



Alvarado Specific Plan

CITY COUNCIL PRESENTATION
MAY 9th, 2023

PAYDAR ♦ PROPERTIES



FUSCOE ENGINEERING, INC.



SCHMIDT DESIGN GROUP

Kimley»»Horn

CD - CM Consulting, LLC



1957 Aerial View. Image Source: San Diego History Center (Image ID: 82:13673-1381)

Figure 7 - Historic Aerial Photo



AERIAL VIEW OF EXISTING SITE FROM SOUTH



JOB NO. 1386.001
DATE 06-12-2017
539 South Cedros Avenue
Solana Beach, CA 92075
858-350-0544





Figure 37 - Lack of Street Improvements on South Side of Road



Figure 8 - Historic Flooding Photos

CITY OF LA MESA REDEVELOPMENT PROJECT AREAS

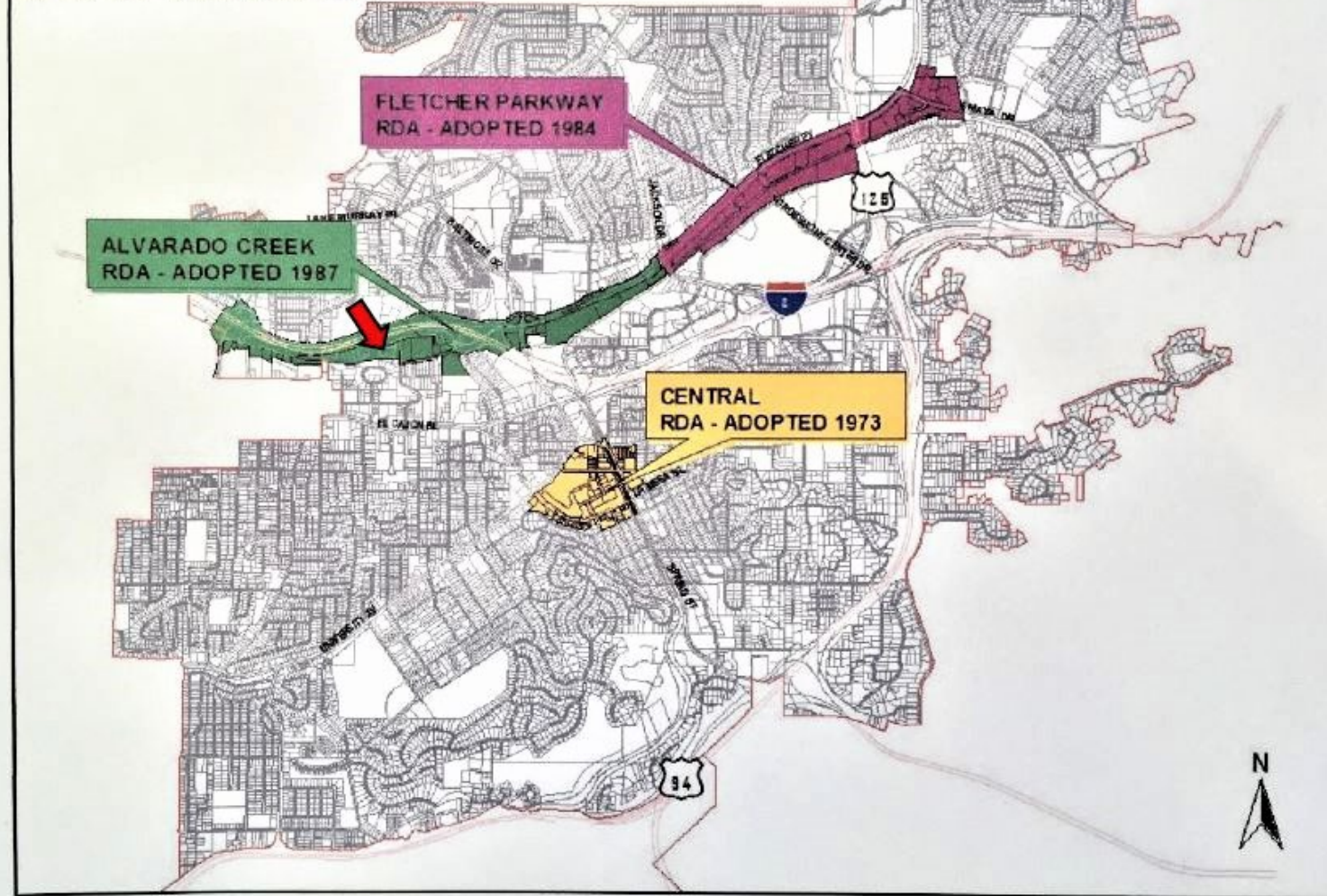


Figure 8 – Former Redevelopment Areas with Location of Specific Plan Area



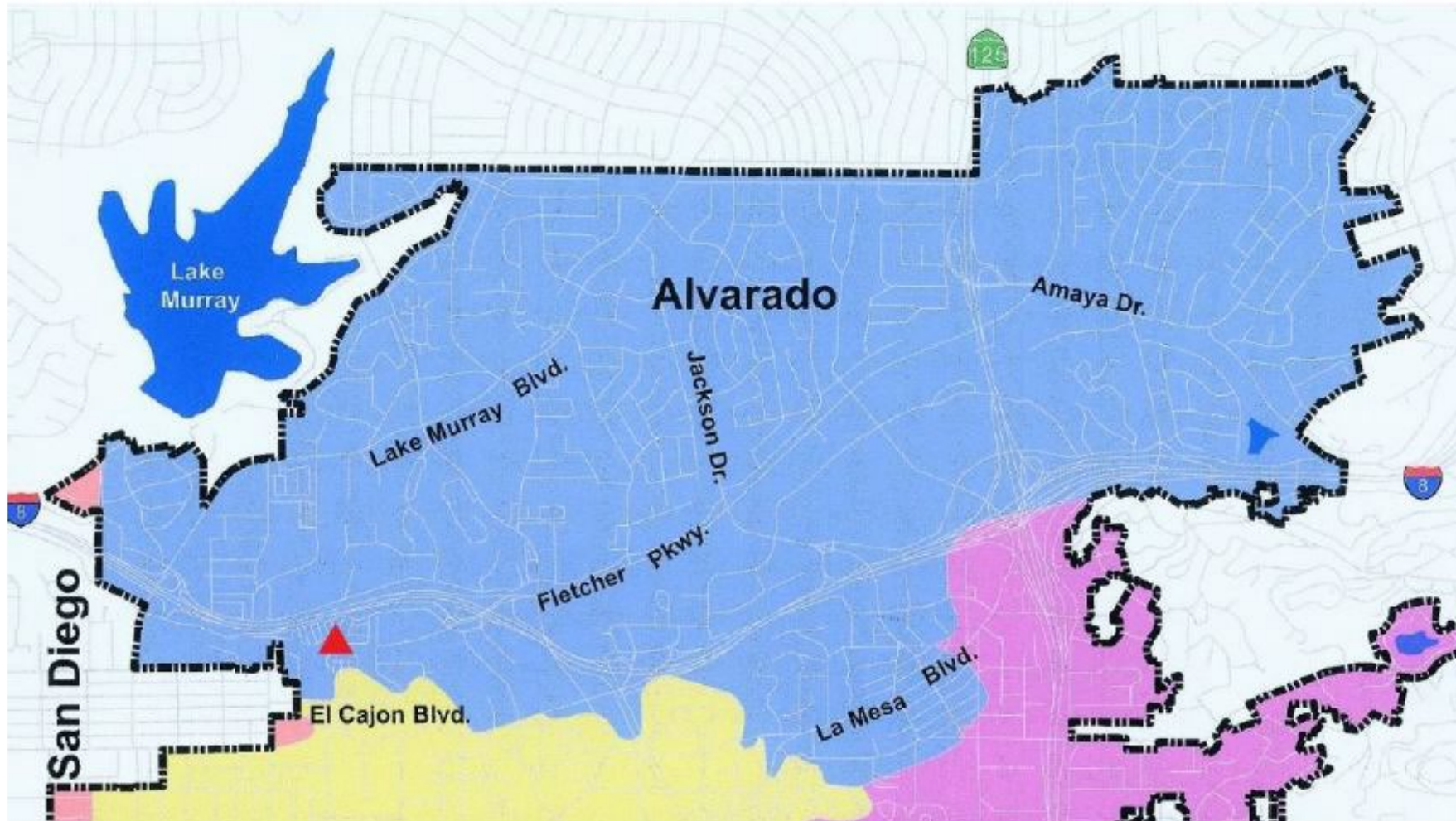


Figure 9 - Alvarado Drainage Basin













General Plan Land Use = Regional Serving Commercial

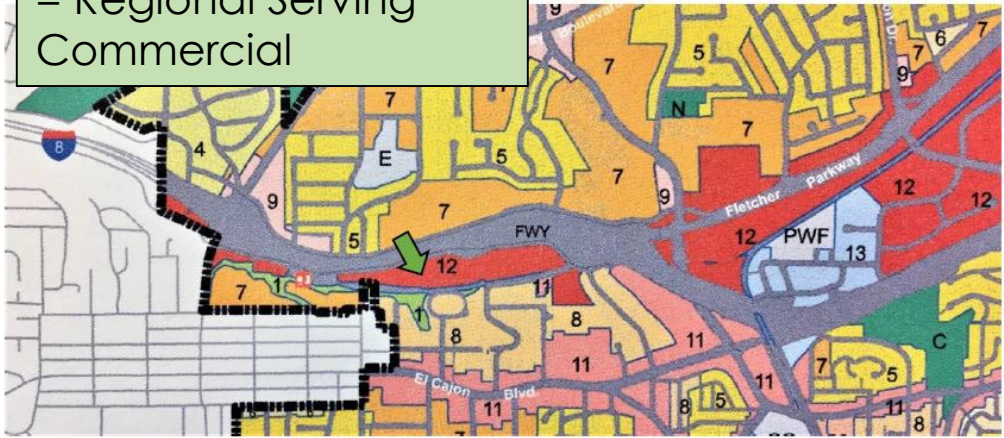
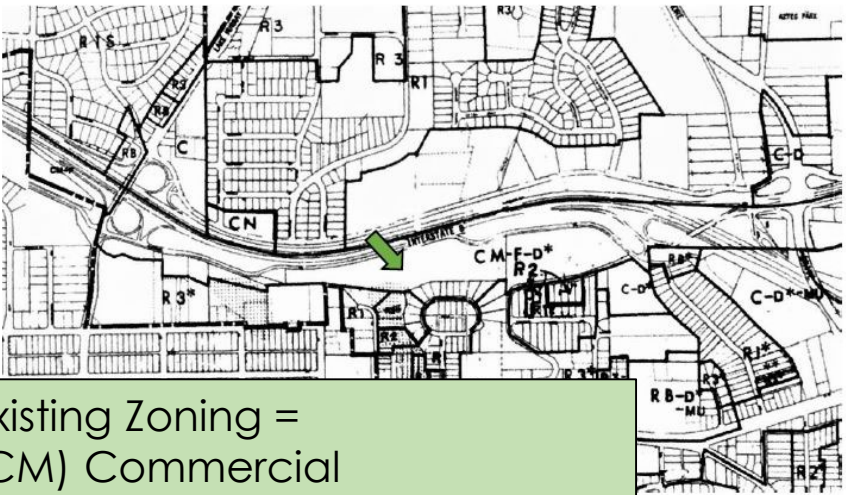


Figure 11 - Existing General Plan Land Use Designations



Existing Zoning = (CM) Commercial Manufacturing, with Non-conforming Use

WHY A SPECIFIC PLAN



11. Mixed Use Urban (40 DU/acre)

This land use designation is assigned to the City's transportation corridors such as University Avenue, El Cajon Boulevard and La Mesa Boulevard. It is intended to allow a more intensive level of commercial development than Local Serving Commercial, but not the high volume Regionally significant activities found in Regional Serving Commercial. By allowing a mixture of residential and commercial uses along established transit routes, the City hopes to encourage new housing that is less dependent upon the automobile for access and creates a livable urban environment.

Uses proposing outside sales and storage, auto-related uses (including vehicle sales, rental and maintenance services) and drive-through facilities are conditionally permitted. Because this designation allows such a variety of uses, which in most cases will be adjacent to residential areas, new developments will be carefully studied during the Design Review Process to ensure compatibility with adjacent uses. In some areas the mix of uses and the scale of development may be limited to reflect adjoining land use patterns or specific plan policies.

12. Regional Serving Commercial

This land use designation is assigned to those areas of the City which are suitable for more intense urban activities, such as high volume retail sales, and other sales and services which are expected to draw local and Regional customers. Areas designated Regional Commercial are served by convenient freeway access and public transportation. Grossmont Center, Fletcher Parkway and Alvarado Road are examples of areas where the designation is applied.

Examples of uses intended in the Regional Commercial designation include retail shopping centers, large office complexes and uses providing services to the traveling public such as restaurants, service stations, hotels, and motels. Entertainment uses such as movie theaters and nightclubs may be conditionally permitted. Within larger areas of the City, which have been designated Regional Serving Commercial; there may be areas which are suitable for mixed-use or high density residential developments. The appropriate mix of uses permitted within these areas will be determined on a case-by-case review or by the amendment or adoption of a specific plan which will also establish the appropriate residential density.

13. Light Industrial

This land use designation is assigned to the Center Drive/Commercial Street District, bounded by Interstate 8 and the Trolley right-of-way. This District has historically been La Mesa's industrial center. The goal of this designation is to preserve the area as an employment center by allowing a mix of light industrial, wholesale commercial and construction service uses. When



EDCO facility located in the industrial center.

Transit Stations

La Mesa transit stations are hubs of activity and are anticipated to be used more intensively in coming years. New infill development is encouraged near each station.

La Mesa Boulevard Station - The Downtown location of this Station intersects major bus routes and provides transit access to the Civic Center, Village Commercial and surrounding residential areas. The Station has limited parking available. The old Police Station, old Post Office site, and Civic Center parking lot areas offer the opportunity to develop compact new uses that complement the variety of uses in the heart of Downtown.

70th Street Station - There is redevelopment potential for more intensive mixed-use projects located near the 70th Street Trolley Station in the Alvarado Creek area. Sites in this area are designated for Regional Serving Commercial uses to contribute to the local economy, such as office, hotel, multi-family or mixed-use development.



The Green Line trolley stops at 70th street station.

Amaya Station - There is potential for infill development on nearby vacant parcels and development opportunity on the north side of Amaya Drive where there is an under-utilized shopping center with lots of surface parking. The south side of the Station features older properties with redevelopment potential.

Spring Street Station - This Station is near 300 military housing units. Additional mixed-use infill development could occur in the area surrounding the Trolley Station.

Grossmont Station - This is a transfer station between the Green and Orange Lines of the Trolley. In 2010, the Pravada and Alterra apartments opened at the Station. Improvements to the Station platform began, including new elevator access from Grossmont Center Drive. With anticipated growth of the Grossmont Medical Campus and Grossmont Shopping Center sites, this Station may remain the heaviest used stop in the City.



The Pravada Apartments at Grossmont Station

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Alvarado Specific Plan

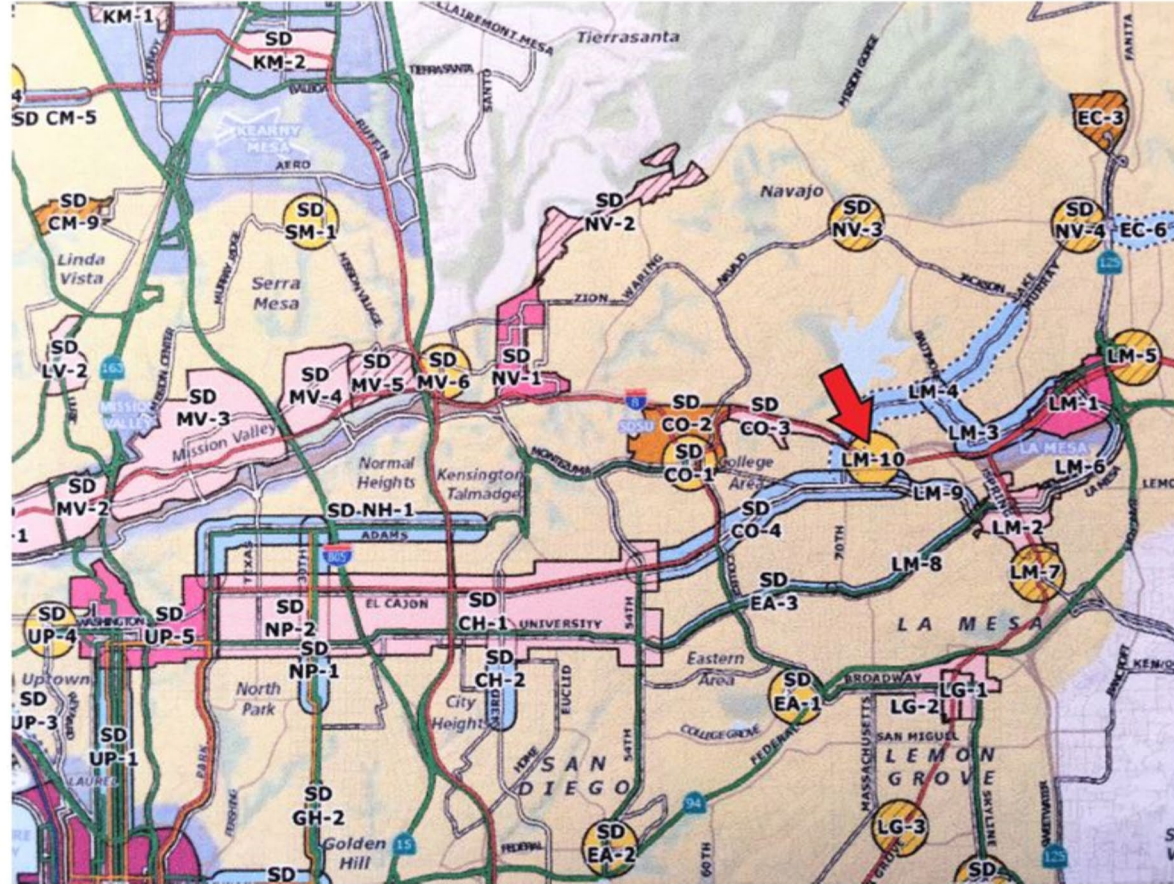


Figure 10 - SANDAG Regional Smart Growth Strategy Plan

CITY EYES HOUSING NEAR TRANSIT

La Mesa may change zoning, land use rules at parcels near trolley stops

BY KAREN PEARLMAN

LA MESA

La Mesa will consider allowing housing near two of its trolley stations as part of an overall vision to increase density around transit centers.

Doing so could also help the city move toward two of its goals — meeting state mandates for providing housing and reducing greenhouse gases.

The city's community development department has been working since 2020 on a transit-oriented development feasibility study.

The study is part of possible plans to bring new homes to areas near two of La Mesa's three San Diego Trolley stations — Amaya Drive and Spring Street. The city already has transit-oriented housing next to the Grossmont Center trolley station.

La Mesa is partnering with the Metropolitan Transit System and others to gather information about the Amaya Drive and Spring Street sites related to zoning, legislation, housing, parking and economic factors.

The city is reaching out to residents, business owners and various stakeholders to discuss the possibilities for these "opportunity sites." La Mesa's latest effort for public participation will be a virtual community meeting from 6 to 7 p.m. on June 10.

The meeting about shaping po-



KAREN PEARLMAN U-I

La Mesa is looking to the community as it considers housing near San Diego Trolley stations.

tential future transit-oriented development near the stations will be held via Zoom, and can be accessed at <https://zoom.us/j/96553962249> or at [Zoom.us/join](https://zoom.us/join) with the meeting ID of 96553962249.

Transit-oriented developments typically include a mix of uses, such as commercial and residential, and are located near bus routes, and trolley and train stops. In addition to creating housing units, they offer access to public transit with other travel options for commuters such as walking and bike riding. Transit-oriented housing also often adds neighborhood amenities to its mix.

La Mesa City Councilman Colin Parent is well versed in transit-oriented developments. Parent's day job is executive director at Circulate San Diego, a nonprofit known as an advocate for public trans-

portation, safe streets for pedestrians and sustainable communities.

Parent said the city doesn't have any projects in mind and no developers have approached the city. But he also said the MTS parcels are important sites and that the city needs to make sure its zoning laws, ordinances and statutes are updated properly in case something does come up for possible development at the Amaya Drive or Spring Street locations.

"These are important sites and we have to make sure the rules make sense should (development) happen," he said. "We have to make sure we're not standing in the way with outdated rules."

La Mesa's study is being paid for through the California Department of Transportation's Sustainable Communities Grant Program, in consultation and partnership with

MTS, the San Diego Association of Governments and Caltrans. AECOM, a consulting firm, is helping the city with the study.

MTS is looking at other land it owns across San Diego County that can be potential housing sites, and has tapped the Grantville area off Interstate 8, Parent said. MTS has more than a dozen parcels around the county, including sparsely used parking lots, listed on the MTS website as real estate properties it owns.

La Mesa in February wrapped up an online survey to better understand community priorities and travel patterns. Local community-based organizations were also asked provide feedback. The city anticipates finishing the study early next year.

karen.pearlman@suniontribune.com

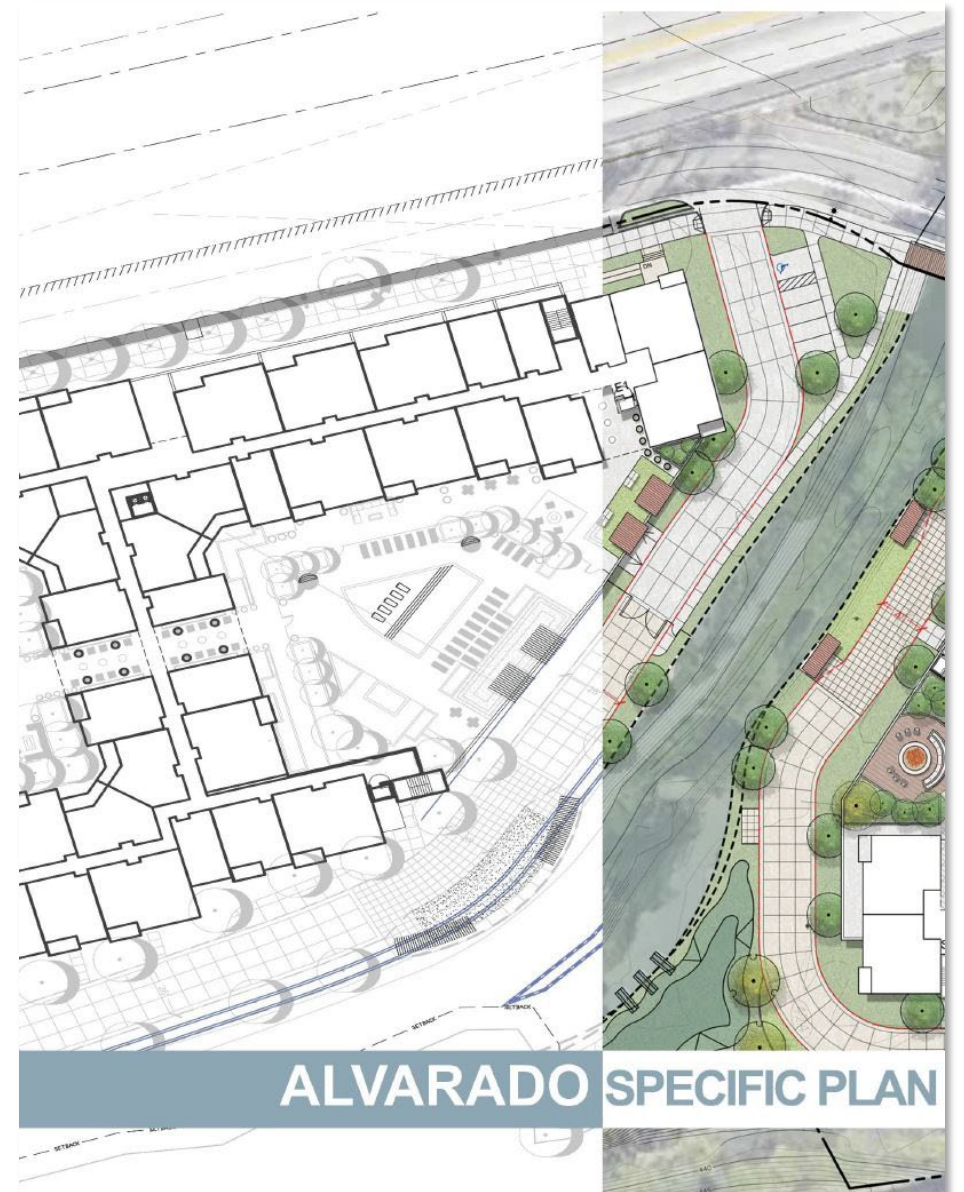
ASP Technical Studies and Reports:	Report Prepared By:	La Mesa Peer Review By:
Phase 1 Environmental Assessment	Michael Brandman Associates	Helix Environmental
ASP Preliminary Geotech. Investigation	Geotechnical Exploration, Inc	Helix Environmental
Conceptual Grading Plan	Fusco Engineering	Nolte Vertical
Stormwater Pollution Prevention Plan	Fusco Engineering	Dmax
ASP Drainage and Flood Plane Analysis	Fusco Engineering	NV5
ASP Sewer Study	Fusco Engineering	Dmax, NV5
CCTV Video Alvarado Trunk Sewer Line	Fusco Engineering	NV5
Alvarado Road Improvement Plans	Fusco Engineering	Nolte Vertical
ASP Water Service Assessment	Fusco Engineering	Helix Water District
ASP Biological Resources Report	Recon	Helix Environmental
ASP Cultural Resources Report	Recon	Helix Environmental
ASP Air Quality Report	Helix Environmental	
ASP Green House Gas Report	Helix Environmental	
ASP Transportation Impact Analysis	Kimley-Horn	Chen-Ryan
ASP Vehicle Miles Traveled Analysis	Kimley-Horn	Chen-Ryan, SANDAG
ASP Noise Analysis	Recon	Helix Environmental
Visual Impact Analysis	Helix Environmental	La Mesa Staff
ASP Historic Resources Analysis	Urban Preservation	Helix Environmental/La Mesa Staff
ASP Draft and Final Program EIR	Helix Environmental	La Mesa Staff, Michael Hogan

The Planner's Guide to Specific Plans

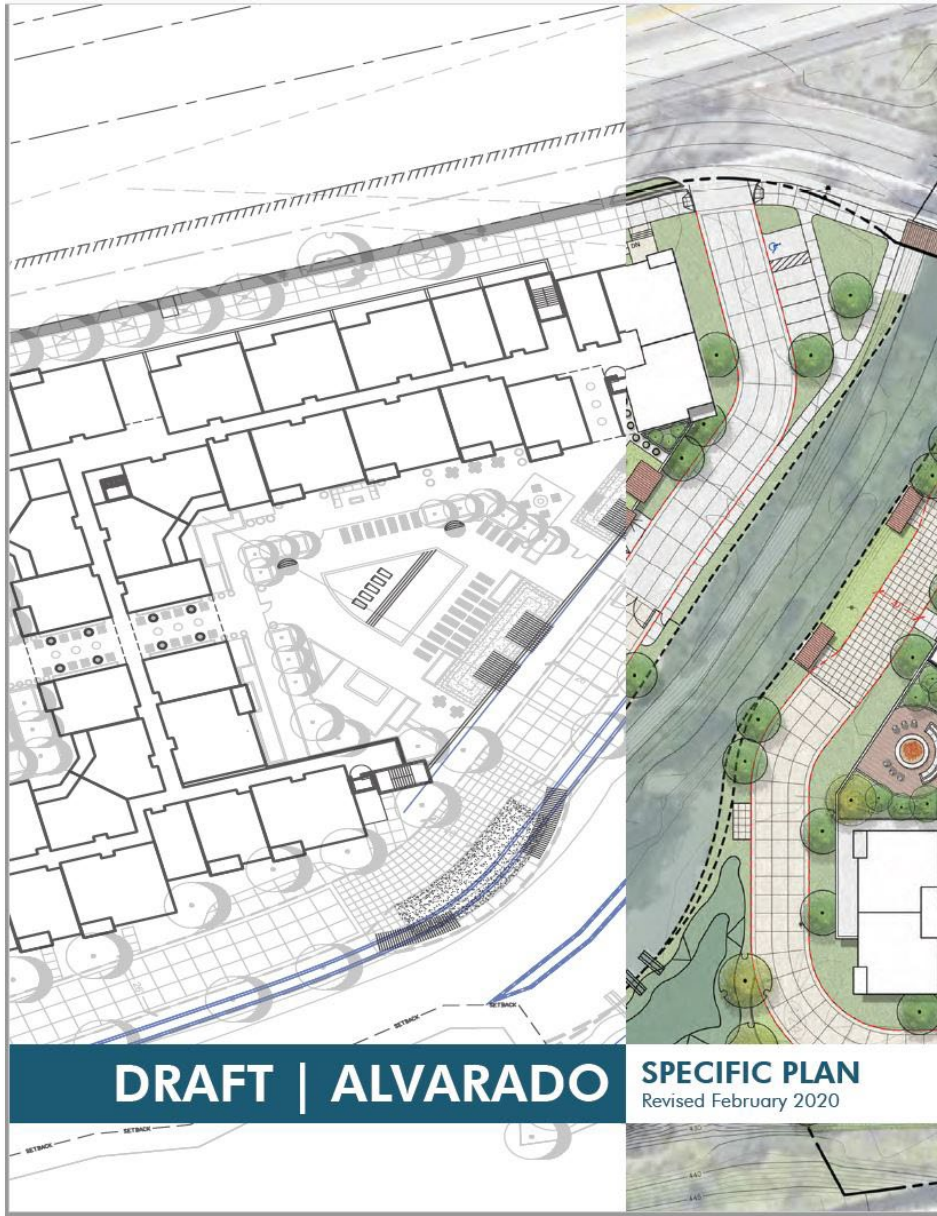


Governor's Office of Planning and Research

1400 Tenth Street
Sacramento, CA 95814
(916) 445-0613

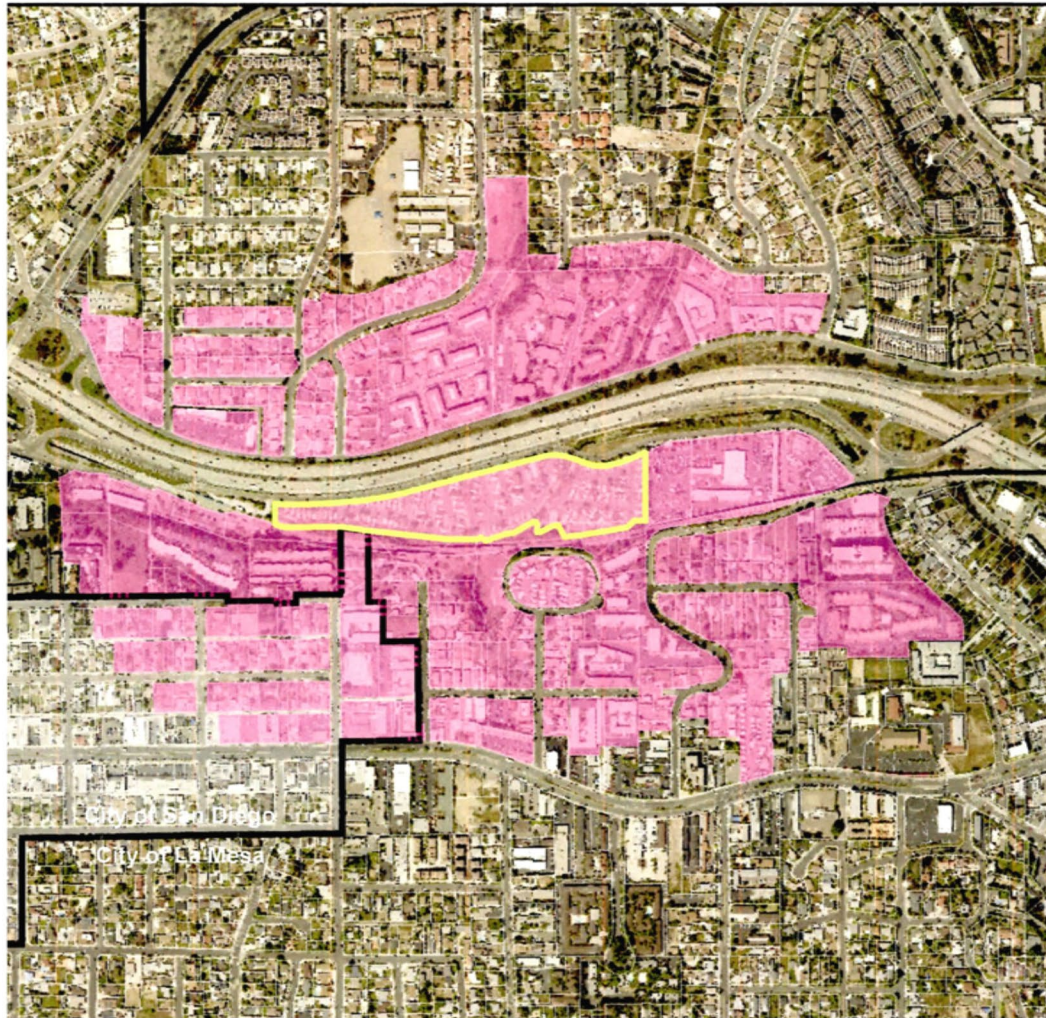


ALVARADO SPECIFIC PLAN



Alvarado Specific Plan
2nd Draft Submitted
March 2020

1,000-Foot Notice Area Map



Zone Reclassification Z 18-01 Specific Plan 18-01

PROPERTY INFORMATION

Applicant	RV Communities, LLC
Site Address	7407 Alvarado Road La Mesa, California 91942
APN	469-021-18-00, 469-130-37-00 469-130-38-00, 469-130-39-00 469-130-42-00
Lot Size	12.3 acres
General Plan	Regional Serving Commercial
Zoning	CM-F-D (Light Industrial and Commercial Service / Floodway Overlay Zone / Urban Design Overlay Zone)



Legend

-  Project Site
-  1,000-Foot Notice Area

DATA SOURCES:
City of La Mesa 2018, SanGIS 2018



Alvarado Specific
Plan
Public Notice Area:

+EIR Scoping Meeting

+Draft EIR Circulation

+PI Comm Hearing

ALVARADO SPECIFIC PLAN

Final Program Environmental Impact Report

SCH No. 2019059095



March 2021



WATER SUPPLY ASSESSMENT for the Alvarado Specific Plan Project RMB20071

Prepared by:
Fuscoe Engineering Inc.
In consultation with
Helix Water District
and
San Diego County Water Authority

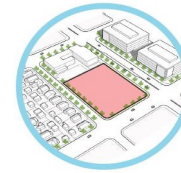
April 2020

OBJECTIVE DESIGN STANDARDS

To address the housing shortage, recent State legislation, including Senate Bill (SB) 35 and SB 330, requires projects to be reviewed against objective standards. Objective standards include a **broad set of standards used by an agency to regulate development**

Objective design standards are intended to make the requirements that apply to certain eligible residential projects more predictable and easier to interpret for all stakeholders, including decision makers, staff, applicants, and members of the public.

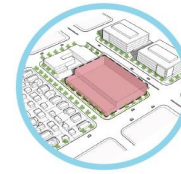
Objective design standards may include portions of general plans, specific plans, zoning codes, overlay zones, subdivision requirements, and landscaping and other land development regulations.



Use Regulations

Ensure that allowable uses for residential and mixed-use projects are supported by clear definitions, and carefully consider the criteria required to allow any conditional uses. Depending on how they are written and structured, use regulations may themselves be considered objective design standards. Conditionally permitted uses often depend on other standards that also should be objective. Regulations on the following elements should be considered:

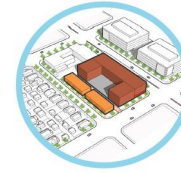
- ▶ Allowable uses
- ▶ Conditionally permitted uses
- ▶ Density



Building Envelope

Zoning regulations typically provide objective design standards, such as those related to the following elements, which together help define the maximum building envelope:

- ▶ Lot/block size
- ▶ Lot coverage
- ▶ Height
- ▶ Setbacks or setbacks



Site Design and Refined Massing

Zoning regulations may provide limited guidance on site design and refined building massing. More detailed standards for site design and building massing, including those related to the following elements, can be incorporated:

- ▶ Transitions from adjacent properties
- ▶ Maximum building length
- ▶ Programming/arrangement of spaces
- ▶ Orientation
- ▶ Pedestrian/vehicular access
- ▶ Parking



Building Design and Articulation

Design standards for building design and articulation address important topics related to the relationship between a building and its surroundings. Emphasis should be given to the design of ground floors, which have a significant influence on the pedestrian environment and the overall public realm. Standards can address topics such as the following examples:

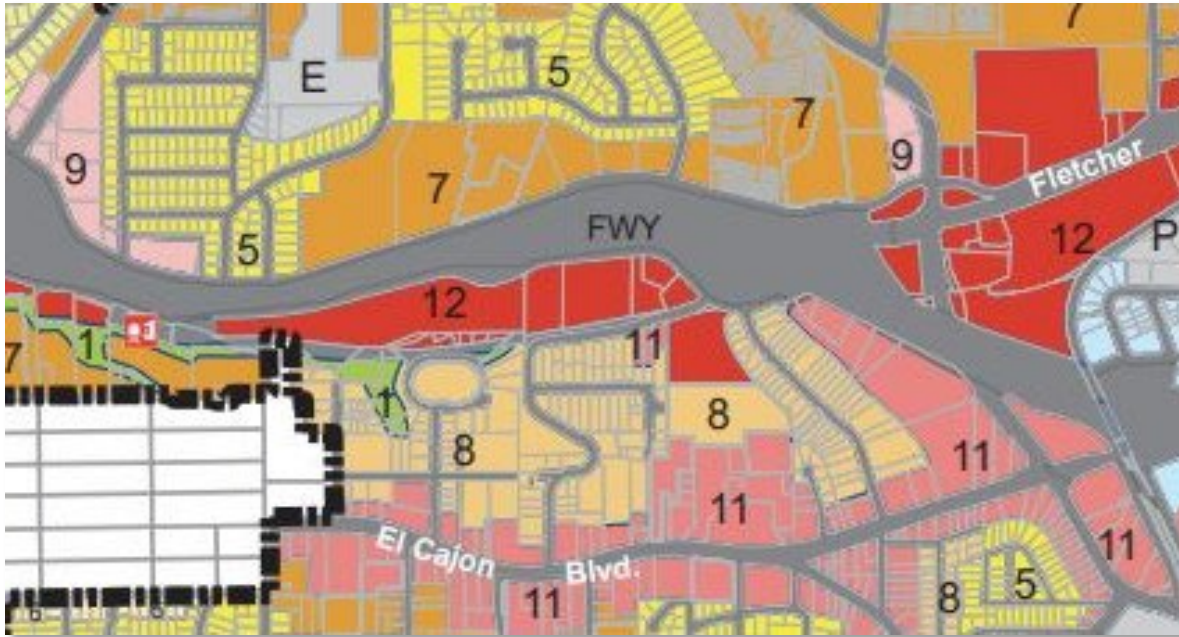
- ▶ Frontage types
- ▶ Design of ground floors
- ▶ Building entries
- ▶ Facade/plane break
- ▶ Roof forms
- ▶ Corner treatment
- ▶ Private open space, balconies, and patios
- ▶ Common open space



Building and Landscape Details

The level of detail addressed in objective design standards should be tailored to the criteria that are most relevant to the community and the desired community character. For example, in some communities, it may be important to focus on building materials and landscaping, while in others, it may be important to provide limited objective design standards across a larger number of topics, including the following example topics:

- ▶ Materials
- ▶ Transparency
- ▶ Fenestration
- ▶ Color
- ▶ Awnings
- ▶ Plant palette
- ▶ Screening and fencing
- ▶ Outdoor furnishings
- ▶ Signage
- ▶ Exterior lighting



Regional Serving
Commercial
GP LU = GC General
Commercial Zone

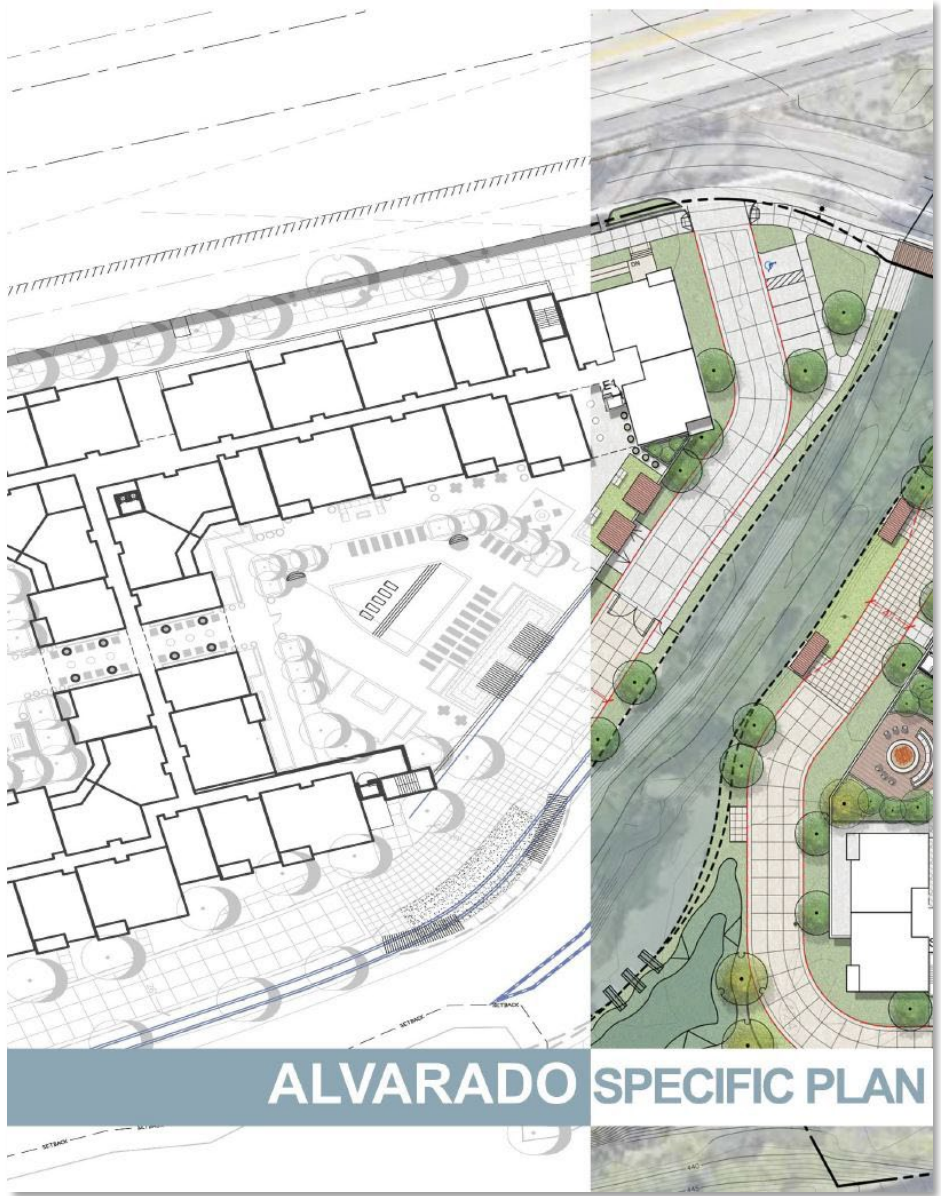


No Existing City Zoning
Classification for
Higher Density Multi-Family Res
Transit Oriented Development



Alvarado Specific Plan =

- General Plan Consistency
- Permitted Land Uses
- Public Improvements
- Development Standards
- Design Guidelines



La Mesa Projects

La Mesa Village Plaza (4 levels residential over commercial + integrated Trolley Station)

EDCO Transfer & recycling station + City's public works yard

Fletcher Parkway redevelopment

Gateway Redevelopment Project (Baltimore to Jackson)

Grossmont Trolley Station project (500+Units over MTS parking lot + Trolley Station and elevator)

The Villages at Amaya (rebuild comm park + integrating trolley station)

Amaya Court Apartments (housing on purchased surplus Caltrans property)

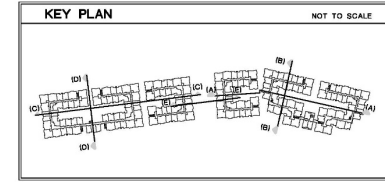
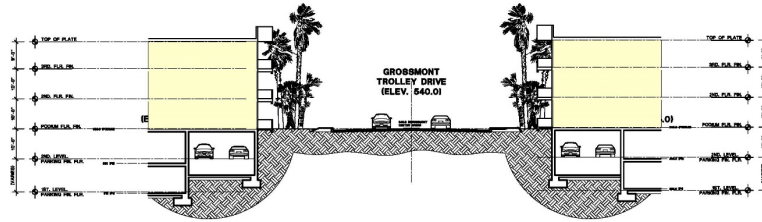
Briercrest Park/Westmont Senior Housing + Jr. Seau Sports Complex

The Civic Center Projects (New Fire, Police, Post Office and Library Facilities)

The Downtown Village Streetscape Project

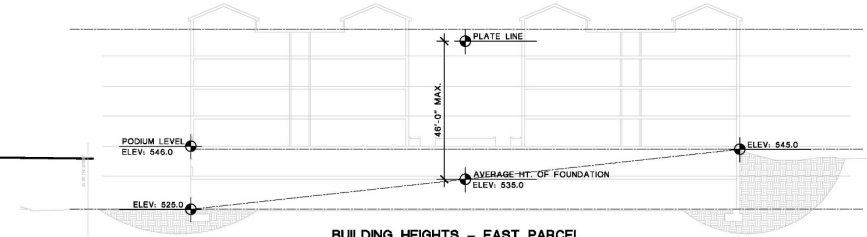
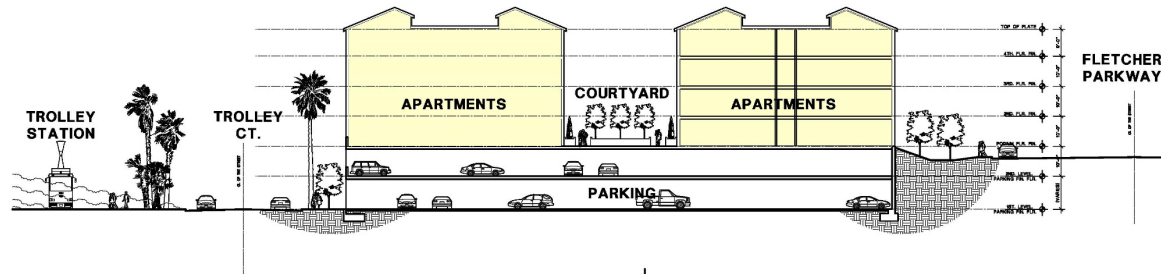


Figure 17 - Liner Unit Examples - Photos



EAST AND WEST PARCEL CROSS SECTION "E-E"

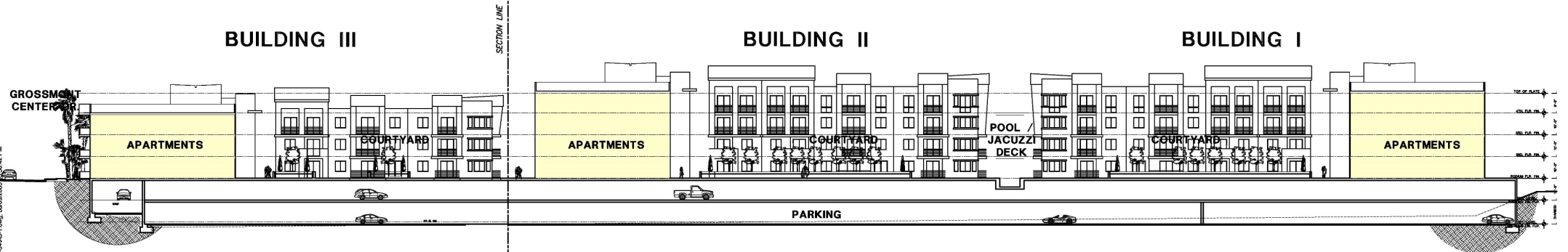
03



- BUILDING HEIGHTS - EAST PARCEL**
- BLDG. - I 49'-0" PLATE LINE
 - BLDG. - II 49'-0" PLATE LINE
 - BLDG. - III 39'-0" PLATE LINE

EAST PARCEL CROSS SECTION "B-B"

02



EAST PARCEL LONGITUDINAL SECTION "A-A"

01

FAIRFIELD DEVELOPMENT LLC
GROSSMONT TROLLEY COURT APARTMENTS
 LA MESA CALIFORNIA

NO.	DESCRIPTION
1	APARTMENTS
2	COURTYARD
3	PARKING
4	POOL/JACUZZI DECK
5	LANDSCAPE
6	UTILITY
7	MECHANICAL
8	ELECTRICAL
9	PLUMBING
10	STRUCTURE
11	FOUNDATION
12	ROOFING
13	CLADDING
14	INTERIORS
15	MECHANICAL
16	ELECTRICAL
17	PLUMBING
18	STRUCTURE
19	FOUNDATION
20	ROOFING
21	CLADDING
22	INTERIORS
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93	CLADDING
94	INTERIORS
95	MECHANICAL
96	ELECTRICAL
97	PLUMBING
98	STRUCTURE
99	FOUNDATION
100	ROOFING

PROJECT NO. 2003-068
 ARCHITECTS, INC.
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