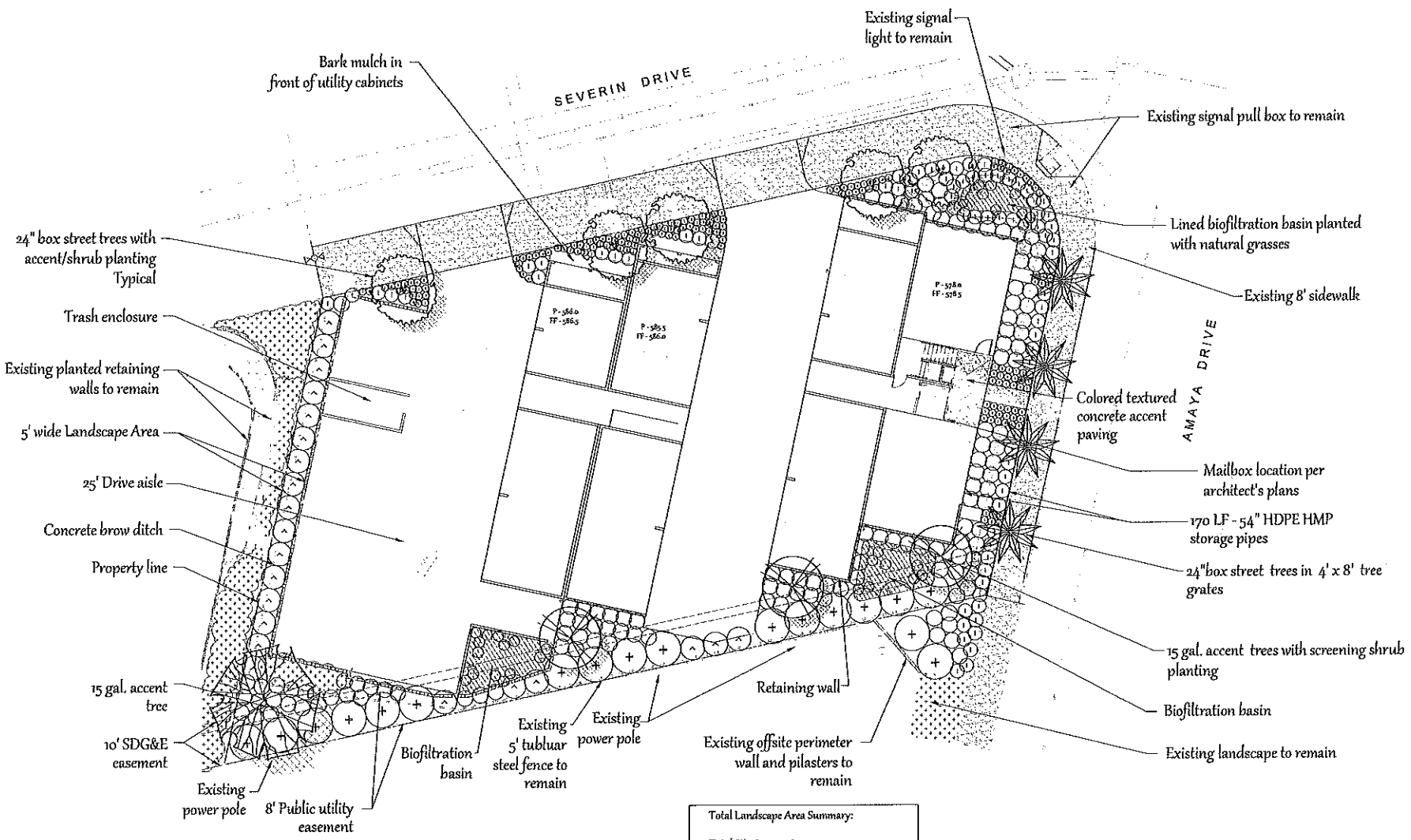
SCALE: 1" = 10'

0 10 20 30 40 50
SCALE: 1" = 10'
GRAPHIC SCALE

NDMARK
ENGINEERING

CITY OF LA MESA
EXISTING CONDITIONS
5900 SEVERIN DRIVE
EXISTING CONDITIONS
SHEET NO. 1 OF 1

Date: 8/10/2016 11:28:45 AM



Total Landscape Area Summary:

Total Site Area: 17,897
Landscaped Area: 4,268
Landscape Percentage: 23%

One tree per 500 square feet of landscaping
20% of trees shall be 24" box size or larger

Landscape Concept Plan
5900 Severin Drive

July 5, 2016

North

Scale 1" = 10'

HOWARD ASSOCIATES
landscape architecture
2442 second avenue
san diego ca 92101 619 758 9660
rla 2681

Installation and Maintenance Notes:

1. All trees□shrubs and groundcovers should be free of insects□pests□ fungus disease□or the effects of previous infestations. They should have normally well developed branch systems and a vigorous and fibrous root system□which is not root or pot bound.
2. Trees shall be staked or guyed until they are self-supporting.
3. All trees□shrubs□and groundcovers which have been planted and which due to accident□disease□or other cause□fail to show a healthy growth within one year should be replaced.
4. Landscaping should be maintained to ensure water efficiency. A regular maintenance schedule should include□but not be limited to checking□ adjusting□and repairing irrigation e□□pment□□resetting the automatic controller□replenishing mulch□fertilizing□pruning□and weeding in all landscaped areas.
5. Watering should be scheduled between the hours of □□□ am and □□□□ am to avoid irrigating during times of high wind or high temperature. Deep watering practices shall be u□□□ed to promote deep rooting of trees and shrubs.
6. Trees and shrubs should trimmed or pruned to prevent blocking or interference with the following:
   a. Sight distance views
   b. Pedestrian or motor vehicle access
   c. Installation□maintenance□or repair of any public utility or fire lane
   d. Damage to property line fences or structioures on adjoining properties.
7. All landscaped areas shall be regularly watered□fert□□□d□weeded and otherwise kept in good condition.
8. All planted areas shall receive a □" layer of bark mulch to retain soil moisture□shade roots and reduce weed growth.

Irrigation Notes:

1. Separate water service shall be re□□ired for irrigation of this project.
2. Moisture sensing devices and rain sensor override systems shall be re□□ired□as well as a smart controller with weather sensing capability and flow management.
3. The system shall be designed and adjusted to avoid overspray□low head drainage□and runoff into non-irrigated areas.
4. The sprinkler design shall u□□e Matched precipitation rates within each circuit and shall be designed for □□□□ coverage.
5. The sprinkler design shall be circuited into separate "hydrozones" which service plants with similar water re□□irements and which are located in similar solar e□posures.
6. All irrigation systems shall be installed below grade and shall u□□e an automatic controller with dual or multiple programming and multiple start cycles.
7. A reduced pressure backflow preventer shall be re□□ired.
8. All landscaping shall comply with the State of California Water Efficient Landscape Ordinance□□-□□-□□ and the City of La Mesa municipal code□ chapter □□□□for water efficient landscape regulations. The irrigation system shall be designed to meet the MAWA for the site□s calculated per chapter □□□□

Final Approval:

Upon completing the installation of the landscaping and irrigation system□the developer□contractor or landscape architect shall submit a letter to the Community Development Department stating that all landscaping□ irrigation□drainage and hardscape was installed according to City standards and per specifications and details of the approved plans. This letter shall also note any significant changes to either the planting or irrigation plans which were made during installation. Receipt of this letter and final inspection by the Department shall be re□□ired prior to final occupancy being granted for the project.

PLANT LEGEND

Trees

Botanical Name - Common Name - WUCOLS □one

Street Trees - □□" bo□□i□e
Cassia leptophylla - Gold Medallion Tree (M)

Washingtonia robusta - Me□ican Fan Palm (L)

Perimeter theme trees - □□ gal si□e
Magnolia □little Gem□ Little Gem Magnolia (M)

Accent trees - □□gal si□e
Bauhinia blakeana - Orchid Tree (M)

Shrubs

Screening shrubs - □gallon
Dodonea viscosa - Purple hop-bush (L)
Echium □tar of Madeira□ Variegated Pride of Madeira (L)
Feijoa sellowiana - Pineapple Guava (L)
Lavatera assurgentiflora - Island Mallow (L)

Massing shrubs - □gallon - □gallon si□e
Agave □Blue Glow□ Blue Glow Agave (L)
Bougainvillea rosenka - Bougainvillea Rosenka (L)
Calandrinia spectabilis - Rock Purslane (L)
Chondropetalum tectorum - Cape Rush (L)
Cistus purpureus -Orchid Rockrose (L)
Festuca □Siskiyou Blue□ Siskiyou Blue Fescue (L)
Hardenbergia □Meema□ Meema Purple Vine Lilac (L)
Lantana □Gold Mound□ Gold Mound Lantana (L)
Salvia □Winifred Gilman□ Winifred Gilman Sage (L)

Accent shrubs - □gallon - □gallon si□e
Aeonium □Sunburst□ Copper Pinwheel (L)
Hesperaloe parviflora - Red Yucca (L)
Senecio madraliscae - Blue Chalksticks (L)

Bio-filtration Basin - Plugs □ □□" o.c.
□uncus acutus - Spiny Rush (M)
Care□pansa - California Meadow Sedge (M)

NOTE:
There are no e□isting trees or shrubs on site.

Water Conservation Statement:

All common landscape areas on this plan have been designed to op□imi□e water use through the use of drought tolerant and native plant materials on all areas of landscape□and the use of automatic irrigation systems which u□□e low precipitation rate heads and drip irrigation.

Design Objective:

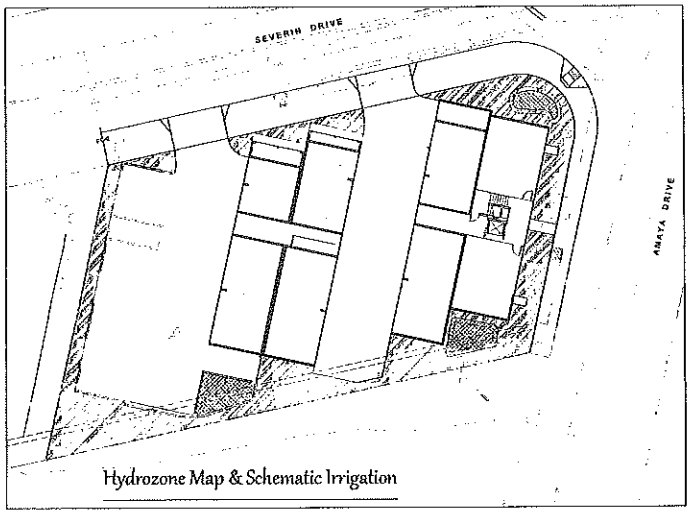
The project sits at a prominent intersection adjacent and across the street from commercial uses□and across the trolley tracks from a residential area. The mixed use nature of the site provides a transition between the two surrounding land uses□and the landscape design furthers the transition by providing a plant palette and organization that is structured□yet softens the buildings as well.

Legend

- Low Water Use - subsurface drip irrigation
- Moderate Water Use - low precipitation rate rotator irrigation heads
- Low Water Use - subsurface bubbler irrigation

Water Use Summary

Maximum Water Allowance 59,469
Estimated Total Water Use 52,862



Hydrozone Map & Schematic Irrigation

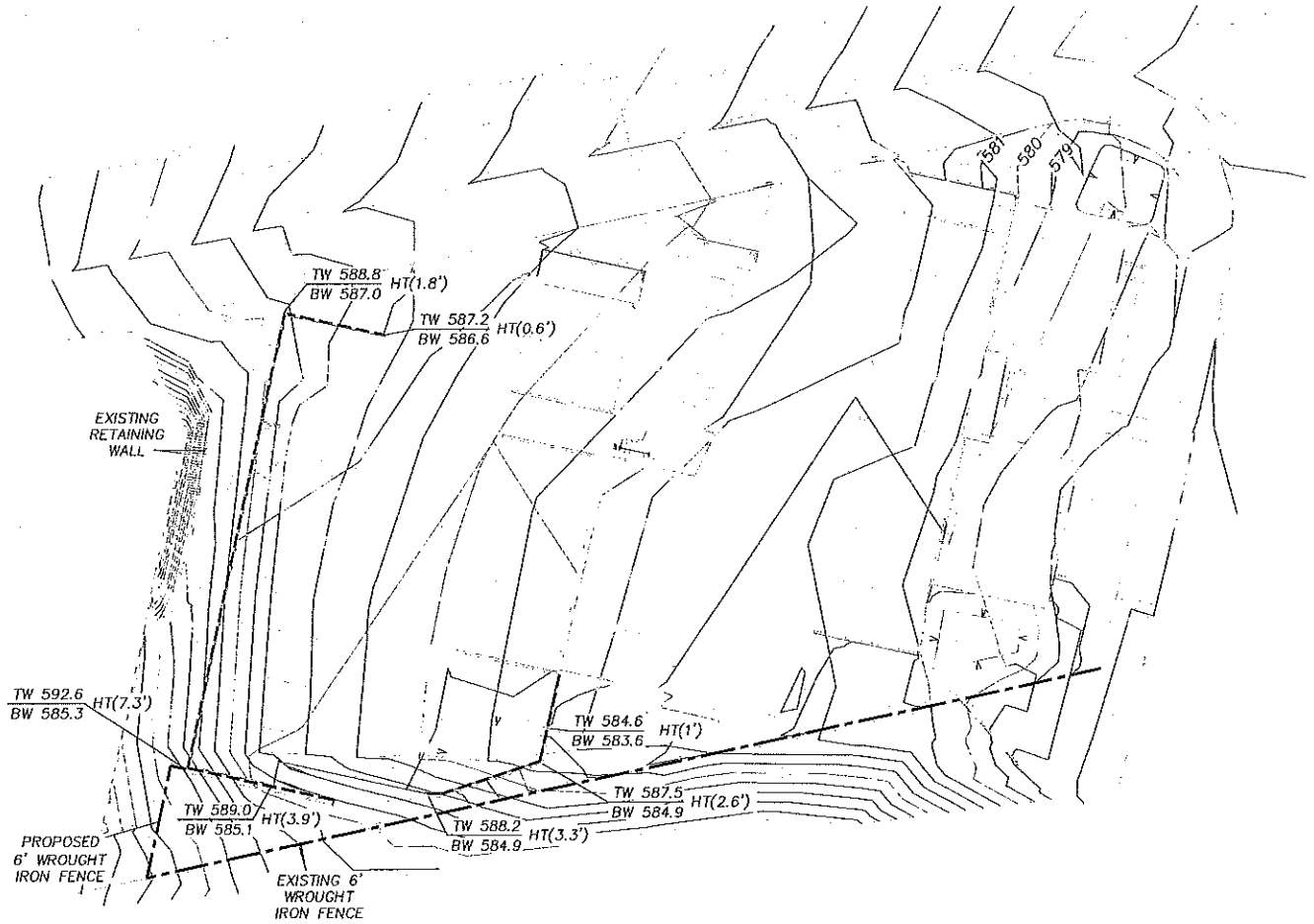
Scale □" □□□□

North

Landscape Concept Plan
5900 Severin Drive

July 5, 2016

rla 2681
HOWARD
ASSOCIATES
landscape architecture
2442 second avenue
san diego ca 92101 619 718 9660

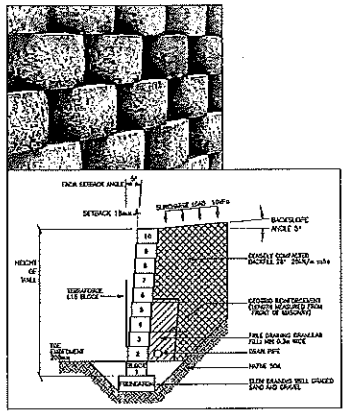


WALL AND FENCE LEGEND

RETAINING WALL

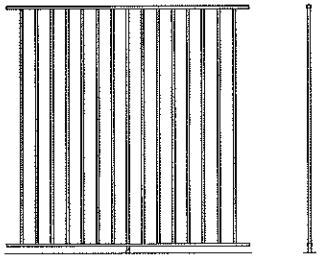
6 FT HIGH WROUGHT IRON FENCE

SEGMENTED RETAINING WALL



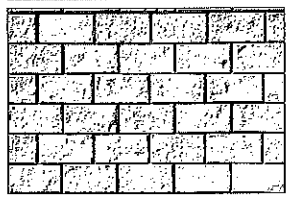
PERIMETER FENCE

END VIEW



72" TALL WROUGHT IRON FENCE WITH $\frac{3}{4}$" SQUARE TUBE PICKETS EVENLY SPACED IN EACH SECTION NO MORE THAN 4" APART

TRASH ENCLOSURE WALL



12"X8"X8" PRECISION BLOCK WALL

5900 SEVERIN LA MESA, CA

WALL AND FENCE PLAN - WF

5900 Severin, LLC
2040 Harbor Island Drive, Suite 250
San Diego, California 92101
O 619.243.7012 M 619.846.9505

JULY 5, 2016

SCALE: 0 10 20 30 N

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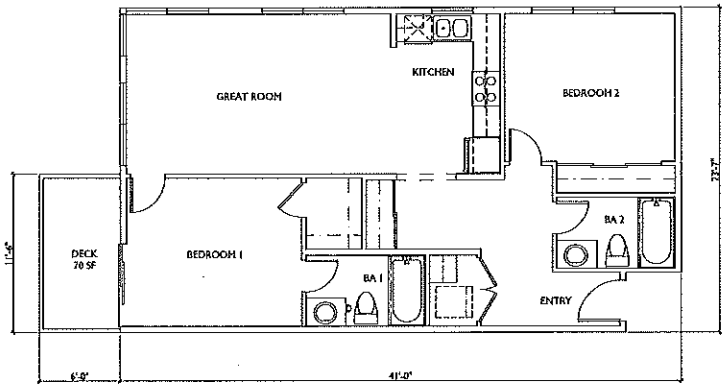
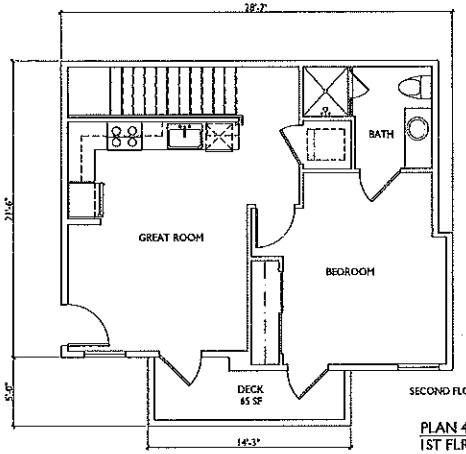
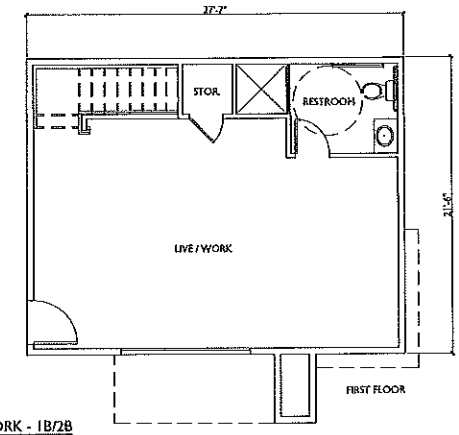


PLAN 3: 2BD/2BA
892 S.F.





PLAN 4: LIVE/WORK - 1B/2B
1ST FLR - 550 S.F.
2ND FLR - 530 S.F.
TOTAL = 1,080 S.F.

POLICE DEPARTMENT NOTES

a. Use deadbolts with one inch throw on the front door.

b. Install secondary locks on sliding glass doors and windows.

c. Front doors should have a wide angled peep hole.

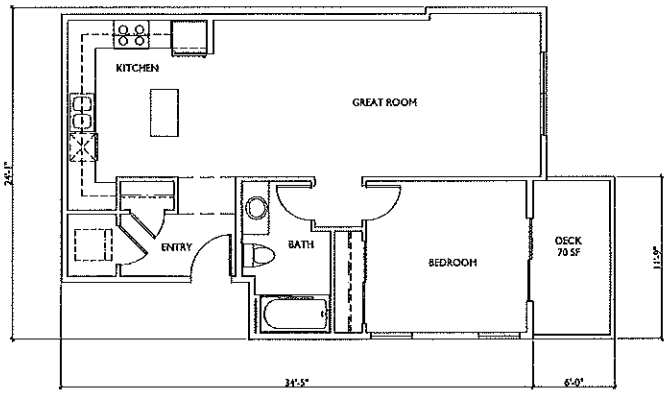
d. Allow unit porch lights to be controlled by the property owner. Dawn to Dusk.

e. Lighting

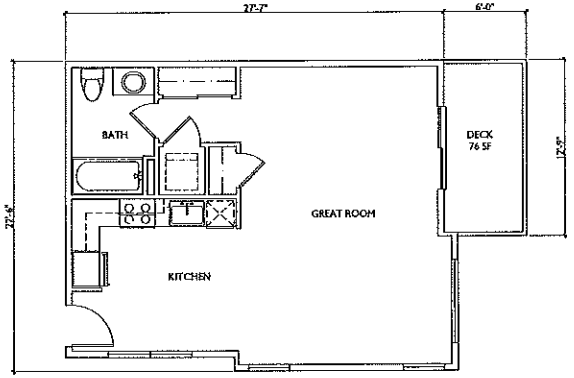
i) The property should be well-lit at night to prevent loitering and eliminate hiding places. Lighting should be consistent to reduce contrast between shadows and illuminated areas. Floodlights installed under eaves can illuminate these areas.

ii) Install wire cages or industrial strength shatter resistant lenses over lights within reach of pedestrians.

f. Trash enclosures and dumpsters : Dumpsters should have locked lids with an open space through which material can be put in but not taken out. This is to prevent scavenging.



PLAN 2: 1BD/1BA
720 S.F.



PLAN 1: STUDIO/1 BA
573 S.F.

5900 SEVERIN LA MESA, CA

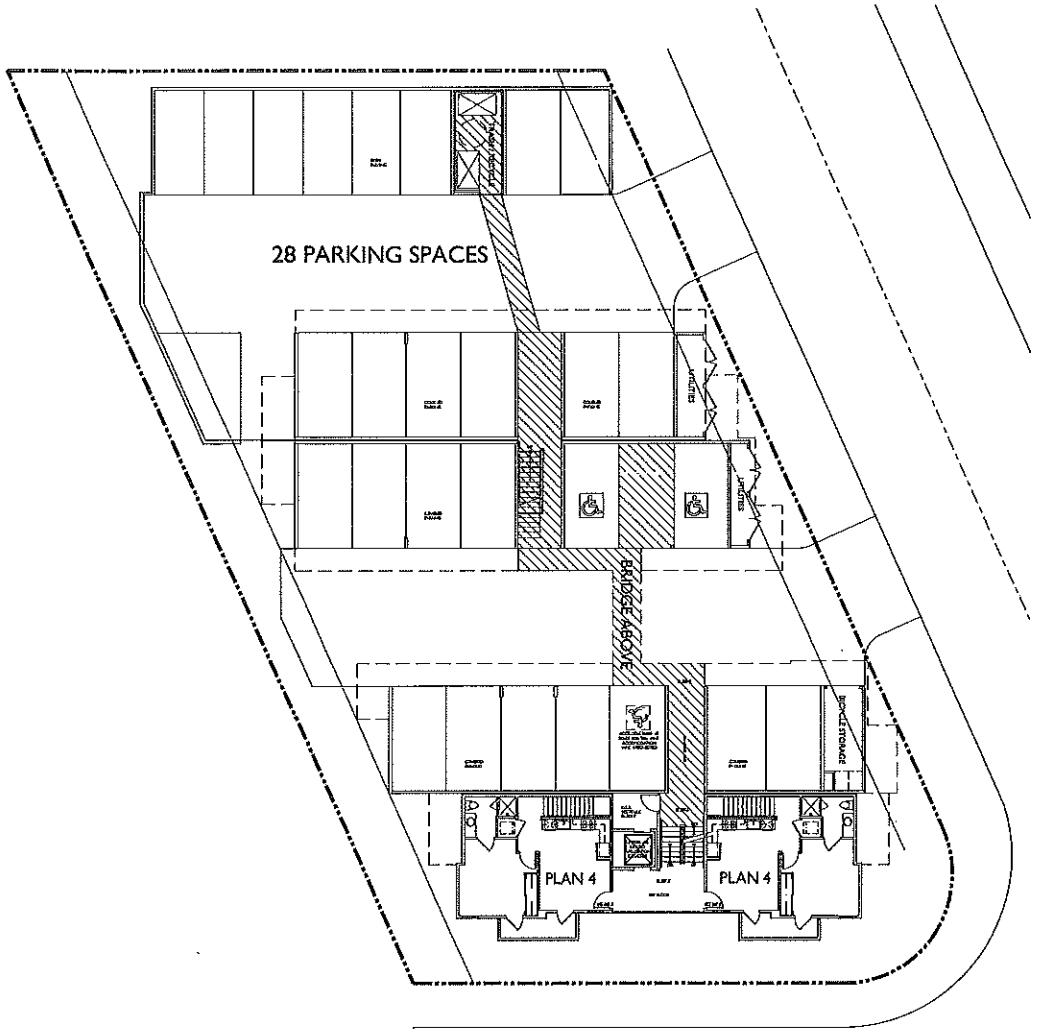
CONCEPTUAL UNIT PLANS - A1

5900 Severin, LLC
2040 Harbor Island Drive, Suite 250
San Diego, California 92101
O 619.243.7012 M 619.846.9505

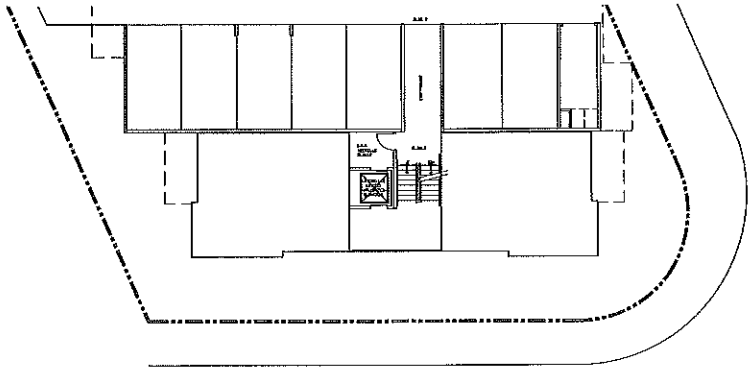
JULY 5, 2016

SCALE: 0 4 8 16

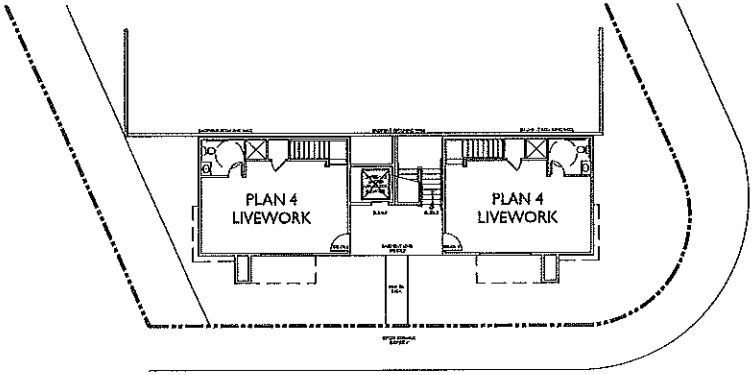
SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198 summarch.com



FIRST FLOOR (ELEV. 587.5')



COVERED PARKING ACCESS LEVEL (ELEV. 583.5')



BASEMENT (ELEV. 578.5')

5900 SEVERIN LA MESA, CA

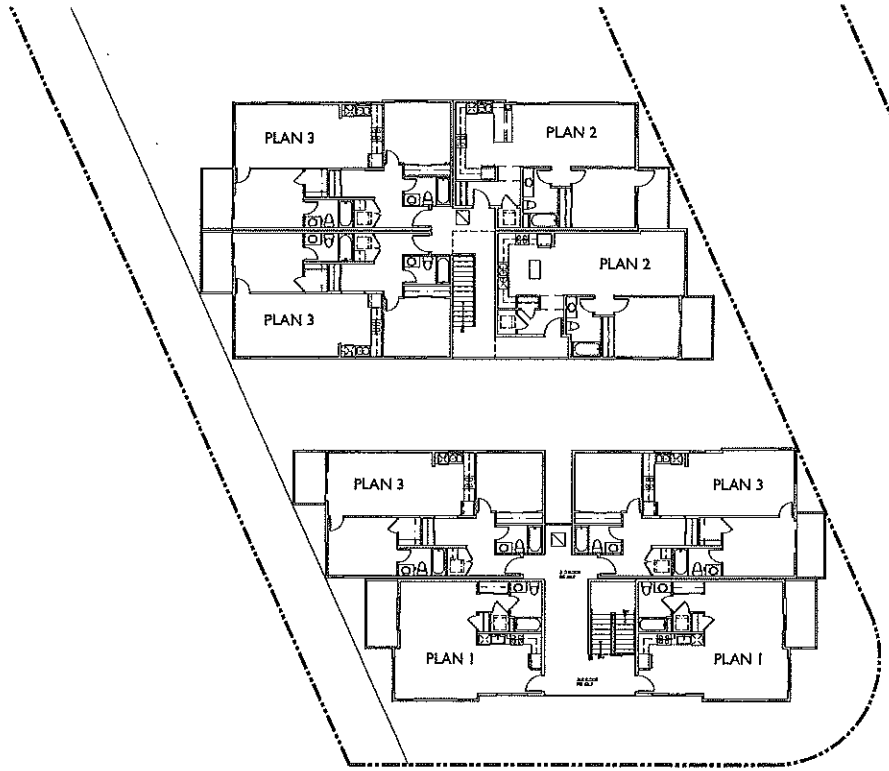
CONCEPTUAL BUILDING COMPOSITE - A2

5900 Severin, LLC
2040 Harbor Island Drive, Suite 250
San Diego, California 92101
O 619.243.7012 M 619.846.9505

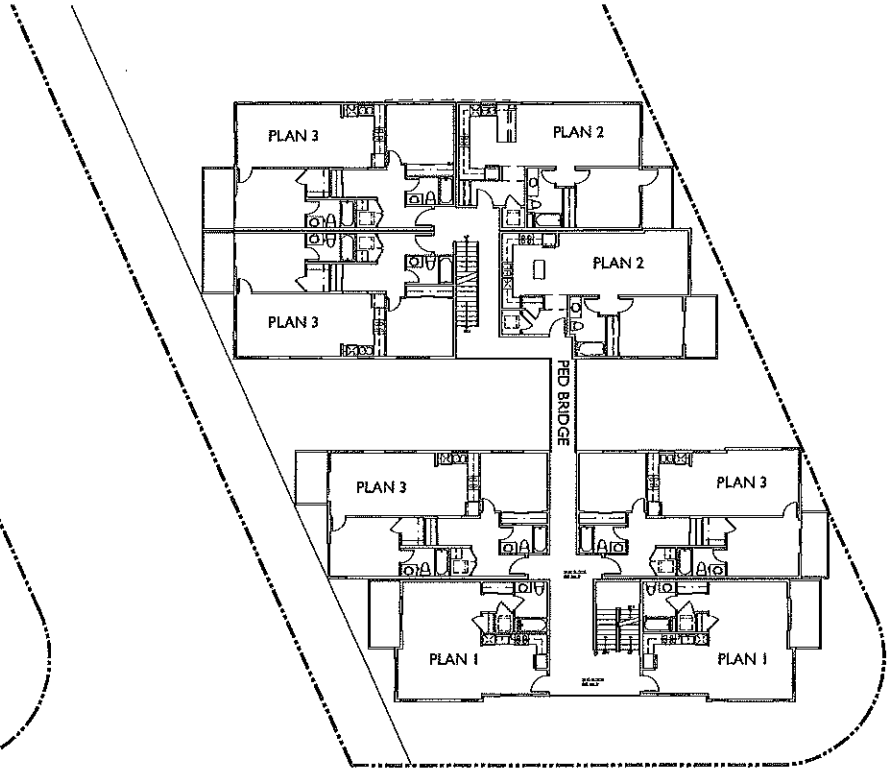
JULY 5, 2016

SCALE: 0 10 20 30

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198 summarch.com



THIRD FLOOR



SECOND FLOOR

5900 SEVERIN LA MESA, CA

CONCEPTUAL BUILDING COMPOSITE - A3

5900 Severin, LLC
2040 Harbor Island Drive, Suite 250
San Diego, California 92101
O 619.243.7012 M 619.846.9505

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SCALE: 0 10 20 30

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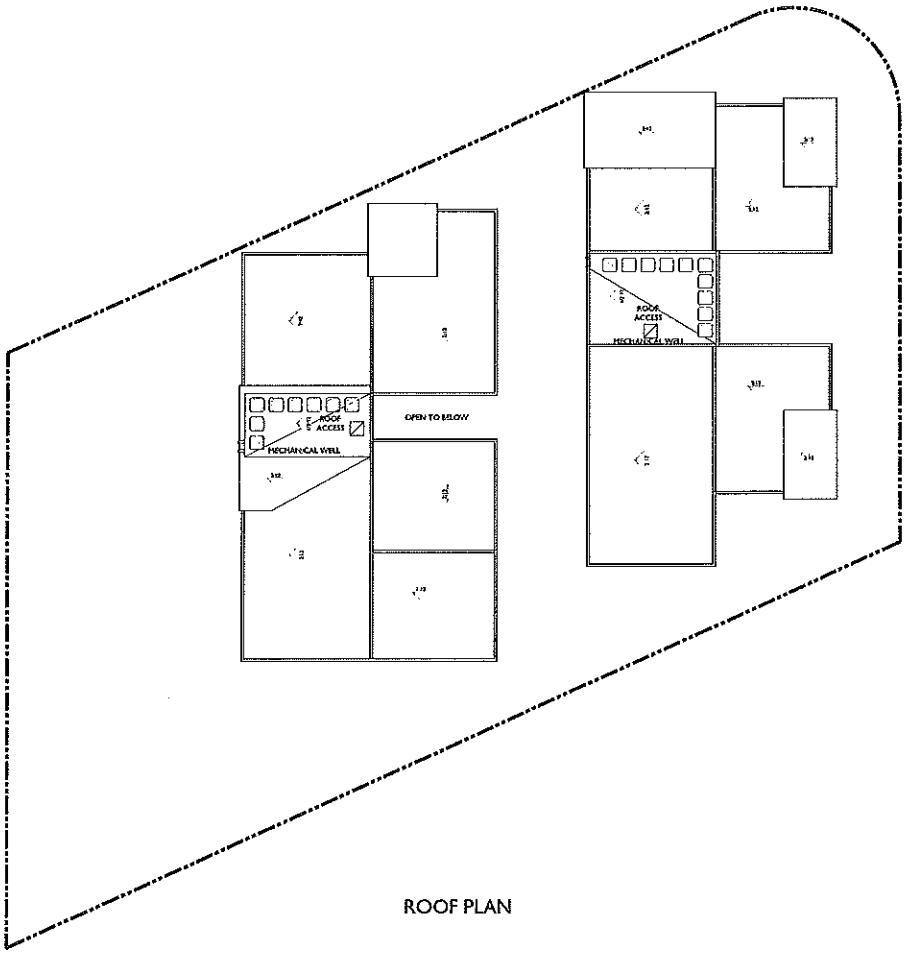

ROOF PLAN

5900 SEVERIN LA MESA, CA

CONCEPTUAL ROOF PLAN - A4

5900 Severin, LLC
2040 Harbor Island Drive, Suite 250
San Diego, California 92101
O 619.243.7012 M 619.846.9505

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SCALE: 0 10 20 30

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EAST ELEVATION

NORTH ELEVATION

WEST ELEVATION

SOUTH ELEVATION

FIRE DEPT NOTES:
Permanent commercial/industrial three-dimensional street numbers, a minimum 12 inches in height with a ½ inch stroke, shall be provided on the address side of the building at the highest point and furthest projection of the structure. The address shall be visible from the street and shall not be obstructed in any manner.

Permanent multi-family three-dimensional street numbers, a minimum 8 inches in height, shall be provided on the address side of the building at the highest point and furthest projection of the structure. The address shall be visible from the street and shall not be obstructed in any manner.

MATERIAL NOTES:
1. STUCCO - WHITE (SW 7004)
2. STUCCO - GREY (SW 6236)
3. STUCCO - GREY (SW 7067)
4. STUCCO - BROWN (SW 2837)
5. METAL GUARDRAIL - BLACK (SW 6258)
6. ALUMINUM WINDOWS - ANODIZED BRONZE
7. METAL GATE - BLACK (SW 6258)
8. METAL TRELLIS - BLACK (SW 6258)
9. CMU BLOCK RETAINING WALL - PRECISION GREY
10. COMPOSITION ROOF SHINGLE - CHARCOAL
11. SIGNAGE AND ADDRESS LOCATION

SIGNAGE NOTES:
ALL SIGNS SHALL BE CONSISTENT WITH THE CITY OF LA MESA SIGN ORDINANCE: CHAPTER 15.10

2 SIGNS PROPOSED FOR COMMERCIAL SPACES (24"X18" MAXIMUM EACH)

5900 SEVERIN LA MESA, CA

CONCEPTUAL ELEVATIONS - A5

5900 Severin, LLC
2040 Harbor Island Drive, Suite 250
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O 619.243.7012 M 619.846.9505

JULY 5, 2016

SCALE: 0 8 16 24

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SEVERIN SOUTH PERSPECTIVE

AMAYA PERSPECTIVE

5900 SEVERIN LA MESA, CA

CONCEPTUAL PERSPECTIVES - A6

5900 Severin, LLC
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JULY 5, 2016

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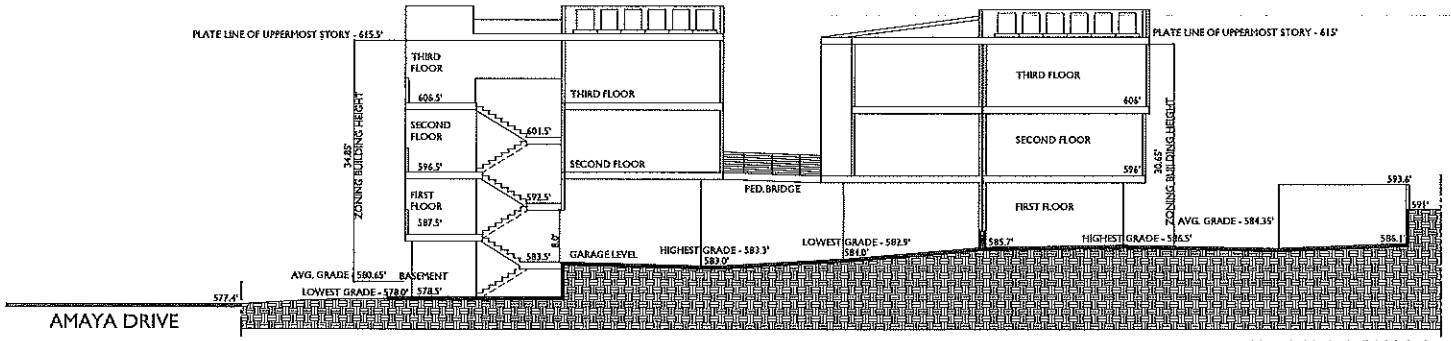
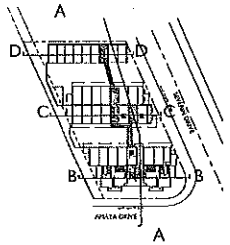
Bonsall, CA 92003
760.724.1198 summarch.com

CITY OF LA MESA ZONING - BUILDING HEIGHT:
"HEIGHT" IS THE VERTICAL DISTANCE FROM THE AVERAGE LEVEL OF THE HIGHEST AND LOWEST POINT OF THE FOUNDATION TO THE PLATE LINE OF THE UPPERMOST STORY.

SOUTHERN BUILDING PORTION		NORTHER BUILDING PORTION	
GRADE AT HIGHEST POINT OF BUILDING:	583.3'	GRADE AT HIGHEST POINT OF BUILDING:	586.5'
GRADE AT LOWEST POINT OF BUILDING:	578.0'	GRADE AT LOWEST POINT OF BUILDING:	582.9'
AVERAGE LEVEL BETWEEN HIGHEST & LOWEST:	580.65'	AVERAGE LEVEL BETWEEN HIGHEST & LOWEST:	584.35'
PLATE LINE OF UPPERMOST STORY:	615.5'	PLATE LINE OF UPPERMOST STORY:	615.0'
ZONING BUILDING HEIGHT: = 615.5' - 580.65' =	34.85'	ZONING BUILDING HEIGHT: = 615.0' - 584.35' =	30.65'



BUILDING SECTION A-A



5900 SEVERIN LA MESA, CA

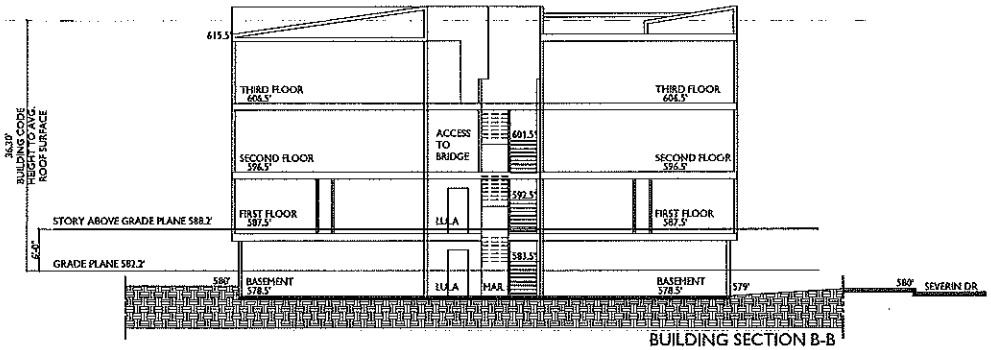
ZONING HEIGHT MEASUREMENT - A7

5900 Severin, LLC
2040 Harbor Island Drive, Suite 250
San Diego, California 92101
O 619.243.7012 M 619.846.9505

JULY 5, 2016

SCALE: 0 8 16 24

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198 summarch.com



BUILDING SECTION B-B

GRADE PLANE: A REFERENCE PLANE REPRESENTING THE AVERAGE OF FINISHED GROUND LEVEL ADJOINING THE BUILDING AT EXTERIOR WALLS. WHERE THE FINISHED GROUND LEVEL SLOPES AWAY FROM THE EXTERIOR WALLS, THE REFERENCE PLANE SHALL BE ESTABLISHED BY THE LOWEST POINTS WITHIN THE AREA BETWEEN THE BUILDINGS AND THE LOT LINE OR, WHERE THE LOT LINE IS MORE THAN 6 FEET FROM THE BUILDING, BETWEEN THE BUILDING AND A POINT 6 FEET FROM THE BUILDING.

AVERAGE OF FINISH GROUND LEVEL - 4.8 FEET

419 L.F. TOTAL BLD'G PERIMETER	72 L.F.	@ 577.75' ELEVATION	17 L.F.	@ 583.3' ELEVATION
	22 L.F.	@ 579.1' ELEVATION	20.5 L.F.	@ 583.45' ELEVATION
	22 L.F.	@ 579.5' ELEVATION	39 L.F.	@ 583.75' ELEVATION
	13.5 L.F.	@ 580.95' ELEVATION	44.5 L.F.	@ 584.4' ELEVATION
	1.5 L.F.	@ 581' ELEVATION	75.5 L.F.	@ 584.95' ELEVATION
	19.5 L.F.	@ 581.95' ELEVATION	8 L.F.	@ 585.15' ELEVATION
	44.5 L.F.	@ 582.15' ELEVATION	19.5 L.F.	@ 585.5' ELEVATION

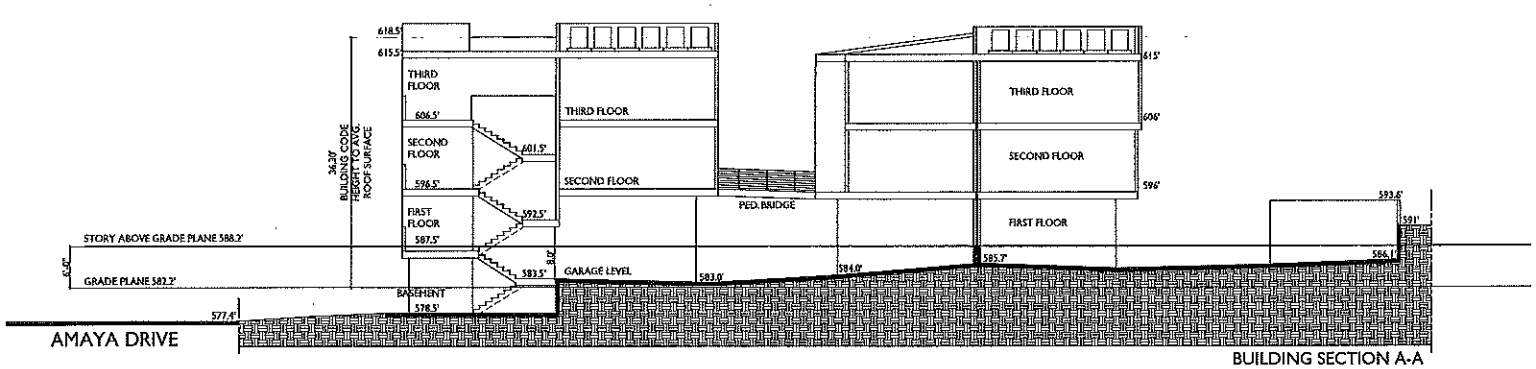
(72' X 577.75') + (22' X 579.1') + (22' X 579.5') + (13.5' X 580.95') + (1.5' X 581') + (19.5' X 581.95') + (44.5' X 582.15') + (17' X 583.3') + (20.5' X 583.45') + (39' X 583.75') + (44.5' X 584.4') + (75.5' X 584.95') + (75.5' X 584.95') + (8' X 585.15') + (19.5' X 585.5') = 243,966.26

243,966.26' / 419' = 582.2 FEET = GRADE PLANE

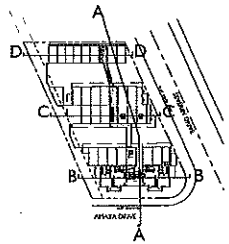
BASEMENT: A STORY THAT IS NOT A STORY ABOVE GRADE PLANE.

STORY ABOVE GRADE PLANE: ANY STORY HAVING ITS FINISHED FLOOR SURFACE ENTIRELY ABOVE GRADE PLANE, OR IN WHICH THE FINISHED SURFACE OF THE FLOOR NEXT ABOVE IS:

1. MORE THAN 6 FEET ABOVE GRADE PLANE; OR
2. MORE THAN 12 FEET ABOVE THE FINISHED GROUND LEVEL AT ANY POINT.



BUILDING SECTION A-A



5900 SEVERIN LA MESA, CA

CBC BUILDING HEIGHT/ BUILDING SECTIONS - A7.1

5900 Severin, LLC
2040 Harbor Island Drive, Suite 250
San Diego, California 92101
O 619.243.7012 M 619.846.9505

JULY 5, 2016

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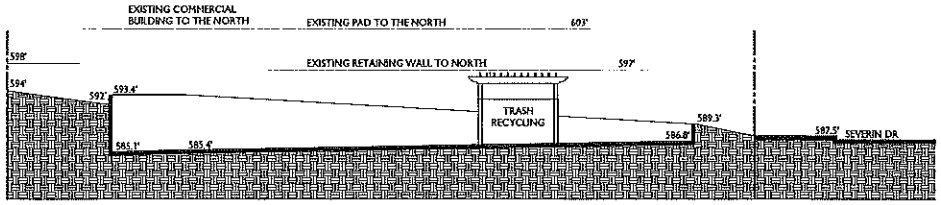

BUILDING SECTION D-D

GRADE PLANE: A REFERENCE PLANE REPRESENTING THE AVERAGE OF FINISHED GROUND LEVEL ADJOINING THE BUILDING AT EXTERIOR WALLS. WHERE THE FINISHED GROUND LEVEL SLOPES AWAY FROM THE EXTERIOR WALLS, THE REFERENCE PLANE SHALL BE ESTABLISHED BY THE LOWEST POINTS WITHIN THE AREA BETWEEN THE BUILDINGS AND THE LOT LINE OR, WHERE THE LOT LINE IS MORE THAN 6 FEET FROM THE BUILDING, BETWEEN THE BUILDING AND A POINT 6 FEET FROM THE BUILDING.

AVERAGE OF FINISH GROUND LEVEL - 4.8 FEET

419 L.F. TOTAL BLD'G PERIMETER	72 L.F.	@ 577.75' ELEVATION	17 L.F.	@ 583.3' ELEVATION
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	13.5 L.F.	@ 580.95' ELEVATION	44.5 L.F.	@ 584.4' ELEVATION
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	19.5 L.F.	@ 581.95' ELEVATION	8 L.F.	@ 585.15' ELEVATION
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(72' X 577.75') + (22' X 579.1') + (22' X 579.5') + (13.5' X 580.95') + (1.5' X 581') + (19.5' X 581.95') + (44.5' X 582.15') + (17' X 583.3') + (20.5' X 583.45') + (39' X 583.75') + (44.5' X 584.4') + (75.5' X 584.95') + (75.5' X 584.95') + (8' X 585.15') + (19.5' X 585.5') = 243,966.26

243,966.26' / 419' = 582.2 FEET = GRADE PLANE

BASEMENT: A STORY THAT IS NOT A STORY ABOVE GRADE PLANE.

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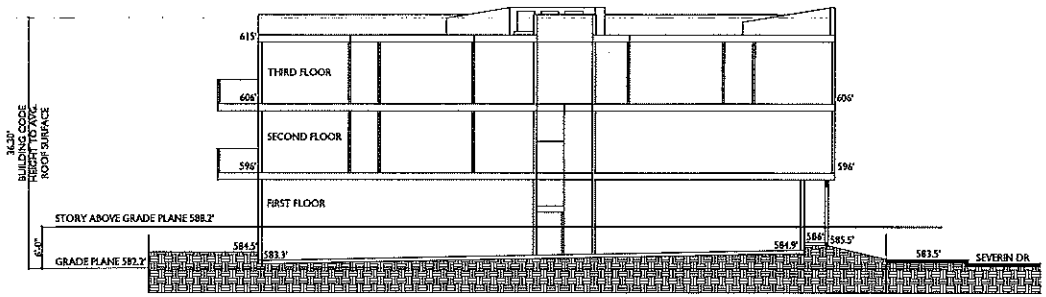
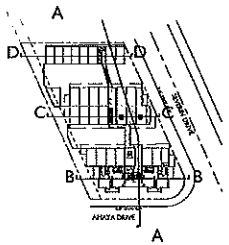
2. MORE THAN 12 FEET ABOVE THE FINISHED GROUND LEVEL AT ANY POINT.



BUILDING SECTION C-C



5900 SEVERIN LA MESA, CA

CBC BUILDING HEIGHT/ BUILDING SECTIONS - A7.2

5900 Severin, LLC
2040 Harbor Island Drive, Suite 250
San Diego, California 92101
O 619.243.7012 M 619.846.9505

JULY 5, 2016

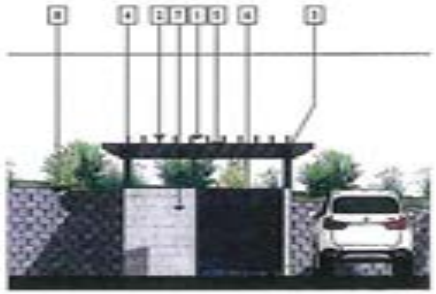
SCALE: 0 8 16 24

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198 summarch.com

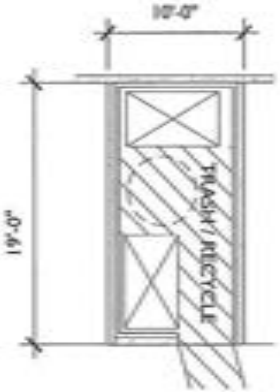
NORTH PERSPECTIVE

MATERIAL NOTES:
1. ALUMAWOOD TRELLIS
2. 2X6 TRELLIS MEMBERS (ALUMAWOOD)
3. 10X6 TRELLIS COLUMN (ALUMAWOOD)
4. 8X12 TRELLIS BEAM (ALUMAWOOD)
5. 16 GUAGE METAL COVER
6. DECORATIVE METAL GATE
7. PRECISION BLOCK WALL
8. SEGMENTED BLOCK RETAINING WALL

SIDE ELEVATION



FRONT ELEVATION



FLOOR PLAN

5900 SEVERIN LA MESA, CA

TRASH ENCLOSURE - A8

5900 Severin, LLC
2040 Harbor Island Drive, Suite 250
San Diego, California 92101
O 619.243.7012 M 619.846.9505

JULY 5, 2016

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Bonsall, CA 92003
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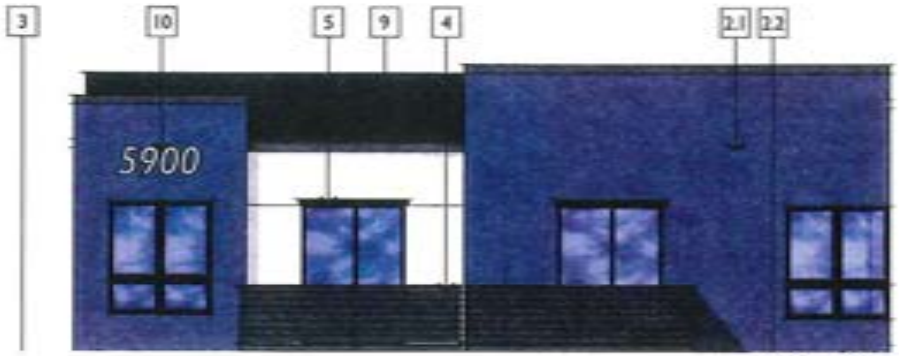
CORNER PERSPECTIVE OF SEVERIN AND AMAYA



ADDRESS ON SEVERIN

COMMERCIAL SIGNAGE ON AMAYA

ADDRESS SIGN:
"5900" IN SIMPLE 18" TEXT IN CONTRASTING COLOR
LOCATED ABOVE HIGHEST WINDOWS AT THE CORNER
TOWER FACING SEVERIN DRIVE.

COMMERCIAL SIGNAGE:
2 POTENTIAL INSTALLATION - 16 SF MAX EACH (32 SF TOTAL)
RESTRICTED TO 24" X 96" TEXT OR MOUNTED SIGN
LOCATED ABOVE LIVE/WORK SPACE ON THE FACE OF THE
2ND LEVEL DECK FACING AMAYA DRIVE.

MATERIAL NOTES:
1. STUCCO - WHITE (SW 7004)
2. STUCCO - GREY (SW 6236)
3. STUCCO - GREY (SW 7067)
4. STUCCO - BROWN (SW 2837)
5. METAL GUARDRAIL - BLACK (SW 6258)
6. ALUMINUM WINDOWS - ANODIZED BRONZE
7. METAL GATE - BLACK (SW 6258)
8. METAL TRELLIS - BLACK (SW 6258)
9. CMU BLOCK RETAINING WALL - PRECISION GREY
10. COMPOSITION ROOF SHINGLE - CHARCOAL
11. SIGNAGE AND ADDRESS LOCATION

SIGNAGE NOTES:
ALL SIGNS SHALL BE CONSISTENT WITH THE CITY OF LA MESA SIGN ORDINANCE: CHAPTER 16.18

2 SIGNS PROPOSED FOR COMMERCIAL SPACES
(24"X96" MAXIMUM EACH)

5900 SEVERIN LA MESA, CA

SIGNAGE - A9

5900 Severin, LLC
2040 Harbor Island Drive, Suite 250
San Diego, California 92101
O 619.243.7012 M 619.846.9505

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