



## AGENDA DEVELOPMENT ADVISORY BOARD

Monday, September 12, 2016

10:00 AM

City Manager's Conference Room  
8130 Allison Avenue, La Mesa, CA

1. Call Meeting to Order
2. Deletions from the Agenda.
3. Urgent Additions to the Agenda/Additions to the next Agenda.
4. INFORMATION ITEMS None.
5. BUSINESS
  - a. **Tentative Tract Map TTM 14-01 (Flying Dog Trust)** – Consideration of a Tentative Tract Map TTM 14-01 (Flying Dog Trust) for a 10-lot single-family residential subdivision at American Avenue and Riviera Drive located in the R1S-NP2 (Suburban Residential / Neighborhood Plan Overlay No. 2) zone. Assessor Parcel Numbers: 499-171-26-00, 499-171-28-00, 499-171-34-00, 499-191-37-00
6. PUBLIC HEARING None.
7. PUBLIC DISCUSSION AND AUDIENCE PARTICIPATION
8. Adjournment

Citizens who wish to make an audio/visual presentation pertaining to an item at a public meeting of the City, should contact Cheryl Davis at 619.667.1190, no later than 12:00 noon, one business day prior to the start of the meeting. Advance notification will ensure compatibility with City equipment and allow meeting presentations to progress smoothly and in a consistent and equitable manner. Please note that all presentations/digital materials are considered part of the maximum time limit provided to speakers.

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

The City of La Mesa encourages the participation of disabled individuals in the services, activities and programs provided by the City. Individuals with disabilities, who require reasonable accommodation in order to participate in the Development Advisory Board meetings, should contact the City's Americans with Disabilities Act (ADA) Coordinator, Rida Freeman, Human Resources Manager, 48 hours prior to the meeting at 619.667.1175, fax 619.667.1163, or [rfreeman@ci.la-mesa.ca.us](mailto: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 Development Advisory Board may be appealed to the Planning Commission. If you disagree with any action of the Board and wish to file an appeal, you must do so within ten days of this meeting. In order to file an appeal, you must submit an appeal letter stating why you disagree with the Board's action to the Office of the City Clerk, City Hall, 8130 Allison Avenue along with a \$100.00 appeal fee. If no appeal is filed within this period, the action becomes final.

Once the appeal is filed, the item will be scheduled for the next available Planning Commission meeting. If the item was previously noticed to the neighborhood, new notices of the Planning Commission will be mailed out ten days prior to the hearing date. The Commission will then hold a public hearing to consider the appeal. Any questions regarding the appeal process should be directed to either the Office of the City Clerk at 667-1120 or the Community Development Department at 667-1158.

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REPORT TO  
LA MESA DEVELOPMENT ADVISORY BOARD

DATE: September 12, 2016

SUBJECT: **Tentative Tract Map TTM 14-01 (Flying Dog Trust)** – Consideration of a 10-lot single-family residential subdivision at American Avenue and Riviera Drive located in the R1S-NP2 (Suburban Residential / Neighborhood Plan Overlay No. 2) zone. Assessor Parcel Numbers: 499-171-26-00, 499-171-28-00, 499-171-34-00, 499-191-37-00

ISSUING DEPARTMENT: Community Development

SUMMARY

Issues: Is the proposed project consistent with the La Mesa General Plan?

Does the proposed Tentative Tract Map meet the required findings for approval under the City's Subdivision Ordinance and State Subdivision Map Act?

Recommendation: Approve Tentative Tract Map TTM 14-01 as shown on **Attachment F** subject to conditions shown in **Attachment E**.

La Mesa Subdivision Ordinance Section:

Section 22.04.010B3 lists the findings for approval of tentative tract maps.

La Mesa Zoning Ordinance Section:

Section 24.05.030 establishes the minimum lot dimensions and setback requirements for structures in the R1S-NP2 zone. Section 24.14.040 - establishes the standards for development in the Neighborhood Plan Overlay No. 2.

Environmental Review:

After conducting an initial study in compliance with the California Environmental Quality Act (CEQA), staff has concluded that the project will not have a significant adverse impact on the environment. Therefore, a Negative Declaration has been prepared for the Commission's approval (**Attachment D**).

BACKGROUND

The property owner Dan Brophy (Flying Dog Trust) is proposing to subdivide four existing parcels into ten lots for future single-family residential development, located on property off Riviera Drive, east of Rojo Tierra Road and Belvue Drive, and west of American Avenue (private road) and Quarry Road, (**Attachment A**). Development plans are not proposed at this time. The subject tentative tract map application was submitted in November 2014 and has gone through seven reviews to address requirements related to lot layout, size, setbacks, access, easements, and emergency vehicle turnarounds. The proposed emergency vehicle turnarounds have been accepted by the Fire Department.

Per the Subdivision Map Act, tentative tract map approval is required. Site improvements to be installed prior to final map approval will include: grading, site walls, a public road with emergency vehicle access and turnaround, storm water improvements, parkway, and sidewalk, curb, and gutter. Access to the proposed lots is provided by a public street from Riviera Drive and a private road American Avenue.

The subject property is an irregularly shaped parcel that is part of the American Homes neighborhood (**Attachment B**). An existing gravel road extends along the east side of the site. There is a cluster of eucalyptus trees around the center of the subject site with other existing trees including pepper trees, palms, and shrubs primarily around the northwest entry off Rojo Tierra Road and off the northerly edge of the subject site. The site is located in an established neighborhood surrounded by existing single-family residences, roads and freeways, and railway. Access to the site is from Riviera Drive, a public street and American Avenue, a private road. North of the site is an existing railway right-of-way and federally owned hillside property. South of the site is City right-of-way and Caltrans right-of-way, State Routes 94 and 125 interchange and roadway. Existing grade elevations range from 510 feet above mean sea level and down to 462 feet along the American Avenue Street frontage. The site would be graded to accommodate street improvements, driveway access to each proposed lot and include retaining walls for future building pads.

*General Plan and Zoning:*

The subject property designated in the La Mesa General Plan (p. LD-30) for "Suburban Residential" land use, is assigned to suburban neighborhoods with lots of 10,000 square feet or larger, which result in lower density developments with space between residences and relatively large yards with up to 4 dwelling units per acre. Development in this category is limited to minor infill resulting from the subdivision of existing lots. General Plan Objective LU-2.1 states "Maintain and preserve single-family residential neighborhoods

while directing growth to mixed-use corridors". General Plan Policy LU-2.1.2 states "Support infill development and subdivision proposals that reinforce neighborhood strengths and benefit neighborhood identity". The subject site, including the three existing vacant parcels (APNs: 499-171-26-00, 499-171-28-00, 499-171-34-00), is identified as a residential site in the La Mesa General Plan Housing Element Sites Inventory Map.

The site is zoned R1S-NP2 (Suburban Residential / Neighborhood Plan Overlay No. 2). The R1S zone is intended for those areas affected by moderate to severe hillside conditions and to the fringe of such areas and accommodates development up to four dwelling units per acre. It is intended that development conditions including structure locations will be variable in order to achieve maximum allowable density without adversely affecting the hillside environment. Minimum grading which leaves natural appearing land forms is required in the development of these areas.

The Neighborhood Plan Overlay No. 2 zone, Section 24.14.040 of the La Mesa Municipal Code, establishes development standards for private streets, setbacks, fencing, public sewer, dedication and improvements and access.

*Parking Requirements:*

The applicant has submitted tentative tract map plans that establish proposed building pads, pad elevations, grade slopes and elevations, setbacks, retaining walls, driveway access, road and storm water improvements. Based on the proposed subdivision concept, the proposed development will meet City development standards in relation to parking and driveway requirements. As conditioned, a new garage shall be required at 3860 American Avenue that will replace the existing garage that is planned to be demolished.

The City of La Mesa Parking Ordinance Section 24.04.030 provides provisions for off-street parking requirements for residential uses. The proposed subdivision includes a new public street. Eight proposed lots will front the new public street accessed from Riviera Drive and two lots will front private road, American Avenue. The lots fronting the new public street will require two enclosed parking spaces per single family residence and two new easement access lots will require five parking spaces, including two enclosed garage spaces. The subdivision and its future development are required to conform to City of La Mesa parking requirements and standards.

*Proposed grading and retaining wall:*

Earthwork quantities consisting of 965 cubic yards of export, including 5,415 cubic yards of cut and 6,380 cubic yards of fill, are proposed to accommodate building pads that will meet City setback standards. La Mesa Municipal Code Section 24.05.030.I, cites that Planning Commission approval may be required if fences or walls within the minimum front setback for future residential development of the subject site shall not exceed four feet in height. Fences or walls in any other location shall not exceed six feet in height. Fences or walls of greater height may be allowed by special permit, where topographic or other conditions reduce the effectiveness of normal height fences for privacy. Retaining walls within any required minimum front, rear or side yard setback shall not exceed a height

needed to retain (i) a fill of three feet or (ii) a cut of six feet. Off-site grading is not proposed as part of this project. Proposed site walls conform to City of La Mesa standards.

*Steps in Processing*

The project requires approval of a 10-lot tentative tract map by the Planning Commission. The Commission must find that the project is consistent with the City of La Mesa General Plan, Subdivision Ordinance and Zoning Ordinance. The Development Advisory Board will provide a recommendation including conditions appropriate to the project which are shown in **Attachment E**. City Council ratification of the tentative tract map will also be required if the Planning Commission approves the project.

DISCUSSION:

Tentative Tract Map findings:

According to County Assessor Records, the subject property is approximately 3.4-acres in size or 149,411 square feet. The proposed tentative tract map cites a gross lot area of 151,413 square feet, which was derived from grant deeds. Actual lot areas are determined at the time of survey and monumentation. The proposed lots would each exceed the minimum requirements for width (80 feet), depth (80 feet) and size (10,000 square feet) in the R1S-NP2 zone, and are being subdivided for the purpose of creating 10 lots.

The Neighborhood Plan Overlay No. 2 zone establishes development standards and regulations for a unique area of the City, the American Avenue neighborhood and surrounding area. This overlay zone allows development and subdivisions to proceed in accordance with the proposed route. This area includes all lots north of Highway 94, south of the San Diego Eastern Railway and west of Payson Road and east of Grove Place. The following table includes proposed lot size, depth and width of each lot. The proposed subdivision complies with the minimum R1S zone requirements related to lot size, depth and width.

<b>Proposed Lot Area and Requirements</b>				
<b>Lot Number</b>	<b>Net Lot Area (square feet / street fronting lots- 10,000 square feet minimum)</b>	<b>Lot Depth (feet / minimum 80 feet)</b>	<b>Lot Width (feet / minimum 80 feet)</b>	<b>Complies</b>
1	10,174	80	127	Yes
2	10,754	80	134	Yes
3	12,722	80	176	Yes
4	10,240	103	119	Yes
5	10,000	112	85.4	Yes

6	14,377	122	87	Yes
7	10,411	108	107	Yes
8	10,068	112	86	Yes
9	15,769 (easement access lot- minimum 15,000 s.f.)	103	98	Yes
10	20,440 (easement access lot- minimum 20,000 s.f.)	119	89	Yes
Estimated Total Net Lot Area	124,955 square feet			
Source: Proposed Tentative Tract Map TTM 14-01 Sheet 2 of 4- Lot Development Data				

Utility providers and school districts were sent copies of the tentative tract map for review. Helix Water District and the San Diego Metropolitan Transit System (MTS) provided comments (**Attachment C**). The applicant has provided technical reports including a preliminary drainage study, storm water quality technical report and geotechnical investigation.

In reviewing a proposal for a major subdivision, the following findings must be made:

1. Is the proposed map consistent with applicable general and specific plans?

Yes. The proposed map is consistent with the La Mesa General Plan land use designations, goals and policies. The La Mesa General Plan goals and policies generally encourage infill development that is compatible with surrounding uses. The proposed tentative tract map is consistent with the land use designations because the allowed land use for this area is "Suburban Residential" land use, is assigned to suburban neighborhoods with lots of 10,000 square feet or larger, which result in lower density developments with space between residences and relatively large yard with up to 4 dwelling units per acre. Development in this category is limited to minor infill resulting from the subdivision of existing lots. General Plan Objective LU-2.1 states "Maintain and preserve single-family residential neighborhoods while directing growth to mixed-use corridors". General Plan Policy LU-2.1.2 states "Support infill development and subdivision proposals that reinforce neighborhood strengths and benefit neighborhood identity". The subject site, including the three existing vacant parcels (APNs: 499-171-26-00, 499-171-28-00, 499-171-34-00), is identified as a residential site in the La Mesa General Plan Housing Element Sites Inventory Map. The proposed subdivision is consistent with this finding.

2. Is the design or improvement of the proposed subdivision consistent with the applicable general and specific plans?

Yes. The proposed subdivision, together with its design and improvements to the property, is consistent with the La Mesa General Plan. General Plan Objective LU-2.1 states "Maintain and preserve single-family residential neighborhoods while directing growth to mixed-use corridors". The infill project is a single family residential subdivision in keeping with the allowed density and building intensity in the existing single family residential neighborhood. General Plan Policy LU-2.1.2 states "Support infill development and subdivision proposals that reinforce neighborhood strengths and benefit neighborhood identity". The proposed subdivision design and related improvements will avoid adverse impacts to surrounding properties by being required to meet City development standards and project conditions of approval that must be satisfied by the applicant. The site is considered suitable for development by the geotechnical investigation submitted by the applicant.

3. Is the site physically suitable for the type of development?

Yes. The site is physically suitable for the type of development because it is already zoned for single-family residential and is located in a suburban neighborhood along an established local collector street. The proposed subdivision will provide new housing with access to services, consistent with surrounding land uses that include single-family residential development. The proposed subdivision and its future development will complement design features of surrounding development. The site has no physical constraints that would prohibit the proposed type of development. There are no physical constraints that would prohibit the subdivision from future residential development.

4. Is the site physically suitable for the proposed density of development?

Yes. The site is physically suitable for the proposed density of development because the density is consistent with that permitted by the Zoning Ordinance and General Plan land use designation. The La Mesa General Plan allows up to 4 dwelling units per acre and the density proposed by the applicant is 2.9 dwelling units per acre, or 10 dwelling units on 3.4-acres. The proposed project conforms to the City's land use plans, as well as the corresponding R1S-NP2 zone density limitations. The site has no physical constraints that would prohibit the proposed density of development.

5. Would the design of the subdivision or the proposed improvements be likely to cause substantial environmental damage or injure fish or wildlife in their habitat?

No. The subject property is not identified as a biologically significant site within the City of La Mesa Subarea Habitat Conservation Plan area, and substantial environmental damage would not occur because the site has no environmentally significant vegetation, fish or wildlife habitat. The site is within an existing suburban area in an existing established single-family residential neighborhood. Future residential development of the subdivision will conform to the City of La Mesa Zoning Ordinance.

6. Would the design of the subdivision or type of improvements be likely to cause serious health problems?

No. Future residential development on the site would be required to be connected to the public sewer. No health problems are anticipated due to the design of the subdivision.

7. Would the design of the subdivision or type of improvements conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision?

No. The design of the proposed subdivision and improvements will not conflict with any existing or proposed easements. All appropriate utility providers have been requested to comment, and no conflicts have been identified with the proposed subdivision.

RECOMMENDATION:

Based upon the ability to make the required findings for approval, it is recommended that the Development Advisory Board approve Tentative Tract Map 14-01 for the proposed project, as shown on **Attachment F** and subject to the conditions listed in **Attachment E**.

Submitted by:



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Howard Lee  
Associate Planner

- Attachments:
- A. Vicinity and aerial map
  - B. Site photographs
  - C. Correspondence- Helix Water District and MTS comments
  - D. Draft Initial Study and Negative Declaration
  - E. Draft Planning Commission Resolution and recommended conditions
  - F. Tentative Tract Map TTM 14-01

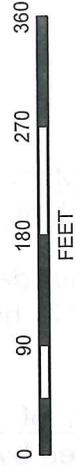


**CITY OF  
LAMESA**  
JEWEL of the HILLS

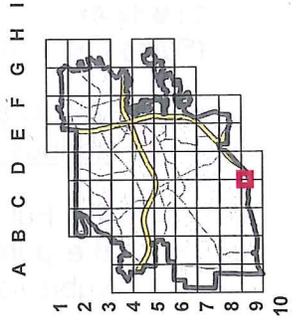
**Tentative Tract Map  
TTM 14-01**

**PROPERTY INFORMATION**

<b>Applicant</b>	Dan Brophy
<b>Site Address</b>	3874 American Ave/ Riviera Dr La Mesa, CA 91941
<b>APN</b>	499-171-26-00, 499-171-28-00 499-171-34-00, 499-191-37-00
<b>Lot Size</b>	3.46 acres
<b>General Plan</b>	Suburban Residential
<b>Zoning</b>	R1S-NP2 Suburban Residential; Neighborhood Plan Overlay Zone #2



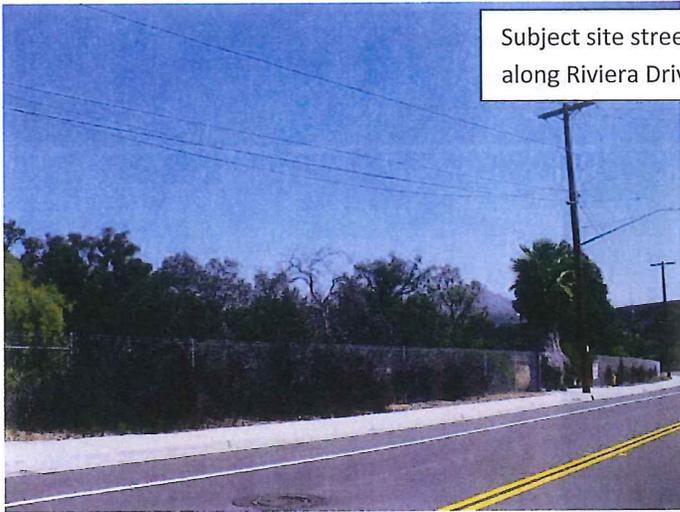
DATA SOURCES:  
City boundary, SanGIS, 2011  
Roads, SanGIS, 2011



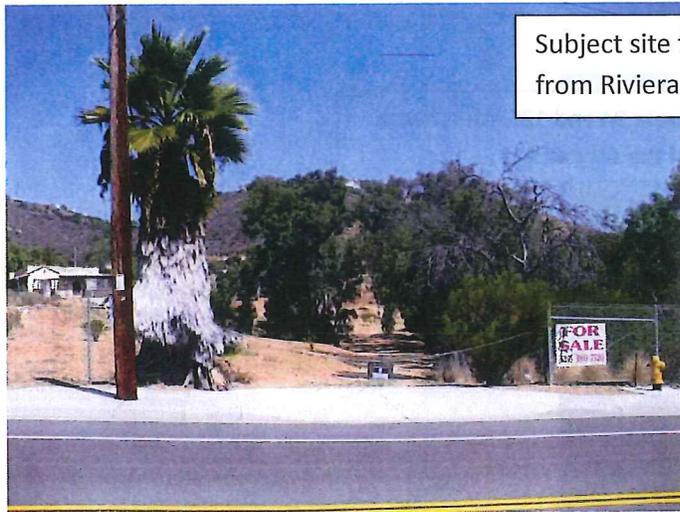
**Aerial Map**



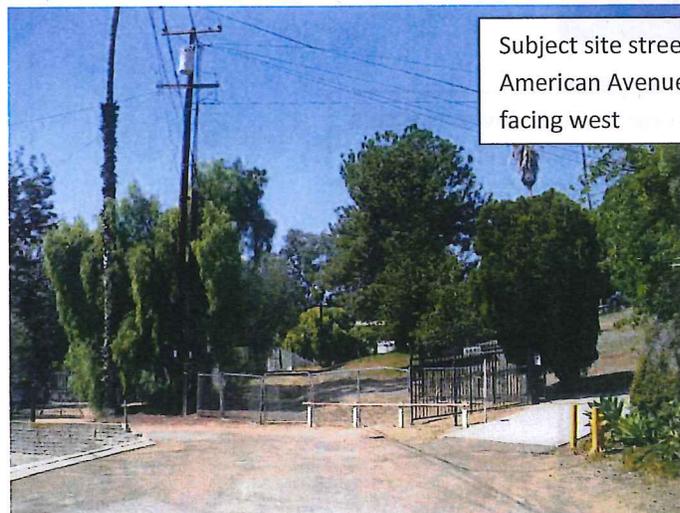
ATTACHMENT A



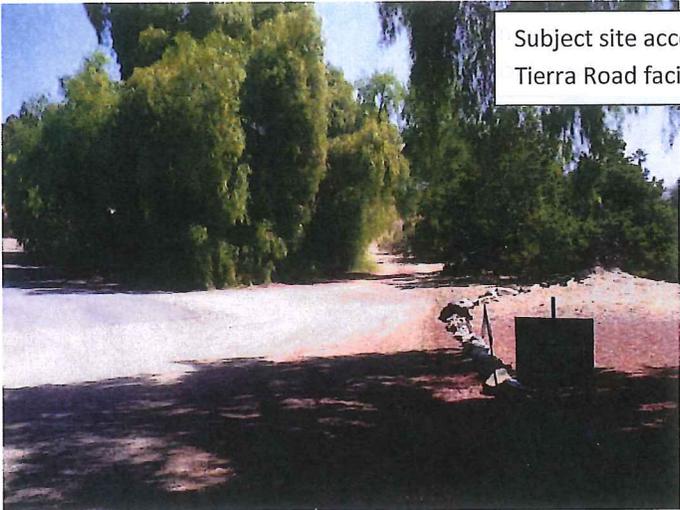
Subject site street frontage  
along Riviera Drive facing east



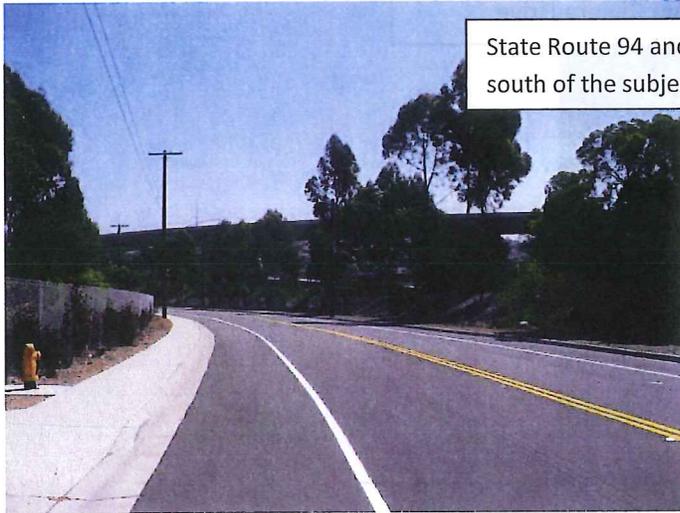
Subject site facing north  
from Riviera Drive



Subject site street frontage along  
American Avenue (private road),  
facing west



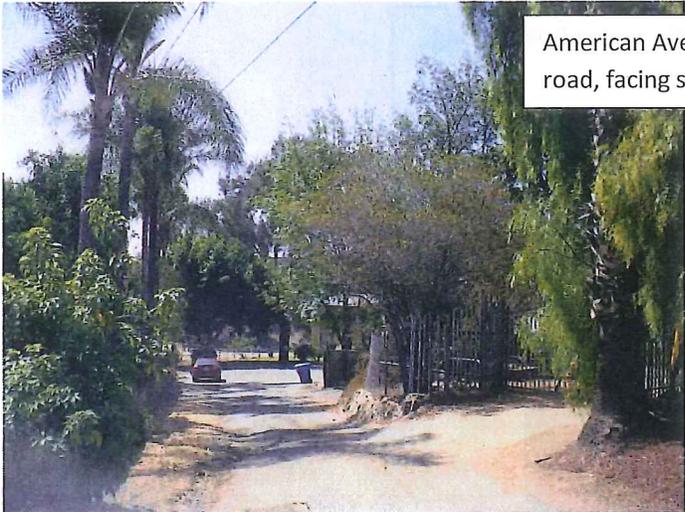
Subject site access from Rojo  
Tierra Road facing east



State Route 94 and 125 interchange  
south of the subject site



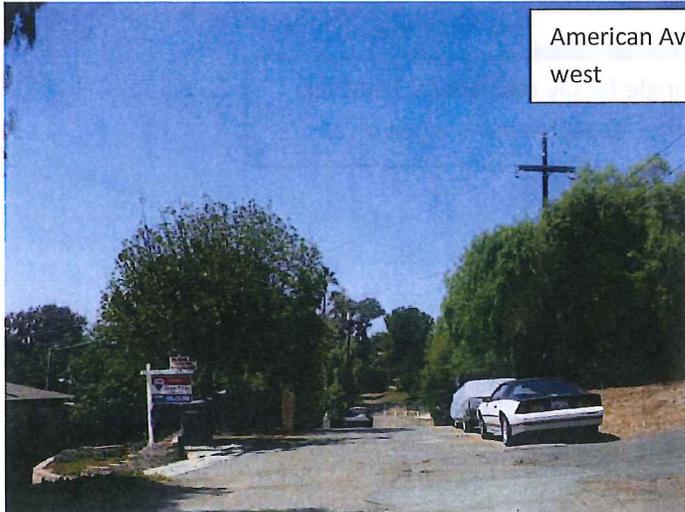
3860 American Avenue, driveway access  
to existing single family residence



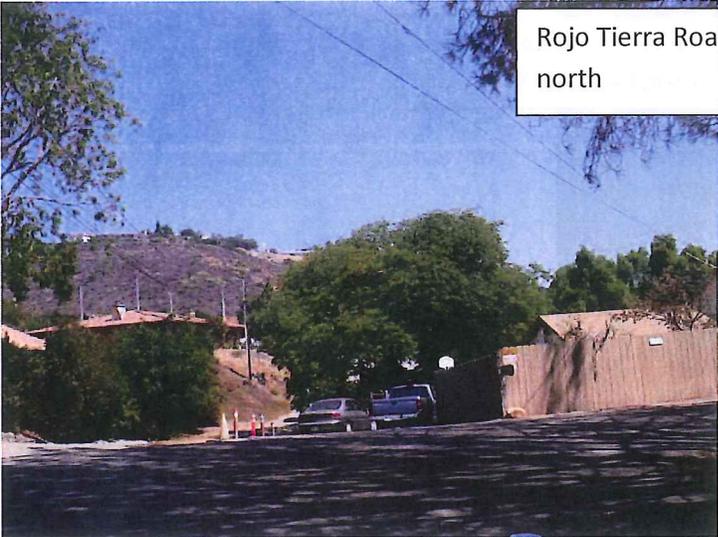
American Avenue, private road, facing south



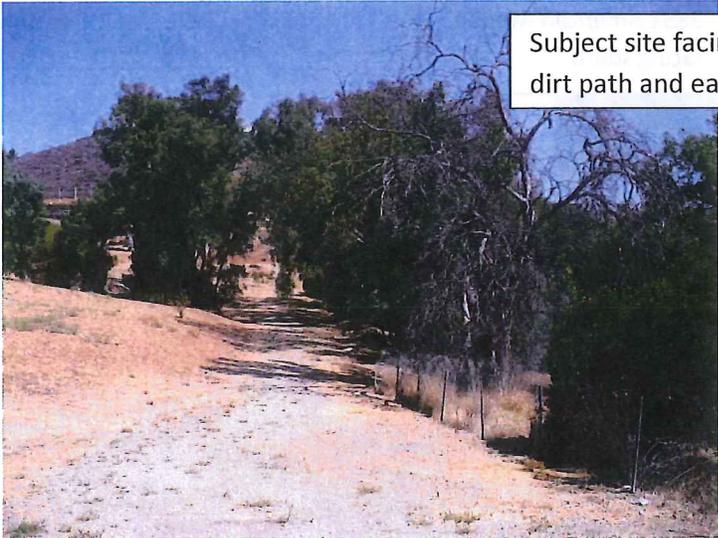
3851 American Avenue, facing south



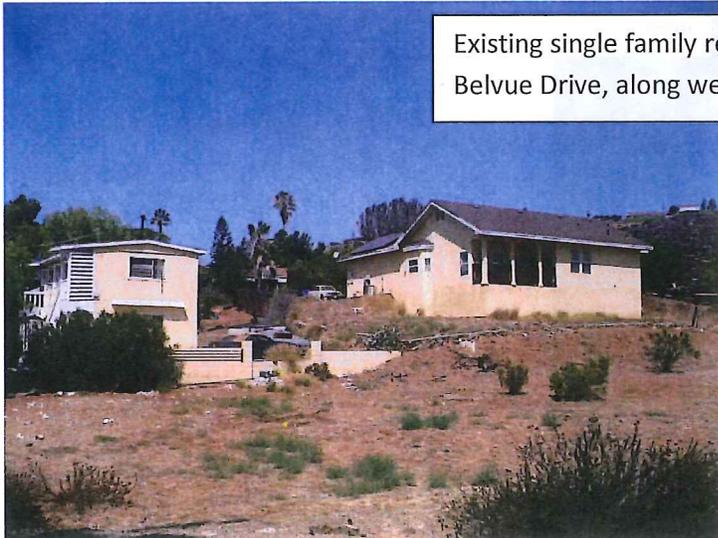
American Avenue, facing west



Rojo Tierra Road facing north



Subject site facing north along dirt path and easterly edge



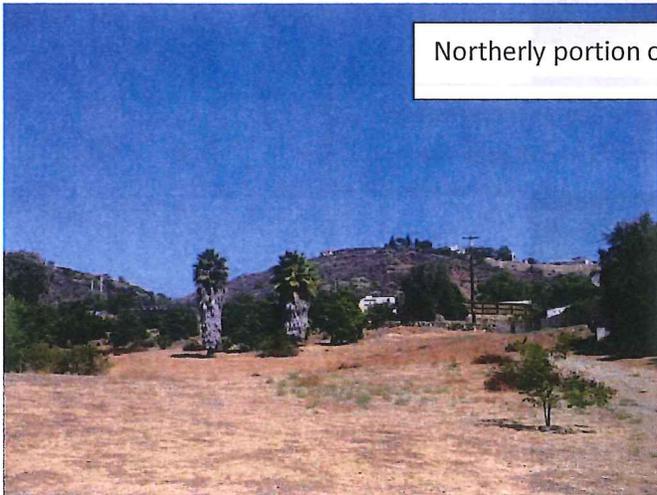
Existing single family residences, fronting Belvue Drive, along westerly edge.



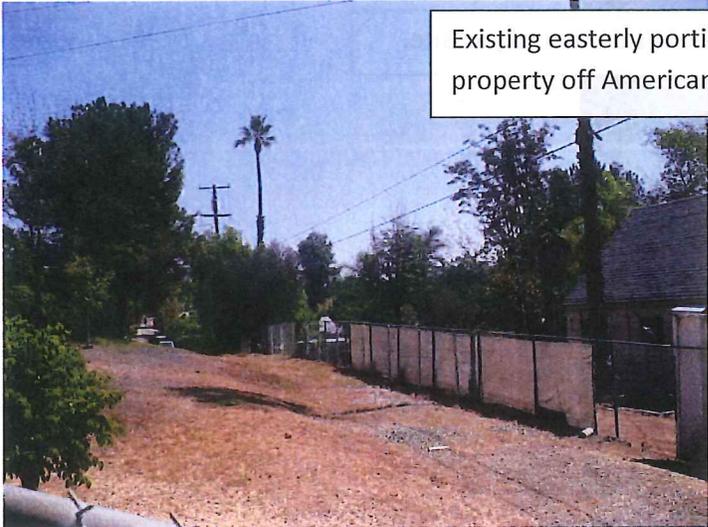
Existing trees on the subject site.



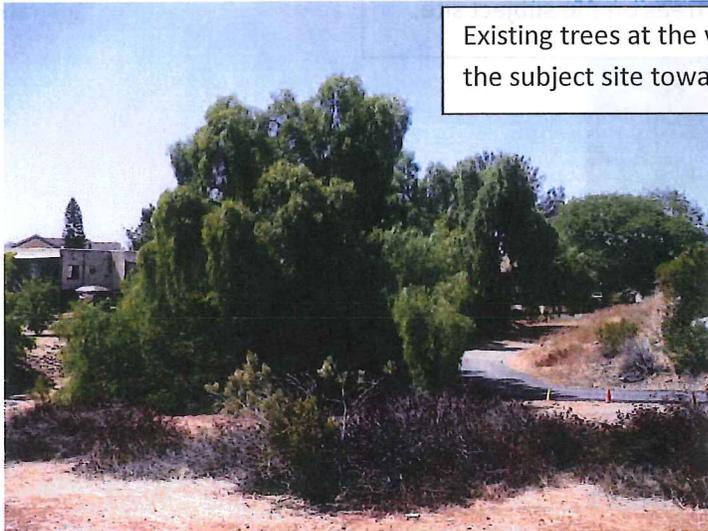
Existing trees on the subject site.



Northerly portion of the subject site.



Existing easterly portion of subject property off American Avenue



Existing trees at the westerly portion of the subject site toward Rojo Tierra Road



Existing trees at the westerly portion of the subject site



**Helix Water District**

Setting standards of excellence in public service

7811 University Avenue  
La Mesa, CA 91942-0427

(619) 466-0585  
FAX (619) 466-1823  
[www.hwd.com](http://www.hwd.com)

September 6, 2016

Howard Lee  
Associate Planner  
City of La Mesa  
8130 Allison Ave.  
La Mesa, CA 91942

Subject: 3860 Americana, TTM 14-01; APN: 499-171-26, 28, 34, and 499-191-37

Dear Mr. Lee:

Thank you for the opportunity to comment on the subject project. Helix Water District (HWD) currently serves subject parcel (APN 499-191-37) with a 0.75-inch water lateral and 0.75-inch meter. Fire protection is provided by a fire hydrant with 2.5x2.5-inch outlets located at the Americana Avenue terminus. Water pressure in the area is approximately 75 psi.

Each existing and new parcels shall have its own separate water service. Backflow devices will be required for the proposed water services and shall be installed per current Water Agencies' Standards. The new backflow devices shall be tested by a certified backflow tester with a copy of the passing test results forwarded to Helix Water District attention Darrin Teisher by e-mail: [crossconnection@helixwater.org](mailto:crossconnection@helixwater.org). All water laterals designated for the subject parcels that will not be used will need to be abandoned by HWD at the Owner's expense. Water for multiple dwelling units or commercial/industrial fire protection systems shall be furnished to the property by facilities which are separate from the domestic water service.

This project will require a water main extension and we will therefore require improvement plans and appropriate fees per District standards and policies. These items must be submitted to Helix Water District for review, approval and signature. The location of the existing water facilities shall be brought up to current District standards. Looping of proposed water main from Riviera Drive to Rojo Tierra Road and/or High Street and/or American Avenue, and relocation of any existing facilities will be required. The project is subject to all Helix Water District requirements, policy, and standards at the time of establishing a work order and submittal of improvement plans to the District. In addition, any finished surface improvement, other than asphalt above the pipeline or underground facilities, will require an encroachment removal agreement. Permeable finished service improvements and bio-retention swales or basins are prohibited within HWD water main easement or over water facilities.

If landscaping of the parcels exceeds 5,000 square feet, a dedicated irrigation meter will be required and the property entered into our Water Conservation Program. Please contact them by e-mail: [conserve@helixwater.org](mailto:conserve@helixwater.org)

Heartland Fire and Rescue may require additional or upgraded fire protection facilities for this project. All costs for new fire protection facilities shall be paid by the Owner/Developer. Easements will be required if new or existing facilities cannot be installed and maintained within existing easements or public right of way. All costs for new easements shall be paid by the Owner/Developer.

At this time, we do not foresee the proposal creating a problem for the District, nor would it cause any conflicts with the District's utility operations.

If you have any questions, please call me at (619) 667-6273.

Sincerely,

  
Aneld Anub  
Associate Engineer

cc: Tim Ross, Carlos Perdomo, Darren Teisher

ATTACHMENT C



TTM 14-01



Scale: 1"=200'

Printed: 6/1/2015



**Howard Lee**

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**Subject:** FW: TTM 14-01 (3860 American Avenue) - MTS Comments

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**From:** Denis Desmond [<mailto:Denis.Desmond@sdmts.com>]  
**Sent:** Thursday, April 23, 2015 12:58 PM  
**To:** Howard Lee  
**Cc:** Oswaldo D. Meneses; Janelle Carey  
**Subject:** TTM 14-01 (3860 American Avenue) - MTS Comments

Hi Howard,

Thank you for sending the plans for TTM 14-01 at 3860 American Avenue, La Mesa. Janelle Carey is out of the office, so I'm providing a response in her absence.

The proposed project has no impacts to MTS services or facilities.

Our only comment is to note that the site has no existing or planned nearby transit service. The closest transit service would be just under a mile away in either direction, either at Spring Street in La Mesa or at Broadway in Lemon Grove. While MTS has no specific plans to implement service in the area at this time, any future new service in the area would require pedestrian infrastructure improvements to ensure safe access and ADA compliance. These include sidewalks on both sides of any streets served (such as Riviera Drive), bus stop locations sized to ADA requirements, and safe and accessible crossing locations (crosswalks, signals, etc.).

Please let me know if you have any questions.

Thank you Howard,  
Denis

Denis Desmond  
Manager of Planning  
San Diego Metropolitan Transit System  
1255 Imperial Ave., Suite 1000  
San Diego, CA 92101  
(619) 515-0929  
[denis.desmond@sdmts.com](mailto:denis.desmond@sdmts.com)

## Exhibit "A"

# CITY OF LA MESA COMMUNITY DEVELOPMENT DEPARTMENT NEGATIVE DECLARATION

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Project Title: Riviera Drive Ten-Lot Subdivision

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

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

Project Location: Residential property off Riviera Drive, east of Rojo Tierra Road and Belvue Drive, and west of American Avenue (private road) and Quarry Road, City of La Mesa, California 91942, County of San Diego; Assessor Parcel Numbers (APN): 499-171-26-00, 499-171-28-00, 499-171-34-00, 499-191-37-00

La Mesa General Plan Land Use Designation: Suburban Residential

Applicant Names and Addresses:  
Dan Brophy (property owner), 1150 Anchorage Lane #101, San Diego, CA 92106 / Rick Turner (project engineer), Kappa Surveying and Engineering, Inc., 8707 La Mesa Blvd., La Mesa, CA, 91942.

Zoning: R1S-NP2 (Suburban Residential / Neighborhood Plan Overlay No. 2)

Assessor Parcel Numbers: 499-171-26-00, 499-171-28-00, 499-171-34-00, 499-191-37-00

### Project Description:

A request by Dan Brophy to subdivide four contiguous lots, totaling 3.4 acres (149,411 square feet), into a ten lot subdivision to construct detached single family dwellings. Per the Subdivision Map Act, tentative tract map approval is required. Site improvements will include: grading, site walls, a public road with emergency vehicle access and turnaround, storm water treatment basins, parkway, and sidewalk, curb, and gutter. Access to the proposed lots is provided by a public street from Riviera Drive and a private road American Avenue.

The site is designated by the La Mesa General Plan for "Suburban Residential" and is zoned R1S- NP2 (Suburban Residential/ Neighborhood Plan Overlay No. 2). City of La Mesa Case File Number is Tentative Tract Map TTM 14-01.

The project requires tentative tract map approval.

An initial study in compliance with the California Environmental Quality Act (CEQA) has been prepared to determine whether the project may have a significant adverse effect on the environment. There is no substantial evidence that the project would have a significant adverse effect on the environment. A Negative Declaration has therefore been prepared and can be adopted for this project.

City of La Mesa Case File Numbers: Tentative Tract Map TTM -14-01.

ATTACHMENT D

**COMMUNITY DEVELOPMENT DEPARTMENT DETERMINATION:**

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



September 15, 2016

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

Date

**Environmental Initial Study  
Riviera Drive Ten-Lot Subdivision  
City of La Mesa, County of San Diego, CA**

Lead Agency:

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

September 2016

Project Title:	Ten-Lot Single-Family Residential Subdivision
Lead Agency Name and Address:	City of La Mesa Community Development Department Planning Division 8130 Allison Avenue La Mesa, CA 91942
Lead Agency Contact Person and Phone Number:	Howard Lee, Associate Planner, 619-667-1185
Project Location: (Address and/or general location description)	Residential property off Riviera Drive, east of Rojo Tierra Road and Belvue Drive, and west of American Avenue (private road) and Quarry Road, City of La Mesa, California 91942, County of San Diego
Applicant's Name and Address:	Dan R. Brophy / Flying Dog Trust (owner), 8030 La Mesa Boulevard, La Mesa, CA 91942, 619-563-1111, Rick Turner (consultant), Kappa Surveying and Engineering, Inc., 8707 La Mesa Blvd., La Mesa, CA, 91942, 619-465-8948
General Plan Land Use Designation:	Suburban Residential
Zoning:	R1S-NP2 (Suburban Residential / Neighborhood Plan Overlay No. 2)
Assessor Parcel Numbers:	499-171-26-00, 499-171-28-00, 499-171-34-00, 499-191-37-00
Project Description:	<p>A request by Dan Brophy to subdivide four contiguous lots, totaling 3.4 acres (149,411 square feet), into a ten lot subdivision to construct detached single family dwellings. Per the Subdivision Map Act, tentative tract map approval is required. Site improvements will include: grading, site walls, a public road with emergency vehicle access and turnaround, storm water treatment basins, parkway, and sidewalk, curb, and gutter. Access to the proposed lots is provided by a public street from Riviera Drive and a private road American Avenue.</p> <p>The site is designated by the La Mesa General Plan for "Suburban Residential" and is zoned R1S-NP2 (Suburban Residential/ Neighborhood Plan Overlay No. 2). City of La Mesa Case File Number is Tentative Tract Map TTM 14-01.</p>
Surrounding Land Uses:	
North:	Single family residential / California & Arizona Eastern Railway Company right-of-way / Federally owned property
South:	Single family residential / City right-of-way / Caltrans right-of-way / City of La Mesa City limits, north of City of Lemon Grove
East:	Single family residential / American Avenue (private road)
West:	Single family residential / City right-of-way

Site Features and Setting:	<p>The subject property is an irregularly shaped parcel of land that is part of the American Homes neighborhood, located north of Riviera Drive, east of Rojo Tierra Road and Belvue Drive, and west of American Avenue (private road) and Quarry Road. The neighborhood is an established single family residential neighborhood. Access to the site is from Riviera Drive, a public street and American Avenue, a private road. North of the site is an existing railway right-of-way and federally owned hillside property. South of the site is City right-of-way and Caltrans right-of-way, State Routes 94 and 125 interchange and roadway. The site currently has one single-family residence, which will be maintained and subdivided into one of the ten proposed lots. Existing grade elevations range from 510 feet above mean sea level and down to 462 feet along the American Avenue Street frontage. The site would be graded to accommodate street improvements, driveway access to each proposed lot and include retaining walls for future building pads.</p>
Other Agencies Whose Approval is Required:	N/A



## ENVIRONMENTAL INITIAL STUDY

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

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

**Explanation:**

- a) **No impact.** Vistas and panoramic views are identified in the City's Urban Design Program. The Urban Design Program describes vistas as occurring along streets, corridors, or groves that open on to scenic views. The proposed residential subdivision is sited north of the State Routes 94 and 125 freeways and interchange. The freeway segment in this vicinity is not designated as a scenic highway to the south of the subject property. The project is a single family residential subdivision located in an established single family residential neighborhood. The development would have no impact upon the function of the highway corridor. The development would not create a significant adverse impact on the SR-94 and SR-125 due to topographic differences, setbacks, and anticipated architectural and landscape amenities related to future development. There would be no impact to scenic vistas along the street and highway corridors.

- b) **No impact.** The subject property is located in an established single family residential neighborhood, north of a freeway interchange and city right-of-way. The proposed project is infill development in an area that is surrounded by existing development and disturbed land. The site will be graded to establish the building pads for development purposes. The project would not substantially damage scenic resources such as natural features or historic buildings within a scenic highway because the site is not located along a scenic highway. No impact would occur.
- c) **No impact.** See sections I.a and I.b) above. The project is subject to review and approval by the City of La Mesa Development Advisory Board and Planning Commission, which will review the project for conformance with the City's Development Standards. No adverse aesthetic impact would occur.
- d) **No impact.** Existing lighting sources for this site include exterior building lighting and streetlights typically found in single family residential neighborhoods. The proposed project will include exterior building lighting and site lighting. Outdoor lighting is required to be located and arranged in a manner consistent with City ordinance requirements, to promote public safety, and also minimize unnecessary light and glare effects to the surrounding community. Therefore, impacts related to light and glare are less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>II. Agriculture and Forest Resources.</b></p> <p><i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board.</i></p> <p><i>Would the Project:</i></p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

a-e) **No impact.** The City of La Mesa is comprised of urbanized and suburban neighborhoods designated for residential and commercial uses, and contains no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The City has no agricultural zoning designations and no Williamson Act Contract lands. There are no forest lands or timber resources within the City. There are no farmland areas or sites designated for agricultural use nor are there any nearby agricultural sites that could be affected by the project. No impact would occur.

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

**Explanation:**

a) **No impact.** Air quality plans applicable to the San Diego Air Basin (SDAB) include the San Diego Regional Air Quality Strategy (RAQS) and applicable portions of the State

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

- b) **Less than significant.** In general, air quality impacts are the result of emissions from motor vehicles and short-term construction associated with development projects. During Project construction, emissions associated with fugitive dust, heavy construction equipment and construction personnel commuting to and from the site would be generated for approximately 15 to 18 months. The amount of fugitive dust generated during construction activities would be minimal because development of the proposed Project would result in normal construction emissions that alone would not be sufficient to cause a violation of air quality standards. The City's standard grading requirements serve to minimize fugitive dust and air pollutant emissions during the temporary construction period. Operational emissions generated by the Project would mainly be attributed to Project-generated traffic. The Project has been accounted for in the City's General Plan and applicable regional air quality plans (see response III.a), above. Furthermore, the Project consists of a ten-lot single family residential subdivision that is not anticipated to result in substantial new emissions. A less than significant impact would occur.
- c) **No impact.** See response III.a), above. Projects that propose development consistent with growth anticipated by applicable general plans were considered in, and therefore are consistent with, the RAQS and SIP. The existing use is consistent with applicable land use plans including the City of La Mesa General Plan and La Mesa Municipal Code zoning ordinances. Therefore, development of the Project site has been accounted for in these region-wide air quality plans. A less than cumulatively considerable impact would occur.
- d) **Less than Significant Impact.** Sensitive receptors in the Project vicinity include existing single family residential development. State Routes 94 and 125 are located to the south. The Project, consisting of a ten-lot single family residential subdivision, would not generate substantial additional pollutant concentrations beyond those already occurring, and anticipated to occur in the area. Existing pollutants in the vicinity include traffic emissions on surrounding surface streets and State Routes 94 and 125. A less than significant impact would occur.
- e) **Less than Significant Impact.** The Project consists of a ten-lot single family residential subdivision and would not include uses that would be considered sources of nuisance odors

during either construction or use of the site because odors would be contained. The project will not introduce any new use that would generate new objectionable odors. The project site is located in an established single family residential neighborhood and surrounded by streets and major highways. Approval of the residential project is required prior to issuance of building permits and certificates of occupancy. Therefore, potential odor impacts would be less than significant.

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

**Explanation:**

a) **No Impact.** The City of La Mesa Habitat Conservation Plan (also referred to as the City of La Mesa Sub-area of the Multiple Species Conservation Plan [MSCP]) vegetation mapping identifies coastal sage scrub as the only sensitive natural habitat within the City limits. There is a cluster of eucalyptus trees around the center of the subject site with other existing trees

including pepper trees, palms, and shrubs primarily around the northwest entry off Rojo Tierra Road and off the northerly edge of the subject site. The site is located in an established neighborhood surrounded by existing single-family residences, roads and freeways, and railway. No habitat for listed species or protected habitat are present or expected to occur in the proposed development footprint area. The proposed development site is disturbed. The site is not located within an MSCP Multi-Habitat Planning Area or Core Biological Resource Area. Therefore, no impact would occur.

- b) **No Impact.** The proposed development site is disturbed. The site is located in an established neighborhood surrounded by existing development, roads and freeways, and railway. No listed species or protected habitat is expected to occur on the site. Furthermore, due to the urbanized nature of the neighborhood, the site would not be considered a sensitive biological resource. The proposed project would not have the potential to create a substantial adverse effect on riparian habitat or other sensitive natural community because the site was previously graded. Therefore, no impact would occur.
- c) **No Impact.** In Section 404 of the Clean Water Act, wetlands are defined as areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands are areas where the frequent and prolonged presence of water at or near the soil surface drives the natural system meaning the kind of soils that form, the plants that grow and the fish and/or wildlife communities that use the habitat. Swamps, marshes and bogs are well-recognized types of wetlands. However, many important specific wetland types have drier or more variable water systems than those familiar to the general public. Some examples of these are vernal pools (pools that form in the spring rains but are dry at other times of the year), playas (areas at the bottom of undrained desert basins that are sometimes covered with water) and prairie potholes.

The proposed development site is disturbed. The site is located in an established neighborhood surrounded by existing development, roads and freeways, and railway. This area has not been classified as wetlands; no jurisdictional delineation has been conducted in this area. Construction of the Project would not result in a substantial adverse effect on a wetland. Therefore, no impact would occur.

- d) **No Impact.** The MSCP does not identify any wildlife movement corridors on or within the vicinity of the Project site. The site is not located within a wildlife corridor or near a wildlife nursery site. Therefore, no impact would occur.
- e) **No Impact.** Apart from the City of La Mesa Habitat Conservation Plan, the only City document that addresses biological resources is the Conservation and Open Space Element of the La Mesa General Plan, which contains specific policies and objectives for preserving biological resources. As there are no threatened or protected biological resources on the Project site, the Project would not conflict with any of the policies contained in the MSCP or the Open Space Element of the City of La Mesa General Plan. No impact would occur.
- f) **No Impact.** There are no other applicable conservation plans in addition to those listed in a) and e) above. No impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. Cultural Resources.</b>				
<i>Would the Project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code § 21074?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

- a) **No impact.** This project is a single-family residential subdivision. The proposed development site is disturbed. The site is located in an established neighborhood surrounded by existing development, roads and freeways, and railway. There is one existing single family residence at 3860 American Avenue built in 1937 that will remain. The site and existing building is not on the City of La Mesa Historic Resources Inventory or within a designated historic district. The project will not cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5. There is no evidence that the property is associated with events important in California’s history or with the lives of historically important persons. Therefore no impact to historical resources is anticipated.
- b) **No Impact.** The site is not known to have, or suspected to yield, archaeological resources. The proposed project includes minor grading and earthwork to level the site. Impacts to archeological resources are not expected to occur due to the depth of excavation proposed on the development site. The site is not an identified site on the City’s archeological survey map. Therefore, no impact would occur.
- c) **No Impact.** The City of La Mesa General Plan EIR (p. 4.10-5) cites that a paleontological records search identified 34 fossil localities. Of the 34 resources, three localities (Jackson off-ramp, Briercrest Park, and State Route 125 North) fall within the northern portion of the City. The fossil localities at Briercrest Park and Jackson off-ramp produced fossil impressions from the Mission Valley formation. The site is not known to have, or suspected to yield, paleontological resources.

The City of La Mesa General Plan EIR (p. 4.10-5) cites that a unique geological feature may be the best example of its kind locally or regionally, it may illustrate a geologic principle, it may provide a key piece of geologic information, it may be the “type locality” of a fossil or formation, or it may have high aesthetic appeal. Unique geologic features may be exposed or created from natural weathering and erosion processes, or from human excavations. These unique geologic features provide aesthetic, scientific, educational, or recreational value. Unique geological features in the San Diego region were documented in the 1975

San Diego County General Plan (amended April 2002), No unique geological features are listed in the City of La Mesa. The proposed project includes minor grading and earthwork to level the site. Impacts to paleontological resources are not expected to occur due to the depth of excavation proposed on the previously disturbed and developed site. Therefore, no impact would occur.

- d) **No Impact.** There are no known human remains on the subject property and there is no record of use of the property as a cemetery or burial ground. Therefore, no impact would occur.
- e) **No Impact.** There are no known tribal cultural resources on the subject property and there is no record of use of the property by tribes. Therefore, no impact would occur.

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

**Explanation:**

- a) i) **No impact.** Although the City is located within a seismically active region, no active or potentially active faults are known to exist on the site or within City limits and the site is not situated within an Alquist-Priolo Earthquake Fault Zone (CA Department of Conservation 2007). Therefore, no impact would occur.
- ii) **Less than significant impact.** As is the case in all southern California, some risk of earthquake does occur at the Project site. The closest known active faults to the site are the Rose Canyon Fault and Newport-Inglewood Fault, located approximately 9 miles west of the site. The site is subject to moderate to severe ground shaking in the event of a major earthquake on any of the referenced faults or other faults in Southern California. With respect to seismic shaking, the site is considered comparable to the surrounding developed area. However the Seismic design of the project structures should be evaluated in accordance with the California Building Code (CBC) guidelines adopted by the City of La Mesa, a less than significant impact would occur.
- iii) The site is anticipated to be underlain with stable bedrock, "Mesozoic-aged undivided, metasedimentary and meta-volcanic bedrock" (Mzu), generally not considered susceptible to seismically induced liquefaction. Liquefaction typically occurs when a site is located in a zone with seismic activity, onsite soils are cohesion-less, groundwater is encountered within 50 feet of the surface, and soil densities are less than about 70 percent of the maximum dry densities. The potential for liquefaction at the site is considered to be negligible due to the dense formational material encountered, remedial grading recommended and lack of shallow groundwater condition therefore there is no impact.
- iv) The proposed project is a single-family residential subdivision. The site consists of ten single-family lots on 3.4 acres including a new public road, emergency vehicle access and turnaround, landscape areas and is underlain by stable bedrock, "Mesozoic-aged undivided, metasedimentary and meta-volcanic bedrock" (Mzu). No evidence of landslide deposits was encountered at the site during the geotechnical investigation prepared by C.W. La Monte Company, Inc., received by the City on November 24, 2014. There is no impact.
- b) **No impact.** The site is underlain by undocumented fill that is unsuitable in its present condition and will require remedial grading where improvements are planned. Soil found on the site is underlain with stable bedrock, generally not considered susceptible to seismically induced liquefaction or settlement. There is no impact.
- c) **Less Than Significant Impact.** The site is not mapped in the vicinity of geologic hazards such as landslides, liquefaction areas, or faulting (CA Department of Conservation 2007). No evidence of landslide deposits were encountered at the site during the geotechnical investigation as stated in the report prepared by C.W. La Monte Company, Inc., received by the City on November 24, 2014. The potential for liquefaction at the site is considered to be negligible due to the dense formational material encountered, remedial grading recommended, and lack of a shallow groundwater condition. Furthermore, construction activities would be subject to review and approval of the Building Official and City Engineer. Therefore, a less than significant impact would occur.
- d) **Less than significant.** Expansive soils are generally high in clays or silts that shrink or swell with variation in moisture. Moisture occurs in a number of ways, including absorption from the air, rainfall, groundwater fluctuations, lawn watering, or broken water or sewer lines. "Mesozoic-aged undivided, metasedimentary and meta-volcanic bedrock" (Mzu) is generally

overlain with slope wash and top soils consisting of silty and sandy silts as evidenced by exposures on the site. Weathering of the bedrock can vary and sometimes develops residual clay and therefore have a low to medium expansion potential. The Project would incorporate standard engineering techniques in accordance with the California Building Code and City Municipal Code to avoid adverse effects of expansive soils. With mandatory implementation of standard building requirements, on-site soils would be adequately stabilized to accommodate the proposed development. Furthermore, construction activities are subject to review and approval of the Building Official and City Engineer. The project site is not located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property. Therefore, a less than significant impact would occur.

- e) **No impact.** The Project is a ten-lot single family residential subdivision. No Septic tanks or alternative wastewater disposal systems are proposed. Existing public sanitary systems are in place within the public right of way on Riviera Drive south of the project site. Therefore, no impact would occur.

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

**Explanation:**

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

In 2014, the City prepared a Greenhouse Gas Emissions Inventory, which summarizes greenhouse gas emissions for 2010, 2011 and 2012. The inventory identifies transportation and energy accounting for 59 percent and 31 percent, respectively, of greenhouse gas emissions.

The principal source of emissions generated by the Project would come from traffic trips generated by the project. The daily trip generation rate from SANDAG trip generation rate

for single family residential is 10 trips per dwelling unit totaling 100 daily trips. The total daily trips for the 10 total dwelling units is 100.

Since the City has not adopted emission-based thresholds for GHG emissions under CEQA, the GHG analysis conducted for the Project utilized guidance established by the County of San Diego in their Recommended Approach to Addressing Climate Change in CEQA Documents (County 2015). If a proposed project exceeds the County’s significance threshold for GHG emissions (900 metric tons [MT] of carbon dioxide equivalent [CO<sub>2</sub>e] per year), then that project would be required to provide a full GHG emission analysis and implement emission reduction measures. This emission level is based on the number of vehicle trips, the typical energy and water use, and other factors associated with projects. The following table identifies typical project types and sizes that are expected to emit approximately 900 MT CO<sub>2</sub>e per year and would generally require additional analysis and mitigation.

Project Sizes that Would Typically Require a Climate Change Analysis	
Project Type	Project Size Equivalency
Single Family Residential	50 units or more
Apartments/Condominiums	70 units or more
General Commercial Office Space	35,000 square feet or more
Retail Space	11,000 square feet or more
Supermarket/Grocery Space	6,300 square feet or more

Screening thresholds have been published by the California Air Pollution Control Officers Association (CAPCOA) for determining the need for additional analysis and mitigation for GHG related impacts under CEQA. The annual 900 metric ton carbon dioxide equivalent (MT CO<sub>2</sub>e) screening level is referenced in the CAPCOA white paper (<http://www.capcoa.org/wpcontent/uploads/downloads/2010/05/CAPCOA-White-Paper.pdf>) as a conservative criterion for determining the size of projects that would require further analysis and mitigation with regard to climate change. The screening level assumes that the project does not involve unusually extensive construction activities and does not involve operational characteristics that would generate unusually high GHG emissions. The CAPCOA white paper reports that the 900 metric ton screening level would capture more than 90% of development projects, allowing for mitigation towards achieving the State’s GHG reduction goals. The project is a ten-lot single-family residential subdivision, smaller than the project size listed in the table above. Hence, the project is presumed that the construction and operational GHG emissions for the project would not exceed 900 MT CO<sub>2</sub>e per year, and there would be a less-than-cumulatively considerable impact. The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The impact is less than cumulatively considerable.

- b) **Less Than Significant Impact.** The City of La Mesa participates in the San Diego Regional Climate Protection Initiative. Applicable plans, policies and regulations either adopted or supported by the City of La Mesa include the 2010 California Green Building Standards,

SANDAG Climate Action Strategy, and the U.S. Conference of Mayor's Climate Protection Agreement.

The City has not yet adopted a qualified plan, policy, or regulation to reduce GHG emissions. Therefore, the most applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions is AB 32, which codified the state's GHG emissions reduction targets for the future. Executive Orders S-3-05 and B-30-15 are also policies for reducing GHG emissions. The County of San Diego has adopted, a 2,500 MT CO<sub>2</sub>e per year threshold that is being used as criteria for determining which projects require further analysis and mitigation under CEQA. As discussed above, construction-related GHG emissions would not exceed the 2,500 MT CO<sub>2</sub>e per year threshold.

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

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. Hazards and Hazardous Materials.</b>				
<i>Would the Project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a Project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Explanation:**

a-b) **Less Than Significant Impact.** Future construction activities on the Project site would involve the transport of gasoline and other materials to the site during construction. Relatively small amounts of commonly used hazardous substances, such as fossil fuels, lubricants, and solvents would be used on site for construction and maintenance. These materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Consequently, use of these materials for their intended purpose would not pose a significant risk to the public or environment. Once construction is complete, the transport, use or disposal of hazardous materials would be limited to common hazardous materials typical of residential uses. Although limited quantities of these hazardous materials (e.g., cleaning agents, paints and thinners, fuels, insecticides, herbicides, etc.) can be found in most residential and commercial buildings, uses generally do not entail the use of such substances in quantities that would present a significant hazard to the environment or the public at large. Accidents and spills that may occur involving small quantities of these materials would not create a significant hazard to the public or the environment. Therefore, a less than significant impact would occur.

c) **Less Than Significant Impact.** See response VIII.a), above. The site is a previously graded and disturbed site; there is one existing single family residence that will remain on site. Hence, there would not be potential to encounter lead-based paint (LBP) and/or asbestos containing materials (ACM) during construction of the project.

The site has disturbed soil / undocumented fill across the property comprised of slivers of fill placed on the site and associated with an existing dirt road grading and development of adjacent properties to the west (C.W. La Monte, Geotechnical Investigation, November 2014). The fill has not been imported on-site from off-site fill sources; therefore, any existing undocumented fill was likely generated from on-site material during previous grading operations. This disturbed soil/undocumented fill is not considered an environmental concern for the site. Therefore, a less than significant impact would occur.

d) **No Impact.** There are no known or suspect recognized environmental conditions (RECs), historical RECs, controlled RECs, and de minimis environmental conditions on the subject property. Therefore no impact would occur.

e) **No Impact.** The City of La Mesa is located approximately 7 miles southwest of Gillespie Field Airport, and approximately 11 miles southeast of the Montgomery Field Airport. Both airports are subject to Airport Land Use Compatibility Plans that promote compatibility between the airports and the land uses that surround them. The compatibility plans address

four types of airport impacts: noise, safety, airspace protection and overflight. The airspace protection area flights are mapped at approximately 1,300 feet above mean sea level. Therefore, no impact would result due to the project because the maximum height of the R1S-NP2 (Suburban Residential / Neighborhood Plan Overlay No. 2) is 20 feet.

- f) **No Impact.** The only private airstrip near the project area is a heliport located at Grossmont Hospital. The project would not disturb the operation of the heliport, or result in a hazard for people in the project area due to the heliport. Therefore, no impact would occur.
- g) **Less Than Significant Impact.** The proposed Project would not interfere with the City's Emergency Plan, which provides a comprehensive emergency management system for response to natural and human-made disasters. Construction of the Project would not hinder access to the site or immediate environs by emergency vehicles because the construction phasing plan would be reviewed by the Fire Department. Project staging and equipment storage would occur on site in order to avoid hindering any access along the public right-of-way. The Project also would not result in any long-term effects on emergency access, as existing intersections in the Project area would not be substantially affected by Project-generated traffic. Adequate emergency access would be provided to the site and additional measures required by the Fire Department as part of Project approval (if any) would further ensure that safety issues for the proposed Project have been addressed. During construction of the proposed Project, adequate emergency access would be maintained to existing development for access. Therefore, a less than significant impact would occur.
- h) **Less Than Significant Impact.** The Project site is located in a developed area surrounded by urban development. No large open space or wildland areas are located adjacent to the property. The Project would be required to comply with fire standards and regulations contained in the Uniform Fire Code and the La Mesa Municipal Code with respect to access, building material and design, building occupancy, adequate fire flows, hydrants, and fire sprinklers. Therefore, a less than significant impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. Hydrology And Water Quality.</b>				
<i>Would the Project:</i>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. Hydrology And Water Quality.</b>				
<i>Would the Project:</i>				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

a) **Less Than Significant Impact.** The existing site is mostly undeveloped, disturbed and has relatively flat to gentle slopes. There is an existing single family residence at the northeast corner of the site, which will remain. A new public street will be installed with a knuckle style cul-de-sac. Slopes will be created to maintain a positive flow to drainage features, low impact design elements, and HMP improvements. The project site currently drains off-site to the northeast and into the City of La Mesa maintained storm drain system in Riviera Drive. There are no known or anticipated or hazardous soils within the project area. Existing natural site features will not be conserved in order to meet lot configuration needs. The project will require that all the soil on the site be compacted to some extent in order to meet lot constraints and requirements. The project will include flow through planters. Each new lot will have its own storm water design at the time of development. The proposed improvements as part of the subdivision include the street storm drain system and the road side flow through planter (Kappa Surveying & Engineering, Inc., Preliminary Water Quality Technical Report, February 2016).

The operation of the project would not violate any water quality standards or waste discharge requirements because storm drain facilities are in place. The City of La Mesa is subject to a Municipal Storm Water National Pollutant Discharge Elimination System (NPDES) permit issued to San Diego County, the Port of San Diego, and 18 cities (co-permittees) by the San Diego Regional Water Quality Control Board (Regional Board). This permit requires the development and implementation of a program addressing urban runoff pollution issues in development planning for public and private projects. The primary objectives of the urban runoff program are to ensure that discharges from municipal urban runoff conveyance systems do not cause or contribute to a violation of water quality standards, to prohibit non-storm water discharges in urban runoff, and to reduce the discharge of pollutants from urban runoff conveyance systems to the maximum extent practicable. The project is subject to water quality standards or waste discharge requirements. Therefore, the project would not violate water quality standards or discharge requirements and the effect is less than significant.

- b) **No Impact.** The project does not require the use of groundwater resources; there is no impact.
- c-d) **No Impact.** Implementation of the project would not result in substantial changes to absorption rates, drainage patterns, or the rate and amount of surface water runoff as compared to existing pre-project conditions. Slopes will be created to maintain a positive flow to drainage features, low impact design elements, and HMP improvements. The project site currently drains off-site to the northeast and into the City of La Mesa maintained storm drain system in Riviera Drive. The proposed drainage condition would result in storm water generated by the proposed project, surface flowing to a storm drain conveyance network consisting of curb cuts, inlets and gutters. This network routes flows to a roadside flow through planter where the water will be treated, detained, and then discharged into the existing storm drain network.

The proposed grading does not significantly alter the existing site topography or overall drainage patterns. The project will include flow through planters. Each new lot will have its own storm water design at the time of development. The proposed improvements as part of the subdivision include the street storm drain system and the road side flow through planter. The project will not discharge concentrated flows to Riviera Drive (Kappa Surveying & Engineering, Inc., Preliminary Water Quality Technical Report, February 2016). In addition, no stream or river courses would be altered by the project. No impact would occur.

- e-f) **Less Than Significant Impact.** See IX.a) above. The project would not affect the capacity of the storm water drainage system because the project would not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

<b>Site Information</b>	
Parcel Area	149,411 square feet (3.4 acres)
Area to be disturbed by the project	133,355 square feet (3.06 acres)
Project impervious area before construction	7,594 square feet (0.17 acres)

Project impervious area after construction	29,842 square feet (0.68 acres)
Source: (Kappa Surveying & Engineering, Inc., Preliminary Water Quality Technical Report, February 2016)	

The project would not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. The impact on storm water drainage runoff and water quality is less than significant.

g-j) **No Impact.** The Project site is not located within a 100-year floodplain, and does not propose the placement of any housing or other structures within the 100-year floodplain. Therefore, no impact would occur.

Although the Project site is approximately 2.6 miles southeast of Lake Murray, the Project site is not located downstream of the lake's dam. Therefore, the risk associated with inundation hazard due to flooding as a result of a failure of a levee or dam is considered low. Therefore, no impact would occur.

The Project site is not located near the ocean, or downstream of a large body of water, and therefore, there are no risks associated with inundation hazard due to seiche or tsunami. Therefore, no impact would occur.

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

**Explanation:**

a) **No Impact.** The Project site is located in an area within the City of La Mesa currently developed with residential and non-residential development. Construction of the proposed Project, therefore, would constitute infill development and would help maintain continuity within the existing neighborhood. In addition, no public roadways or other structures or facilities are proposed that would disrupt or divide physical arrangements of an established community. Therefore, the Project would not physically divide an established community, and no impact would occur.

b) **No Impact.** The City of La Mesa General Plan designates the property for "Suburban Residential". The proposed development does not conflict with specific plan or master plan

policies or the La Mesa General Plan. The project is consistent with the La Mesa Zoning Ordinance and Subdivision Ordinance which permits single family residential development. Based on these General Plan land use and zoning designations, the proposed Project would be consistent with and not be in conflict with the City of La Mesa General Plan and Zoning Ordinance. Therefore, no impact would occur.

- c) **No Impact.** The project would not conflict with applicable environmental plans, including the regional Multiple Species Conservation Program and the City of La Mesa Subarea Habitat Conservation Plan as described in section IV a)-f). The Project site is not located within or near any area proposed for preservation under these plans. Therefore, no impact would occur.

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

**Explanation:**

a-b) **No Impact.** The City of La Mesa General Plan has not identified any important mineral resources and there are no known mineral resources of value located on the property. This project would not result in any increased loss of availability of mineral resources. Therefore, there is no impact to mineral resources.

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

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a Project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

a-b) **Less than significant.** The project is an infill residential subdivision in an existing residential neighborhood. South of the site is City right-of-way and Caltrans right-of-way, State Routes 94 and 125 interchange and roadway. North of the site is an existing California & Arizona Eastern Railway Company right-of-way, which includes freight activity. According to the La Mesa General Plan Noise Element, 2030 Projected Noise Contours, Figure NS-2, the subject site is located in existing noise contours of approximately 65 and 70 dBA. No other noise sources are considered significant. Construction noise is considered temporary, and construction activities would be required to comply with City construction noise requirements and hours of operation. Upon completion, stationary-source Project noise sources would consist of those typical to residential uses, such as the operation of appliances, home maintenance equipment, and people going about their daily activities. As these noise sources are consistent with those of the surrounding single-family residential community, a significant increase in the ambient noise level of the area is not anticipated.

Mobile-source noise would be generated by vehicular travel in and around the Project vicinity. The City of La Mesa General Plan Noise Element considers 60 day-night (Ldn) dB to be a normally acceptable noise level in single-family residential areas, and 65 Ldn dB to be a conditionally acceptable noise level when necessary noise insulation features are included in the Project design.

La Mesa General Plan Objective NS-1.2 states: Ensure that interior noise levels do not exceed 45 dBA CNEL for single-family and multi-family residential land uses. General Plan Policy NS-1.2.2 states: Ensure that an acoustical analysis be performed for all new single-family residences in areas where the exterior sound level exceeds 60 dBA CNEL. The analysis shall ensure that the building design limits the interior noise environment to 45 dBA CNEL or below. An interior noise analysis will be required for new residential development located in areas where future noise levels would exceed 60 dBA CNEL. The interior noise analysis should evaluate the proposed building shell (exterior wall, windows, and doors) to ensure that interior noise levels will not exceed 45 dBA CNEL. The analysis should be performed prior to obtaining a building permit. As conditioned, the applicant shall submit an exterior-to interior noise analysis as required by the California Building Code and the City of La Mesa to determine building features necessary to reduce interior noise levels to 45 CNEL or less in residential spaces. Noise impacts to residents on the project site and to off-site

receivers are expected to be controlled such that they will remain in compliance with City of La Mesa noise regulations and will be less than significant.

- c) **Less than significant.** The dominant current and future source of noise would be traffic noise from surrounding roadways, with most of the traffic noise coming from State Routes 94 and 125 interchange and roadway. The project will not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. Therefore the impact is less than significant.
- d) **Less than significant.** As per City of La Mesa requirements, noise levels at outdoor use areas of the project site should be 65 CNEL or less. Therefore, the project will not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project because the temporary construction noise is subject to the City Noise Ordinance. No mitigations are required for air conditioning, deliveries, landscaping and trash removal.
- e-f) **Less than significant.** The subject property is not located within an airport land use plan, is not located within two miles of a public airport or public use airport, and is not within the vicinity of a private airstrip. The project site is located approximately 9 miles southwest of Gillespie Field Airport, and approximately 12 miles southeast of the Montgomery Field Airport. Both airports are subject to Airport Land Use Compatibility Plans that promote compatibility between the airports and the land uses that surround them. The project affects urban and developed areas of the City and would not introduce people to new airport noise.

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

**Explanation:**

- a) **Less than significant.** The proposed project would directly induce population growth, as it would provide additional housing within the City of La Mesa. Construction of 9 single-family residential units would not result in substantial growth inducement, however, because: (1) no obstacles to population growth would be removed, such as provision of an essential public service or access to a previously inaccessible area; (2) the Project would not induce further growth through the expansion or extension of existing services, utilities or infrastructure. The Project site is partially developed, located in a development area currently served by existing infrastructure and surrounded by residential development; and (3) the proposed Project is consistent with the existing land use and zoning designations of the site. Thus, the proposed Project would be considered in-fill development within an existing urban area. A less than significant impact would occur.
- b) **No Impact.** The Project proposes development of 9 single-family residences, while one existing single family residence would remain on the site. The Project does not involve displacing any existing residential development. Therefore, no impact regarding displacement of housing would occur.
- c) **No Impact.** The Project proposes development of a new residential subdivision on an infill property and would not result in the displacement of any people or residences. The site has one existing single family residence that will remain and its development would not necessitate the construction of replacement housing elsewhere. Therefore, no impact would occur.

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

**Explanation:**

- a) **Less Than Significant Impact.** The Project site is located in a developed neighborhood currently served by existing public services, including fire protection. The Heartland Fire and Rescue Department provides fire protection and emergency medical services to the City and would provide such services associated with the proposed Project. The Fire Department operates out of three stations: Station No. 11, located at 8034 Allison Avenue (approximately 1.7 miles away [driving distance]); Station No. 12, located at 8844 Dallas Street (approximately 4.4 miles away [driving distance]); and Station No. 13, located at 9110 Grossmont Boulevard (approximately 2.5 miles away [driving distance]). Implementation of

the Project would result in an increase in demand for fire protection and emergency medical services; however, buildout of the Project site at an intensity consistent with the Project proposal has been anticipated in the City's General Plan and Parks Master Plan and related long-term emergency services planning efforts. Therefore, a less than significant impact would occur.

- b) **Less Than Significant Impact.** Police protection services are provided by the La Mesa Police Department, which operates out of the La Mesa Police Station at 8085 University Avenue (approximately 1.7 miles away [driving distance]). Implementation of the proposed Project would not result in substantial adverse physical impacts related to police protection services. Buildout of the Project site at an intensity consistent with the Project proposal has been anticipated in the City's General Plan and related long-term emergency services planning efforts. Therefore, a less than significant impact would occur.
- c) **No Impact.** The closest schools to the Project site are Helix Charter High School, La Mesa Middle School, and La Mesa Dale Elementary School, and Learning Choice Academy located approximately 0.2 to 0.5 miles away. Construction of 9 single-family residential units would generate additional students to be served by local school districts. Payment of school impact fees would be required as part of Project development to help school districts offset the cost of accommodating new students. Therefore, no impact would occur.
- d) **No Impact.** Maintenance of public facilities and demand for other governmental services (i.e., public parks, libraries, child care centers, utility systems) may incrementally increase due to Project development. Increases resulting from the development of 9 new single-family residences, on a site planned for such use, has been anticipated in the City's General Plan and related long-term facilities planning efforts. Project-related increases would not be substantial and would not require new or expanded facilities. Payment of applicable impact fees also would be required to offset any associated impacts. Therefore the project would not increase the need for new parks in the area because the General Plan anticipated this development. No impact would occur.
- e) **No Impact.** See response XIV.d), above.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. Recreation.</b>				
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the Project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Explanation:**

- a) **Less Than Significant Impact.** Development of 9 residential units would result in an increase in the City's population, which would create an increased demand for neighborhood or regional parks. The City maintains a total of 14 local parks and several

additional recreational facilities that would be available to Project residents. Several of these parks are located in the Project vicinity, including Highwood Park (8.0 acres), located approximately 2.3 miles to the northwest of the Project site, and Collier Park (7.7 acres), located approximately 0.9 miles northeast of the Project site. Additionally, the City operates one municipal pool and numerous lighted tennis courts. According to the Conservation and Open Space Element of the *La Mesa General Plan*, the ratio of parkland within the City should be one Neighborhood Park (3 to 7 acres) per 5,000 residents, and one Community Park (15 to 30 acres) per 20,000 residents. In order to provide parkland at these ratios, the City charges park in-lieu fees to offset the cost of park development due to new residential development in the City. Payment of required park in-lieu fees ensures impacts related to park facilities are less than significant. In addition, the Project would provide recreational facilities for its residents, including open space/barbeque areas and pedestrian paths. Therefore, a less than significant impact would occur. Therefore, the proposed project will not significantly increase the demand for the adjacent neighborhood park facilities.

The existing park system consists of 14 local parks and several additional public recreational facilities. According to the Conservation and Open Space element of the *La Mesa General Plan*, the ratio of parkland within the City should be one Neighborhood Park (3-7 acres) per 5,000 residents, and one Community Park (15-30 acres) per 20,000 residents. In order to provide parkland at these ratios, the City charges park fees to offset the cost of park development due to new residential development in the City.

- b) **Less than significant.** See responses XIV.d) and XV.a), above. Maintenance of public facilities and demand for other governmental services such as parks may incrementally increase due to Project development. In order to provide parkland at required ratios, the City charges park in-lieu fees to offset the cost of park development due to new residential development in the City. Payment of required park in-lieu fees would ensure impacts related to park facilities are less than significant. Therefore, a less than significant impact would occur.

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

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

a) **Less than significant.** According to regional trip generation estimates prepared by the San Diego Association of Governments (SANDAG), the daily trip generation rate for single family residential (3-6 dwelling units per acres) is 10 trips per dwelling unit totaling (10 single family dwelling units) 100 daily trips. 80 daily trips will be generated from the eight street fronting lots off Riviera Drive. 20 daily trips will be generated from the two street fronting lots along American Avenue, an existing private road off Quarry Road to the east of the subject site. Riviera Drive is classified as a local collector in the Circulation Element of the La Mesa General Plan, with a target capacity of 6,500 average trips per day (LOS D). Currently there are about 120 residential units, predominantly single-family residential dwellings, including seven two-family units in the American Homes neighborhood all zoned R1S-P (Suburban Residential/ Neighborhood Plan Overlay No. 2) zone. Riviera Drive is bounded by the City of Lemon Grove City Limit line to the west, and Gateside Drive and Spring Street to the east. Based on a 2012 City of La Mesa Speed and Volume data, this stretch along Riviera Drive to Gateside Drive and Spring Street was counted to have 1,804 daily trips (LOS A). The subject project would generate 100 daily trips in addition to the current daily trips along Riviera Drive constitutes a less than significant impact. The American Homes neighborhood is an existing established single family residential neighborhood and the Project generates less than 2,500 average trips per day (LOS A, General Plan EIR Table 4.13-2) in the vicinity of the subject property. Therefore, the street has capacity to absorb traffic generated from the project would not result in a substantial increase in traffic congestion.

In terms of parking, the proposed development will provide 26 off-street parking spaces. The project generates a demand for 26 spaces from residents (2 enclosed parking spaces per single family residential dwelling on street fronting lots and 5 parking spaces for easement access lots). The Project will be required to meet minimum parking requirements consistent with this approval. The existing street frontage along Riviera Drive has an existing Class 2 bike lane (40' curb-to-curb with 8' striping already installed). According to the City of La Mesa Bicycle Facilities and Alternative Transportation Plan, proposed alignment would include two 11' motor vehicle lanes, 5' bike lanes, 8' parking lane on north side. The nearest bus route/stop is along Spring Street, about 0.8 of a mile from the subject site. The MTS Spring Street Trolley Station is about one mile from the subject site. Therefore, there is a less than significant impact as the project is a residential infill development project within an established single family residential neighborhood; the project will not conflict with the City of

La Mesa General Plan, Parking and Zoning Ordinance, or other parking standards and requirements establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

- b) **No Impact.** The project would not impede any component of the transportation system (including roadways, transit, air, or pedestrian facilities) or emergency access. The project would have no impact in regard congestion management programs, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. The project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- c) **No Impact.** The closest airports to the Project site are County of San Diego-owned Gillespie Field in El Cajon, located approximately nine miles northeast of the Project site, and Montgomery Field, located approximately 12 miles northwest of the Project site. The Project site is not located within the Airport Influence Area for Gillespie Field (ALUC 2010a). The Project site is identified as falling within Review Area 2 of the Airport Influence Area for Montgomery Field, and within the Part 77 (Federal Aviation Regulations) Airspace Protection Area (ALUC 2010b). However, the site is outside of Montgomery Field's Federal Aviation Administration Height Notification Boundary. The latitude and longitude of the subject site is 32° 44' 56.27" N, 117° 1' 12.77" W and requires filing with the Federal Aviation Administration, in accordance with Code of Federal Regulations Title 14, Part 77.9. Notice must be filed with the FAA at least 45 days prior to construction.

The Project does not propose any features that would otherwise affect air travel. Therefore, no impact would occur.

- d) **No Impact.** The Project would not include the construction of any hazards (e.g., sharp curves or dangerous intersections), and would not result in incompatible uses with the surrounding developed area. Therefore, no impact would occur.
- e) **Less Than Significant Impact.** Construction of the proposed Project would not hinder access to the site or immediate environs by emergency vehicles. A Traffic Control Plan would be required by the City for all work in the Riviera Drive right-of-way (sidewalks, approaches, driveways, utilities, etc.). Staging areas and equipment storage would occur on site so that access would be maintained along Riviera Drive. The Project also would not result in long-term effects on emergency access. The Fire Department has accepted the Project driveway design for emergency vehicle access. Any additional measures such as signage or painted curbs, required by the City Engineering Department and/or Fire Department as part of Project approval, would further ensure that safety issues for the proposed Project have been addressed. Therefore, a less than significant impact related to emergency access would occur.
- f) **No Impact.** The Project site is located in an area developed with single-family residential, commercial and institutional uses. No transit facilities are located in the immediate Project vicinity; however, bus and trolley service is provided in the general area. The Project does not propose any changes to existing bus stops or transit routes. Implementation of the Project would not conflict or interfere with policies contained in the Circulation Element of the La Mesa General Plan regarding alternative transportation modes. Therefore, no impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. Utilities and Service Systems.</b>				
<i>Would the Project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

- a) **Less Than Significant Impact.** See discussion of Issue IX, *Water Quality and Hydrology*, above. The Project is required to comply with the requirements of the City, subject to review and approval by the City Engineer. The Project is also required to comply with the requirements of the applicable municipal storm water permits issued by the Regional Water Quality Control Board (RWQCB). Therefore, a less than significant impact would occur.
- b) **Less Than Significant Impact.** The Project site is located within a developed area currently served by existing utilities and utility infrastructure. Project development would be consistent with levels anticipated in the City's General Plan. It would not require the construction or expansion of water or wastewater treatment facilities. Therefore, a less than significant impact would occur.
- c) **Less Than Significant Impact.** See discussion of Issue IX, *Water Quality and Hydrology*, above. Storm water discharges the site in an existing storm drain conveyance network at two locations: one on the north side of the property and one on the south side of the property at Riviera Drive. The project site currently drains off-site to the northeast and into

the City of La Mesa maintained storm drain system in Riviera Drive. Both conveyance systems drain toward the east and eventually discharge to the San Diego River which outlets at the Pacific Ocean.

Storm water facilities are proposed to adequately capture, convey, and contain post-development runoff quantities and volumes from the site. Therefore, a less than significant impact would occur.

- d) **Less Than Significant Impact.** The Helix Water District provides residential water service to the City of La Mesa. Project development would not require access to new supplies of water or the construction of new water treatment or storage facilities. Therefore, a less than significant impact would occur.
- e) **Less Than Significant Impact.** Refer to response XVI.b), above.
- f) **Less Than Significant Impact.** Solid waste disposal and recycling services in the City of La Mesa are contracted through EDCO Disposal Corporation. Solid waste is transported to the EDCO Station, located approximately 2.2 miles to the north of the Project site at 8184 Commercial Street. The EDCO Station is a 4.1-acre large volume transfer and processing facility with a permitted capacity of 1,000 tons of solid waste per day (CalRecycle 2011). Trash is processed at this station and hauled to regional landfills. The Project would generate an incremental increased demand for solid waste disposal, which would be accommodated at the station and receiving landfills. As the Project is consistent with the existing General Plan land use designation, solid waste generation resulting from Project implementation has been anticipated in the City's General Plan and related long-term solid waste planning efforts. Therefore, a less than significant impact would occur.
- g) **No Impact.** Construction and maintenance of the Project would be required to conform to all applicable state and federal solid waste regulations. Therefore, no impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. Mandatory Findings Of Significance.</b>				
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the Project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Explanation:**

- a) **No Impact.** Based on evaluation and discussions contained in this Initial Study, the project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history. Therefore, no impact would occur.
- b) **No Impact.** The project does not have the potential to incrementally contribute to cumulative impacts because it is not growth inducing and would not contribute to population growth. The project would be consistent with the General Plan because the subject property was anticipated to be a development site. The project would be subject to federal, state and local regulations to ensure that potential adverse impacts are minimized. Therefore, no cumulatively considerable impact would occur.
- c) **Less than Significant Impact.** As discussed in this Initial Study, the proposed project would result in less than significant impacts associated with aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology/soils, greenhouse gas emissions, hazards & hazardous materials, hydrology / water quality, land use/ planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, and utilities/ service systems. The project is consistent with the City's General Plan and would be subject to federal, state and local regulations. These regulations ensure that potentially adverse impacts are minimized. Therefore, the impact is less than significant.

Environmental Factors That Could Result in a Potentially Significant Impact		
The environmental factors checked below would be potentially affected by this Project, involving a least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.		
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology/Soils
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology/Water Quality
<input type="checkbox"/> Land Use / Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities/Services Systems	<input type="checkbox"/> Mandatory Findings of Significance

<b>Environmental Determination</b>
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On the basis of this initial evaluation:

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

Signed

Date

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

**Attachments:**

Exhibit A: Regional Location Map

**References:**

*Technical Reports*

February 2016, Kappa Surveying & Engineering, Inc., Preliminary Water Quality Technical Report.

November 2014, C.W. La Monte Company, Inc., Geotechnical Investigation.

*California Air Pollution Control Officers Association (CAPCOA)*

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

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

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

*City of La Mesa (City)*

2005 La Mesa Municipal Code. As amended.

2012 2012 General Plan.

1988 Subarea Habitat Conservation Plan/Natural Community Conservation Plan.

Federal Aviation Administration FAA Noticing Criteria Tool - <https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp>

*Institute of Traffic Engineers (ITE)*

2012 Trip Generation Manual, 9<sup>th</sup> Edition

*San Diego Association of Governments (SANDAG)*

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

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

2010a Gillespie Field Airport Land Use Compatibility Plan. As amended December 2010.

2010b Montgomery Field Airport Land Use Compatibility Plan. As amended December 2010.

DRAFT RESOLUTION NO. PC-2016-xx

RESOLUTION APPROVING TENTATIVE TRACT MAP TTM-14-01 (FLYING DOG TRUST) - A REQUEST FOR A 10-LOT SUBDIVISION AT AMERICAN AVENUE AND RIVIERA DRIVE LOCATED IN THE R1S-NP2 (SUBURBAN RESIDENTIAL / NEIGHBORHOOD PLAN OVERLAY NO. 2) ZONE.

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WHEREAS, the Planning Commission of the City of La Mesa did hold a duly noticed public hearing on October 5, 2016, and accepted public testimony in considering Tentative Tract Map TTM-14-01, a request of a Tentative Tract Map TTM 14-01 (Flying Dog Trust) to subdivide four contiguous lots, totaling 3.4 acres, into a ten lot single-family residential subdivision. The site is located in the R1S-NP2 (Suburban Residential / Neighborhood Plan Overlay No. 2) zone. Assessor Parcel Numbers: 499-171-26-00, 499-171-28-00, 499-171-34-00, 499-191-37-00;

WHEREAS, the Planning Commission did consider an Initial Study and Draft Negative Declaration prepared in accordance with the California Environmental Quality Act;

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

WHEREAS, the approximately 3.4-acre subject property is currently improved with one single family residence addressed as, 3860 American Avenue, and is located in a neighborhood developed with other single family residences;

WHEREAS, the overall density of the proposed project is 2.9 dwelling units per acre, and the maximum density permitted in the Suburban Residential Zone is 4 dwelling units per acre;

WHEREAS, the subject property is designated in the La Mesa General Plan for "Suburban Residential" land use, which permits 4 dwelling units per acre;

WHEREAS, the new dwellings proposed as part of TTM 14-01 will help satisfy demand for needed housing in the City of La Mesa;

WHEREAS, the proposed project will not violate regional water quality requirements for waste discharge because each dwelling will be required to connect into the public sanitary sewer system, and the project will be required to observe all City ordinance requirements during project construction; and

WHEREAS, the proposed map does provide for future natural heating and cooling opportunities as required by the Subdivision Map Act, because the lots and the development on the lots will receive sunlight and natural breezes as configured.

THE PLANNING COMMISSION FINDS AND DETERMINES AS FOLLOWS:

1. Is the proposed map consistent with applicable general and specific plans?

Yes. The proposed map is consistent with the La Mesa General Plan land use designations, goals and policies. The La Mesa General Plan goals and policies generally encourage infill development that is compatible with surrounding uses. The proposed tentative tract map is consistent with the land use designations because the allowed land use for this area is "Suburban Residential" land use, is assigned to suburban neighborhoods with lots of 10,000 square feet or larger, which result in lower density developments with space between residences and relatively large yard with up to 4 dwelling units per acre. Development in this category is limited to minor infill resulting from the subdivision of existing lots. General Plan Objective LU-2.1 states "Maintain and preserve single-family residential neighborhoods while directing growth to mixed-use corridors". General Plan Policy LU-2.1.2 states "Support infill development and subdivision proposals that reinforce neighborhood strengths and benefit neighborhood identity". The subject site, including the three existing vacant parcels (APNs: 499-171-26-00, 499-171-28-00, 499-171-34-00), is identified as a residential site in the La Mesa General Plan Housing Element Sites Inventory Map. The proposed subdivision is consistent with this finding.

2. Is the design or improvement of the proposed subdivision consistent with the applicable general and specific plans?

Yes. The proposed subdivision, together with its design and improvements to the property, is consistent with the La Mesa General Plan. General Plan Objective LU-2.1 states "Maintain and preserve single-family residential neighborhoods while directing growth to mixed-use corridors". The infill project is a single family residential subdivision in keeping with the allowed density and building intensity in the existing single family residential neighborhood. General Plan Policy LU-2.1.2 states "Support infill development and subdivision proposals that reinforce neighborhood strengths and benefit neighborhood identity". The proposed subdivision design and related improvements will avoid adverse impacts to surrounding properties by being required to meet City development standards and project conditions of approval that must be satisfied by the applicant. The site is considered suitable for development by the geotechnical investigation submitted by the applicant.

3. Is the site physically suitable for the type of development?

Yes. The site is physically suitable for the type of development because it is already zoned for single-family residential and is located in a suburban neighborhood along an established local collector street. The proposed subdivision will provide new housing with access to services, consistent with surrounding land uses that include single-family residential development. The proposed subdivision and its future development will complement design

features of surrounding development. The site has no physical constraints that would prohibit the proposed type of development. There are no physical constraints that would prohibit the subdivision from future residential development.

4. Is the site physically suitable for the proposed density of development?

Yes. The site is physically suitable for the proposed density of development because the density is consistent with that permitted by the Zoning Ordinance and General Plan land use designation. The La Mesa General Plan allows up to 4 dwelling units per acre and the density proposed by the applicant is 2.9 dwelling units per acre, or 10 dwelling units on 3.46-acres. The proposed project conforms to the City's land use plans, as well as the corresponding R1S-NP2 zone density limitations. The site has no physical constraints that would prohibit the proposed density of development.

5. Would the design of the subdivision or the proposed improvements be likely to cause substantial environmental damage or injure fish or wildlife in their habitat?

No. The subject property is not identified as a biologically significant site within the City of La Mesa Subarea Habitat Conservation Plan area, and substantial environmental damage would not occur because the site has no environmentally significant vegetation, fish or wildlife habitat. The site is within an existing suburban area in an existing established single-family residential neighborhood. Future residential development of the subdivision will conform to the City of La Mesa Zoning Ordinance.

6. Would the design of the subdivision or type of improvements be likely to cause serious health problems?

No. Future residential development on the site would be required to be connected to the public sewer. No health problems are anticipated due to the design of the subdivision.

7. Would the design of the subdivision or type of improvements conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision?

No. The design of the proposed subdivision and improvements will not conflict with any existing or proposed easements. All appropriate utility providers have been requested to comment, and no conflicts have been identified with the proposed subdivision.

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 Tentative Tract Map TTM-14-01 as shown on Exhibit A and subject to the conditions as listed on Exhibit B.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of La Mesa, California, held the 5<sup>th</sup> day of October, 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.

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Howard Lee, Deputy Secretary  
La Mesa Planning Commission



**DRAFT CERTIFICATION OF  
DEVELOPMENT ADVISORY BOARD ACTION**

**FILE:** TTM-14-01 (Flying Dog Trust)

**MEETING DATE:** September 12, 2016

**SUBJECT:** Consideration of a Tentative Tract Map for a 10-lot single-family residential subdivision at American Avenue and Riviera Drive located in the R1S-NP2 (Suburban Residential / Neighborhood Plan Overlay No. 2) zone. Assessor Parcel Numbers: 499-171-26-00, 499-171-28-00, 499-171-34-00, 499-191-37-00

**DETERMINATION:** After reviewing the various comments from the City departments, the Board duly made a motion that the Planning Commission recommend approval of TTM 14-01, subject to the following conditions:

**APPROVAL PROCESS:** The approval process for this development consists of the following actions:

- a. Planning Commission review and recommendation of approval of Tentative Tract Map TTM 14-01.
- b. City Council ratification of Tentative Tract Map TTM 14-01.

**COMMENTS:** An environmental initial study and negative declaration has been prepared. The proposed project will not have a significant effect on the environment.

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**A. THE FOLLOWING CONDITIONS MUST BE SATISFIED PRIOR TO  
RECORDATION OF THE FINAL MAP RELATED TO TTM 14-01:**

Planning:

1. A note shall be placed on the building plans stating that existing plant material shall not be removed from the site during general avian nesting season (February 15 - August 31) and/or raptor breeding season (January 15 - August 31) unless a pre-construction survey has been completed to determine whether active nests are

present and if found, what avoidance measures are necessary to protect nesting birds, as required by the Migratory Bird Treaty Act and California Department of Fish and Game Code Section 3503.

2. The proposed garage at 3860 American Avenue shall be constructed prior to final map approval.

### Engineering

3. The applicant shall submit a Final Map prepared by a Licensed Land Surveyor or Registered Civil Engineer authorized to practice land surveying. The Final Map shall be prepared in accordance with the approved Tentative Map, the Subdivision Map Act and La Mesa Development Code titled Major Subdivisions, Chapter 22.02.030, and shall be subject to approval by the Director of Community Development and the City Engineer.
4. The applicant shall get the final map signed by all individuals or parties with record title interest in the property.
5. The applicant shall provide an updated Title report, Subdivision Guarantee and Tax Clearance Certificate from the County of San Diego before the final map is released for recordation.
6. All easements of record shall be plotted on the Final Map. The applicant shall provide plat and legal descriptions to prepare any easement documents and lien agreements. The documents shall be recorded and recording information shall be shown on the Final Map.
7. The applicant shall quitclaim any existing easements in conflict with the proposed development.
8. Landscaping plans for trees, shrubs, walls, fences or other structures at or near driveway and street intersections must conform to the sight distance standards. These plans must be submitted to and approved by the City Engineer prior to the approval of the Final Map, for any such structures or the implementation of landscape improvements.
9. Rojo Tierra Road, a 1-lane Local Yield street; 40-foot right-of-way improved with a 30-foot wide street section, curb to curb. Improvements shall be full width with AC paving, monolithic concrete type G-2 curb and gutter, and a 4½-foot minimum width PCC sidewalk on the west. The entire street shall be dedicated as an emergency access, sewer, and public utility easement. Connection of the new street shall be made with Rojo Tierra Road at the north end to improve street connectivity and circulation.

10. The applicant shall provide letters from the utility companies for the availability of utilities for the proposed development and/or that the financial arrangements have been made to extend or install new services for the proposed development.
11. The applicant shall provide a monumentation bond for deferred monumentation. The engineer or land surveyor shall provide a letter stating the cost of monumentation.
12. The applicant shall make a cash deposit of \$1,000 to be released after the applicant provides the City with a photo Mylar of the recorded map within thirty (30) days after its recordation. The City reserves the right to use the deposit to purchase a photo Mylar of the recorded map including a \$100 administrative fee which will be charged against the deposit.

### Fire

13. Private residential and public residential fire access roads shall provide an access roadway with a minimum unobstructed width of 20 feet wide and a minimum 13'-6" vertical clearance. Additional width requirements may be applied to individual projects as determined by the Fire Marshal. Following review of this project the required minimum width has been determined to be 20 feet wide and a minimum 13'-6" vertical clearance.
14. Roadways shall be extended to within one hundred and fifty feet (150) feet of all portions of the exterior walls as measured by an approved path of travel. An approved turn around shall be provided when the roadway exceeds one hundred and fifty (150) feet as directed by Heartland Fire & Rescue. Fire Department turn around requirements shall be installed as directed.
15. Grades for driveway and fire apparatus access roads shall not exceed 10%. Fire Department approval and additional conditions are required for grades up to 20 % maximum. Angle of approach and departure for driveways shall not exceed 5 degrees. Grades exceeding 12% shall be concrete with a deep broom finish perpendicular to the access roadway.
16. Heartland Fire & Rescue at time of plan or permit submission shall charge certain fees for plan review and inspections. Fees shall be determined at time of plan review and/or inspections.
17. Heartland Fire & Rescue at time of operational permit will charge certain fees for permit issuance which will have, at a minimum, annual fees charged. Failure to pay required annual fees will be cause to issue a "Cease and Desist" order.

**NOTE TO FINAL MAP: THE CITY WILL ACCEPT FINAL MAP MYLARS FOR APPROVAL ONLY AFTER ALL THE CONDITIONS HAVE BEEN MET OR SATISFIED.**

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

Planning

1. 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 Foundation, if applicable, that appropriate measures are undertaken prior to resuming any project activities that may affect such resources.

Building

2. The applicant shall submit an exterior-to interior noise analysis as required by the California Building Code and the City of La Mesa to determine building features necessary to reduce interior noise levels to 45 CNEL or less in residential spaces. Plan details and mitigation measures identified in the noise analysis shall be provided in the building plans for review.

Engineering

3. The applicant shall complete all conditions of the Tentative Tract Map, and a complete Final Map shall be submitted for review and approval and be recorded prior to issuance of any building or grading permits for new structures. All easements of record shall be plotted on the Final Map. A photo mylar of the recorded subdivision map shall be provided.
4. 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.
5. The applicant shall submit 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.
6. 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

7. Where off-site improvements are proposed to be constructed (including, but not limited to, slopes, public utility, 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.
8. 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.
9. 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
10. 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.
11. The applicant shall install street trees equal to 1 tree for every 35 feet of property frontage along American Avenue. (Refer to SDRSD L4 and LMSD LS1 through LS3.)
12. The applicant shall comply with Storm Water Pollution Control Ordinance (City of La Mesa Municipal Code Chapter 7.18) and NPDES permit: Statewide General Storm Water Permit, most current edition. 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 Standard Urban Storm Water Management Plan (SUSMP) and Storm Water Pollution Prevention Plan (SWPPP) shall be provided.
13. This project shall comply with the City of La Mesa hydro-modification management requirements. For more information please refer to the City of La Mesa website at <http://www.cityoflamesa.com/stormwater>, on the Development Requirements tab.
14. 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 grading plan submittal.
15. 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.
16. 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.

17. The method of disposing of surface water from the site shall be submitted and approved 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.
18. 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. 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 offsite discharge, and erosion potential. Any post-development increases in offsite discharge, and erosion potential must be minimized, justified and mitigated to the satisfaction of the City Engineer.
19. 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:
20. A post-construction Water Quality Management Plan and recorded maintenance agreement pursuant to Title 7.18 of the La Mesa Municipal Code shall be required. Perpetual maintenance requirements should be considered when selecting appropriate BMPs.
  - a) Compliance requires post-development BMPs. Each (BMP) component requiring maintenance shall be properly sized to treat the 85th percentile storm, perpetually maintained by the property owner and located on the private property.
  - b) Creation of off-street parking in excess of the minimums set forth in the City Zoning ordinance shall utilize porous pavement alternatives. All parking areas shall drain to a dry well filter which filters runoff through sand and crushed rock or a cyclone type filter before infiltration.
  - c) Drain impermeable rooftops, sidewalks, walkways, and patios through adjacent landscaping or other pervious surfaces to maximize infiltration and provide vegetative filtration.
  - d) Trash enclosures shall be covered to prevent rainwater intrusion or otherwise designed to prevent offsite migration of contaminants.

21. 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. The following are project conditions cited in a Helix Water District letter dated September 6, 2016.

- a) Existing and new lots shall have its own separate water service.
- b) Backflow devices shall be required for the proposed water services and shall be installed per current Water Agencies' Standards.
- c) The new backflow devices shall be tested by a certified backflow tester with a copy of the passing test results forwarded to the Helix Water District, attention to Darrin Teisher by email: [crossconnection@helixwater.org](mailto:crossconnection@helixwater.org).
- d) All water laterals designated for the subject lots that will not be used shall be abandoned by the Helix Water District and the property owner's expense.
- e) The location of the existing water facilities shall be brought up to current Helix Water District standards.
- f) Looping of the proposed water main from Rojo Tierra Road and/or High Street and/or American Avenue, and relocation of any existing facilities shall be required.
- g) Any finished surface improvement, other than asphalt above the pipeline or underground facilities will require an encroachment removal agreement. Permeable finished service improvements and bio-retention swales or basins are prohibited within the HWD water main easement or over water facilities.
- h) The project shall be subject to all Helix Water District requirements, policy, and standards at the time of establishing a work order and submittal of improvement plans with the Helix Water District.
- i) If landscaping of the lots exceeds 5,000 square feet, a dedicated irrigation meter shall be required and the property entered into the HWD Water Conservation Program. Please contact the Program by email: [conserve@helixwater.org](mailto:conserve@helixwater.org).
- j) Heartland Fire and Rescue may require additional or upgraded fire protection facilities for the subject project. All costs for new fire protection facilities shall be paid for by the owner/developer. Easements shall be required if new or existing facilities cannot be installed and maintained within existing easements or public right-of-way. All costs for new easement shall be paid by the owner/developer.

22. The applicant shall show the following information on the site plan and/or add a note to the plans:

- 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.
23. The applicant shall pay the current Sanitary Sewer Connection Fee as determined by the City's current fee structure.
  24. The applicant shall obtain an Encroachment Permit prior to beginning any proposed work within the City right of way.
  25. 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.
  26. Improvement and/or grading security shall be posted with the City of La Mesa prior to improvement and/or grading plan 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 onsite and offsite 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.
  27. 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.
  28. The applicant shall provide a letter from EDCO showing that trash service is available to serve each proposed residence. The applicant shall provide an area for the storage of trash receptacles outside the front setback area. All trash shall be stored in weather-protected containers and screened from view. If a dumpster is proposed to serve common areas, it shall be enclosed to the satisfaction of the Community Development Director.
  29. The applicant shall prepare and submit plans in conformance with the approved exhibits and conditions of approval for the project. 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.

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

#### Fire

31. Roadways shall be extended to within one hundred and fifty feet (150) feet of all portions of the exterior walls as measured by an approved path of travel. An approved turn around shall be provided when the roadway exceeds one hundred and fifty (150) feet as directed by Heartland Fire & Rescue. Fire Department turn around requirements shall be installed as directed and shall be inspected and approved prior to lumber drop.
32. All fire apparatus access roadways shall be maintained unobstructed and drivable by fire apparatus throughout the construction process. Access roadways shall be capable of holding an imposed load of 75,000 pounds including in adverse weather conditions.
33. Prior to combustible construction, grades for driveway and fire apparatus access roads shall not exceed 10%. Fire Department approval and additional conditions are required for grades up to 20 % maximum. Angle of approach and departure for driveways shall not exceed 5 degrees. Grades exceeding 12% shall be concrete with a deep broom finish perpendicular to the access roadway.
34. All required fire apparatus access roads, fire lanes, fire department turn-around and entry/exit drives shall have a minimum 28 foot or 34 foot turning radius for fire apparatus depending on size, location and type of project. Site plans shall provide a fire department turning radius template along the access roadway or within a detail confirming that the radius meets Heartland Fire & rescue requirements.
35. Fire Apparatus Access roads (all roads in project) shall be usable (paved), accessible and fire hydrant(s) shall be capable of flowing required GPM and shall be tested/accepted by Fire Dept. prior to dropping any lumber for construction.
36. Roadway design features (speed humps, bumps, speed control dips, etc.) which may interfere or delay emergency apparatus responses shall not be installed or allowed to remain on the emergency access roadways.
37. The required fire flow shall be 1,000 GPM for a 2 hour duration at 20 PSI residual operating pressure. Documentation is required from the Water Purveyor verifying that the system is capable of meeting the required fire flow prior to building permit issuance. If the system is not capable of meeting the required fire flow documentation shall be provided showing financial arrangements have been made and water system improvement plans have been submitted and approved by Heartland Fire & Rescue and the water purveyor to upgrade the existing system prior to release of building permits.
38. 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.

39. Prior to combustibles being brought to the site, the developer shall provide written certification from the Water purveyor, 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.
  40. Group R-3 and U Occupancies: An approved water supply capable of supplying the required fire flow for fire protection shall be provided to all premises upon which facilities, buildings, or portions of buildings are hereafter constructed or moved into or within the jurisdiction. When any portion of the facility or building protected is in excess of 400 feet (122 mm) from a water supply on a public street, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains capable of supplying the required flow shall be provided when required by the Fire Code official. The size of fire hydrant outlets shall be a minimum of one 4 inch and one 2-½ inch NST outlet or greater as required by the Fire Code official.
  41. Fire hydrants shall be painted per Heartland Fire & Rescue and the local water purveyor 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.
  42. Public and private water utility mains must provide the level of reliability/redundancy determined necessary by Heartland Fire & Rescue and the local Water Purveyor Engineer.
  43. 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.
  44. All flammable vegetation shall be removed from each building site with slopes less than 15% at a minimum distance of thirty (30) feet from all structures or to the property line, whichever is less.
- C. THE FOLLOWING CONDITIONS MUST BE SATISFIED PRIOR TO THE ISSUANCE OF THE FINAL OCCUPANCY PERMIT FOR THE FIRST DWELLING UNIT TO BE CONSTRUCTED:**
1. All existing continuous overhead utility lines and all new extension services for the development of the project, including electrical and telephone, shall be constructed

in accordance with the City of La Mesa's Underground Ordinance. If it is determined by the City Engineer to be impractical to perform the undergrounding operation at this time, the applicant shall execute a Lien Agreement guaranteeing the placement of overhead public utilities along Riviera Drive frontage below ground.

2. 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.
3. All street and drainage improvements shall be completed and accepted by the engineering inspector prior to occupancy.

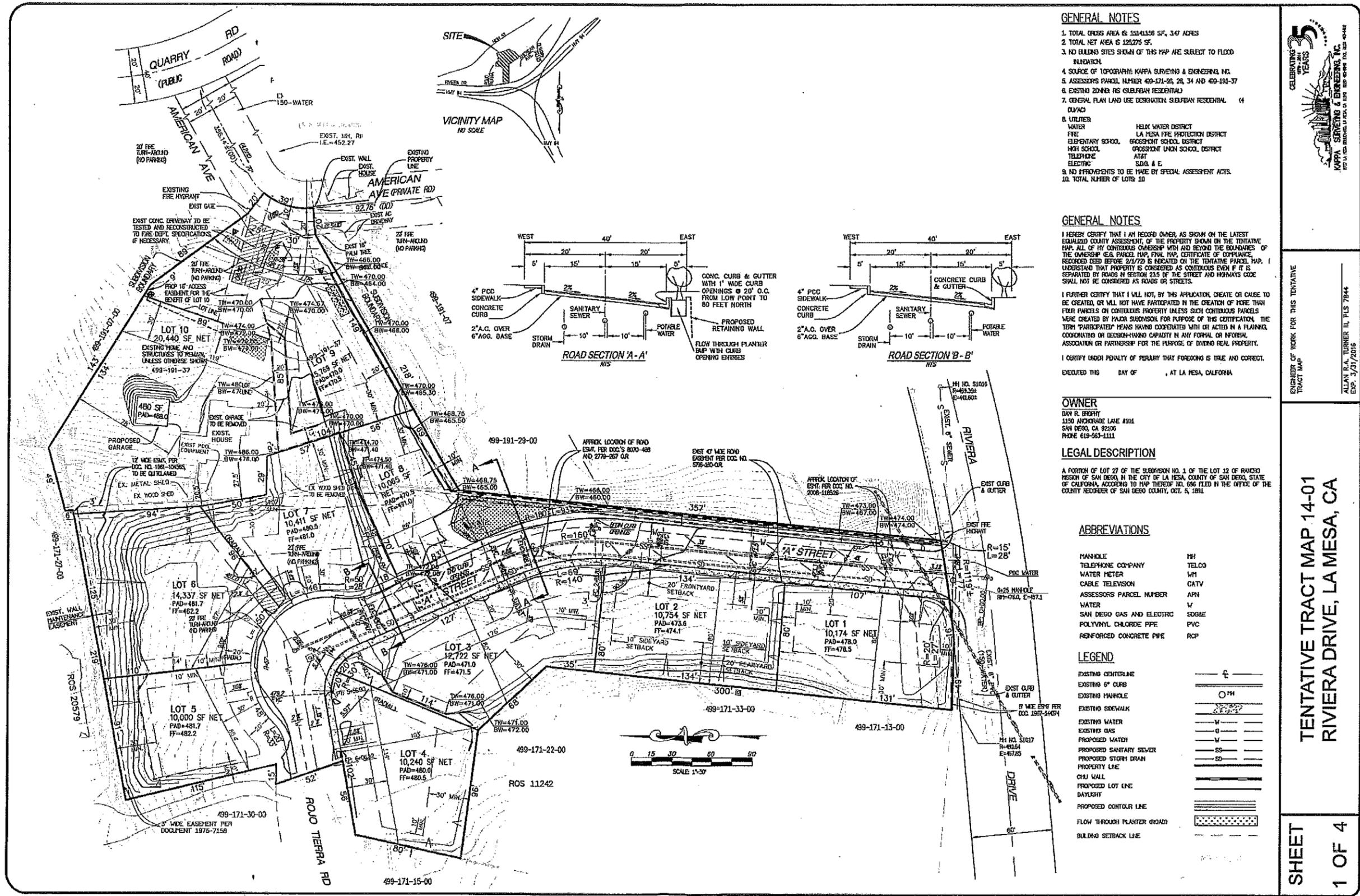
#### Fire

4. Fire lane designations shall be required for all fire access roadways as determined by Heartland Fire & Rescue. Posted signs which state "FIRE LANE, NO PARKING" shall be installed every 50 feet. Curbs shall be painted red and stenciled with white letters indicating the same on the face and top of any curb as directed by Heartland Fire & Rescue. All Fire lanes shall be marked and identified prior to Certificate of Occupancy.
5. Prior to Fire Department clearance for occupancy, an automatic fire sprinkler system shall be installed. The system shall comply with NFPA #13-D Standard for Automatic Fire Sprinkler Systems-Single Family Dwelling. 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, approval, and permits issued prior to commencing work.
6. Permanent residential three-dimensional street numbers, minimum 4-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.
7. 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:**

1. The applicant shall install street trees according to the approved landscaping plan.
2. 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.

3. Certification of the as-built elevations of the structures shall be furnished to the City Engineer prior to release of bonds.
4. 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.
5. Landscaping for trees, shrubs, walls, fences, cut/fill slopes or other structures at or near driveway and street intersections shall conform to the intersectional sight distance criteria as provided by the California Department of Transportation (CalTrans) Highway Design Manual. Any obstructions 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.
6. The applicant shall place 3 ornamental street light(s) (100 Watt Broad Spectrum Lighting) along the public right of way, interior to the development at locations designated by the City Engineer. All lighting fixtures shall be ornamental and shielded.
7. The applicant shall complete grading in one operation. All Best Management Practices (BMPs) and improvements shown on grading and site development plans shall be installed.
8. The applicant shall install standard street centerline monuments (well monuments) within the subdivision boundary monumentation at the following locations; intersection of Rojo Tierra Rd and Riviera Drive, beginning and end of curves and at the center of the knuckle.
9. The applicant shall set 2" iron pipe with disk (monuments) along the State Highway right of way or as directed by the Department of Transportation/Caltrans.
10. All monumentation shall be verified in the field by the Engineering Inspector to ensure conformance to the Final Map. Any survey monuments removed or damaged as a result of construction shall be replaced at the owner's expense.



- GENERAL NOTES**
- TOTAL GROSS AREA IS 1514350 SF, 3.47 ACRES
  - TOTAL NET AREA IS 125275 SF
  - NO BUILDING SITES SHOWN ON THIS MAP ARE SUBJECT TO FLOOD FLOODPLAIN
  - SOURCE OF TOPOGRAPHY: KAPPA SURVEYING & ENGINEERING, INC.
  - ASSESSOR'S PARCEL NUMBER 499-171-25, 28, 34 AND 499-181-37
  - EXISTING ZONING (AS SHOWN ON RESIDENTIAL)
  - GENERAL PLAN LAND USE DESIGNATION SUBURBAN RESIDENTIAL (R1)
  - UTILITIES:
    - WATER: HELIX WATER DISTRICT
    - SEWER: LA MESA FIRE PROTECTION DISTRICT
    - ELEMENTARY SCHOOL: CROSSCANTON SCHOOL DISTRICT
    - HIGH SCHOOL: CROSSCANTON UNION SCHOOL DISTRICT
    - TELEPHONE: AT&T
    - ELECTRIC: SDG&E
  - NO IMPROVEMENTS TO BE MADE BY SPECIAL ASSESSMENT ACTS.
  - TOTAL NUMBER OF LOTS: 10

**GENERAL NOTES**

I HEREBY CERTIFY THAT I AM RECORD OWNER, AS SHOWN ON THE LATEST EQUALIZED COUNTY ASSESSMENT, OF THE PROPERTY SHOWN ON THE TENTATIVE MAP. ALL OF MY CONTIGUOUS OWNERSHIP WITH AND BEYOND THE BOUNDARIES OF THE OWNERSHIP (E.G. PARCEL MAP, FINAL MAP, CERTIFICATE OF COMPLIANCE, RECORDED BEFORE 2/17/79) IS LOCATED ON THE TENTATIVE MAP. I UNDERSTAND THAT PROPERTY IS CONSIDERED AS CONTIGUOUS EVEN IF IT IS SEPARATED BY ROADS IN SECTION 23.5 OF THE STREET AND HIGHWAYS CODE SHALL NOT BE CONSIDERED AS ROADS OR STREETS.

I FURTHER CERTIFY THAT I WILL NOT, BY THIS APPLICATION, CREATE OR CAUSE TO BE CREATED, OR WILL NOT HAVE PARTICIPATED IN THE CREATION OF MORE THAN FOUR PARCELS ON CONTIGUOUS PROPERTY UNLESS SUCH CONTIGUOUS PARCELS WERE CREATED BY PALM SUBDIVISION FOR PURPOSE OF THIS CERTIFICATION. THE TERM "PARTICIPATED" MEANS HAVING COOPERATED WITH OR ACTED IN A PLANNING, COORDINATING OR DECISION-MAKING CAPACITY IN ANY FORMAL OR INFORMAL ASSOCIATION OR PARTNERSHIP FOR THE PURPOSE OF DIVIDING REAL PROPERTY.

I CERTIFY UNDER PENALTY OF PERJURY THAT FOREGOING IS TRUE AND CORRECT.

EXECUTED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, AT LA MESA, CALIFORNIA

**OWNER**  
 DAV R. BRIGHT  
 1150 ANCHORAGE LANE #101  
 SAN DIEGO, CA 92106  
 PHONE 619-563-1111

**LEGAL DESCRIPTION**

A PORTION OF LOT 27 OF THE SUBDIVISION NO. 1 OF THE LOT 12 OF RIVERA TRACT, SECTION 16, T4S, R12E, SAN DIEGO COUNTY, CALIFORNIA, ACCORDING TO MAP THEREOF NO. 686 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, CALIF., 1981.

**ABBREVIATIONS**

MANHOLE	MH
TELEPHONE COMPANY	TELCO
WATER METER	WM
CABLE TELEVISION	CATV
ASSESSOR'S PARCEL NUMBER	APN
WATER	W
SAN DIEGO GAS AND ELECTRIC	SDG&E
POLYVINYL CHLORIDE PIPE	PVC
REINFORCED CONCRETE PIPE	RCP

**LEGEND**

EXISTING CENTERLINE	— F —
EXISTING 6" CURB	— C —
EXISTING MANHOLE	○ MH
EXISTING SIDEWALK	— S —
EXISTING WATER	— W —
EXISTING GAS	— G —
PROPOSED WATER	— V —
PROPOSED SANITARY SEWER	— SS —
PROPOSED STORM DRAIN	— SD —
PROPERTY LINE	— P —
CLAY WALL	— CW —
PROPOSED LOT LINE	— L —
DAYLIGHT	— D —
PROPOSED CONTOUR LINE	— C —
FLOW THROUGH PLANTER ROAD	— P —
BUILDING SETBACK LINE	— B —

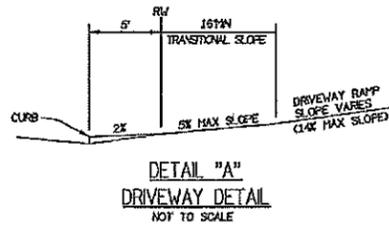
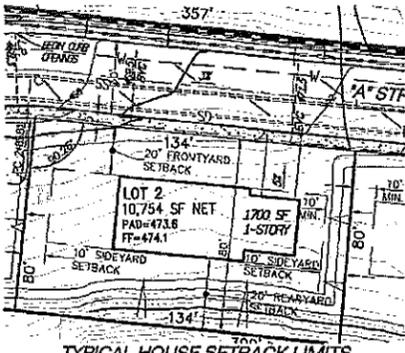
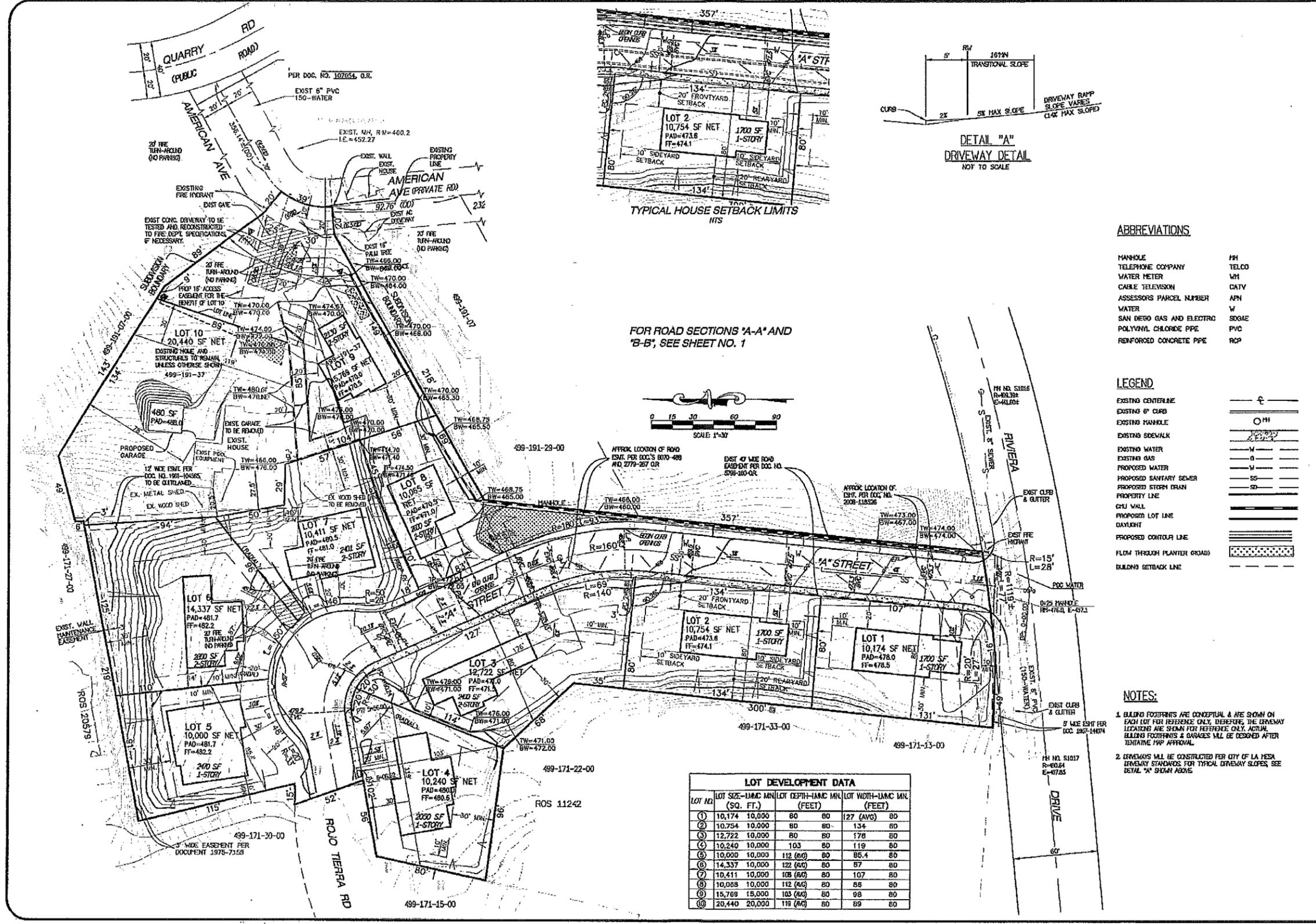


ENGINEER OF WORK FOR THIS TENTATIVE TRACT MAP  
 ALLAN B.A. TURNER III, PLS 7844  
 EXP. 3/31/2015

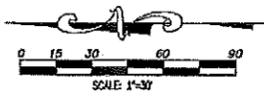
**TENTATIVE TRACT MAP 14-01  
 RIVERA DRIVE, LA MESA, CA**

**SHEET  
 1 OF 4**

JOB NO. 25413 PLYMOUTH RIVERLA MESA/CA 3D 2/8/2014/2015 DWS DATE: 10/16/15



FOR ROAD SECTIONS "A-A" AND "B-B", SEE SHEET NO. 1



ABBREVIATIONS

- MANHOLE MH
- TELEPHONE COMPANY TELCO
- WATER METER WM
- CABLE TELEVISION CATV
- ASSESSOR'S PARCEL NUMBER APN
- WATER W
- SAN DIEGO GAS AND ELECTRIC SDG&E
- POLYVINYL CHLORIDE PIPE PVC
- REINFORCED CONCRETE PIPE RCP

LEGEND

- EXISTING CENTERLINE
- EXISTING 6" CURB
- EXISTING MANHOLE
- EXISTING SIDEWALK
- EXISTING WATER
- EXISTING GAS
- PROPOSED WATER
- PROPOSED SANITARY SEWER
- PROPOSED STORM DRAIN
- PROPERTY LINE
- CRU WALL
- PROPOSED LOT LINE
- DAYLIGHT
- PROPOSED CONTROL LINE
- FLOW THROUGH PLANTER (ROAD)
- BUILDING SETBACK LINE

NOTES:

1. BUILDING FOOTPRINTS ARE CONCEPTUAL & ARE SHOWN ON EACH LOT FOR REFERENCE ONLY. DESIRED DRIVEWAY LOCATIONS ARE SHOWN FOR REFERENCE ONLY. ACTUAL BUILDING FOOTPRINTS & GARAGES WILL BE DESIGNED AFTER TENTATIVE MAP APPROVAL.
2. DRIVEWAYS WILL BE CONSTRUCTED PER CITY OF LA MESA DRIVEWAY STANDARDS. FOR TYPICAL DRIVEWAY SLOPES, SEE DETAIL "A" SHOWN ABOVE.

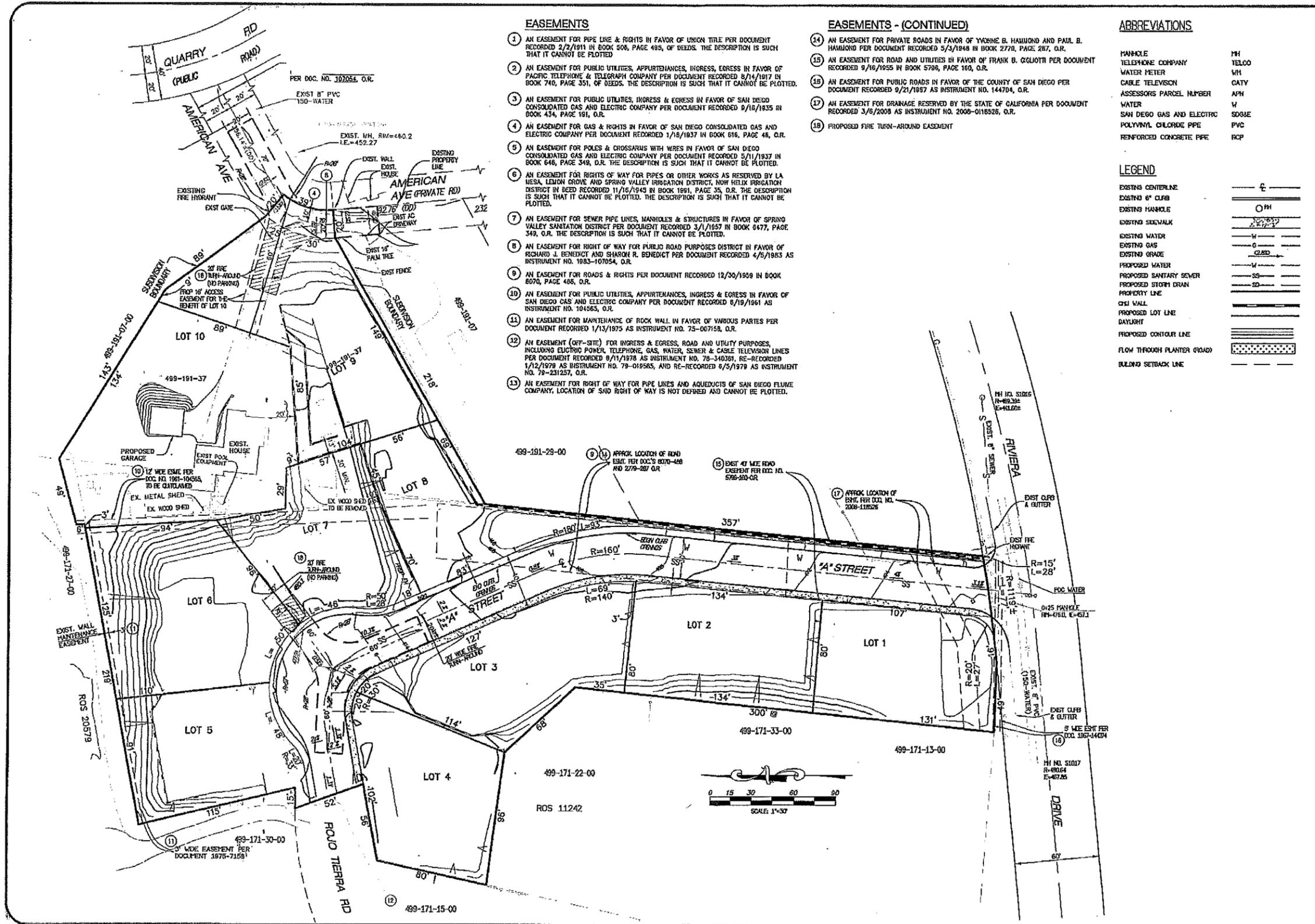
LOT DEVELOPMENT DATA

LOT NO.	LOT SIZE—LRAC (SQ. FT.)	LOT DEPTH—LRAC (FEET)	LOT WIDTH—LRAC (FEET)	LOT AREA (AVG) (FEET)		
①	10,174	10,000	80	80	127 (AVG)	80
②	10,794	10,000	80	80	134	80
③	12,722	10,000	80	80	178	80
④	10,240	10,000	103	80	119	80
⑤	10,000	10,000	112 (AVG)	80	85.4	80
⑥	14,337	10,000	122 (AVG)	80	87	80
⑦	10,411	10,000	108 (AVG)	80	107	80
⑧	10,008	10,000	112 (AVG)	80	88	80
⑨	15,769	15,000	103 (AVG)	80	98	80
⑩	20,440	20,000	119 (AVG)	80	89	80



ENGINEER OF WORK FOR THIS PRELIMINARY PLOT PLAN  
 ALLAN R. TURNER, REGISTERED PROFESSIONAL ENGINEER, No. 10233, State of California  
 DATE: 12/21/2016

TTM 14-01 CONCEPTUAL PLOT PLAN  
 RIVIERA DRIVE, LA MESA, CA



**EASEMENTS**

- 1 AN EASEMENT FOR PIPE LINE & RIGHTS IN FAVOR OF UNKN TITLE PER DOCUMENT RECORDED 2/2/1911 IN BOOK 506, PAGE 495, OF DEEDS. THE DESCRIPTION IS SUCH THAT IT CANNOT BE PLOTTED.
- 2 AN EASEMENT FOR PUBLIC UTILITIES, APPURTENANCES, INGRESS, EGRESS IN FAVOR OF PACIFIC TELEPHONE & TELEGRAPH COMPANY PER DOCUMENT RECORDED 8/14/1917 IN BOOK 740, PAGE 351, OF DEEDS. THE DESCRIPTION IS SUCH THAT IT CANNOT BE PLOTTED.
- 3 AN EASEMENT FOR PUBLIC UTILITIES, INGRESS & EGRESS IN FAVOR OF SAN DIEGO CONSOLIDATED GAS AND ELECTRIC COMPANY PER DOCUMENT RECORDED 9/16/1935 IN BOOK 434, PAGE 191, O.R.
- 4 AN EASEMENT FOR GAS & RIGHTS IN FAVOR OF SAN DIEGO CONSOLIDATED GAS AND ELECTRIC COMPANY PER DOCUMENT RECORDED 1/18/1937 IN BOOK 616, PAGE 48, O.R.
- 5 AN EASEMENT FOR POLES & CROSSARMS WITH WIRES IN FAVOR OF SAN DIEGO CONSOLIDATED GAS AND ELECTRIC COMPANY PER DOCUMENT RECORDED 5/11/1937 IN BOOK 646, PAGE 349, O.R. THE DESCRIPTION IS SUCH THAT IT CANNOT BE PLOTTED.
- 6 AN EASEMENT FOR RIGHTS OF WAY FOR PIPES OR OTHER WORKS AS RESERVED BY LA MESA, LEMON GROVE AND SPRING VALLEY IRRIGATION DISTRICT, NOW HELIX IRRIGATION DISTRICT IN DEED RECORDED 11/16/1943 IN BOOK 1891, PAGE 35, O.R. THE DESCRIPTION IS SUCH THAT IT CANNOT BE PLOTTED.
- 7 AN EASEMENT FOR SEWER PIPE LINES, MANHOLES & STRUCTURES IN FAVOR OF SPRING VALLEY SANITATION DISTRICT PER DOCUMENT RECORDED 3/1/1957 IN BOOK 6477, PAGE 349, O.R. THE DESCRIPTION IS SUCH THAT IT CANNOT BE PLOTTED.
- 8 AN EASEMENT FOR RIGHT OF WAY FOR PUBLIC ROAD PURPOSES DISTRICT IN FAVOR OF RICHARD J. BENEDICT AND SHARON R. BENEDICT PER DOCUMENT RECORDED 4/8/1983 AS INSTRUMENT NO. 1983-107054, O.R.
- 9 AN EASEMENT FOR ROADS & RIGHTS PER DOCUMENT RECORDED 12/30/1959 IN BOOK 6070, PAGE 485, O.R.
- 10 AN EASEMENT FOR PUBLIC UTILITIES, APPURTENANCES, INGRESS & EGRESS IN FAVOR OF SAN DIEGO GAS AND ELECTRIC COMPANY PER DOCUMENT RECORDED 6/19/1961 AS INSTRUMENT NO. 104565, O.R.
- 11 AN EASEMENT FOR MAINTENANCE OF ROCK WALL IN FAVOR OF VARIOUS PARTES PER DOCUMENT RECORDED 1/13/1975 AS INSTRUMENT NO. 75-007159, O.R.
- 12 AN EASEMENT (OFF-SITE) FOR INGRESS & EGRESS, ROAD AND UTILITY PURPOSES, INCLUDING ELECTRIC POWER, TELEPHONE, GAS, WATER, SEWER & CABLE TELEVISION LINES PER DOCUMENT RECORDED 9/11/1978 AS INSTRUMENT NO. 78-340361, RE-RECORDED 1/12/1979 AS INSTRUMENT NO. 79-019585, AND RE-RECORDED 6/5/1979 AS INSTRUMENT NO. 79-231257, O.R.
- 13 AN EASEMENT FOR RIGHT OF WAY FOR PIPE LINES AND AQUEDUCTS OF SAN DIEGO FLUME COMPANY, LOCATION OF SAID RIGHT OF WAY IS NOT DEFINED AND CANNOT BE PLOTTED.

**EASEMENTS - (CONTINUED)**

- 14 AN EASEMENT FOR PRIVATE ROADS IN FAVOR OF YVONNE B. HAMMOND AND PAUL B. HAMMOND PER DOCUMENT RECORDED 5/3/1948 IN BOOK 2778, PAGE 287, O.R.
- 15 AN EASEMENT FOR ROAD AND UTILITIES IN FAVOR OF FRANK B. GLOUOTI PER DOCUMENT RECORDED 9/16/1955 IN BOOK 5709, PAGE 160, O.R.
- 16 AN EASEMENT FOR PUBLIC ROADS IN FAVOR OF THE COUNTY OF SAN DIEGO PER DOCUMENT RECORDED 9/21/1957 AS INSTRUMENT NO. 144704, O.R.
- 17 AN EASEMENT FOR DRAINAGE RESERVED BY THE STATE OF CALIFORNIA PER DOCUMENT RECORDED 3/8/2009 AS INSTRUMENT NO. 2009-0118528, O.R.
- 18 PROPOSED FIRE TURN-AROUND EASEMENT

**ABBREVIATIONS**

M/HOLE	MH
TELEPHONE COMPANY	TELECO
WATER METER	WM
CABLE TELEVISION	CATV
ASSESSORS PARCEL NUMBER	APH
WATER	W
SAN DIEGO GAS AND ELECTRIC	SDG&E
POLYVINYL CHLORIDE PPE	PVC
REINFORCED CONCRETE PPE	RCP

**LEGEND**

EXISTING CENTERLINE	— C —
EXISTING 6" CLFB	— 6" —
EXISTING MANHOLE	○ MH
EXISTING SIDEWALK	— S —
EXISTING WATER	— W —
EXISTING GAS	— G —
EXISTING GRADE	— G —
PROPOSED WATER	— W —
PROPOSED SANITARY SEWER	— SS —
PROPOSED STORM DRAIN	— SD —
PROPERTY LINE	— P —
CHL WALL	— C —
PROPOSED LOT LINE	— L —
DAYLIGHT	— D —
PROPOSED CONTOUR LINE	— C —
FLOW THROUGH PLANTER (ROAD)	— F —
BUILDING SETBACK LINE	— S —



ENGINEER OF WORK FOR THIS PRELIMINARY PLOT PLAN  
 ALLAN R.A. TURNER III, PLS 7814  
 EXP. 12/31/2016

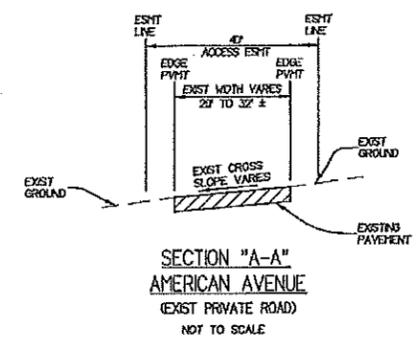
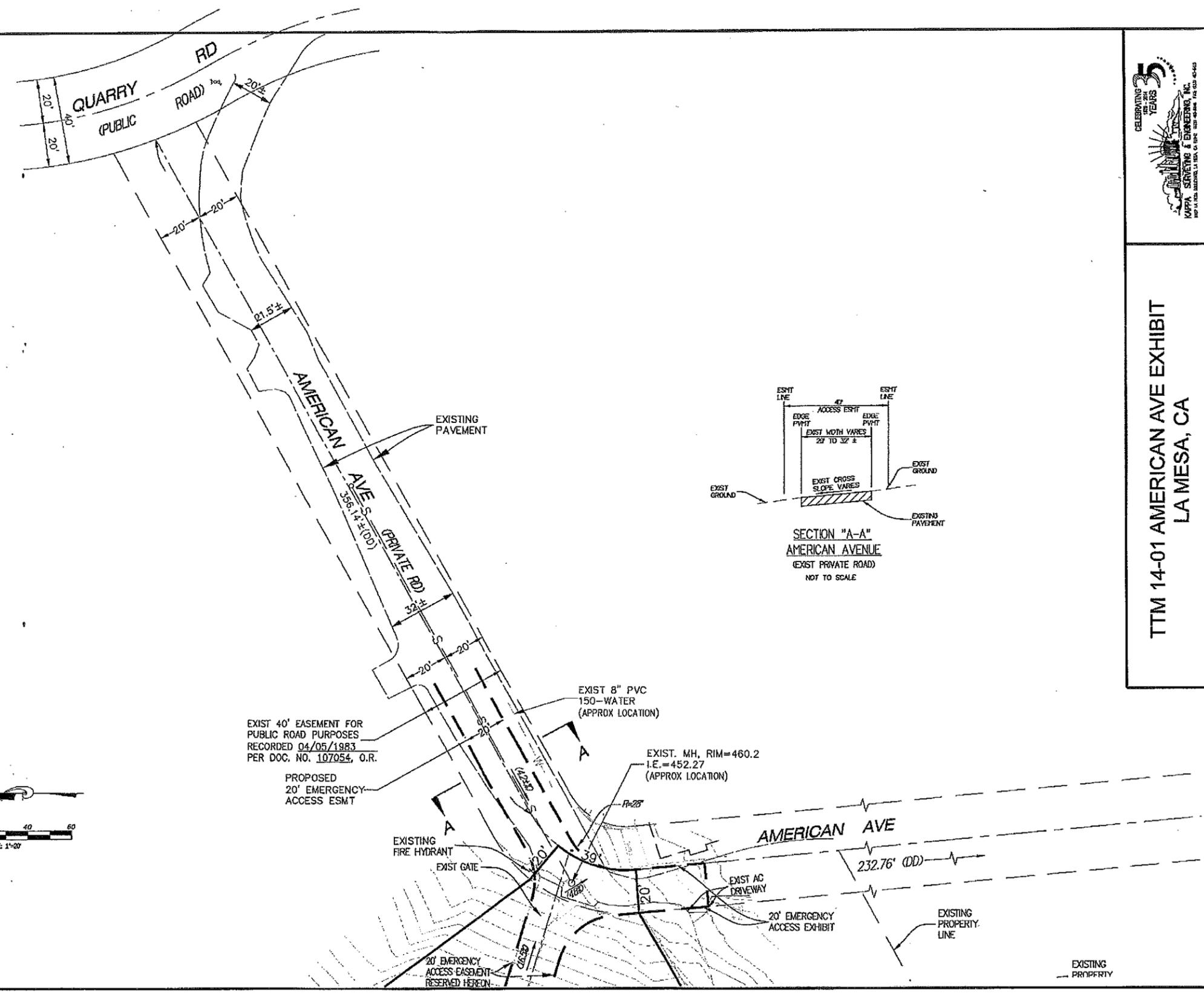
**TTM 14-01 EASEMENT PLAN  
 RIVIERA DRIVE, LA MESA, CA**

JOB NO. 20163 PROJ:RIVIERA DRIVE-LA MESA-CA 3D D:\PROJECTS\2016\201603\201603-01\201603-01.dwg DATE: 3/15/16





TTM 14-01 AMERICAN AVE EXHIBIT  
LA MESA, CA



EXIST 40' EASEMENT FOR PUBLIC ROAD PURPOSES RECORDED 04/05/1983 PER DOC. NO. 107054, O.R.

PROPOSED 20' EMERGENCY ACCESS ESMT

EXIST 8" PVC 150-WATER (APPROX LOCATION)

EXIST. MH, RIM=460.2 I.E.=452.27 (APPROX LOCATION)

EXISTING FIRE HYDRANT  
EXIST GATE

EXIST AC DRIVEWAY

20' EMERGENCY ACCESS EXHIBIT

EXISTING PROPERTY LINE

20' EMERGENCY ACCESS EASEMENT RESERVED HEREON

EXISTING PROPERTY

