AGENDA

CITY OF IMPERIAL BEACH
DESIGN REVIEW BOARD
REGULAR MEETING

THURSDAY, JUNE 16, 2016 – 4:00 P.M.

Council Chambers
825 Imperial Beach Blvd.
Imperial Beach, CA 91932

NOTICE TO THE PUBLIC

SPEAKERS ARE REQUESTED TO COMPLETE A "REQUEST TO SPEAK" FORM PRIOR TO THE COMMENCEMENT OF THE MEETING AND SUBMIT IT TO THE SECRETARY. "REQUEST TO SPEAK" FORMS ARE LOCATED IN THE BACK OF THE COMMUNITY ROOM. PERSONS ADDRESSING THE COMMITTEE ARE LIMITED TO THREE (3) MINUTES.

AMERICANS WITH DISABILITIES ACT

The City of Imperial Beach is endeavoring to be in total compliance with the Americans with Disabilities Act (ADA). If you require assistance or auxiliary aids in order to participate at DRB meetings, please contact Larissa Richards at (619) 628-1356, as far in advance of the meeting as possible.

1.0 CALL TO ORDER

Roll Call: Nakawatase, Pamintuan, Bowman, Smith, Voronchihin

2.0 PUBLIC COMMENTS

The Public may address the Board for up to three (3) minutes on any subject within the Design Review Board's jurisdiction. In accordance with State law, the Board may not take action on an item not scheduled on the agenda. If appropriate, the item will be referred to staff or placed on a future agenda.

3.0 CONSENT CALENDAR

All matters listed under Consent Calendar are considered to be routine by the Design Review Board, and will be enacted by one motion. There will be no separate discussion of these items, unless a Board Member or member of the public requests that particular item(s) be removed from the Consent Calendar and considered separately.

NONE

4.0 BUSINESS FROM THE COMMUNITY DEVELOPMENT DEPARTMENT

4.1 REPORT: GARY ENGINEERING, INC. (APPLICANT); CONSIDERATION OF A DESIGN REVIEW CASE (DRC 160027) TO REFURBISH AN AUTOMOBILE GAS/SERVICE STATION AT 1085 PALM AVENUE (APNs 626-291-13-00 & 626-291-14-00). MF 1203.

4.2 REPORT: UNIFIED PORT OF SAN DIEGO – SOUTH SEACOAST COMFORT STATION. MF 1209.

4.3 REPORT: UNIFIED PORT OF SAN DIEGO – STREET ENDS. MF 1160.

Any writings or documents provided to a majority of the Design Review Board regarding any item on this agenda will be made available for public inspection in the office of the City Clerk located at 825 Imperial Beach Blvd., Imperial Beach, CA 91932 during normal business hours.

5.0 INFORMATIONAL ITEMS/REPORTS

NONE.

6.0 ADJOURNMENT

/s/
LARISSA RICHARDS
ADMINISTRATIVE ASSISTANT

AGENDA ITEM NO. 4.1

STAFF REPORT
CITY OF IMPERIAL BEACH

TO: DESIGN REVIEW BOARD

FROM: COMMUNITY DEVELOPMENT DEPARTMENT SI

MEETING DATE: JUNE 16, 2016

ORIGINATING DEPT.: COMMUNITY DEVELOPMENT DEPARTMENT

SUBJECT: REPORT: GARY ENGINEERING, INC. (APPLICANT); CONSIDERATION OF A DESIGN REVIEW CASE (DRC 160027) TO REFURBISH AN AUTOMOBILE GAS/SERVICE STATION AT 1085 PALM AVENUE (APNs 626-291-13-00 & 626-291-14-00). MF 1203.

EXECUTIVE SUMMARY:

The property owner of a 19,544 square foot site located at 1085 Palm Avenue has initiated the process to refurbish an automobile gas/service station. Staff is recommending that the Design Review Board consider the proposed project and provide recommendations on the design to the City Council.

FISCAL ANALYSIS:

The Applicant has deposited $3,000.00 to fund processing of the application.

RECOMMENDATION:

That the Design Review Board consider the project to refurbish an automobile gas/service station at 1085 Palm Avenue (APNs 626-291-13-00 & 626-291-14-00) and recommend approval of the project's design to the City Council.

OPTIONS

In addition to receiving this report and adopting staff's recommendations, the Design Review Board can:

- Recommend approval of the project to the City Council with additional conditions provided by the Design Review Board; or

- Recommend design revisions and request further consideration at a future Design Review Board meeting.

BACKGROUND/ANALYSIS:

The application, originally submitted to the City on April 21, 2016, proposes a Regular Coastal Permit (CP 160025), Conditional Use Permit (CUP 160026), Design Review Case (DRC 160027), Site Plan Review (SPR 160028), and Categorical Exemption pursuant to CEQA Guidelines 15301 (Existing Facilities) to refurbish an automobile gas/service station at 1085 Palm Avenue (APNs 626-291-13-00 & 626-291-14-00), which is located in the C/MU-1 (General Commercial & Mixed-Use) Zone.

The project site measures 19,544 square feet on the southwest corner of Palm Avenue and 11th Street. A building with an automobile gas/service center and pump island canopy exists on the site and is proposed to be refurbished into a sound condition with interior renovation and exterior paint, stone veneer, patch, repair, and signage. The applicant is required to obtain a conditional use permit and associated discretionary permits because all previous land use approvals have been discontinued due to inactivity of the site for a period of time exceeding one year. As such, the proposal to refurbish the automobile gas/service station necessitates compliance with the permitted land uses within the C/MU-1 Zone, which requires a conditional use permit for an automobile gas/service station. The purpose of the conditional use permit procedure is to authorize a particular use subject to specific conditions and give special consideration to the proper location of such uses in relation to adjacent uses. The surrounding properties are located in the C/MU-1 Zone and consist of commercial uses to the east and west, and a vacant lot and multi-unit residential structure to the south.

The site is currently accessed by four curb cuts (two curb cuts on Palm Avenue and two curb cuts on 11th Street) and by the alley. The project proposes to remove two curb cuts, allowing for Palm Avenue and 11th Street one curb cut each, respectively. In addition, one entry area off of the alley would be provided. The Municipal Code requires one parking space for each pump island. Four pump islands are proposed, requiring four parking spaces; however, ten parking spaces are proposed, including one van-accessible disabled stall.

The existing site is entirely comprised of hardscape and the applicant is proposing to provide landscaping throughout the site to comply with the Municipal Code standard that requires 15% of the site to the landscaped. The site measures 19,544 square feet in size, which requires a minimum of 2,932 square feet of landscaping; however, 3,160 square feet of drought tolerant landscaping is proposed, exceeding the minimum requirements. The new landscaped areas would be provided along the perimeter of the site. Landscaping was initially requested to locate between the site and the Palm Avenue sidewalk; however, the location of the existing pump stations restricts the ability to provide landscaping in this area because it would reduce the gas pump vehicle access isle below a functional width. The applicant is instead proposing a two foot decorative paver strip between the site and the Palm Avenue sidewalk to provide a visual barrier between the property and public right-of-way. Trees and taller shrubs would be provided along to south property line to provide screening from the site to the nearby residential building, and palm trees are proposed to locate in the Palm Avenue public right-of-way. All landscaping would be required to be permanently irrigated and maintained.

New signage would be comprised of one two-sided monument sign measuring eight feet in height and twelve feet in width. Each face of the sign would provide 30 square feet of signage

per street frontage (11th Street and Palm Avenue), for a total signage area of 60 square feet. The remaining portion of the sign comprised of a stone veneer base/frame and fuel price displays, which are not counted toward signage area. Wall signs that read "Food Mart," "ATM," "Lube Service," Open 24 hrs.," would be blue in color and would locate on the north and east building facades, and signs on the east and west elevations of the pump island canopy would read "Mobil" in blue and red colors.

It is staff's opinion that the project would contribute positively the Palm Avenue and 11th Street intersection, as significant improvements to the existing conditions of the site are proposed, such as refurbishing the existing building and pump island canopy, installing new landscaping with a stormwater basin, removing curb cuts, constructing a new trash/recycling enclosure, and providing new off-street parking spaces.

General Plan Consistency:

C/MU-1 (General Commercial and Mixed-use) Zone: The purpose of the C/MU-1 zone is to provide areas for mixed-use development, multiple-family dwellings, and for businesses to meet the local demand for commercial goods and services. It is intended that the dominant type of commercial activity in the C/MU-1 zone will be community and neighborhood serving retail and office uses (IBMC 19.26.10). The proposed project meets the purpose and intent of the land use designation because it would provide neighborhood serving retail and services.

C/MU-1 STANDARDS	PROVIDED/PROPOSED
For all buildings with frontage along Palm Avenue between 7th Street and Florida Street, including those with multiple-family dwelling units, "active commercial uses" as defined in Chapter 19.05 are required to be provided at a minimum of sixty percent of each building's ground floor square footage, have direct pedestrian access from the Palm Avenue sidewalk or a plaza, and have a minimum building depth of twenty-five feet (Section 19.26.020).	The property does front along Palm Avenue; however, the building already exists and the project is proposing to refurbish the existing building per IBMC 19.76.060, which allows for repairs, alterations, and maintenance of existing structures to be in sound condition.
Yard requirements for the C/MU-1 zone are as follows (Section 19.26.040): A. Front Yard. Zero feet; up to forty percent of the project frontage may be set back up to an additional five feet. Front yards facing Donax Avenue or Calla Avenue shall be a minimum of fifteen feet. B. Side Yard. There shall be a minimum side yard of five feet. C. Rear Yard. There shall be a minimum rear yard of ten feet. D. The open space and landscaping	 A. The pump island canopy is approximately 2' from the Palm Ave. property line and the building is approximately 56' away from the Palm Ave. property line; IBMC 19.76.060, allows for repairs, alterations, and maintenance of existing structures to be in sound condition. B. The project proposes a 28' setback from the alley side yard and a 48' setback from the side yard off of 11th Street. C. The project proposes a 54' foot rear yard setback. D. The project is proposing to

requirements as stated in Chapter 19.50 of this code shall be met. (Ord. 2012-1130 § 1; Ord. 94-884)	meet the open space and landscaping requirements as stated in Chapter 19.50.
Stepback requirements for the C/MU-1 Zone are as follows (Section 19.26.041): For property with a side or rear yard abutting a residential zone, the second floor shall be set back a minimum of five feet from the abutting residential property line and the third floor shall be set back a minimum of ten feet from the abutting residential property line.	The property does not abut a residential zone and no stepbacks are required. In addition, the project would only provide a one-story building and canopy.
Minimum lot size of 3,000 square-feet (Section 19.26.050).	The lots already exist, no alteration to lot size is proposed. IBMC 19.42.030 states that any lot meets the minimum area requirements of the zone where it is located when it existed as a lot for which a deed was of record in the office of the recorder of San Diego County prior to January 1945 and the subject lot was not created as a result of a division of land in violation of any law or ordinance. The lots for parcels 626-291-13-00 & 626-291-14-00 total 19,544 square feet.
Minimum street frontage of 30 feet (Section 19.26.060).	Parcel 626-291-13-00 provides a frontage of 50 feet on 11th Street. Parcel 626-291-14-00 provides a frontage of 140 feet on Palm Avenue and 90 feet on 11th Street.
Maximum height of four stories or forty feet, whichever is less (Section 19.26.070).	The building exists and is 16'-8" in height. No additions or height increases are proposed.
No buildings shall be located less than five feet from any other building on the same lot. (Section 19.26.080)	The building and pump island canopy are separated by 6'-4".
Required parking for an automobile service station is one space for each pump island (IBMC 19.48.050).	The project would require 4 parking spaces for the 4 pump islands. However, 10 parking spaces are proposed.
Commercial landscaping standards are as follows (IBMC 19.50.030): A. Not less than fifteen percent of the total site shall be landscaped and permanently maintained. B. There shall be a five-foot-wide landscape area between any parking area and any	A. 16.2% of the site would be landscaped and permanently maintained. B. There are no parking areas between the private property and

public street right-of-way. C. A portion of a property not used for buildings, parking, walkways, loading or storage areas shall be landscaped. D. There shall be a minimum three-foot by fifteen-foot, or forty-five square foot, landscaped area within the parking area (not including perimeter area landscaping) for every three parking spaces or the equivalent. A minimum width of three feet is required. A four-foot by fifteen-foot area may be permitted for every four spaces, five-foot-wide for five spaces, etc. E. Prior to issuance of any building permits, a complete landscaping plan shall be submitted to the Community Development Department for approval. Such approval shall be subject to appeal in the manner set forth in Sections 19.84.070 through 19.84.090. F. Landscaping and required watering system shall be installed prior to the use of the premises. All landscaping material in required landscaping areas shall be permanently maintained in a growing and healthy condition, including trimming, as appropriate to the landscaping material. G. A permanent irrigation system shall be installed to serve all landscaped areas.	public street right-of-way. C. Portions of the property not used for buildings, parking, walkways, loading or storage areas would be landscaped. D. Four-foot by sixteen-foot landscaped areas are located every three parking spaces within the parking area. E. Prior to issuance of any building permits, a complete landscaping plan shall be submitted to the Community Development Department for approval. F. Landscaping and required watering system shall be installed prior to the use of the premises. All landscaping material in required landscaping areas shall be permanently maintained in a growing and healthy condition, including trimming, as appropriate to the landscaping material. G. A permanent irrigation system shall be installed to serve all landscaped areas.
Signage standards are as follows (Section 19.52.050): One freestanding sign per lot frontage, with a maximum signage area of 40 square feet and maximum height of 8 feet, is allowed. Wall signs are allowed at a maximum signage area of one square foot of signage per one lineal foot of wall face.	 One freestanding sign with a height of 8’ is proposed; one side would face Palm Ave. and one side would face 11th Street. Each side would provide 30 sq. ft. of signage. The proposed wall signs do not exceed the maximum signage requirements. 23 sq. ft. of signage is proposed for the 28’6” wall face on the east elevation; 26.5 sq. ft. of signage is proposed for the 56’-6” north elevation wall face; 18.75 sq. ft. of signage is proposed on the 48’ east elevation of the pump island canopy;

	18.75 sq. ft. of signage is proposed on the 48' west elevation of the pump island canopy.
Except as otherwise provided, any business, activity or use which is required to obtain a city business license shall conduct such business activity or use entirely inside a building or buildings (Section 19.72.030).	Service stations are listed as exempted uses that can operate outside of a building.

Surrounding Land Use and Zoning:

Surrounding Areas	Surrounding Zoning	Surrounding Land Use
North	C/MU-1 (General Commercial & Mixed-Use)	Commercial
South	C/MU-1 (General Commercial & Mixed-Use)	Vacant & Residential
East	C/MU-1 (General Commercial & Mixed-Use)	Commercial
West	C/MU-1 (General Commercial & Mixed-Use)	Commercial

ENVIRONMENTAL DETERMINATION:

This project is categorically exempt pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15301 as a Class 1 project (Existing Facilities).

COASTAL JURISDICTION:

The project is located in the Non-Appealable area of the California Coastal Commission, as indicated on the Local Coastal Program Post Certification and Appeal Jurisdiction Map, and, as such, is not appealable to the California Coastal Commission under Section 30603(a) of the California Public Resources Code.

Attachments:

1. Plans
2. Design Review Checklist

c: file MF 1203

IMPERIAL BEACH MOBIL

ATTISHA ENTERPRISES, INC.

JUNE, 2016

ATTISHA ENTERPRISES, INC.

GARY ENGINEERING, INC.
4901 Morena Boulevard, Suite 304
San Diego, California 92117
Telephone (858) 483-0620
Fax (858) 483-2943
Email: GaryEngCo@AOL.com

COLOR 1

IMPERIAL BEACH MOBIL
1085 PALM AVENUE
IMPERIAL BEACH, CA 91932

CONFIDENTIALITY STATEMENT:

APPROVAL RECORD

ISSUED FOR C.U.P.			
ISSUED FOR PLAN CHECK			
ISSUED FOR GEN. BID			
ISSUED FOR CONSTRUCT.			
RECORD DRAWING			

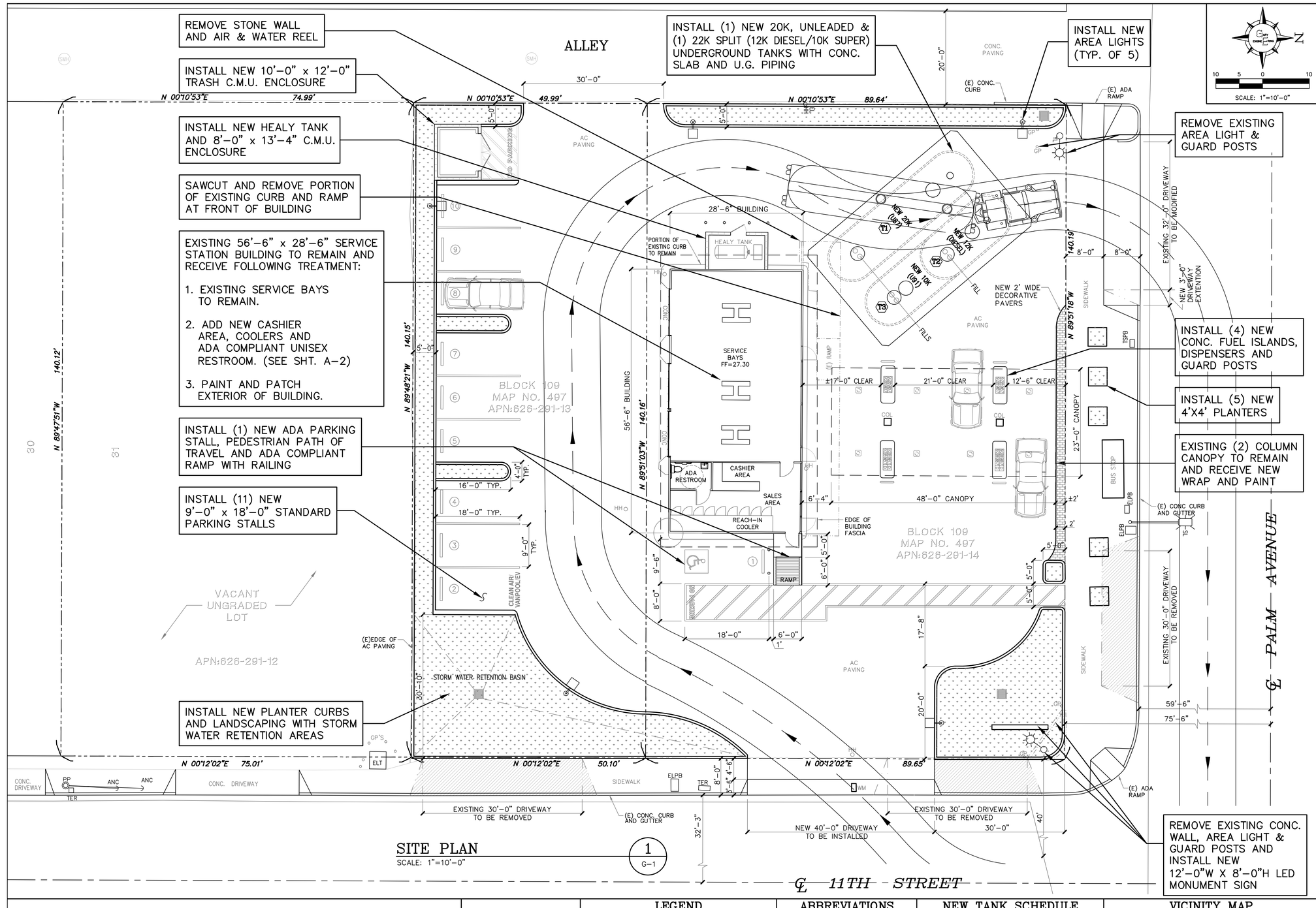
NO.	DATE	REVISION DESCRIPTION

DESIGNED BY (ENT. INIT.)
DRAWN BY (ENT. INIT.)
CHKD. BY (ENT. INIT.)
APPROVAL

ORIG. DATE: 06/15/16
PLOT DATE: 06/15/16

SHEET NO.

CL-1



LEGEND

- EXISTING DRIVEWAY TO BE REPLACED WITH CITY STANDARD SIDEWALK WITH CURB AND GUTTER
- NEW LANDSCAPING
- DECORATIVE PAVER STRIP
- PROPERTY LINE
- STREET CENTERLINE
- TO BE REMOVED
- BUILDING/CANOPY FASCIA

ABBREVIATIONS

GP = GUARD POST
C.M.U. = CONCRETE MASONRY UNIT
(E) = EXISTING
CONC. = CONCRETE
COL. = COLUMN

NEW TANK SCHEDULE

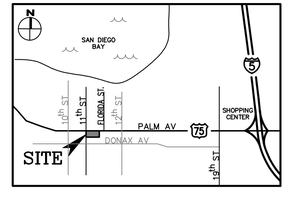
TANK	FUEL	TANK SIZE
T1	UNLEADED GAS (87 OCT.)	20,000 GAL.
T2	DIESEL	12,000 GAL.
T3	UNLEADED GAS (91 OCT.)	10,000 GAL.

NOTES:

PAINT, IN THE PAINT USED FOR STALL STRIPING, THE FOLLOWING CHARACTERS SUCH THAT THE LOWER EDGE OF THE LAST WORD ALIGNS WITH THE END OF THE STALL STRIPING AND IS VISIBLE BENEATH A PARKED VEHICLE:

CLEAN AIR/ VANPOOL/EV

VICINITY MAP



DIG ALERT

SECTION 4216/4217 OF THE GOVERMENT CODE REQUIRES A DIGALERT IDENTIFICATION NUMBER BE ISSUED BEFORE A "PERMIT TO EXCAVATE" WILL BE VALID. FOR YOUR DIGALERT I.D. NO. CALL UNDERGROUND SERVICE ALERT AT TOLL FREE 811 TWO WORKING DAYS BEFORE YOU DIG

DRAWING LIST

DWG. NO.	SHT. NO.	CONSULT.	TITLE	ISSUED
01	G–1	GARY ENG.	SITE PLAN	10–16–15
02	C–1	FLOREZ ENG.	TOPOGRAPHICAL SURVEY	10–12–15
03	C–2	FLOREZ ENG.	PRELIMINARY GRADING/DRAINAGE PLAN	12–31–15
04	C–3	FLOREZ ENG.	WATER QUALITY BMP	12–31–15
05	L–1	CORNELIUS	LANDSCAPING PLAN	04–15–16
06	L–2	CORNELIUS	PLANTING PLAN	04–15–16
07	A–1	GARY ENG.	ELEVATION PLAN	10–16–15
08	A–2	GARY ENG.	FLOOR PLAN	10–16–15
09	A–3	GARY ENG.	CANOPY PLAN	10–16–15
10	A–4	GARY ENG.	TRASH & HEALY ENCLOSURE PLAN & DETAILS	04–08–16
11	A–5	GARY ENG.	SIGN PLAN	04–12–16

PROJECT INFORMATION

OWNER / APPLICANT

ATTISHA ENTERPRISES, INC.
7640 UNIVERSITY AVENUE, SUITE A
LA MESA, CA 91942
MR. FARIS ATTISHA
PH# (619) 549–2636

PROJECT ARCHITECT / ENGINEER

GARY ENGINEERING, INC.
4901 MORENA BOULEVARD, SUITE 304
SAN DIEGO, CALIFORNIA 92117

ROBERT G. FAUDOA JR.
(858) 483–0620 Email: GaryEngCa@aol.com

PROJECT SUMMARY

PROJECT NAME / ADDRESS

IMPERIAL BEACH MOBIL
1085 PALM AVENUE
IMPERIAL BEACH, CA 91932

PROJECT SITE DATA

SITE AREA:	0.45 ACRES +/– 19,544 S.F.	
ON–SITE LANDSCAPING	3,160	S.F.
(DOES NOT INCLUDE OFF–SITE LANDSCAPING OR PLANTER BOXES)		
TOTAL LANDSCAPING	3,160	S.F.
% OF ON–SITE LANDSCAPING	16.2%	
EXISTING BUILDING	1,610	S.F.
* LAND/BUILDING RATIO	0.05	
EXISTING CANOPY	1,099	S.F.
TOTAL CANOPY	1,099	S.F.
TOTAL FUELING SPACES	8	SPACES

* = DOES NOT INCLUDE CANOPIES

PARKING DATA

AUTOMOBILE SERVICE STATIONS REQUIRE ONE PARKING STALL PER EACH PUMP ISLAND AND THREE PARKING STALLS PER BAY.
1,610 SF. / 500 SF. = 4 SPACES

TOTAL PARKING SPACES REQUIRED: 4 SPACES
TOTAL PARKING SPACES PROVIDED: 10 SPACES

BUILDING OCCUPANCY

CALIFORNIA BUILDING CODE – 2013 EDITION
CALIFORNIA FIRE CODE – 2013 EDITION
CALIFORNIA PLUMBING CODE – 2013 EDITION
CALIFORNIA MECHANICAL CODE – 2013 EDITION
CALIFORNIA ELECTRICAL CODE – 2013 EDITION

FOOD MART	M
AUTO CANOPY	S1

TYPE OF CONSTRUCTION		SPRINKLERED
FOOD MART	V–B	NO
AUTO CANOPY	II–N	

LEGAL DESCRIPTION

LOTS 31 TO 39 INCLUSIVE IN BLOCK 109 OF SOUTH SAN DIEGO COMPANY'S ADDITION TO SOUTH SAN DIEGO, IN THE CITY OF IMPERIAL BEACH, COUNTY OF SAN DIEGO STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 497, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, OCTOBER–4, 1887. EXCEPTING SAID LOT 39, THE NORTH 10,000 FEET THEREOF.

DEVELOPMENT SUMMARY

EXISTING SERVICE STATION TO BE REMODELED, THIS INCLUDES UPGRADING THE SNACK SHOP, CASHIER AND RESTROOM AREA. ALL (3) LUBE BAYS TO REMAIN IN OPERATION AND UNDISTURBED. FUEL FACILITY REMODEL TO INCLUDE INSTALLATION OF (4) DISPENSERS & (1) NEW 20K & (1) NEW 22K, DOUBLE WALL, UNDERGROUND TANKS. BUILDING AND CANOPY STEEL TO BE REPAIRED AND PAINTED. SITE IMPROVEMENTS INCLUDE CLOSING (3) EXISTING DRIVEWAYS, MODIFYING ONE EXISTING DRIVEWAY TO 35' AND THE ADDITION OF (1) NEW DRIVEWAY. INSTALL NEW LANDSCAPING CURBS AND (10) STANDARD AND (1) ADA PARKING STALLS. INSTALL NEW TRASH ENCLOSURE, HEALY CLEAN AIR SYSTEM WITH C.M.U. ENCLOSURE AND NEW MONUMENT SIGN.
PROJECT ALSO CONSISTS OF THE SUBMISSION OF A TYPE 21 OFF–SITE GENERAL SALES LICENSE FOR BEER & WINE.

ASSESSORS MAP NO.:	**626–291–13 + 14**
APPLICATION NO.:	**PENDING**
DESIGN REVIEW COMMITTEE NO.:	**PENDING**
ZONING:	**CMU–1**
OVERLAY ZONE:	**NONE**
CONDITION OF SOIL:	**COMPACTED FILL**
BUILDING HEIGHT:	**16'–8" MAX**
NUMBER OF STORIES:	**SINGLE STORY**
YEAR CONSTRUCTED:	**UNKOWN**
NON–HISTORIC PTS:	**–**
EASEMENTS:	**NOTED**
EXISTING USE:	**GAS STATION/SERVICE STATION**
PROPOSED USE:	**GAS STATION/SERVICE STATION**

ATTISHA ENTERPRISES, INC.

GARY ENGINEERING, INC.
4901 Morena Boulevard, Suite 304
San Diego, California 92117
Telephone (858) 483–0620
Fax (858) 483–2943
Email: GaryEngCa@AOL.com

SITE PLAN

IMPERIAL BEACH MOBIL
1085 PALM AVENUE
IMPERIAL BEACH, CA 91932

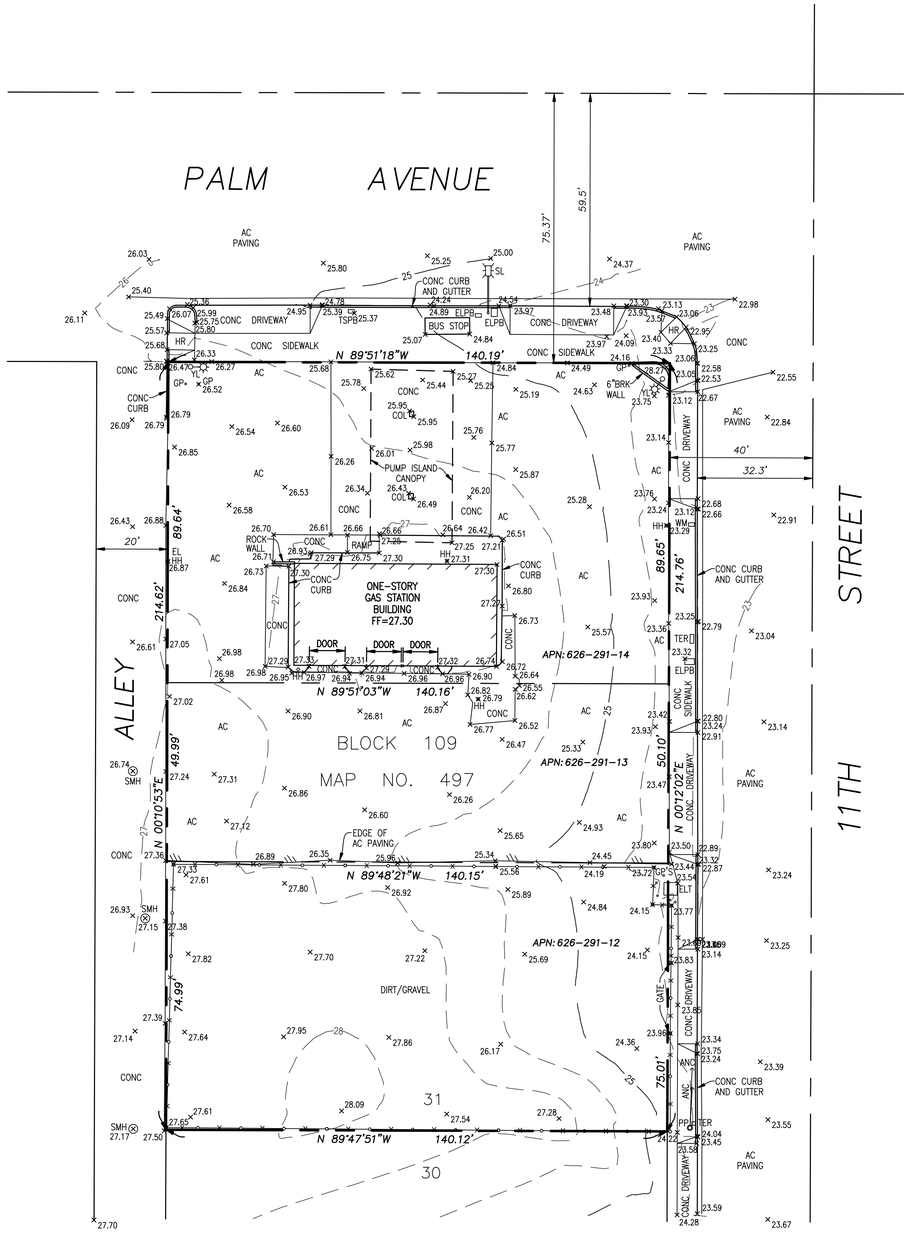
APPROVAL RECORD

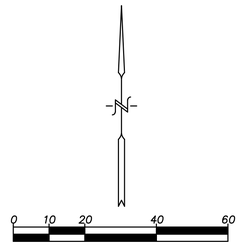
MILESTONE	DATE	APPROVAL
ISSUED FOR C.U.P.		
ISSUED FOR PLAN CHECK		
ISSUED FOR GEN. BID		
ISSUED FOR CONSTRUCT.		
RECORD DRAWING		

NO.	DATE	REVISION DESCRIPTION
1	05/12/16	REVISED PER CITY COMMENTS

DESIGNED BY: GARY ENG.
CHECKED BY: ROF/AR
DRAWN BY: NAS
ORIG. DATE: 10/16/15
PLOT DATE: 06/02/16
APPROVAL:

SHEET NO:
G-1





LEGEND AND ABBREVIATIONS

- PROPERTY LINE
- 25 EXISTING CONTOURS AT 1' INTERVALS
- 6' HIGH CHAIN LINK FENCE

AC	ASPHALT
ANC	POWER POLE ANCHOR
APN	ASSESSOR'S PARCEL NUMBER
BRK	BRICK
COL	SUPPORT COLUMN
CONC	CONCRETE
EL	ELECTRIC
ELPB	ELECTRICAL PULLBOX
ELT	ELECTRICAL TRANSFORMER
FF	FINISH FLOOR
GP	GUARD POST
HH	HAND HOLE
HR	HANDICAP RAMP
PP	POWER POLE
SL	STREET LIGHT
SMH	SEWER MANHOLE
TER	TELEPHONE RISER
TSPB	TRAFFIC SIGNAL PULLBOX
WM	WATER METER
YL	YARD LIGHT

BENCH MARK

CITY OF IMPERIAL BEACH BENCH MARK NO. 47, LOCATED AT THE SE PCR ON PALM AVE. AT THE INTERSECTION OF 11TH ST. AND PALM AVE.

ELEVATION: 22.192 FEET

GENERAL NOTES

1.) LOT AREA = 30,090 S.F. / 0.69 AC.

2.) ASSESSOR'S PARCEL NUMBERS: 626-291-12,13,14.

SURVEYOR'S NOTE

BOUNDARY DETERMINED FROM RECORD DATA USING EXISTING MONUMENTATION IN A BEST FIT. THERE IS A DISCREPANCY IN THE DATA FROM THE BLOCK TO THE EAST AND THE SUBJECT BLOCK AS DISCOVERED BY MONUMENTS COMMON TO BOTH BLOCKS. IT IS RECOMMENDED THAT A BOUNDARY SURVEY BE PERFORMED BEFORE CONSTRUCTION.

NO.	DESCRIPTION	DATE	APP'D

REVISIONS

CIREMELE SURVEYING INC.
164 S. ESCONDIDO BLVD.
ESCONDIDO, CA. 92025
(760) 489-2200
CIRSURVEY@SBCGLOBAL.NET

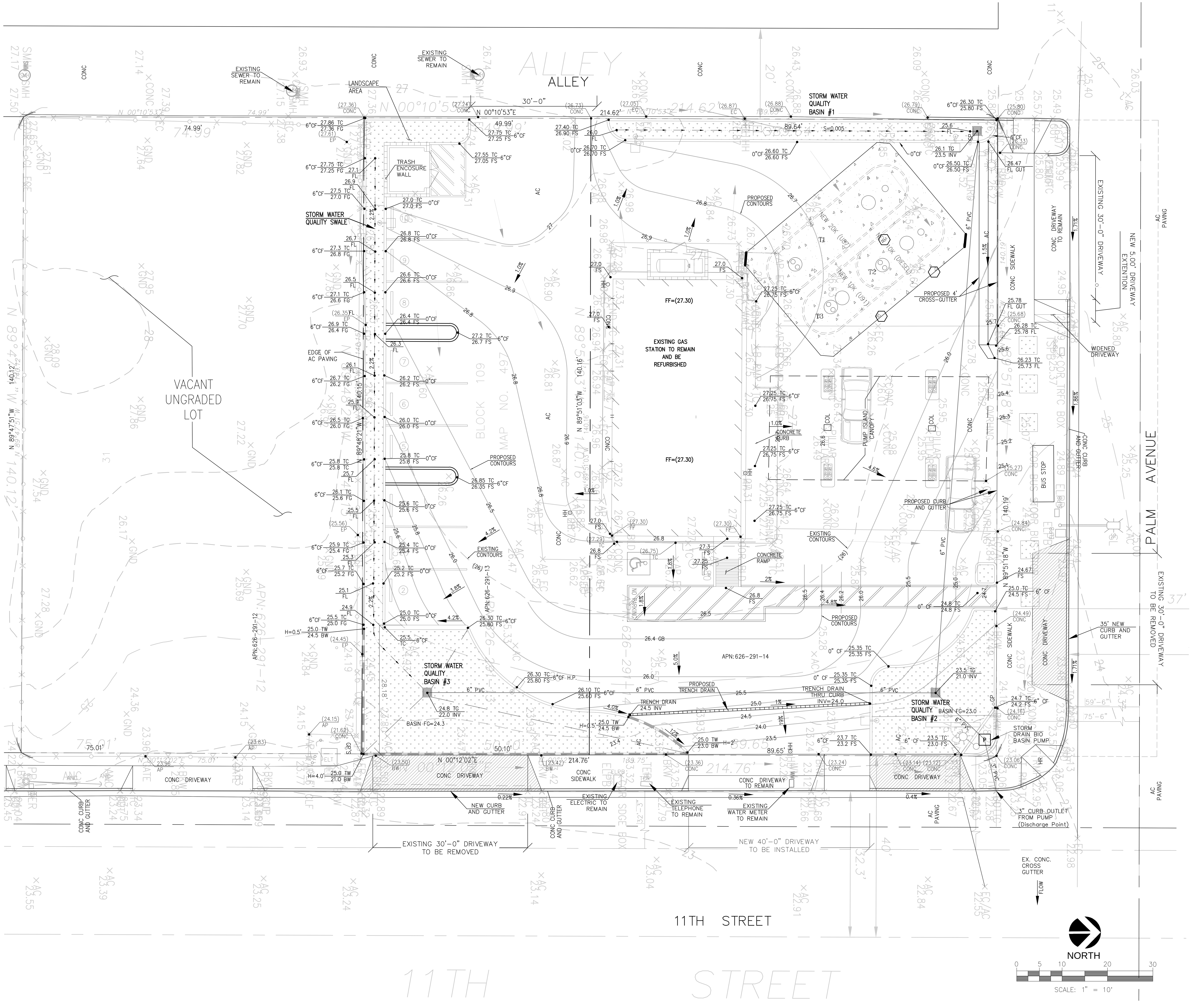
J.N. 15-171

DATE: 10/12/15
SCALE: 1"=20'
DRAWN: DRK
CHECKED: CC

SHEET TITLE: TOPOGRAPHIC SURVEY

PROJECT: 1085 PALM AVENUE IMPERIAL BEACH, CA 91932

SHEET NO. C-1



CERTIFICATION AND DECLARATION OF RESPONSIBLE CHARGE

1. I HEREBY DECLARE THAT I AM THE ENGINEER FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THIS SUBMITTAL AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE.

2. I CERTIFY THAT I HAVE PERFORMED REASONABLE RESEARCH TO DETERMINE THE REQUIRED APPROVALS FOR THE PROPOSED PROJECT.

ENGINEER OF WORK

12/31/16

APN

APN:626-291-14

BENCHMARK

CITY OF IMPERIAL BEACH BENCH MARK NO. 47, LOCATED AT THE SE PCR ON PALM AVE. AT THE INTERSECTION OF 11TH ST. AND PALM AVE. ELEVATION: 22.192 FEET

BASIS OF BEARING

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM, CCS83, ZONE 6, EPOCH 1991.35 AND IS DETERMINED BY G.P.S. MEASUREMENTS TAKEN ON JULY 28, 2014 AND WERE ESTABLISHED FROM G.P.S STATION 119 AND G.P.S. STATION 121 PER RECORD OF SURVEY MAP NO. 17271. N 40°22'26"W.

TOPOGRAPHY SOURCE

EXISTING TOPOGRAPHY SHOWN IS BASED ON AN AERIAL SURVEY FLOWN BY SAN-LO AERIAL. SURVEYS ON JULY 30, 2014, JOB NO. JOB NUMBER: 13618, AND FIELD SURVEY ON JULY 29, 2014.

NOTES

1. THE TOTAL AREA WITHIN THIS SURVEY IS 0.69 ACRE GROSS

2. THE FOLLOWING TITLE REPORT WAS USED IN THE PREPARATION OF THIS ALTA SURVEY:

CHICAGO TITLE COMPANY COMMITMENT FOR TITLE INSURANCE ORDER NO. 00021694-004-RM1 DATED MARCH 13, 2014.

REFERS TO THE PLOTTED ITEM NUMBERS IN SAID TITLE REPORT.

3. THERE ARE NO "NON-PLOTTABLE ITEMS"IN SAID PRELIMINARY REPORT.

4. THE PROPERTY LIES WITHIN FLOOD ZONE X ("AREA DETERMINED TO BE OUTSIDE THE 500 YEAR FLOODPLAIN") PER FLOOD INSURANCE RATE MAP PANEL 2153 OF 2375.

5. THE PROPERTY HAS DIRECT VEHICULAR ACCESS TO PALM AVENUE, A PUBLIC STREET.

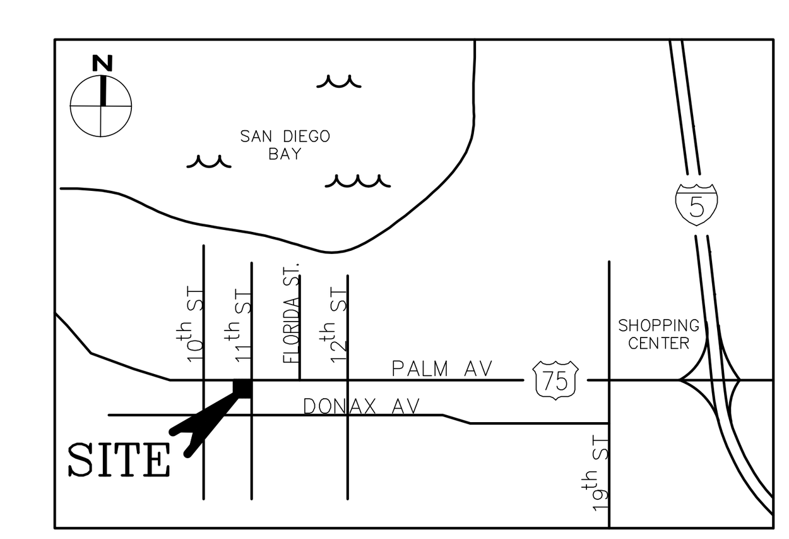
6. THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK AT THE DATE OF SURVEY.

7. THERE WAS NO EVIDENCE OF THIS SITE BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL AT THE DATE OF SURVEY.

8. NO WETLAND AREAS LOCATED WITHIN THE SUBJECT PROPERTY.

EARTHWORK QUANTITIES

CUT = 200 CY, FILL = 160 CY
20% SHRINKAGE, EXPORT/IMPORT = 0 CY



VICINITY MAP
NO SCALE

Florez Engineering, Inc.
Civil Engineering & Planning
11440 W Bernardo Ct, Ste 157
San Diego CA, 92131
(858) 229-2493

REGISTERED PROFESSIONAL ENGINEER FRANK FLOREZ NO.55555 EXP. 12/31/16 CIVIL STATE OF CALIFORNIA

MOBIL GAS AND SERVICE STATION
1085 PALM AVENUE

1085 PALM AVENUE IMPERIAL BEACH, CA 91932

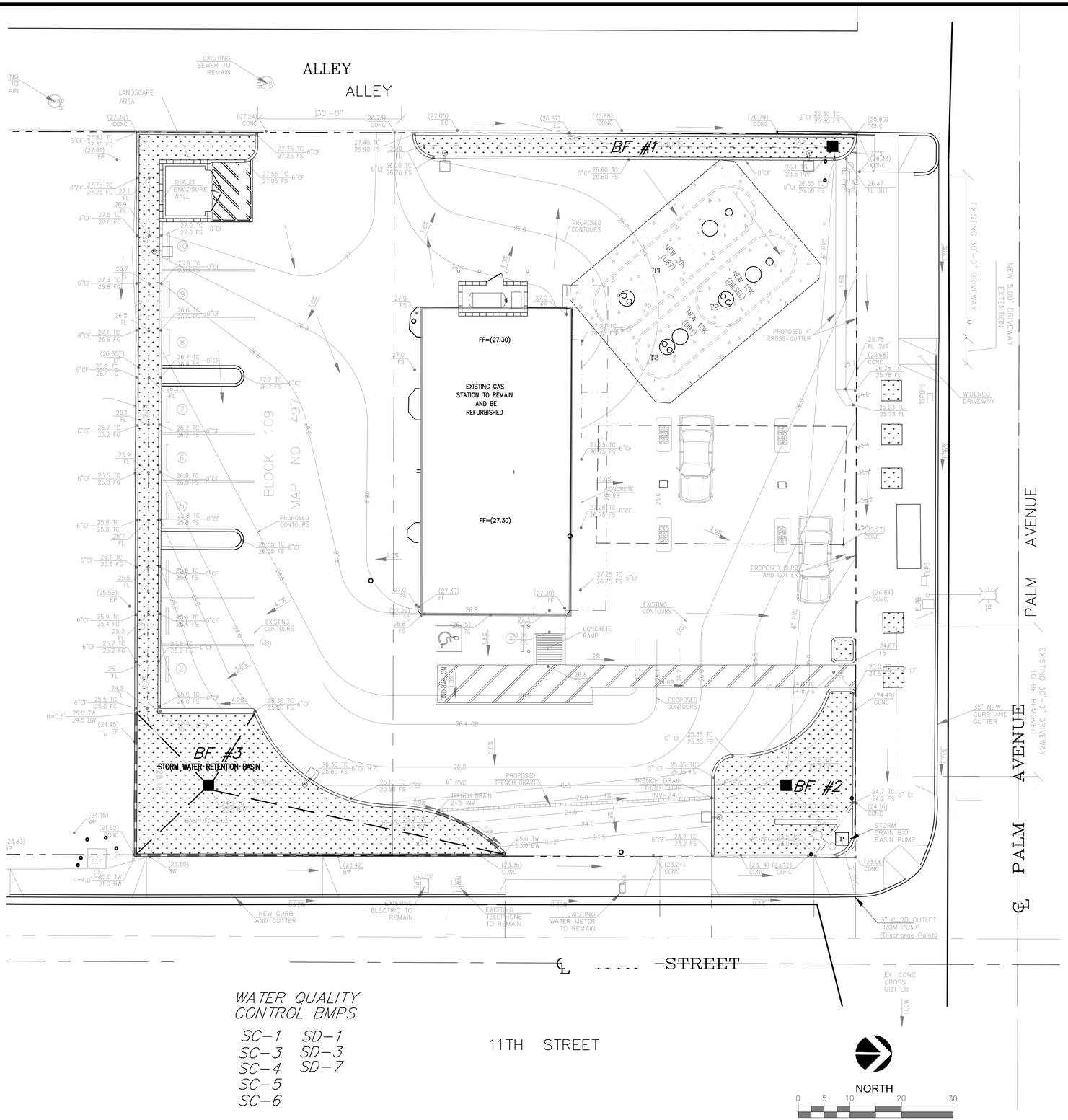
PROJECT NO:

SHEET TITLE

PRELIM GRADING/ DRAINAGE PLAN

SHEET NO:

C-2



WATER QUALITY CONTROL BMPS

SC-1	SD-1
SC-3	SD-3
SC-4	SD-7
SC-5	
SC-6	

STORM WATER QUALITY NOTES/CONSTRUCTION BMP'S

THIS PROJECT SHALL COMPLY WITH ALL REQUIREMENTS OF THE MUNICIPAL PERMIT ISSUED BY SAN DIEGO REGIONAL WATER QUALITY CONTROL BOARD (SDRWQCB) AND MUNICIPAL STORM WATER NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT ON FEBRUARY 16, 2012.
http://www.swrcb.ca.gov/water_issues/programs/stormwater/construction.shtml

NOTES BELOW REPRESENT KEY MINIMUM REQUIREMENTS FOR CONSTRUCTION BMP'S.

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANUP OF ALL SILT AND MUD ON ADJACENT STREET(S), DUE TO CONSTRUCTION VEHICLES OR ANY OTHER CONSTRUCTION ACTIVITY, AT THE END OF EACH WORK DAY, OR AFTER A STORM EVENT THAT CAUSES ANY DAMAGE TO INSTALLED CONSTRUCTION BMP'S WHICH MAY COMPROMISE STORM WATER QUALITY WITHIN ANY STREET(S). A STABILIZED CONSTRUCTION EXIT MAY BE REQUIRED TO PREVENT CONSTRUCTION VEHICLES OR EQUIPMENT FROM TRACKING MUD OR SILT ONTO THE STREET.

2. ALL STOCKPILES OF SOIL AND/OR BUILDING MATERIALS THAT ARE INTENDED TO BE LEFT FOR A PERIOD GREATER THAN SEVEN CALENDAR DAYS ARE TO BE COVERED. ALL REMOVABLE BMP DEVICES SHALL BE IN PLACE AT THE END OF EACH WORKING DAY WHEN FIVE DAY RAIN PROBABILITY FORECAST EXCEEDS 40%.

3. A CONCRETE WASHOUT SHALL BE PROVIDED ON ALL PROJECTS WHICH PROPOSE THE CONSTRUCTION OF ANY CONCRETE IMPROVEMENTS WHICH ARE TO BE POURED IN PLACE ON SITE.

4. THE CONTRACTOR SHALL RESTORE ALL EROSION/SEDIMENT CONTROL DEVICES TO WORKING ORDER AFTER EACH RUN-OFF PRODUCING RAINFALL OR AFTER ANY MATERIAL BREACH IN EFFECTIVENESS.

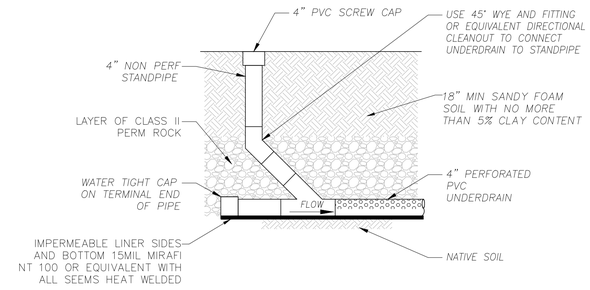
5. ALL SLOPES THAT ARE CREATED OR DISTURBED BY CONSTRUCTION ACTIVITY MUST BE PROTECTED AGAINST EROSION AND SEDIMENT TRANSPORT AT ALL TIMES.

6. THE STORAGE OF ALL CONSTRUCTION MATERIALS AND EQUIPMENT MUST BE PROTECTED AGAINST ANY POTENTIAL RELEASE OF POLLUTANTS INTO THE ENVIRONMENT.

POST-CONSTRUCTION BMPS

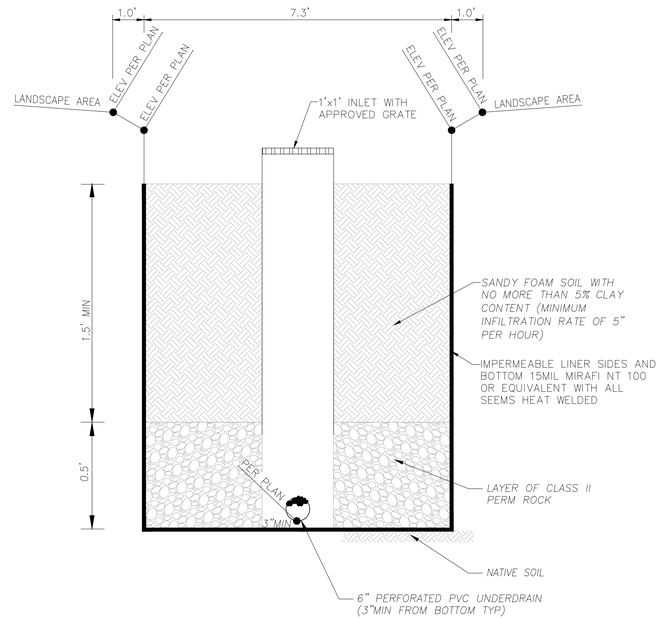
THIS PROJECT PROPOSES POST-CONSTRUCTION BEST MANAGEMENT PRACTICES AND LID MEASURES REQUIRED UNDER THE CITY OF SAN DIEGO STORM WATER MANAGEMENT, AND DISCHARGE CONTROL ORDINANCE (SECTION 43.03).

* BIO BASIN



WATER QUALITY BMP BIO RETENTION CLEANOUT

NO SCALE



WATER QUALITY BMP BIO FILTRATION BASIN (TYP)

NO SCALE

Florez Engineering, Inc.
Civil Engineering & Planning
11440 W Bernardo Ct, Ste 157
San Diego CA, 92131
(858) 229-2493

REGISTERED PROFESSIONAL ENGINEER
FRANK FLOREZ
NO.55555
EXP. 12/31/16
CIVIL
STATE OF CALIFORNIA

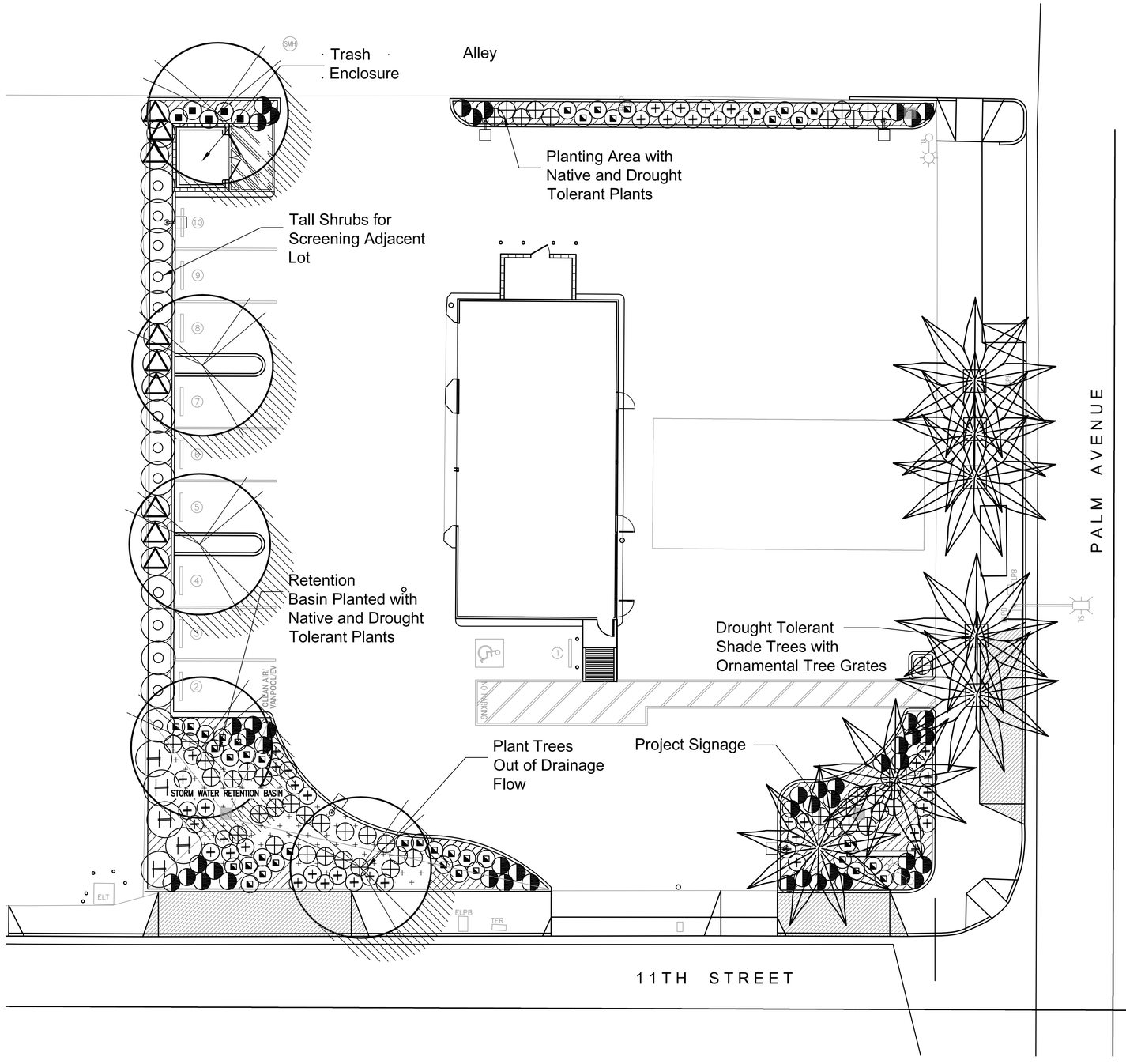
MOBIL GAS AND SERVICE STATION
1085 PALM AVENUE
1085 PALM AVENUE IMPERIAL BEACH, CA 91932

PROJECT NO:

SHEET TITLE
WATER QUALITY BMP

SHEET NO:
C-3

Last Opened: May 24, 2016 - 4:50pm by: Tom



For Planting Legend, See Sheet L-2
For Notes, See Sheet L-2

0 5' 10' 30'

Scale 1" = 10'

North

ATTISHA ENTERPRISES, INC.

CAROL CORNELIUS
CA. L.L.A. #4656
12044 ROYAL ROAD
EL CAJON, CA. 92021
619-251-6372
CCORNELIUSRLA@GMAIL.COM

Landscape Concept Plan

IMPERIAL BEACH MOBIL
1085 PALM AVENUE
IMPERIAL BEACH, CA 91932

APPROVAL RECORD

MILESTONE	DATE	APPROVAL
ISSUED FOR C.U.P.		
ISSUED FOR PLAN CHECK		
ISSUED FOR GEN. BID		
ISSUED FOR CONSTRUCT.		
RECORD DRAWING		

NO.	DATE	REVISION DESCRIPTION

DESIGNED BY: CCLLA
CHECKED BY: CCF
DRAWN BY: CCF
CRGL. DATE:
PLOT DATE:
APPROVAL:

DATE: 5/18/16
DRAWN BY: CF
JOB NUMBER: 16003
FILE: COMM/IMP BCH. MOBIL/LCP
REVISIONS: 5/18/16
6/6/16

SHEET NO:

L-1

NOTES:

GENERAL NOTES:

1. TREES AND PLANTS WITHIN THE BIORETENTION AREAS SHALL BE PLANTED IN ACCORDANCE WITH THE SAN DIEGO COUNTY SUSMP DESIGN MANUAL.

2. EXISTING LANDSCAPE AND IRRIGATION TO REMAIN WHEREVER POSSIBLE. CONTRACTOR IS RESPONSIBLE FOR PROTECTING IN PLACE ANY TREES. DAMAGED TREES SHALL BE REPLACED IN KIND. ANY PLANT MATERIAL OR IRRIGATION DAMAGED DURING CONSTRUCTION PROCESS SHALL BE REPLACED IN KIND.

3. ALL PLANTING AND IRRIGATION PROCESSES SHALL ADHERE TO THE CITY OF IMPERIAL BEACH LANDSCAPE AND IRRIGATION DESIGN STANDARDS.

4. ALL SLOPES SHALL BE PLANTED ACCORDING TO IMPERIAL BEACH STANDARDS.

5. POSITIVE SURFACE DRAINAGE, (2%), SHALL BE PROVIDED IN PLANTING AREAS AWAY FROM STRUCTURES AND TERMINATING IN AN APPROVED DRAINAGE SYSTEM.

6. THE PROPERTY OWNERS WILL BE RESPONSIBLE FOR THE MAINTENANCE OF THE PROJECT LANDSCAPE AND THE IRRIGATION SYSTEM.

IRRIGATION NOTES:

1. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED TO PROVIDE COVERAGE FOR ALL PLANTING AREAS SHOWN ON THE PLAN. LOW PRECIPITATION EQUIPMENT SHALL PROVIDE SUFFICIENT WATER FOR PLANT GROWTH WITH A MINIMUM WATER LOSS DUE TO WATER RUN-OFF.

2. IRRIGATION SYSTEMS SHALL FUNCTION PROPERLY, AND BE MAINTAINED IN GOOD WORKING ORDER. PLANTING SHALL BE SUFFICIENTLY WATERED TO MAINTAIN SUCCULENT GROWTH.

3. THE IRRIGATION SYSTEM WILL BE PROGRAMMED AND OPERATED TO MAXIMIZE THE EFFICIENCY OF THE SYSTEM AND LIMIT WATER CONSUMPTION. THE SYSTEM WILL BE DESIGNED TO ACHIEVE 100% COVERAGE.

4. IRRIGATION SYSTEMS SHALL USE HIGH QUALITY, AUTOMATIC CONTROL VALVES, CONTROLLERS AND OTHER NECESSARY IRRIGATION EQUIPMENT.

5. ALL COMPONENTS SHALL BE OF NON-CORROSIVE MATERIAL.

6. ALL DRIP SYSTEMS SHAL BE ADEQUATELY FILTERED AND REGULATED PER THE MANUFACTURER'S RECOMMENDED DESIGN PARAMETERS.

7. ALL IRRIGATION IMPROVEMENTS SHALL FOLLOW THE CITY OF IMPERIAL BEACH WATER CONSERVATION ORDINANCE.

PLANTING NOTES:

1. THE SELECTION OF PLANT MATERIAL IS BASED ON CULTURAL, AESTHETIC, AND MAINTENANCE CONSIDERATIONS.

2. ALL PLANTING AREAS SHALL BE PREPARED WITH APPROPRIATE SOIL AMENDMENTS, FERTILIZERS, AND APPROPRIATE SUPPLEMENTS BASED UPON A SOILS REPORT FROM AN AGRICULTURALLY SUITABLE SOIL SAMPLE TAKEN FROM THE SITE.

3. GROUND COVERS OR BARK MULCH SHALL FILL IN BETWEEN THE SHRUBS TO SHIELD THE SOIL FROM THE SUN, EVAPOTRANSPIRATION AND RUN-OFF. ALL THE FLOWER AND SHRUB BEDS SHALL BE MULCHED TO A 3" DEPTH TO HELP CONSERVE WATER, LOWER THE SOIL TEMPERATURE AND REDUCE WEED GROWTH.

4. THE SHURBS SHALL BE ALLOWED TO GROW IN THEIR NATURAL FORMS.

5. PLANTING AREAS TO RECEIVE A 3" LAYER OF SHREDDED BARK MULCH.

6. CITY APPROVED ROOT BARRIERS SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS FOR ALL TREES WITHIN 5 FEET OF ANY HARDSCAPE. ROOT BARRIERS SHALL NOT BE WRAPPED AROUND THE ROOT BALL.

7. ALL PLANTINGS SHALL BE MAINTAINED IN A HEALTHY AND THRIVING AND RELATIVELY WEED FREE CONDITION.

8. ANY EXISTING UNDESIRABLE PLANTS SPECIES SHALL BE REMOVED DURING THE GRADING OF THIS PROJECT.

9. FINAL LANDSCAPE PLANS SHALL ACCURATELY SHOW PLACEMENT OF TREES, SHRUBS, AND GROUNDCOVERS.

10. ALL SHRUB AREAS SHALL RECEIVE GROUND COVER PLANTED THROUGHOUT PLANTING AREAS.

PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
	TREES		
	LOPHOSTEMON CONFERTA	BRISBANE BOX	24" BOX
	ARCHONTOPHOENIX CUNNINGHAMIANA	KING PALM	10' B.T.H.
	LARGE SHRUBS (6' TALL AND UP)		
H	HETEROMELES ARBUTIFOLIA	TOYON	5 GALLON
	MEDIUM SHRUBS (4' TO 6' TALL AND UP)		
	CARPENTERIA CALIFORNICA	BUSH ANENOME	5 GALLON
	CISTUS PURPUREA	ORCHID ROCKROSE	5 GALLON
	COLEONEMA PULCHRUM	PINK BREATH OF HEAVEN	5 GALLON
	DENDROMECON RIGIDA	BUSH POPPY	1 GALLON
	MONARDELLA VILLOSA	COYOTE MINT	2" LINERS
	MUHLENBERGIA RIGENS	DEER GRASS	1 GALLON
	SMALL SHRUBS (3' TALL AND LOWER)		
	SALVIA GREGGII	AUTUMN SAGE	5 GALLON
	GROUND COVERS		
	MYOPORUM PARVIFOLIUM 'PUTAH CREEK'	PROSTRATE MYOPORUM	FLTS. @ 18" OC.
	NASSELLA PULCHRUM	PURPLE NEEDLE GRASS	FLTS. @ 18" OC.

WATER CONSERVATION NOTES

1. PLANTS UTILIZED IN THIS PLAN ARE CLASSIFIED AS LOW WATER USEAGE PLANTS.

2. ESTIMATED YEARLY AMOUNT OF SUPPLEMENTAL IRRIGATION REQUIRED IS 0-30".

3. LANDSCAPE MAINTENANCE FOR ALL THE AREAS ON THIS PROJECT SHALL BE THE RESPONSIBILITY OF THE OWNER, INCLUDING ALL AREAS ADJACENT TO ROAD ON THIS PROJECT.

4. THIS PROJECT UTILIZES THE FOLLOWING PRINCIPLES OF XERISCAPE DESIGN:

THOROUGH SOIL PREPARATION.
CAREFUL PLANNED USE OF SHRUB AND TREE AREAS.
ADAPTED, LOW WATER DEMAND PLANTS.
EFFECTIVE AND EFFICIENT IRRIGATION METHODS, WHICH WILL INCLUDE A SUBSURFACE EMITTER IRRIGATION SYSTEM.
MULCHED SHRUB BEDS.

DATE: 5/18/16
DRAWN BY: CF
JOB NUMBER: 16003
FILE: COMM/IMP BCH. MOBIL/LCP
REVISIONS: 5/18/16
6/6/16

ATTISHA ENTERPRISES, INC.

CAROL CORNELIUS
CA. L.L.A. #4656
12044 ROYAL ROAD
EL CAJON, CA. 92021
619-251-6372
CCORNELIUSRLA@GMAIL.COM

Planting Legend & Notes

IMPERIAL BEACH MOBIL
1085 PALM AVENUE
IMPERIAL BEACH, CA 91932

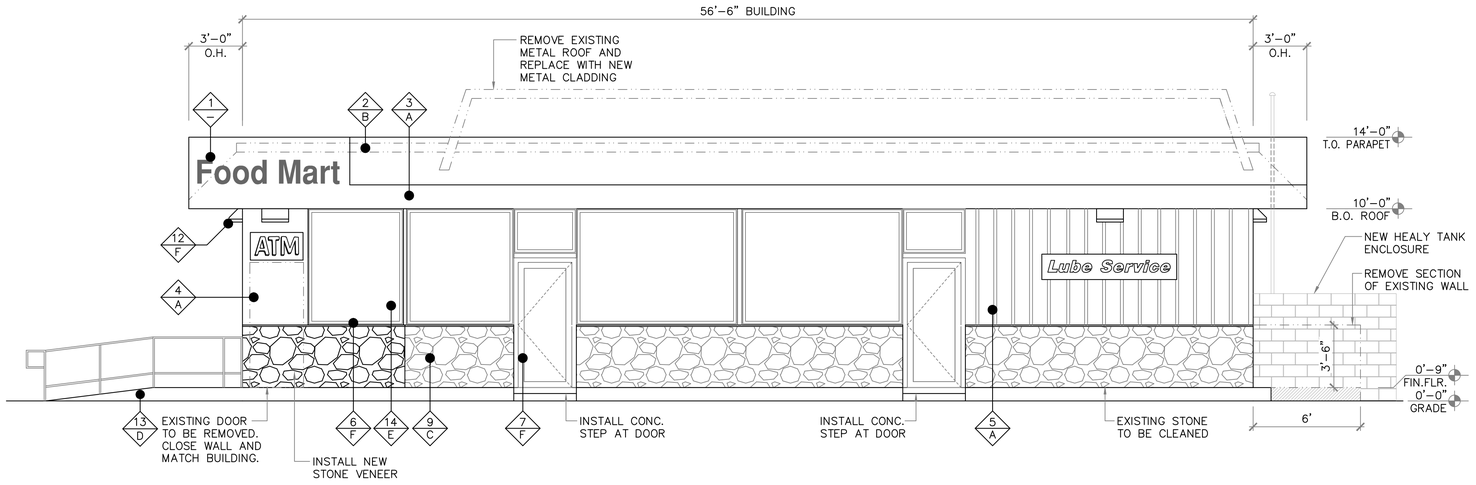
APPROVAL RECORD

MILESTONE	DATE	APPROVAL
ISSUED FOR C.U.P.		
ISSUED FOR PLAN CHECK		
ISSUED FOR GEN. BID		
ISSUED FOR CONSTRUCT.		
RECORD DRAWING		

NO.	DATE	REVISION DESCRIPTION

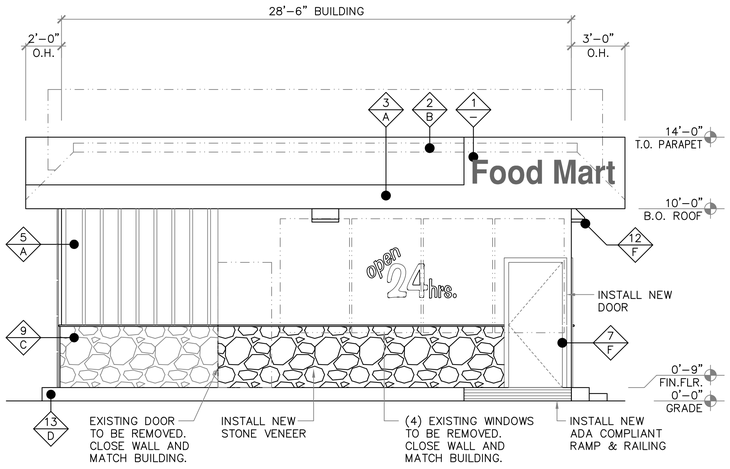
DESIGNED BY: CCLLA
DRAWN BY: CCF
CHECKED BY: CCF
ORIG. DATE:
PLOT DATE:
APPROVAL:

SHEET NO:
L-2



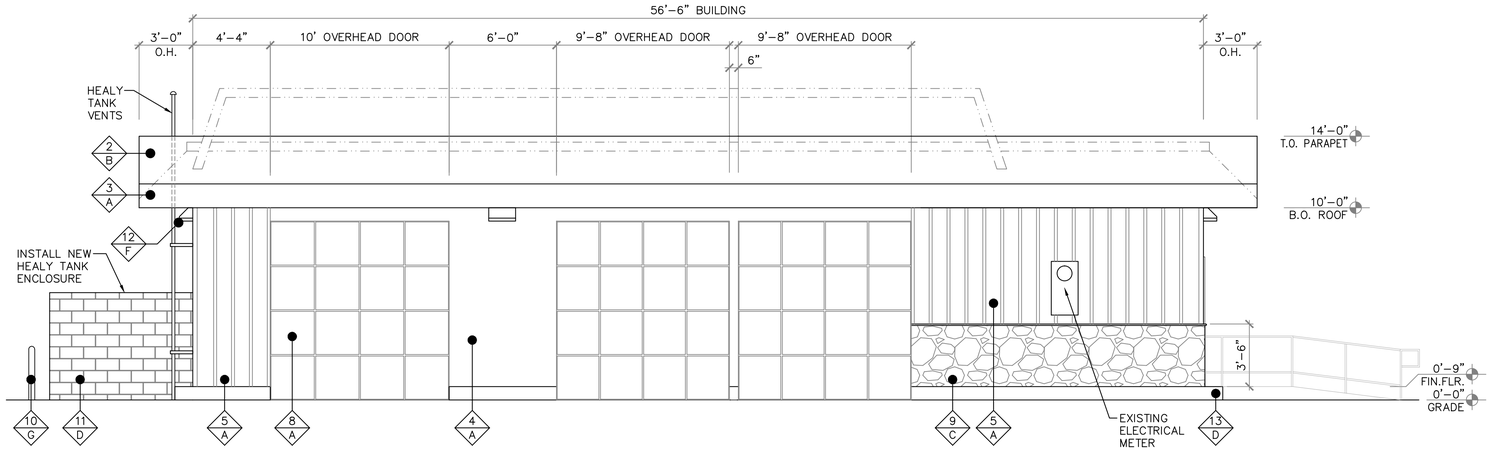
SOUTH ELEVATION
SCALE: 1/4"=1'-0"

1
A-1



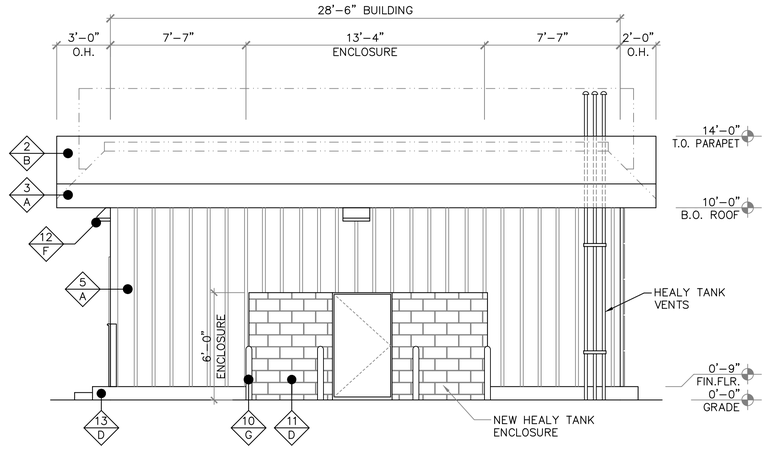
WEST ELEVATION
SCALE: 1/4"=1'-0"

2
A-1



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

3
A-1



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

4
A-1

BUILDING FINISH SCHEDULE

	MATERIAL		MATERIAL		FINISH
1	ILLUMINATED SIGN BY FABRICATOR 1'-0" x 8'-0"	8	OVERHEAD STEEL DOORS	A	MOBIL P8 EGGSHELL WHITE
2	METAL ROOF FASCIA	9	STONE VENEER (TO MATCH EXISTING)	B	MOBIL BLUE
3	METAL ACCENT TRIM	10	6" DIA. STEEL GUARD POSTS	C	NATURAL STONE (SANDBLAST CLEAN)
4	ACM BUILDING SHEETING	11	C.M.U. HEALY ENCLOSURE (SEE SHT. A-4)	D	CONCRETE GREY
5	ACM BUILDING CLADDING	12	WALL MOUNT LIGHT (FULLY SHIELDED)	E	TEMPERED / TINTED
6	STOREFRONT & WINDOW MULLIONS (REPAIR AND REPLACE AS NECESSARY)	13	CONCRETE	F	BRONZE FINISH
7	STEEL DOORS & JAMBS	14	WINDOW GLAZING	G	SAFETY RED

SPECIAL NOTE:

ALL SIGNS ARE UNDER SEPARATE PERMIT.

EXTERIOR FINISHES

EXISTING BUILDING IS METAL CLAD ACM PANELS. NEW TO MATCH EXISTING. REPAIR AND REPLACE AS NECESSARY.

ABBREVIATIONS:

ADD. – ADDITION
A.F.F. – ABOVE FINISHED FLOOR
BOT. – BOTTOM
CLR. – CLEAR
CONC. – CONCRETE
EX. – EXISTING
F.O.S. – FACE OF STUD
FTG. – FOOTING
HGT. – HEIGHT
MIN. – MINIMUM
MUL. – MULLION
O.H. – OVER HANG
T.O. – TOP OF
T.B.D. – TO BE DETERMINED
(E) – EXISTING
(N) – NEW

ATTISHA ENTERPRISES, INC.

GE GARY ENGINEERING, INC.
4901 Morena Boulevard, Suite 304
San Diego, California 92117
Telephone (858) 483-0620
Fax (858) 483-2943
Email: GaryEngCa@AOL.com

BUILDING ELEVATIONS

IMPERIAL BEACH MOBIL
1085 PALM AVENUE
IMPERIAL BEACH, CA 91932

REGISTERED PROFESSIONAL ENGINEER
DON L. ALLEN
No. C 15775
EXP. 06/30/17
CIVIL
STATE OF CALIFORNIA

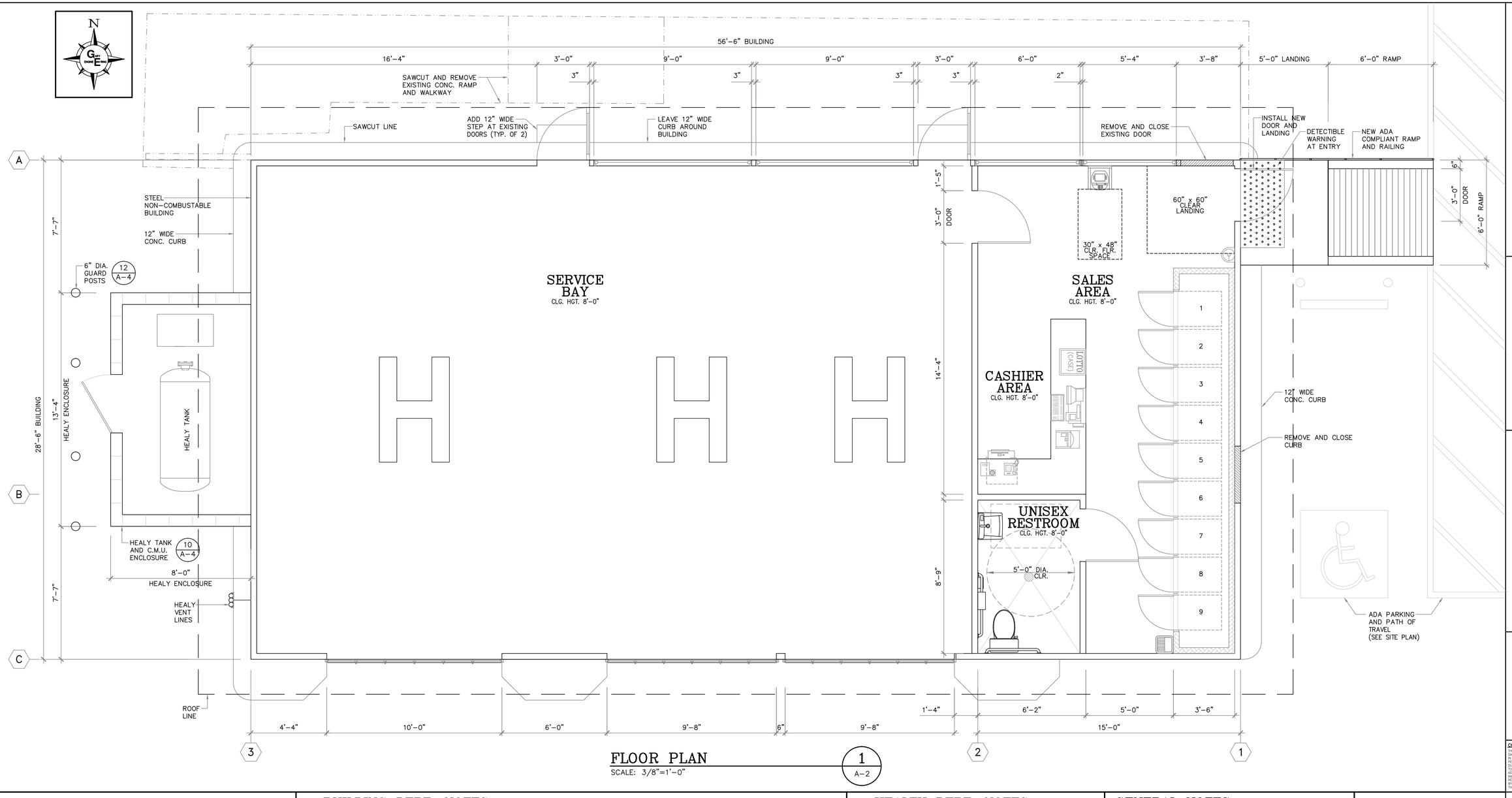
APPROVAL RECORD

MILESTONE	DATE	APPROVAL
ISSUED FOR C.U.P.		
ISSUED FOR PLAN CHECK		
ISSUED FOR GEN. BID		
ISSUED FOR CONSTRUCT.		
RECORD DRAWING		

NO.	DATE	REVISION DESCRIPTION

DESIGNED BY: GARY ENG.
CHECKED BY: RGF/JR
DRAWN BY: IAS
ORIG. DATE: 10/16/15
PLOT DATE: 04/20/16
APPROVAL:

SHEET NO:
A-1



FLOOR PLAN

SCALE: 3/8"=1'-0"

1 / A-2

BUILDING DEPT. NOTES:

1. A FIRE EXTINGUISHER SHALL BE PROVIDED IN THE SHOP AREA WHERE TRAVEL DISTANCE IS LESS THAN 30 FEET AND ALSO SO THAT IT IS CLEARLY VISIBLE AND MTD. SO THAT THE TOP OF THE UNIT WILL BE NO HIGHER THAN 60 INCHES ABOVE FINISH FLOOR. THE FIRE EXTINGUISHER SHALL HAVE A 40B MINIMUM RATING.
2. ALL STORAGE OF HAZARDOUS MATERIALS SHALL BE DONE IN ACCORDANCE WITH THE FIRE AND BUILDING CODE.
3. MATERIALS IN EXCESS OF THE EXEMPT AMOUNT SHOWN IN THE BUILDING AND FIRE CODES SHALL NOT BE PERMITTED WITHOUT APPROVAL OF THE FIRE DEPARTMENT.
4. BOTH SEXES WILL BE EMPLOYED AND THE TOTAL NUMBER OF EMPLOYEES (INCLUDING MANAGERS) WILL NOT EXCEED (4) FOUR.
5. NOT USED.
6. MANUFACTURER'S INSTALLATION INSTRUCTIONS FOR ALL FIRE ASSEMBLIES AND RELATED PRODUCTS (e.g. DOORS WINDOWS, DAMPERS) SHALL BE KEPT ON SITE FOR REVIEW BY THE INSPECTOR.
7. NOT USED.
8. MOUNT (2) TWO, 2A10:BC FIRE EXTINGUISHERS INSIDE THE STORE. EXTINGUISHERS SHALL BE MOUNTED BETWEEN 3' AND 5' FROM THE FLOOR IN A VISIBLE AND ACCESSIBLE LOCATION.
9. PROVIDE A SIGN ON OR NEAR THE EXIT DOOR THAT STATES: "THIS DOOR IS TO REMAIN UNLOCKED DURING BUSINESS HOURS". THIS SIGN MUST BE LOCATED AT THE MAIN EXIT ONLY.
10. PER U.B.C. SEC. 311.2.3.2 A ONE-HOUR OCCUPANCY SEPARATION IS NOT REQUIRED FOR GROUP S DIVISION 3 AND GROUP M OCCUPANCY, PROVIDED THAT THE FUEL DISPENSING CANOPY IS OPEN ON THREES SIDES, THAT THE GROUP M OCCUPANCY IS LESS THAN 2,400 SQUARE FEET WITH 2 EXITS AND THE PUMP ISLANDS ARE NOT LOCATED WITHIN 20' OF THE RETAIL STORE.
11. NO FLOOR OR LANDING SHALL BE LESS THAN 1/2" BELOW THE THRESHOLD ON EACH SIDE OF AN EXIT DOOR. SECTION 1008.1.6.
12. NEW WATER CLOSETS AND ASSOCIATED FLUSHOMETER VALVES SHALL USE NO MORE THAN 1.6 GALLONS PER FLUSH AND SHALL MEET PERFORMANCE STANDARDS ESTABLISHED BY THE AMERICAN NATIONAL STANDARDS INSTITUTE STANDARD A112.192. H&S CODE, SECTION 17921.3(b).
13. THERE SHALL BE A FLOOR OR LANDING ON EACH SIDE OF A DOOR. SUCH FLOOR OR LANDING SHALL BE AT THE SAME ELEVATION ON EACH SIDE OF THE DOOR. LANDINGS SHALL BE LEVEL EXCEPT FOR EXTERIOR LANDINGS, WHICH ARE PERMITTED TO HAVE A SLOPE NOT TO EXCEED 0.25 UNIT VERTICAL IN 12 UNITS HORIZONTAL (2 PERCENT SLOPE). SECTION 1008.1.5
14. PER SECTION 1011.3 TACTILE EXIT SIGNS SHALL BE REQUIRED AT THE FOLLOWING LOCATIONS:
    A) WHEREVER BASIC UBC PROVISIONS REQUIRE EXIT SIGNS FROM A ROOM OR AREA TO A CORRIDOR OR HALLWAY. THE TACTILE EXIT SIGN SHALL HAVE THE WORDS, "EXIT ROUTE."
    B) EACH GRADE-LEVEL EXIT DOOR. THE TACTILE EXIT SIGN SHALL HAVE THE WORD, "EXIT."
15. TACTILE STAIR LEVEL IDENTIFICATION SIGNS SHALL BE LOCATED AT EACH FLOOR LEVEL LANDING IN ALL ENCLOSED STAIRWAYS IN BUILDINGS TWO OR MORE STORIES IN HEIGHT TO IDENTIFY THE FLOOR LEVEL. AT THE EXIT DISCHARGE LEVEL, THE SIGN SHALL INCLUDE A RAISED FIVE-POINTED STAR LOCATED TO TO THE LEFT OF THE IDENTIFYING FLOOR LEVEL. SECTION 1020.1.6.2.

HEALTH DEPT. NOTES:

1. ALL HAND WASHING SINKS SHALL HAVE A WALL MOUNTED SINGLE SERVICE TOWEL AND SOAP DISPENSER.
2. PRIOR TO INSTALLATION GENERAL CONTRACTOR TO SUBMIT A SAMPLE OF GLAZED PAVER, CEILING TILE AND "SLIMFOOT" CERAMIC BASE TO THE COUNTY OF SAN DIEGO DEPT. OF ENVIRONMENTAL HEALTH FOR APPROVAL.
3. FACILITY SHALL BE LISTED AS: **MARKET WITH PREPACKAGED FOOD.** RETAIL FACILITY SHALL SELL PREPACKAGED ONLY.

GROUP M OCCUPANCIES

PROPOSED GENERAL SALES, DISPLAY AND OFFICE AREAS ARE ACCESSIBLE, PER SECTION 1110B.1, AS FOLLOWS:

M1. WORK STATIONS ARE LOCATED ON ACCESSIBLE LEVELS.

M2. THE CUSTOMER SIDE OF SALES OR CHECKOUT STATIONS ARE. ACCESSIBLE

M3. EMPLOYEE WORK AREAS ARE SIZED AND ARRANGED TO PROVIDE ACCESS TO EMPLOYEES IN WHEELCHAIRS.

M4. ALL CIRCULATION AISLES AND PEDESTRIAN WAYS SHALL BE SIZED ACCORDING TO FUNCTIONAL REQUIREMENTS AND >36" IN CLEAR WIDTH.

M5. ALL POINT-OF-SALE MACHINES, USED BY CUSTOMERS FOR THE PRIMARY PURPOSE OF EXECUTING TRANSACTIONS BETWEEN THE BUSINESS ENTITY AND THE CUSTOMER SHALL COMPLY WITH SECTION 1117B.7 FOR ATM AND POINT OF SALE MACHINES.

GENERAL NOTES:

A. DIMENSION LINES ARE FROM FACE OF FRAMING OR FOUNDATION UNLESS NOTED OTHERWISE.
B. FACE OF FRAMING ON EXTERIOR WALL IS SAME AS OUTSIDE FACE OF FOUNDATION WALL
C. METAL STUDS ARE TO BE USED FOR INTERIOR AND EXTERIOR FRAMING.
D. MOISTURE RESISTANT GYPSUM TO BE USED IN TOILET ROOMS, BEHIND MOP SINK, AND ADJACENT TO COOLER. FOR SPECIFIC SUBSTRATE REQUIREMENTS, REFER TO INTERIOR ELEVATIONS
E. ROOF ACCESS LADDER SHALL COMPLY WITH SECTION 304 CMC.
F. EXISTING EQUIPMENT IS TO BE RE-USED AND RE-INSTALLED. OWNER TO COORDINATE WITH GENERAL CONTRACTOR AS TO USE AND PLACEMENT OF EQUIPMENT.

DRAIN LEGEND

- 6" FLOOR DRAIN
- 12" FLOOR SINK

ABBREVIATIONS:

A.F.F.	ABOVE FINISHED FLOOR
CLR.	CLEAR
COL.	COLUMN
DIA.	DIAMETER
E.S.O.	EMERGENCY SHUT OFF SWITCH
FLR.	FLOOR
F.O.S.	FACE OF STUD
F.O.W.	FACE OF WALL
HGT.	HEIGHT
O.A.	OVERFILL ALARM
R.O.	ROOF OVERHANG
SEC	SECTION
(E)	EXISTING
(N)	NEW

WALL LEGEND

- EXISTING EXTERIOR METAL WALLS
- NEW EXTERIOR METAL WALLS
- EXISTING INTERIOR METAL WALLS
- NEW COOLER WALLS
- EXISTING TO BE REMOVED

ATTISHA ENTERPRISES, INC.

GARY ENGINEERING, INC.
4901 Morena Boulevard, Suite 304
San Diego, California 92117
Telephone (858) 483-0620
Fax (858) 483-2943
Email: GaryEngCa@AOL.com

FLOOR PLAN

IMPERIAL BEACH MOBIL
1085 PALM AVENUE
IMPERIAL BEACH, CA 91932

REGISTERED PROFESSIONAL ENGINEER
DON L. ALLEN
No. C 15775
EXP. 06/30/17
CIVIL
STATE OF CALIFORNIA

APPROVAL RECORD

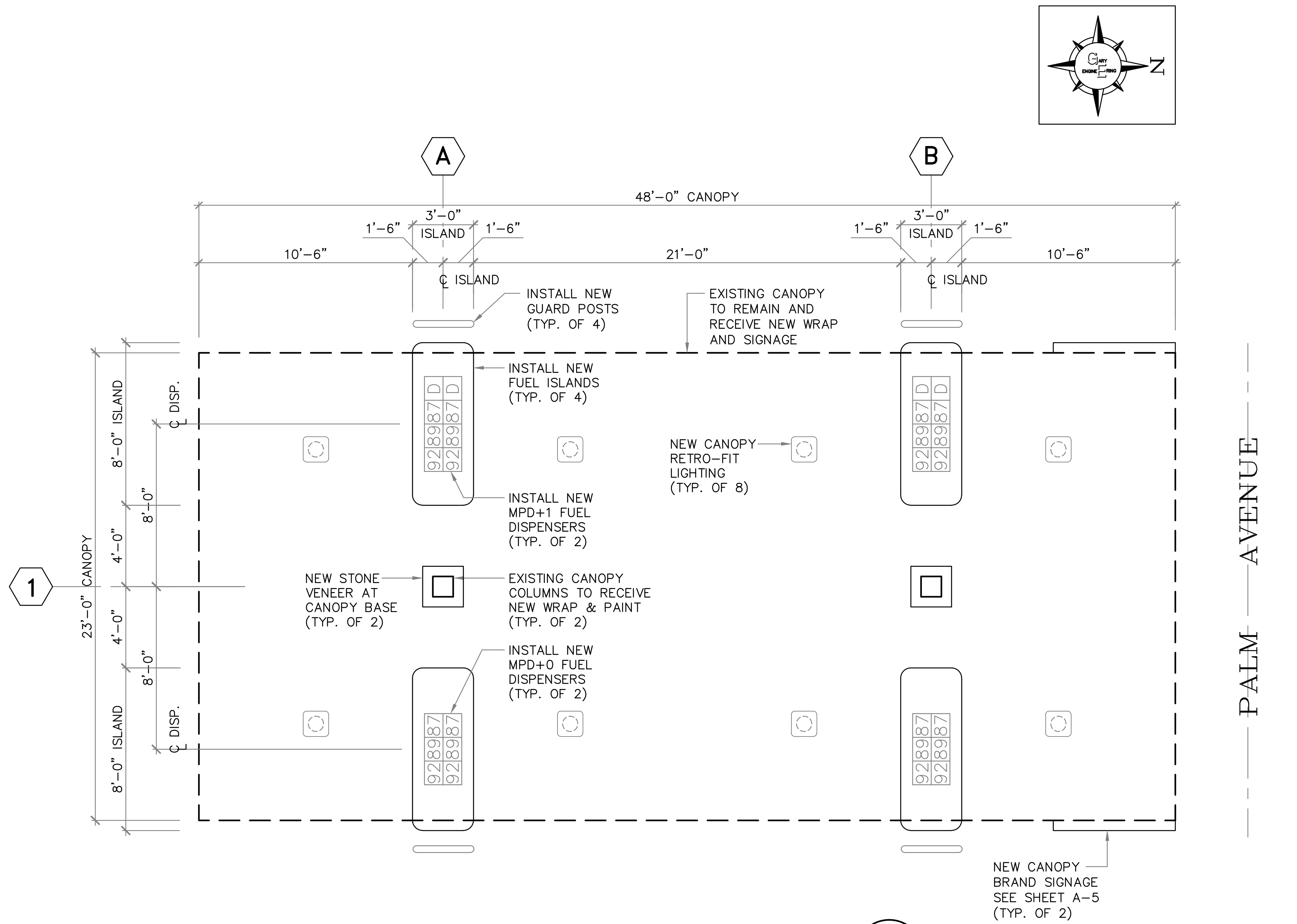
MILESTONE	DATE	APPROVAL
ISSUED FOR C.U.P.		
ISSUED FOR PLAN CHECK		
ISSUED FOR GEN. BID		
ISSUED FOR CONSTRUCT.		
RECORD DRAWING		

NO.	DATE	REVISION DESCRIPTION

DESIGNED BY: GARY ENG.
CHECKED BY: RGFJR
DRAWN BY: MAS
ORG. DATE: 10/16/15
PLOT DATE: 04/20/16
APPROVAL:

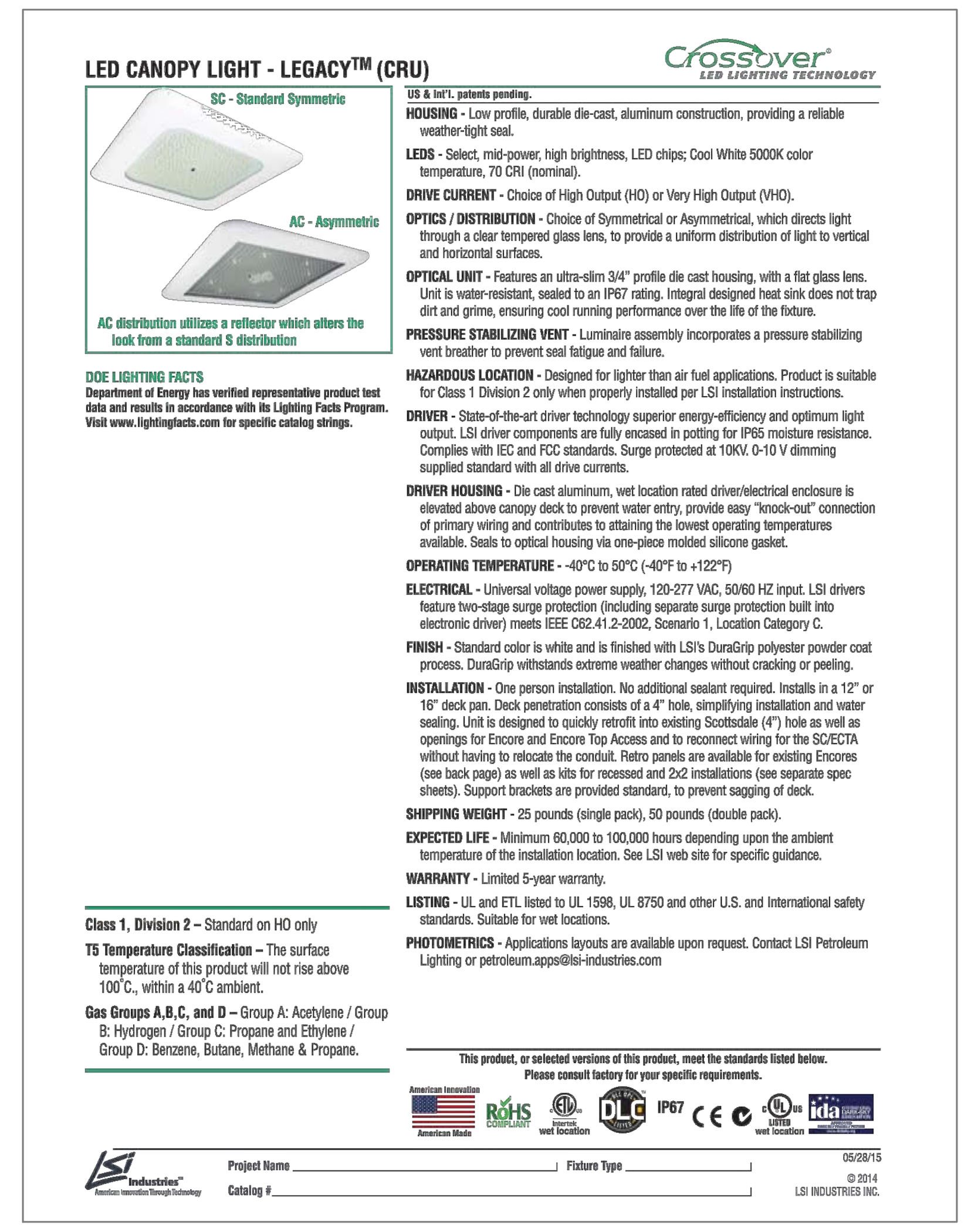
SHEET NO:

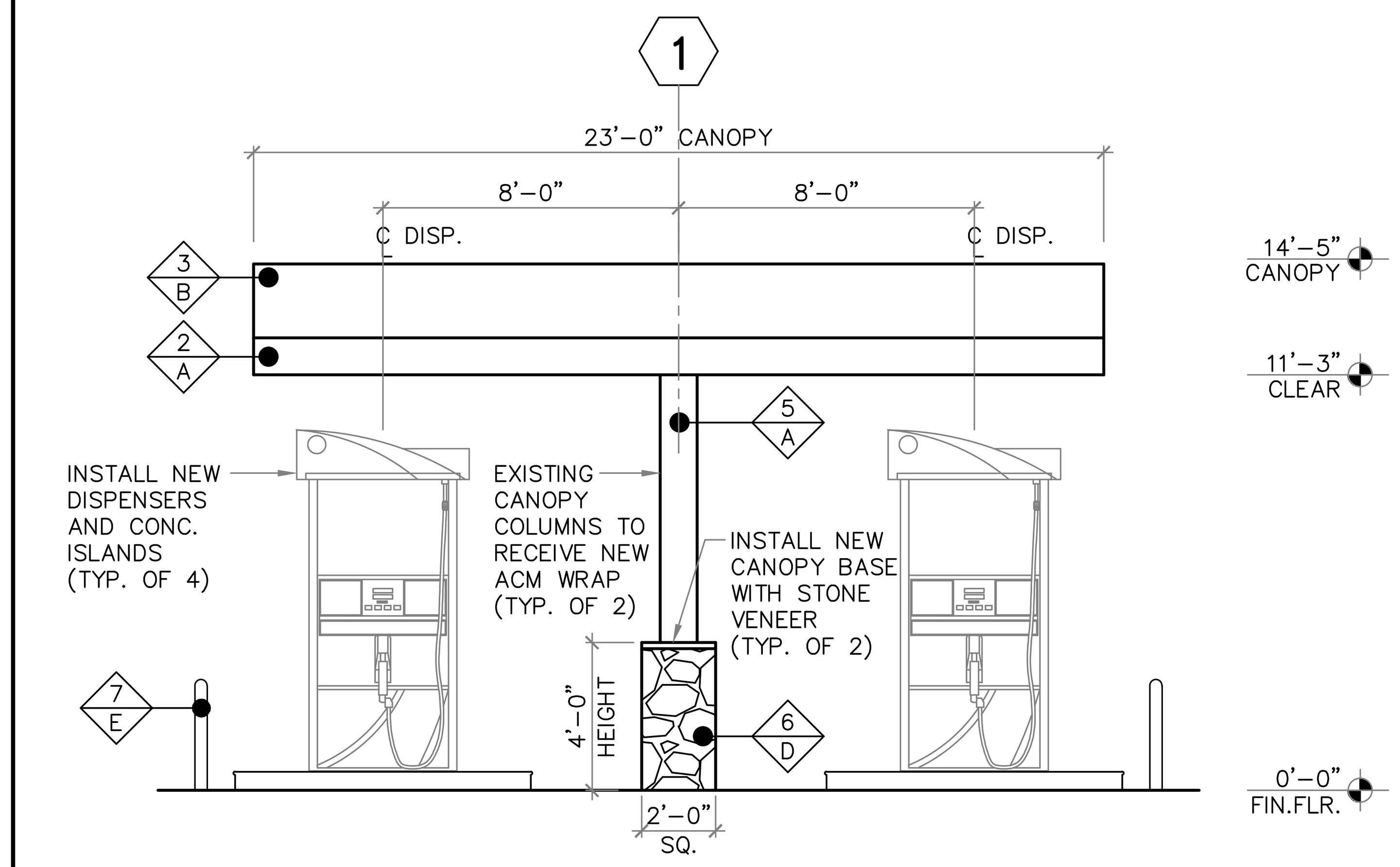
A-2



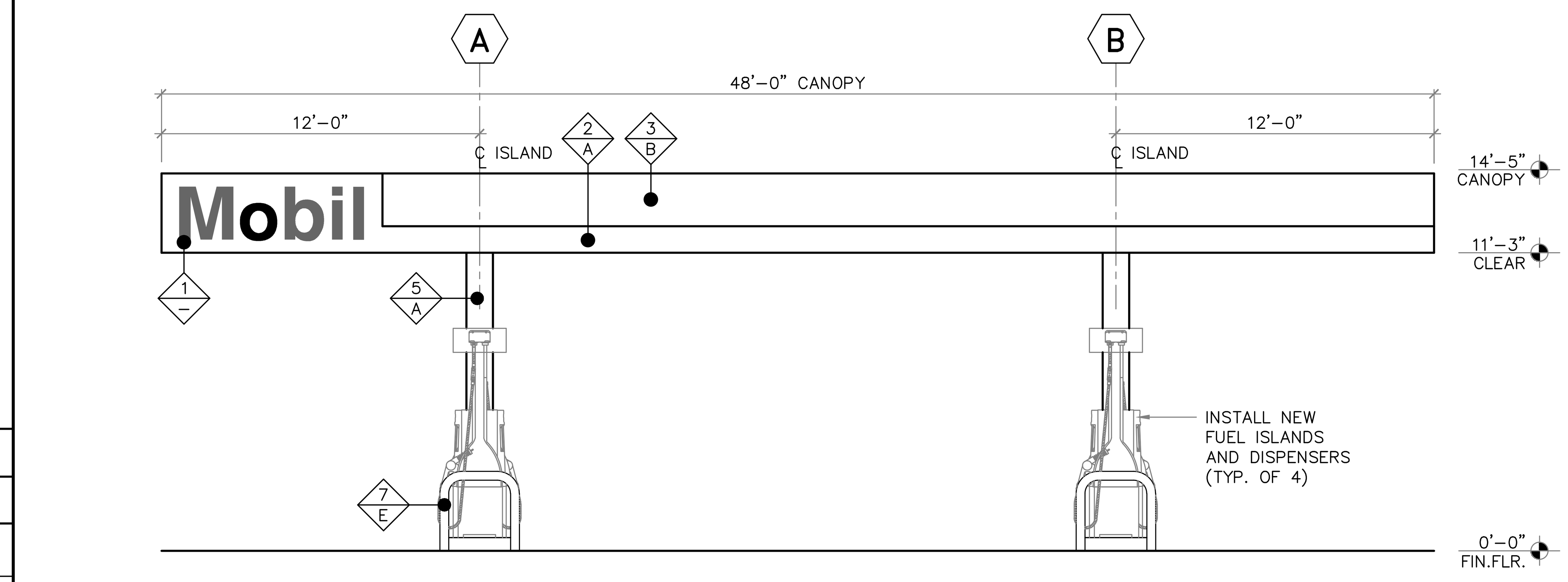
CANOPY PLAN
SCALE: 1/4"=1'-0"
1 A-3

RETRO-FIT LIGHT KIT


LED CANOPY LIGHT - LEGACY™ (CRU)
Crossover



NORTH ELEVATION
SCALE: 1/4"=1'-0"
3 A-3



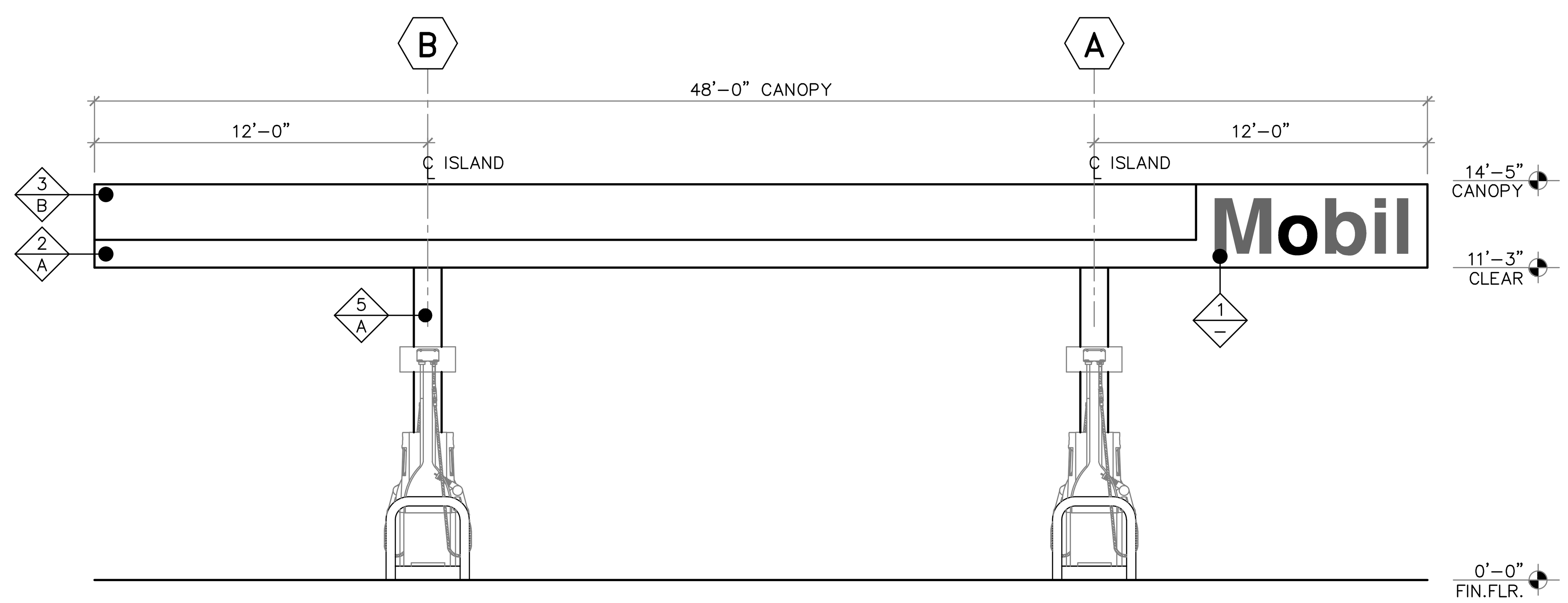
WEST ELEVATION
SCALE: 1/4"=1'-0"
4 A-3

SCOPE OF WORK:
EXISTING CANOPY STRUCTURE AND (2) COLUMNS TO REMAIN AND RECEIVE NEW WRAP, SIGNAGE AND PAINT.
INSTALL (4) NEW FUEL ISLANDS AND DISPENSERS.
INSTALL NEW LIGHTING RETRO FIT.

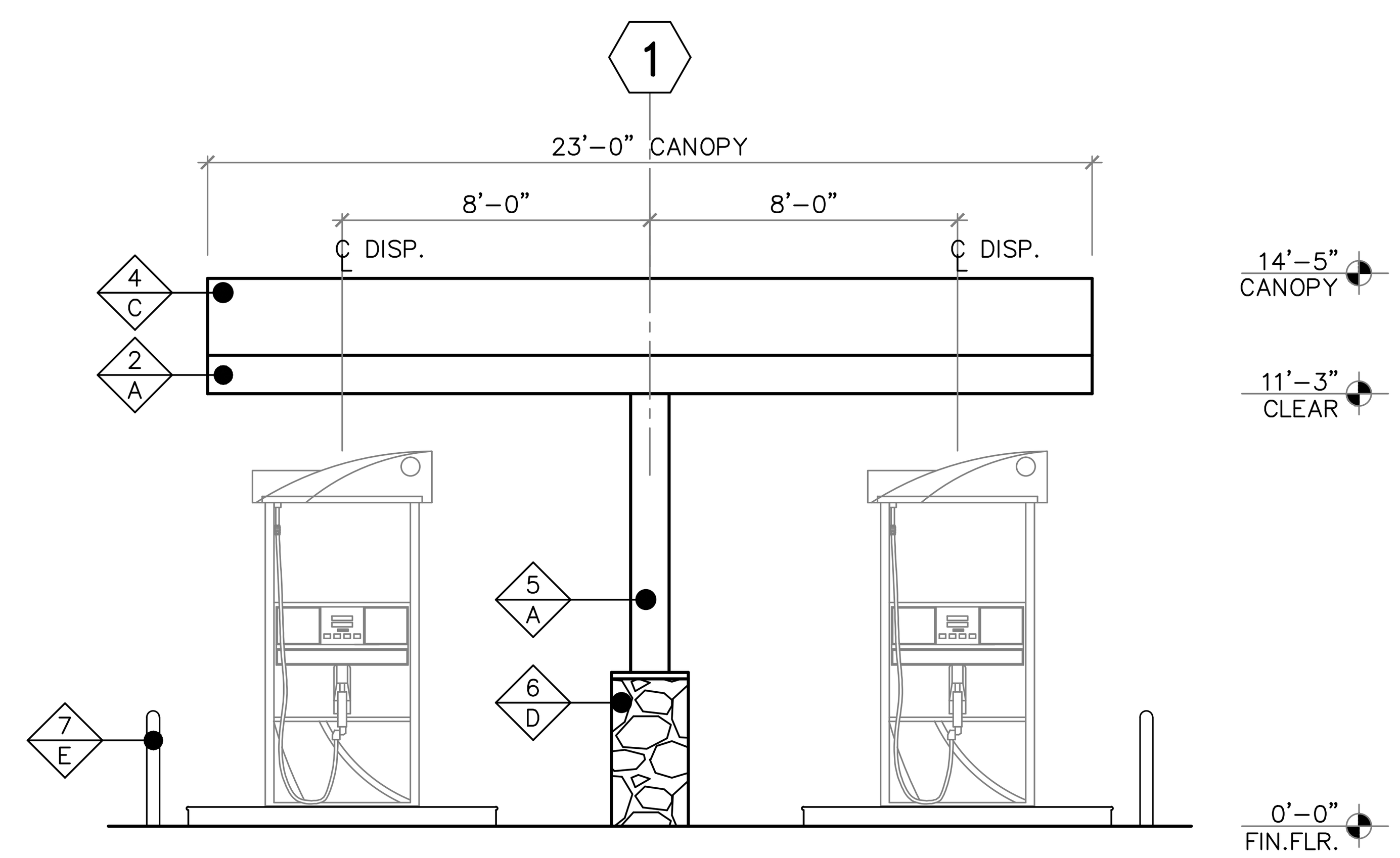
NOTE:
EXISTING CANOPY STRUCTURE TO REMAIN WHERE POSSIBLE. INSTALL NEW METAL ACM WRAP AND COLUMN BASE WITH STONE VENEER TO MATCH BUILDING.

CANOPY FINISH SCHEDULE

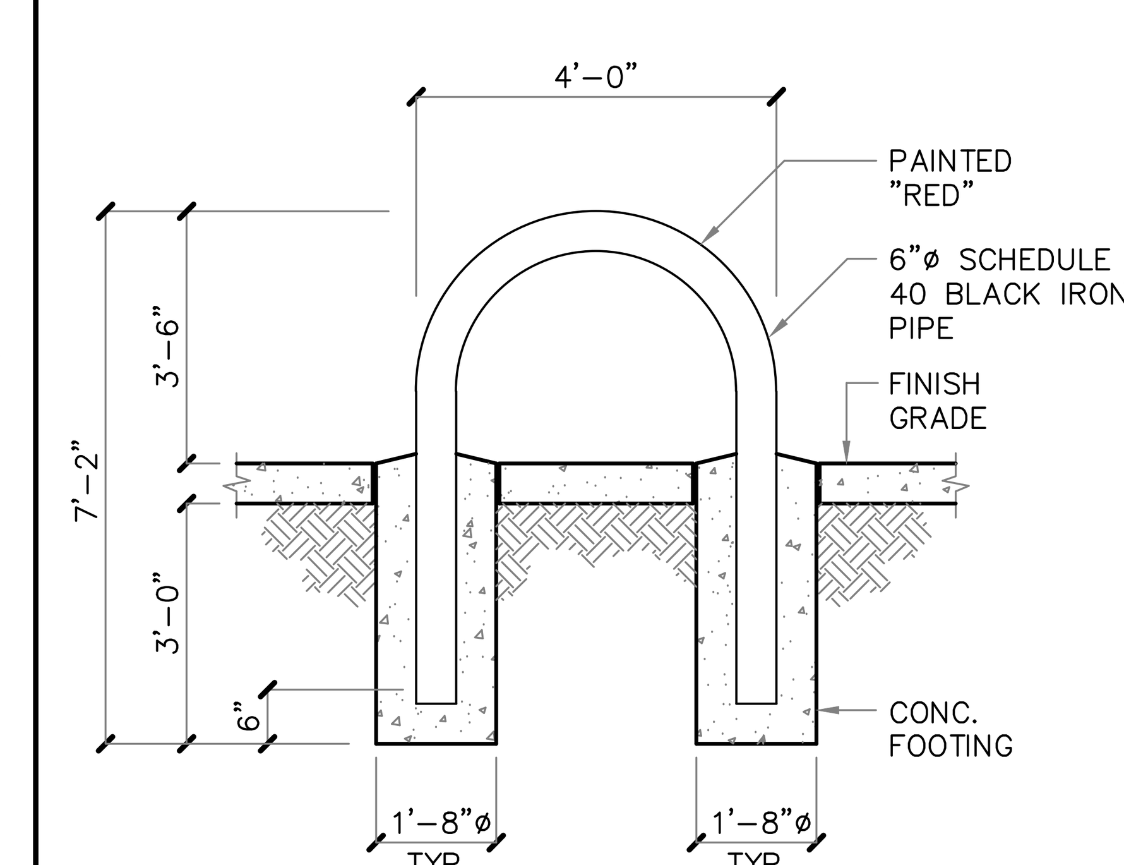
MATERIAL				FINISH			
1	ILLUMINATED BRAND LOGO	5	METAL ACM COLUMN WRAP	A	MOBIL P8 EGGSHELL WHITE	E	SAFETY RED
2	METAL ACM FASCIA WRAP	6	BUILT OUT COLUMN BASE	B	ILLUMINATED CANOPY FASCIA		
3	3D LED CANOPY FASCIA	7	GUARD POST (HORSESHOE)	C	NON-ILLUMINATED CANOPY FASCIA		
4	2D LED CANOPY FASCIA			D	STONE VENEER (MATCH BUILDING STONE)		



EAST ELEVATION
SCALE: 1/4"=1'-0"
2 A-3



SOUTH ELEVATION
SCALE: 1/4"=1'-0"
5 A-3



HORSESHOE STYLE GUARD POST IN CONCRETE

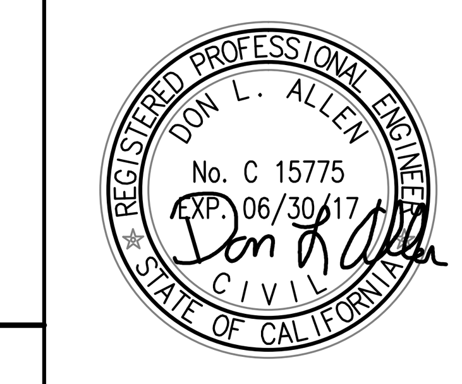
GUARD POST
SCALE: NONE
6 A-3

ATTISHA ENTERPRISES, INC.

GE GARY ENGINEERING, INC.
4901 Morena Boulevard, Suite 304
San Diego, California 92117
Telephone (858) 483-0620
Fax (858) 483-2943
Email: GaryEngCa@AOL.com

CANOPY PLAN

IMPERIAL BEACH MOBIL
1085 PALM AVENUE
IMPERIAL BEACH, CA 91932



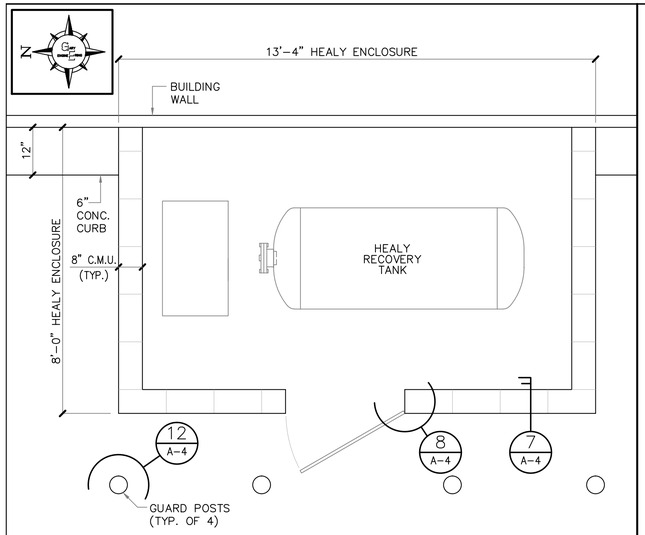
APPROVAL RECORD

MILESTONE	DATE	APPROVAL
ISSUED FOR C.U.P.		
ISSUED FOR PLAN CHECK		
ISSUED FOR GEN. BID		
ISSUED FOR CONSTRUCT.		
RECORD DRAWING		

NO.	DATE	REVISION DESCRIPTION

DESIGNED BY: GARY ENG.
CHECKED BY: RGFJR
DRAWN BY: NAS
ORIG. DATE: 10/16/15
PLOT DATE: 04/20/16
APPROVAL:

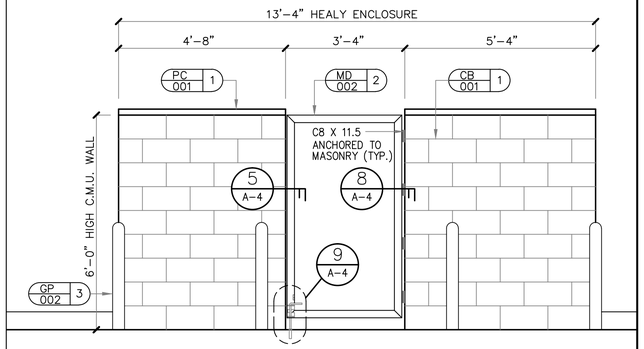
SHEET NO:
A-3



HEALY ENCLOSURE PLAN

SCALE: 1/2"=1'-0"

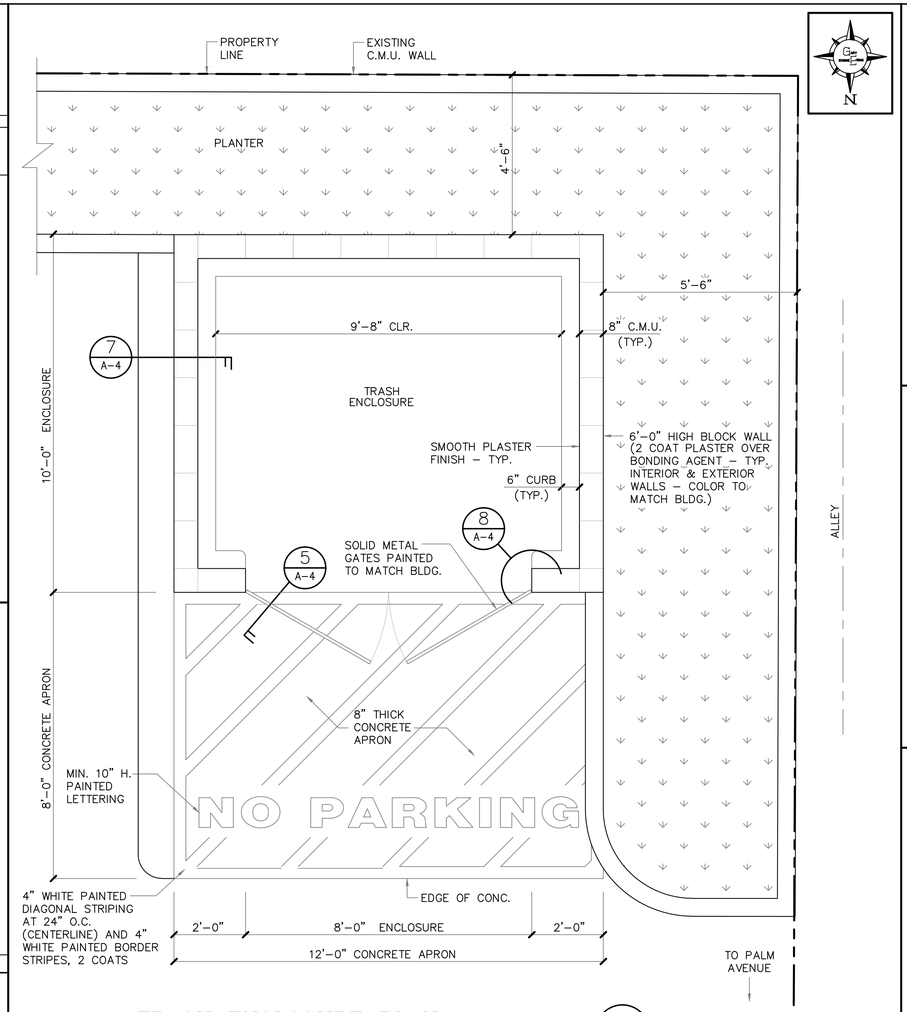
10 A-4



HEALY ENCLOSURE ELEVATION

SCALE: 1/2"=1'-0"

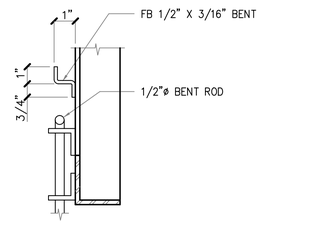
11 A-4



TRASH ENCLOSURE PLAN

SCALE: 1/2"=1'-0"

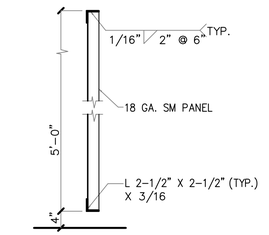
1 A-4



SECTION

SCALE: NONE

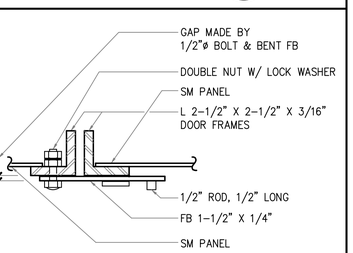
4 A-4



SECTION

SCALE: NONE

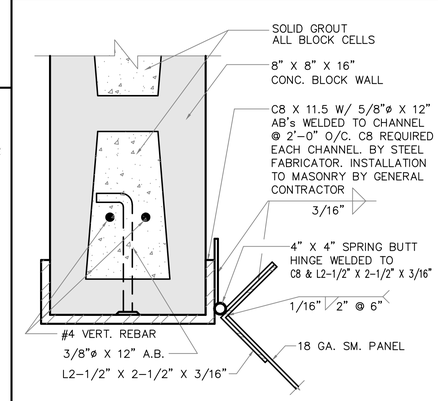
5 A-4



SECTION

SCALE: NONE

6 A-4



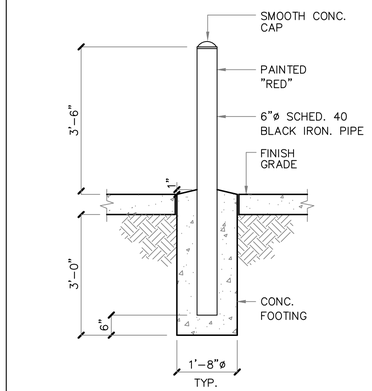
DETAIL

SCALE: NONE

8 A-4

MASONRY

1. CONCRETE BLOCK SHALL CONFORM TO ASTM C-90-86 GRADE – N UNITS, (2011 CALIFORNIA DEPARTMENT OF GENERAL SERVICES. CODE STANDARD IR 21-4) f'm = 1500 PSI. ALL CONCRETE MASONRY UNITS SHALL BE LIGHTWEIGHT UNLESS OTHERWISE NOTED.
2. ALL GROUT SHALL ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 2000 PSI AT 28 DAYS. GROUT SHALL BE COMPOSED OF THE FOLLOWING RATIO BY VOLUME : 1 PART PORTLAND CEMENT, 2 PARTS PEA GRAVEL AND 3 PARTS SAND. SUFFICIENT WATER SHOULD BE ADDED TO PRODUCE CONSISTENCY FOR POURING WITHOUT SEGREGATION OF GROUT CONSTITUENTS.
3. ALL MORTAR SHALL BE TYPE "S" HAVING A MINIMUM COMPRESSIVE STRENGTH OF 1800 PSI AT 28 DAYS. MORTAR SHALL BE FRESHLY PREPARED AND UNIFORMLY FIXED IN THE FOLLOWING RATIO BY VOLUME : 1 PART PORTLAND CEMENT, 3 1/2 PARTS SAND, 1/4 PART MINIMUM TO 1/2 MAXIMUM LIME OR LIME PUTTY.
4. ALL CELLS CONTAINING VERTICAL AND HORIZONTAL REINFORCING, ANCHOR BOLTS, INSERTS, ETC., SHALL BE FILLED SOLID WITH GROUT AND VIBRATED BY PLACING STINGER IN EACH CELL.
5. ALL REINFORCING STEEL, ANCHOR BOLTS, DOWELS AND INSERTS SHALL BE WELL SECURED IN POSITION PRIOR TO GROUTING OF MASONRY.
6. WHEN GROUTING IS STOPPED FOR ONE HOUR OR LONGER, HORIZONTAL CONSTRUCTION JOINTS SHALL BE FORMED BY STOPPING THE GROUT POUR 1 1/2" BELOW THE TOP OF THE UPPERMOST UNIT.
7. PROVIDE INSPECTION AND CLEANOUT HOLES AT BASE OF VERTICAL CELL GROUT LIFTS IN EXCESS OF 4'-0" OF HEIGHT.
8. SPLICES IN REINFORCING BARS SHALL BE A MINIMUM OF 40 BAR DIAMETERS OR 24" WHICHEVER IS GREATER. PROVIDE 1/4" MINIMUM CLEARANCE FROM MASONRY BLOCK CELLS.
9. MAXIMUM HEIGHT OF GROUT POUR SHALL BE 4'-0" UNLESS CLEANOUT OPENINGS ARE PROVIDED AT THE BOTTOM OF CELLS TO BE FILLED.
10. NO PIPES OR DUCTS SHALL BE PLACED IN MASONRY WALLS UNLESS SPECIFICALLY DETAILED.
11. ALL VERTICAL REINFORCING SHALL LAP WITH DOWELS OF SAME SIZE AND SPACING PLACED IN WALL OR FOOTING BELOW.
12. ALL MASONRY WORK TO BE RUNNING BOND UNLESS OTHERWISE SHOWN.



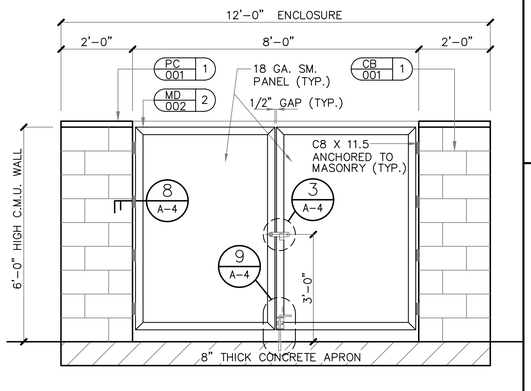
GUARD POST (IN CONC.)

SCALE: NONE

12 A-4

FINISH SCHEDULE

MATERIAL	
CB	8" x 8" x 16" C.M.U SMOOTH BLOCK
PC	PRECISION BLOCK CAP
MD	METAL DOOR AND FRAME
GP	6" DIA. STEEL GUARD POST
TREATMENT	
001	NONE
002	PRIMER
FINISH	
1	MOBIL P8 "EGGSHELL WHITE"
2	PAINT TO MATCH BUILDING
3	FRAZEE PAINT #273 "SAFETY RED"



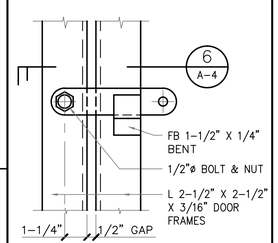
TRASH ENCLOSURE ELEVATION

SCALE: 1/2"=1'-0"

2 A-4

NOTES:

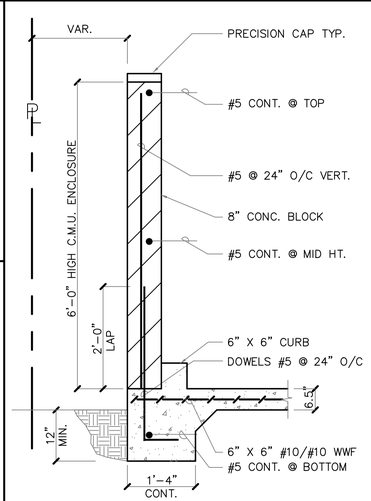
1. SEE SITE PLAN FOR EXACT LOCATION OF TRASH ENCLOSURE.
2. FLOOR OF TRASH ENCLOSURE TO BE SEALED WITH CLEAR SEALANT IT SHALL BE GREASE AND ACID RESISTANT, USDA APPROVED. INTERIOR TO BE SMOOTH PLASTERED, WASHABLE & PAINTED WITH AN ACRYLIC OR EPOXY BASED PAINT CONTRACTOR TO REFER TO THE COUNTY OF SAN DIEGO HEALTH SERVICES AGENCY LIST OF APPROVED SEALANTS & PAINT.
3. EXTERIOR OF ENCLOSURE TO BE PAINTED TO MATCH BUILDING.



DETAIL

SCALE: NONE

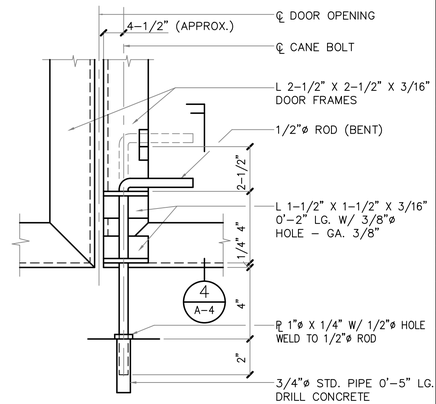
3 A-4



SECTION @ TRASH ENCLOSURE

SCALE: NONE

7 A-4



DETAIL

SCALE: NONE

9 A-4

ATTISHA ENTERPRISES, INC.

GE GARY ENGINEERING, INC.
4901 Morena Boulevard, Suite 304
San Diego, California 92117
Telephone (858) 483-0620
Fax (858) 483-2943
Email: GaryEngCa@AOL.com

TRASH & HEALY ENCLOSURE PLAN & DETAILS

IMPERIAL BEACH MOBIL
1085 PALM AVENUE
IMPERIAL BEACH, CA 91932

REGISTERED PROFESSIONAL ENGINEER
DON L. ALLEN
No. C 15775
EXP. 06/30/17
CIVIL
STATE OF CALIFORNIA

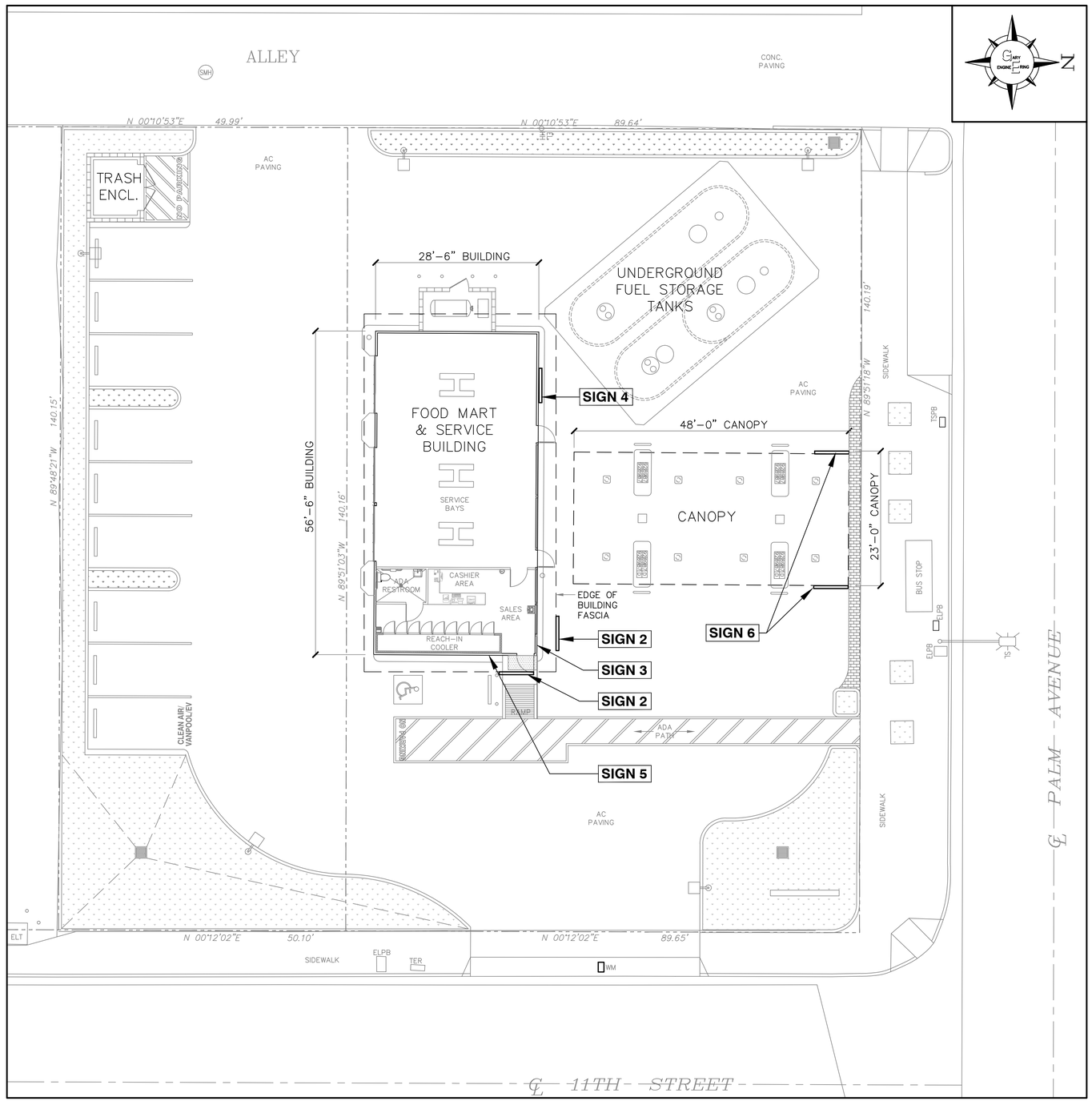
APPROVAL RECORD			
MILESTONE	DATE	APPROVAL	
ISSUED FOR C.U.P.			
ISSUED FOR PLAN CHECK			
ISSUED FOR GEN. BID			
ISSUED FOR CONSTRUCT.			
RECORD DRAWING			

NO.	DATE	REVISION DESCRIPTION

DESIGNED BY: CARY ENG.
CHECKED BY: RGFJR
DRAWN BY: MAS
ORG. DATE: 04/28/16
PLOT DATE: 04/20/16
APPROVAL:

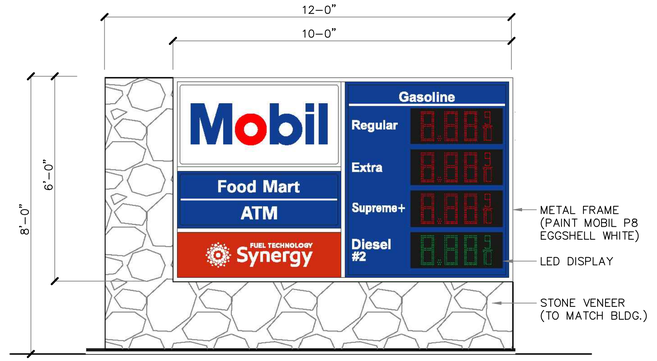
SHEET NO:

A-4

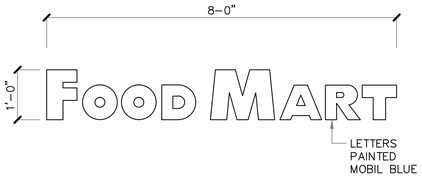


SITE PLAN
SCALE: NONE

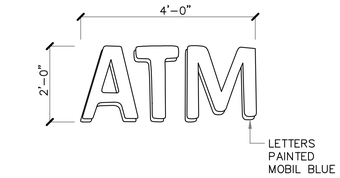
1
A-5



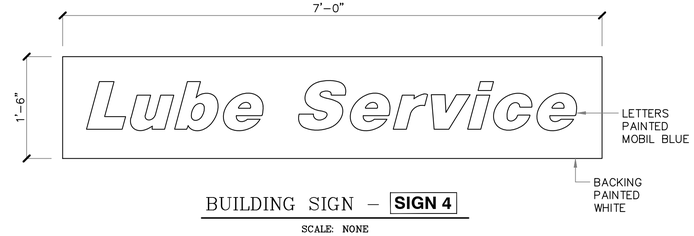
LED MONUMENT SIGN – **SIGN 1**
SCALE: NONE



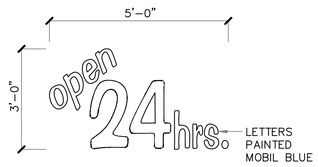
BUILDING SIGN – **SIGN 2**
SCALE: NONE



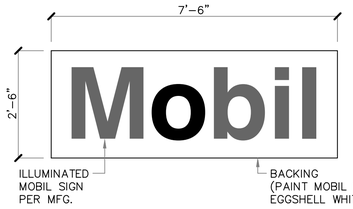
INSTRUCTIONAL SIGN – **SIGN 3**
SCALE: NONE



BUILDING SIGN – **SIGN 4**
SCALE: NONE



INSTRUCTIONAL SIGN – **SIGN 5**
SCALE: NONE



CANOPY SIGN – **SIGN 6**
SCALE: NONE

PROPOSED SIGN SUMMARY

MARK	DESCRIPTION	TYPE	HEIGHT	WIDTH	SQUARE FOOTAGE	QTY.	TOTAL AREA
SIGN 1	MONUMENT GROUND SIGN	FACILITY ID SIGN	8'-0"	12'-0"	96 S.F.	2	192 S.F.
SIGN 2	BUILDING SIGN	FOOD MART SIGN	1'-0"	8'-0"	8 S.F.	2	16 S.F.
SIGN 3	INSTRUCTIONAL SIGN	"ATM" SIGN	2'-0"	4'-0"	8 S.F.	1	8 S.F.
SIGN 4	SERVICE STATION SIGN	LUBE SERVICE SIGN	1'-6"	7'-0"	10.5 S.F.	1	10.5 S.F.
SIGN 5	INSTRUCTIONAL SIGN	"OPEN 24 HOURS" SIGN	3'-0"	5'-0"	15 S.F.	1	15 S.F.
SIGN 6	CANOPY SIGN	"MOBIL" ID SIGN	2'-6"	7'-6"	18.75 S.F.	2	37.5 S.F.
TOTAL NEW SIGNAGE PROPOSED (SQ. FT.):							**279 S.F.**
NOTE: ALL PROPOSED SIGNAGE TO BE UNDER SEPARATE PERMIT							

ATTISHA ENTERPRISES, INC.

GARY ENGINEERING, INC.
4901 Morena Boulevard, Suite 304
San Diego, California 92117
Telephone (858) 483-0620
Fax (858) 483-2943
Email: GaryEngCo@AOL.com

SIGN PLAN

IMPERIAL BEACH MOBIL
1085 PALM AVENUE
IMPERIAL BEACH, CA 91932

REGISTERED PROFESSIONAL ENGINEER
DON L. ALLEN
No. C 15775
EXP. 06/30/17
CIVIL
STATE OF CALIFORNIA

APPROVAL RECORD

MILESTONE	DATE	APPROVAL
ISSUED FOR C.U.P.		
ISSUED FOR PLAN CHECK		
ISSUED FOR GEN. BID		
ISSUED FOR CONSTRUCT.		
RECORD DRAWING		

NO.	DATE	REVISION DESCRIPTION
1	06/01/16	REVISED PER CITY COMMENTS

DESIGNED BY: GARY ENG.
CHECKED BY: RGFJR
DRAWN BY: MAS
ORIG. DATE: 04/12/16
PLOT DATE: 06/02/16
APPROVAL:

SHEET NO:
A-5

DESIGN REVIEW COMPLIANCE CHECKLIST

Citywide Design Criteria

MF 1203 **Applicant: Mobil** **Project Address: 1203**

C = Compliance N/C = Non Compliance N/A = Not Applicable	C	N/C	N/A
A. RELATIONSHIP OF BUILDINGS TO SITE AND SURROUNDING AREA			
1. The site should be planned to accomplish a desirable transition with the streetscape, and to provide for adequate planting, pedestrian movement, and parking areas.	X		
2. Site planning should provide landscaped setbacks in scale with buildings, an inviting streetscape, usable open space areas, and buffering between properties.	X		
3. Parking areas should be treated with decorative elements, such as, building wall extensions, plantings, trellises, surface patterns, berms or other innovative means to largely screen parking areas from view from public ways.	X		
4. Whenever the natural or existing topography contributes to the amenity and utility of a proposed project, it should be preserved in a manner which enhances and accentuates the project. Modifications to the topography will be considered only when it can be determined that they will contribute to the amenity and utility of the project.	X		
5. Architectural styles should be made compatible or integrated with adjacent buildings by such means as screens, site breaks, colors and materials.	X		
6. Attractive landscape transition to surrounding properties should be provided.	X		
7. Harmony in design elements, including texture, lines, and masses are required. Monotony shall be avoided. Contrasting design elements should be repeated where appropriate in a harmonious manner. For example, vertical elements contrast with general horizontal lines and should be used where appropriate to make a strong statement.	X		
8. The height, bulk, mass and scale of each building should be compatible with its site and buildings expected to remain or be developed in the surrounding area. Monotony of architectural design is not encouraged.	X		
9. A project proposed in an area deemed to be in a state of decline or blight infestation should be developed in a manner, which will establish and improve the aesthetic quality and character of the area.	X		
B. BUILDING DESIGN, COLORS, AND MATERIALS			
1. Evaluation of appearance of a project shall be based on the quality of its design and relationship to existing or future surroundings. Inappropriate, incompatible designs shall be avoided.	X		
2. Existing and proposed structures on the same project site should be architecturally and functionally integrated.	X		
3. Innovative and imaginative design and architecture should be encouraged, and inappropriate and monotonous design should be avoided.	X		
4. Variations of building details, form, line, colors and materials, and setting should be employed to create visual interest.	X		

DESIGN REVIEW COMPLIANCE CHECKLIST

Citywide Design Criteria

MF 1203 **Applicant: Mobil** **Project Address: 1203**

C = Compliance N/C = Non Compliance N/A = Not Applicable	C	N/C	N/A
5. Monotony of design in single or multiple building projects should be avoided. Variation of detail, form, and siting should be used to provide visual interest. In multiple building projects, variable siting of individual buildings may be used to prevent a monotonous appearance. Variation in wall plan, roof line and direction, materials and color may be used to prevent a monotonous appearance in buildings. Wall plan variation is recommended to reduce scale and bulk and may often be simple provided by building projections, bay windows, and balconies. Color and landscape materials may be used to accent the variation.	X		
6. Window trim, pop-outs, dormers, bay windows, and other features are encouraged to provide exterior variation in wall plan and materials.	X		
7. New building components, such as windows, doors, eaves, and parapets, shall have good proportions and relationship to one another and with wall masses.	X		
8. The architectural theme employed on a particular building should normally be executed on all exterior surfaces.	X		
9. In any design in which the structural frame is exposed to view, materials and finishes should be selected for architectural harmony or enhancements of the theme, as well as aesthetic quality, durability, and ease of maintenance.	X		
10. Exterior colors which are harmonious and contribute to the aesthetic quality of the project should be selected.	X		
11. Colors shall be harmonious yet color contrast or contrasting tone is encouraged to emphasize architectural detail (see examples in Planning Department). Fluorescent paints and garish colors should be avoided.	X		
12. Materials and colors should be varied where appropriate to provide architectural interest. However, material and color combinations should be repeated where necessary to provide contrast and harmony (visual order) to the building. The number of materials should not exceed what is required for contrast and accent or architectural features and may generally be limited to three.	X		
13. Building materials should not stop abruptly at corners but continue from front to side elevations.	X		
14. Parapet walls/mansard roofs should not stop at short distances on side elevations, but should continue to visually unify all building elevations, as appropriate.	X		
15. Blank walls should be avoided by the use of windows, variation of surface plan and materials, and use of shrubbery or trees as landscape screening.	X		
16. Mechanical equipment, including solar collectors and panels, or other utility hardware on roof, ground, or buildings should be screened from public view with materials harmonious with the building, or they should be located so as not to be visible from any public ways.	X		
17. Metal fixtures, trims, and devices, exposed to the ocean environment are subject to abnormally high corrosion and are discouraged.	X		

DESIGN REVIEW COMPLIANCE CHECKLIST

Citywide Design Criteria

MF 1203 **Applicant: Mobil** **Project Address: 1203**

C = Compliance N/C = Non Compliance N/A = Not Applicable	C	N/C	N/A
18. Continued good appearance depends upon the extent and quality of maintenance. The choice of materials and their use, together with the types of finishes and other protective measures, should be conducive to easy maintenance and upkeep.	X		
19. Materials and finishes should be selected for their durability and wear as well as for their beauty. Property measures and devices should be incorporated for protection against the elements, neglect, damage and abuse.	X		
C. LANDSCAPE IMPROVEMENTS AND EXTERIOR LIGHTING Landscape elements included in this criteria consist of all forms of planting and vegetation, ground forms, rock groupings, water patterns, and all visible construction except buildings and utilitarian structures.			
1. An inviting atmosphere should be created in pedestrian oriented areas through the use of landscaping, walls, fencing, seating, plazas, statues, fountains, and other design features.		X	
2. Grades of walks, parking spaces, terraces, and other paved area should provide an inviting and stable appearance for walking and, if seating is provided, for sitting.	X		
3. Landscape treatment should be provided to enhance architectural features, strengthen vistas and important axis, and provide shade, privacy and buffering, soften large surfaces and paved areas, and accent points of interest. Where practical, existing trees and drought tolerant plants should be preserved and included in the planning and design of the site.	X		
4. Unity of design should be achieved by repetition of certain plant varieties and other materials, and by correlation with adjacent developments, where appropriate.	X		
5. Plant material should be selected for interest in its structure, texture, and color and for its ultimate growth.	X		
6. In locations where plants will be susceptible to injury by pedestrian or motor traffic, or other environmental hazards, they should be protected by appropriate curbs, tree guards, or other devices.	X		
7. Service and storage yards, trash collection areas, exterior work areas, and other places which tend to be unsightly, should be screened by use of walls, fencing, planting, or by combinations of these.	X		
8. In areas where general planting does not prosper, other materials such as fences, walls, trellises and pavings of wood, brick, stone, gravel, and cobbles, should be used. Carefully selected plants should be combined with such materials where possible. Materials should be harmonious with building materials.	X		
9. All plant materials should be selected, arranged, and installed in accordance with sound horticultural and landscape architectural practices per landscape and irrigation plans.	X		

DESIGN REVIEW COMPLIANCE CHECKLIST

Citywide Design Criteria

MF 1203 **Applicant: Mobil** **Project Address: 1203**

C = Compliance N/C = Non Compliance N/A = Not Applicable	C	N/C	N/A
10. Color and texture of landscape elements should be coordinated with color and texture of building materials. Coarse textures and darker or brighter colors may be used where appropriate to reduce perceived distance and size. Fine textures and light or greyed colors may be used for the opposite effect where appropriate.	X		
11. Miscellaneous structures (i.e., structures other then buildings: sign posts, railings, etc.) and street furniture located on private property should be designed to be integrated with, or harmonious with, the architectural building and landscape design proposed for the site. Materials should be durable and compatible with buildings and surroundings in color and scale.	X		
12. Exterior lighting should be designed to enhance the architecture of the building and landscape and shall be restrained in color and brightness. Light standards and fixtures shall be architecturally compatible and scaled to the buildings with consideration for energy efficiency.	X		
D. <u>SIGN CRITERIA</u> (The same criteria applicable to wall signs shall apply to monument signs.) Project, as conditioned			
1. Signs should be designed as supportive elements to land use. They should be used primarily to identify businesses, professional offices and public and quasi-public facilities.	X		
2. Signs should be compatible with the nature, scale, character, and design of the locale and land uses they serve.	X		
3. Signs should be part of the architectural concept. Size, color, lettering, locations, and arrangement shall be harmonious with the building design, and shall be compatible with approved signs on adjoining buildings. Signs shall have good proportion.	X		
4. Colors should be used harmoniously and with restraint. Lighting should be harmonious with the design. If external spot or floodlighting is used, it shall be arranged so that light source is shielded from view.	X		
5. Identification and directory signs should manifest a high degree of artistic order and taste, as well as legibility.	X		
6. Signs should be characterized by restraint. Where practical and practicable, artistic graphics and fine art displays should be used in lieu of "commercial" signs.	X		
7. Signs should place considerable emphasis upon color, harmony, size, shapes, letters, materials and character.	X		
E. <u>CIRCULATION AND PARKING</u>			
1. It is recommended that parking areas be screened from view by the use of landscaping, walls, buildings, or other innovative and decorative concepts.	X		
2. Parking areas and trafficways should be enhanced with landscaped spaces containing trees or tree groupings which shall be adequately irrigated and maintained. Shrubs should be used only where they will not obscure vision.	X		

DESIGN REVIEW COMPLIANCE CHECKLIST

Citywide Design Criteria

MF 1203 **Applicant: Mobil** **Project Address: 1203**

C = Compliance N/C = Non Compliance N/A = Not Applicable	C	N/C	N/A
3. The placement of trees in parkways or paved areas is encouraged.	X		
4. Vine covered trellises should be provided where appropriate to provide shading and buffering of open parking areas, particularly where tree planting is not provided.		X	
5. Parking bays located between the building and the street should be separated from buildings by landscaped areas or protected walkways.			X
6. The mass of large parking areas should be improved through the employment of landscaping, textural variation, or structural interruption (i.e., walls and trellises). Variation of paving material, texture and color is recommended where pedestrian and vehicular areas overlap. The use of stamped concrete, stone, brick or granite pavers, exposed aggregate, colored concrete or other methods to divide or improve the effect of large expanses of pavement is encouraged.	X		
7. Onsite circulation shall be designed to promote adequate security, police and fire protection; and, to facilitate postal delivery, moving, trash collection and trades services.	X		
8. The layout of offstreet parking areas and onsite circulation systems should place emphasis on: A) Convenience and proximity to the units served.	X		
B) Safety.	X		
C) Screening and separation of buffering from common uses areas, residential units and recreation areas.	X		
9. Directional signs and graphics should be used to promote public safety and convenience.	X		
10. Loading, unloading, and delivery service operations should be preplanned. Parking layouts should clearly indicate that these operations would not adversely affect customer parking or access.	X		
11. The plans of major commercial centers shall be responsive to the physical requirements of public transportation and should provide the requisite pedestrian ways, bus stops, benches, and shelter.			X
12. Secure bicycle parking facilities are encouraged.		X	
13. Public or commercial parking areas should be designed for convenience and, where feasible, should be directly accessible from two streets, or a street and an alley.	X		
14. Pedestrian ways within commercial parking areas should be protected from vehicular movements by landscaped areas, curbs, or posts.		X	
15. In multiple family developments, it shall be considered undesirable to locate off street parking areas between the buildings and the street. In cases where this design solution is utilized by the Architectural Design Review Advisory Committee, the parking areas should be screened from view. Parking shall be considered between buildings and streets where it does not detract from otherwise exceptional design and neighborhood amenities.			X

DESIGN REVIEW COMPLIANCE CHECKLIST

Citywide Design Criteria

MF 1203 **Applicant: Mobil** **Project Address: 1203**

C = Compliance N/C = Non Compliance N/A = Not Applicable	C	N/C	N/A
16. It is recommended that all parking or maneuvering areas which are perpendicular to building walls be separated by landscaped areas.	X		
F. MULTIPLE-FAMILY RESIDENTIAL ENVIRONMENT			
1. Multiple family dwelling developers should place cardinal emphasis on the protection of residential privacy. Privacy requires sensitive structural and landscaping design, and effective sound-proofing. It is also dependent upon the selection of proper building, screening, and landscaping materials.			X
2. The site development and design of multi-family development should be coordinated with that of existing or potential adjoining and adjacent development. The project design should be consistent with the standards of good site planning and spatial relationships.			X
3. The landscape of a multi-family dwelling should be oriented towards the establishment and maintenance of a high order of on and off site environmental and aesthetic quality.			X
4. The design of all multiple units should promote good circulation, adequate exterior lighting and noise protection. The said design should minimize hazards, and optimize energy conservation. Solar orientation should be considered to reduce heating requirements.			X
5. Each building site upon which a multi-family project is developed shall provide landscaping and usable open space. The space developed to landscaping may be improved with textured flooring, fountains, ponds, kiosks, and sculpture, as well as plant material.			X
6. Where practicable, large multi-family developments should provide a variety of building sizes and arrangements.			X
7. Multiple-family dwelling development shall provide their residents private and/or common open space. Private open space may take the form of patios, balconies, courtyards (atria), or gardens. The establishment of game rooms, children's play areas, meeting rooms, and roof gardens should be encouraged where appropriate.			X
8. Usable open space required by the zoning ordinance should be distributed throughout the project site.			X
9. Noise effects on and from all common and private open space should be buffered by fences, walls, and/or barriers, which block the line-of-site of the noise source.			X
10. Indoor-outdoor integration can be promoted in projects by the use of large windows and sliding glass doors in conjunction with patios, balconies, and courtyards. The said windows and doors, however, should be effectively shuttered or draped in order to prevent substantial night-time energy losses.			X
11. Common open space should be provided in large areas if feasible. Large areas of open space can be imaginatively landscaped, well utilized, and economically maintained.			X

AGENDA ITEM NO. 4.2

STAFF REPORT
CITY OF IMPERIAL BEACH

TO:	**DESIGN REVIEW BOARD**
FROM:	**COMMUNITY DEVELOPMENT DEPARTMENT**
MEETING DATE:	**JUNE 16, 2016**
ORIGINATING DEPT.:	**COMMUNITY DEVELOPMENT DEPARTMENT**
SUBJECT:	**REPORT: UNIFIED PORT OF SAN DIEGO – SOUTH SEACOAST COMFORT STATION. MF 1209.**

EXECUTIVE SUMMARY:

The Unified Port of San Diego (the "Port") has been working on the "South Seacoast Restroom and Shower Facility" project. As a component of the Port Master Plan, this planning project was approved as part of the Port's Fiscal Years 2014-2018 Capital Improvement Program ("CIP"). Specifically, the Port's approved CIP allocated $75,000 to conduct a feasibility study and to prepare preliminary design renderings for this project. The Port retained Psomas to conduct the feasibility study and Sillman Wright Architects to prepare design renderings based upon the feasibility analysis. The findings of the Feasibility Study and the design renderings were presented to the Tidelands Advisory Committee on May 22, 2015 and the Design Review Board on June 1, 2015. The project was modified and minor updates to the Draft Feasibility Study have been provided. As such, the project will be reconsidered by both the Tidelands Advisory Committee and Design Review Board for comment and input.

FISCAL ANALYSIS:

The Port has allocated $75,000 towards this Project in their FY 2014-2018 Capital Improvement Project.

RECOMMENDATION:

That the Design Review Board consider the Draft Feasibility Study, including the proposed locations and design alternatives, and provide recommendations to the City Council.

BACKGROUND/ANALYSIS:

In November 2011, staff was officially advised that the Unified Port of San Diego (the "Port") was initiating its Capital Improvement Program (CIP) planning process for fiscal years (FY) 2014-2018. Staff was also advised of changes to the Port CIP development, specifically as related to adoption of Board of Port Commissioners (BPC) Policy 120 in which the Port provided an opportunity for Member Cities, Port tenants, and the public to propose potential projects for consideration during the Port's CIP review process. BPC Policy 120 also addressed and allowed for the consideration of both On- and Off-Tidelands projects.

consideration during the Port's CIP review process. BPC Policy 120 also addressed and allowed for the consideration of both On- and Off-Tidelands projects.

During the City Council meeting on November 11, 2011, the City Council provided staff with general direction regarding specific projects for which applications should to be prepared and submitted to the Port for consideration and/or inclusion in the Port's Fiscal Year (FY) 2014-2018 CIP. The City's Port CIP applications were submitted to the Port on February 28, 2012.

On June 7, 2012, the Unified Port of San Diego (the "Port") adopted Resolution No. 2012-69 approving the projects for their FY 2014-2018 CIP. Of the projects for which Imperial Beach submitted applications, two were approved for funding in FY 2014 and one was approved for funding in FY 2015. The project approved for funding for FY 2015 was South Seacoast Restroom and Shower facility. This project, now called the South Seacoast Comfort Station (the "Project") was allocated $75,000 to conduct a feasibility study to locate a new restroom and shower facility for the City of Imperial Beach.

Throughout the years, some local residents along Seacoast Drive south of Imperial Beach Boulevard have expressed a desire for additional restrooms south of Pier Plaza to serve beachgoers and surfers. The City of Imperial beach has recognized an increase in beachgoers and surfers over the past few years. Currently there are no public restrooms or showers south of Pier Plaza causing beachgoers and surfers to change at their cars and/or urinate in public. The possibility of providing a restroom and shower facility in the southern portion of Seacoast Drive was a topic of discussion and consideration, therefore, to address this apparent need with the understanding that siting such a facility would present challenges given the significant number of residences in this area. As part of the Port's FY 2014-2018 CIP, therefore, the Port retained Psomas to conduct a feasibility study to analyze the possibility of locating a new restroom and shower facility for the community in the southern portion of Seacoast Drive.

The purpose of the Feasibility Study is to review and evaluate the potential locations for a new restroom and shower facility south of Pier Plaza and, more specifically, in the South Seacoast Drive area. The goals of the Study are as follows:

- Identify three possible sites for the new restroom facility
- Evaluate site conditions and constraints
- Work with Sillman Wright Architects to recommend facility size and type
- Review public outreach comment/feedback on the type and location of the restroom.
- Develop a site ranking matrix
- Provide recommendations/conclusions to the Port

After several meetings with the Port and the City of Imperial Beach staff, the following three (3) potential locations for the Project have been identified:

- Beach Avenue
- Descanso Avenue
- Encanto Avenue

Psomas also identified three (3) types of facilities for this restroom and shower facility; utilitarian, intermediate, and architectural. The design and features of the three types vary and are discussed in detail in the attached Draft Feasibility Study; however, each facility type would be

compliant with the Americans with Disability Act (ADA), provide a minimum of two unisex stalls, a maintenance closet, an outdoor foot rinse and shower, internal lighting, and low-level lighting 24 hours a day.

The Draft Feasibility Study and the design renderings were presented to the Tidelands Advisory Committee (TAC) on May 22, 2015 and the Design Review Board (DRB) on June 1, 2015, and the following comments were provided:

Tidelands Advisory Committee (3 members present for review of the project):

- Two of the three TAC members supported the proposed location at Encanto Avenue but one strongly opposed that location.
- Two members felt that signage at the beach identifying Public Restrooms should be provided at whatever street end such a facility would be located.
- One member who preferred Encanto supported a smaller footprint and preferred the Intermediate Design due to safety concerns and proximity to the beach while the other member who preferred Encanto liked all three design concepts.
- The member who objected to the Encanto location preferred a low-cost and uni-sex option.

Design Review Board (3 members present for the review of the project):

- The three DRB members reviewing the project felt that Encanto would be an optimal location because there would be no reduction of parking spaces or views.
- One member noted that locations other than Encanto may create traffic impacts due to the facility's location to driveways.

Following these meetings, the project was temporarily put on hiatus and updates to the discussion of construction estimates and security and safety have been provided within the Draft Feasibility Study attached to this staff report. Public Safety staff reviewed the proposed locations and designs and offered the following comments:

- Placing the comfort station beachside instead of near the street is preferred as individuals are more likely to use the station prior to or after beach activity and it keeps users away from Seacoast Drive traffic.
- The beachside of Beach Avenue is an optimal location because it is closest to the busier central beach area, it is visible from the beach for beach patrons, it would locate away from Seacoast Drive traffic, it would be least impacted by coastal flooding, and it would not impact emergency vehicle beach access.
- The Encanto location is not easily visible from the beach and does not provide for parking, which would require vehicle patrons to park on Seacoast Drive and cross the street in order to access the comfort station.
- Descanso is an emergency vehicle beach access location that is recommended to be kept clear at all times. Vehicles may double-park in busy periods when parking is full to utilize a comfort station, which would obstruct emergency access.
- The areas observed to have the greatest impacts from coastal flooding during King Tides have been South Seacoast, Encanto, Descanso, and Cortez.
- The design should avoid locked private stalls with doors extending to the floor, as this could encourage illicit activities.
- Bathrooms should be closed after normal park hours.

Due to the lapse of time and the updates to the study, the project will be reconsidered by both the Tidelands Advisory Committee and Design Review Board for comment and input. A presentation by the Port on the selection of the 3 proposed locations for the South Seacoast Comfort Station and a discussion of the types of facilities will be provided at the meeting on June 16, 2016.

ENVIRONMENTAL DETERMINATION:

Pursuant to California Environmental Quality Act (CEQA) Section 15262, projects involving only feasibility studies for possible future actions are statutorily exempt from preparing an Environmental Impact Report (EIR) or a Negative Declaration. Additionally, any future Project as a result of the Feasibility Study may also be categorically exempt from environmental review under CEQA Section 15303 (New Construction or Conversion of Small Structures).

COASTAL JURISDICTION:

All proposed Project sites are located in the Appeal Jurisdiction of the California Coastal Commission as indicated on the Local Coastal Program Post Certification and Appeal Jurisdiction Map and, upon approval of any Coastal Development Permit by the City Council, would be appealable to the California Coastal Commission under Section 30603(a) of the California Public Resources Code and IBMC Section 19.87.160.

Attachments:

1. Draft Feasibility Study
2. Comfort Station Designs
3. DRB Minutes June 1, 2015
4. TAC Minutes May 22, 2015

c: file MF 1203

South Seacoast Restroom & Shower Facility

Imperial Beach, California

Feasibility Study

April 2016

Prepared by:

PSOMAS

Architectural Illustrations provided by:

SILLMAN WRIGHT ARCHITECTS

Prepared for:

Unified Port of San Diego

IMPERIAL BEACH classic southern california

Table of Contents

List of Figures

List of Figures (continued)

1.0 Purpose of the Study

The City of Imperial Beach with funding from the Unified Port District of San Diego initiated a study to identify, review, and evaluate the feasibility of constructing a new restroom and shower facility along Seacoast Drive to serve the beach-going community and identify suitable locations along South Seacoast Drive.

The following items and factors are being considered as part of this feasibility study:

- Develop project limits
- Evaluate site conditions and constraints
- Identify three potential sites for the proposed restroom facility
- Identify restroom facility layouts

In addition to this report, findings of this study have been presented to the Tidelands Advisory Committee and the Design Review Board.

2.0 Background

The City of Imperial Beach is the most southwesterly city in the continental United States, flanked by the Pacific Ocean on the west, South San Diego Bay on the north, and by the City of San Diego on the east. South Seacoast Drive is bounded on the west by Imperial Beach and on the east by the Tijuana Estuary.

The community advertises itself as having beaches, big surf, unparalleled open space and wetlands teeming with wildlife. Imperial Beach is one of the last untouched beach towns in California with a “Classic Southern California vibe”. Any proposed architectural features would need to incorporate this theme.

There are two existing restrooms near the beach: Dunes Park (See Figure 3.3) at the intersection of South Seacoast Drive and Daisy Avenue; and Pier Plaza (See Figure 3.3) at the intersection of South Seacoast Drive and Evergreen Avenue. Their locations are shown on Figure 2.1 on the next page.

Residents living along Seacoast Drive have reported that beachgoers and surfers have changed clothes at their car and have urinated in public and on private properties. As a result, the City of Imperial Beach has received requests from residents and visitors for a restroom along this portion of the beach.

In addition, Imperial Beach has noticed an increase in the number of beachgoers over the past few years.

Imperial Beach

Figure 2.1: Study Limits - Seacoast Drive, Imperial Beach, CA

The Imperial Beach Lifeguard Service provided approximate beach/ocean attendance numbers for the years 2013, 2014 and 2015. This information is shown on a monthly basis in Figure 2.2.

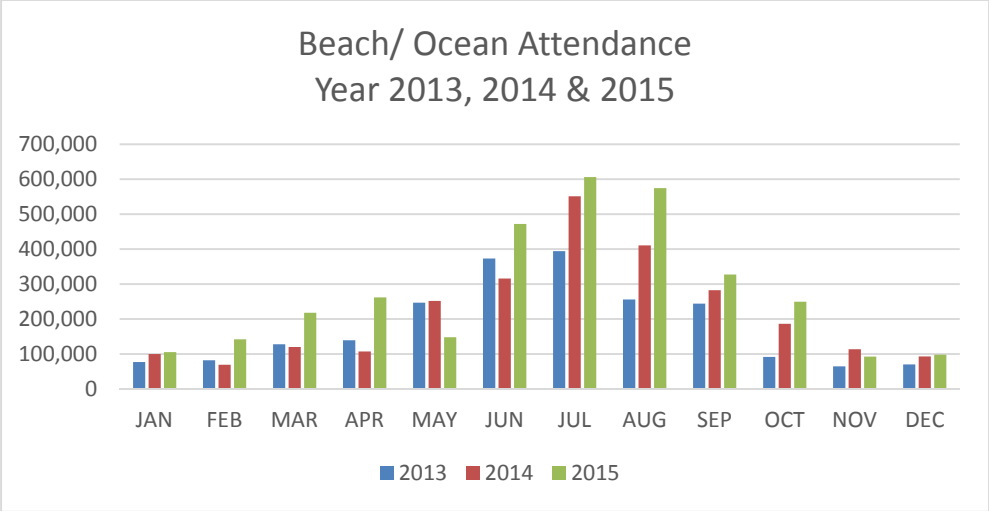


Figure 2.2: Approximate Beach/Ocean Attendance for 2013, 2014 & 2015

The largest number of beach attendance occurred in the month of July with each year's attendance increasing, as shown in the above graph. The increase in attendance from July 2014 to July 2015 was 55,000 people.

The Imperial Beach Marine Safety Department provided a five year comparison of beach attendance from 2011-2015 to illustrate the increase in beach attendance over this period.

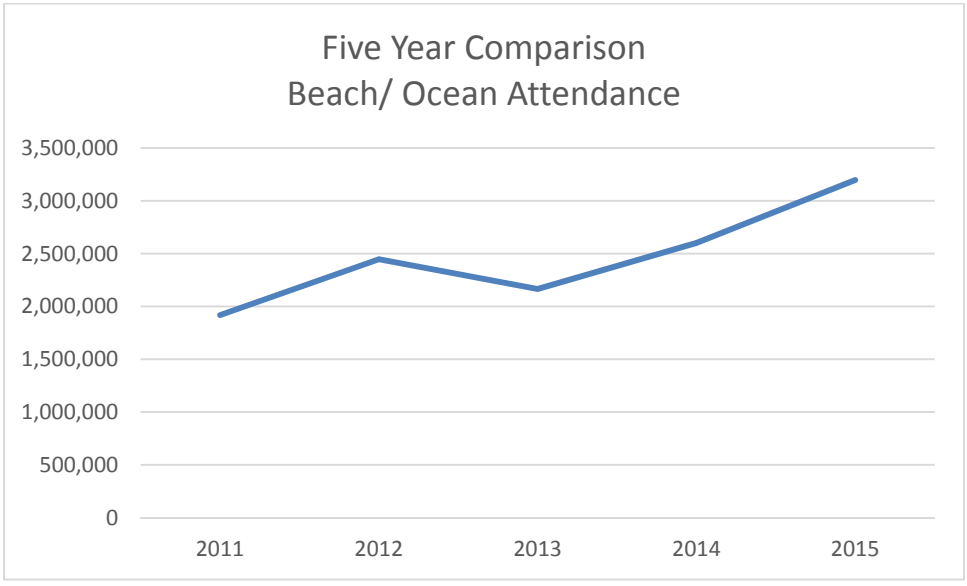


Figure 2.3: Five Year Statistical Comparison 2011-2015

Figure 2.3 shows the trend over the past five years in beach attendance. With the exception of 2013, attendance has continued to increase year over year.

The statistics shown in Figures 2.2 and 2.3 do not provide actual counts at the existing restrooms. Employing statistical analysis method referred to as a normal distribution (bell curve), the restroom usage can be projected for a new facility. With a bell curve distribution, it is assumed that approximately 70% of attendance will be located near Pier Plaza and Dunes Park and 12% of attendance is located south of the pier to Cortez Avenue, and the remaining 3% of attendance is located from Cortez Avenue to the Seacoast Drive cul-de-sac. A new restroom located in the 12% distribution has the potential to serve the majority of the beach goers south of Pier Plaza. Assuming an attendance of 20,000 people on a peak summer day, and assuming a third deviation on the bell curve, approximately 2,400 people may use the proposed restroom facility during one peak day.

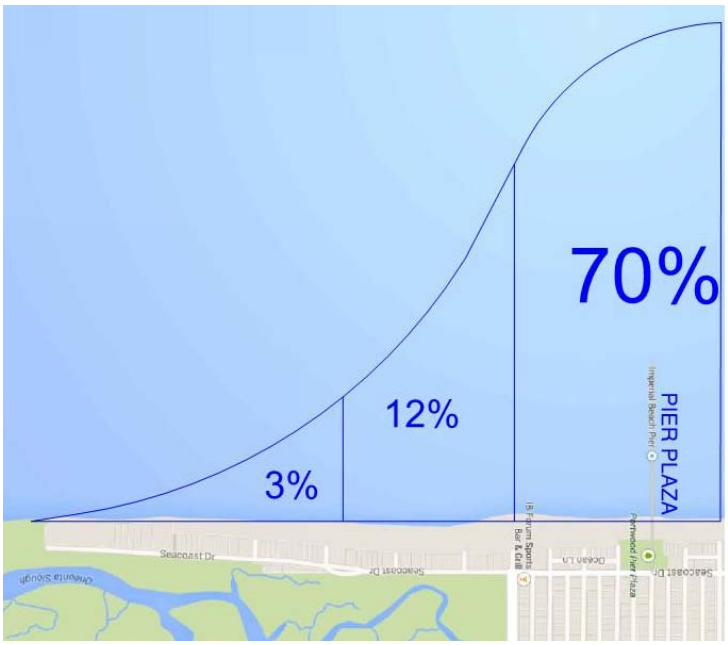


Figure 2.4: Assumed bell curve distribution of beach attendance

The above percentages do not account for visitors to the Tijuana Estuary. It is estimated that there has also been increase in attendance to this Estuary over the past few years. Currently, the closest restroom for these visitors is located at Pier Plaza.

3.0 Study Limits and Location Criteria

The limits for the study were established by determining the area that would benefit from the proposed usage for the restroom, restrictions that place limits on location of such facility, and proximity to other nearby restrooms.

The area of the study is defined as the northerly limit – Pier Plaza at South Seacoast Drive and Evergreen Avenue, southerly limit – end of South Seacoast Drive (cul-de-sac), westerly limit – Imperial Beach, and easterly limit – South Seacoast Drive. Most of the beach-goers do not go beyond the cul-de-sac; a restroom south of this location would not be as beneficial as other locations. Refer to Figure 2.1 for a map showing these limits.

There are two public restrooms along the Seacoast Drive corridor, as shown in Figure 2.1. The northerly restroom, located at Dunes Park, has a large footprint and is setback from the street. The second public restroom, located at Pier Plaza, is located in a busy area near shops and restaurants and is directly across from the lifeguard building. See Figure 3.2 for photographs of the existing restrooms.

Figure 3.1: Existing Dunes Park Restroom Facility (top), Existing Pier Plaza Restroom Facility (bottom)

The criteria used to evaluate the feasibility of placing a restroom were as follows:

- Proximity to existing restrooms
- Availability/proximity to public parking
- Displacement of parking

- ADA accessibility
- Utilities (electrical, water, and sewage)
- Seasonal flooding
- Tides
- Available public right-of-way
- Traffic
- Potential conflicts between pedestrians and automobiles
- Obstruction to scenic view
- Proximity to residences
- Usage
- Convenience to beach goers
- Safety
- Aesthetics
- Cost
- Site Layout

4.0 Location Options

The following locations were evaluated:

Estuary/East Side of Seacoast Drive

A restroom within the estuary is not a feasible location and would impact environmentally sensitive land. Locating a restroom east of Seacoast Drive would encourage beachgoers to cross Seacoast Drive to access the restroom, potentially conflicting with vehicles.

Imperial Beach (On Sand)

Placing a restroom on the beach is not a feasible location due to environmental issues such ocean waves, sea level rise, and tides. To accommodate such factors would increase the design and construction costs associated with the facility. Providing ADA accessibility would also increase the cost.

Property Acquisition

There was no available vacant property within the study limits. Any purchase of real estate for a site would involve demolition of existing structures or intense renovation and would increase the construction cost. This option was eliminated due to cost.

The City of Imperial Beach requested that street ends be evaluated as locations for a restroom because no additional right-of-way would need to be acquired. The Port District has easements over those street ends.

Elkwood Avenue & Ebony Avenue

The spacing between Dunes Plaza Restroom and Pier Plaza Restroom is three blocks. Both Ebony Avenue and Elkwood Avenue are within a three-block radius of Pier Plaza Park (Elder Avenue). The benefit of spacing the restrooms is reduced by placing restroom in close proximity to each other. Both locations were found to be infeasible.

Imperial Beach Boulevard

The street end of Imperial Beach Boulevard currently serves residents by providing garage and alley access along the street end. Two driveways are located on the southern portion of the street end providing residents access to underground garage parking. The driveway on the north end provides access to residential parking within the alleyway. The volume of vehicles using this street end as an access point for residential parking may cause potential vehicle and pedestrian conflict if a new restroom is located on Imperial Beach Boulevard. Additionally, this street end is close to existing restroom facilities. This location was not considered as a feasible location due to the potential conflict between vehicles and pedestrians and the proximity to existing restrooms.

Seacoast Avenue cul-de-sac

The cul-de-sac is a location prone to coastal flooding and seasonable high water This cul-de-sac is used as an emergency vehicle turn-around, limiting the space for a new restroom site. This location is not feasible.

Admiralty Avenue

This location is one block south of Imperial Beach Boulevard and within close proximity to existing public restroom facilities. Access to multiple residential parking garages exists along the street end. The volume of vehicles using the street end as an access point for residential parking may result in traffic conflicts between the residents going to/from the parking garage and pedestrians accessing the restroom. Public parking is located on the north side of the street end and a new restroom would remove valuable parking at this location. The location was not considered feasible.

Cortez Avenue

Cortez Avenue is prone to coastal flooding. Residential driveways exist on both the north and south side of this street, thereby limiting the potential location for a new restroom facility. This location was not considered feasible.

Beach Avenue:

This location has the benefits of having an existing ADA accessible space, would be adjacent to public parking, and near a lifeguard tower. This site is located in an area with multiple-level homes and no driveways accessing the street, which eliminates potential conflict between vehicles and pedestrians.

This location is considered feasible and further study is presented herein.

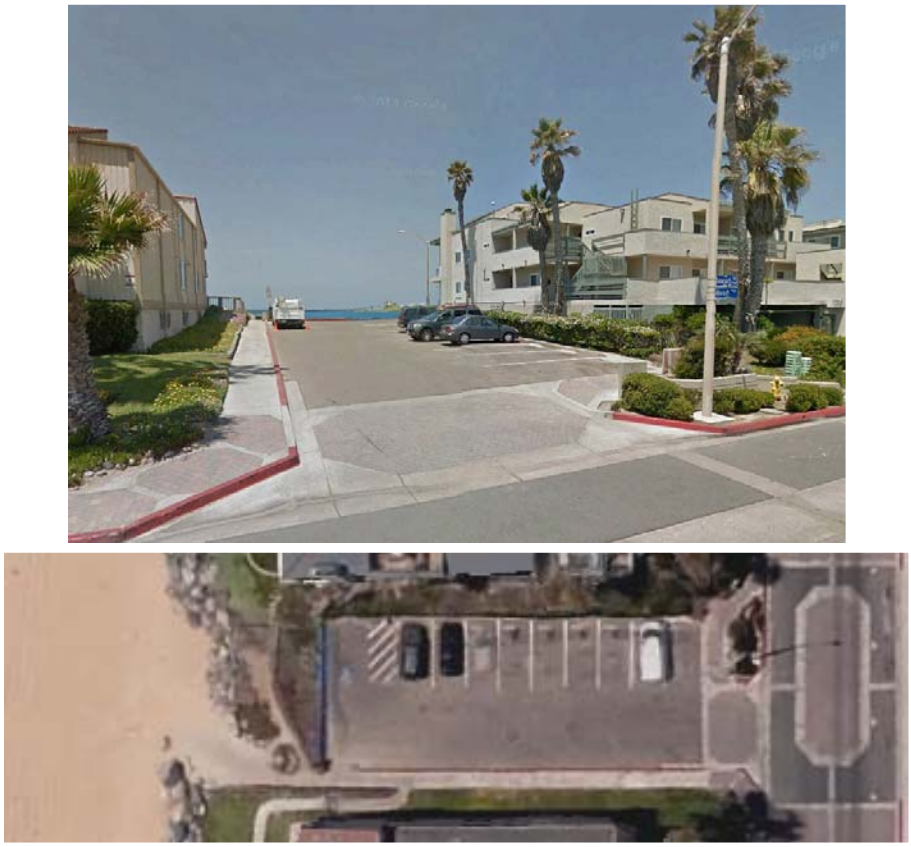


Figure 4.1: Beach Avenue

There are two feasible options for the location of the restroom on this street. The first option is to place the restroom on the east side of Beach Avenue close to Seacoast Drive (see Figure 4.2). This location is closer to street traffic and street lighting for safety purposes. This location may have impacts on resident's views of the estuary further away from the beach.

A second alternative is to place the restroom at the west end of Beach Avenue, within the parking lot, near the beach/sand (see Figure 4.3). Beachgoers have expressed that having their children use a restroom that is within view from the beach is preferred; however, this decreases the view potential from Seacoast Drive, causing some concerns for safety and security. Both options would reduce the number of existing parking stalls along this street by two.

Beach Avenue has been identified as a potential location for the new restroom and shower facility.

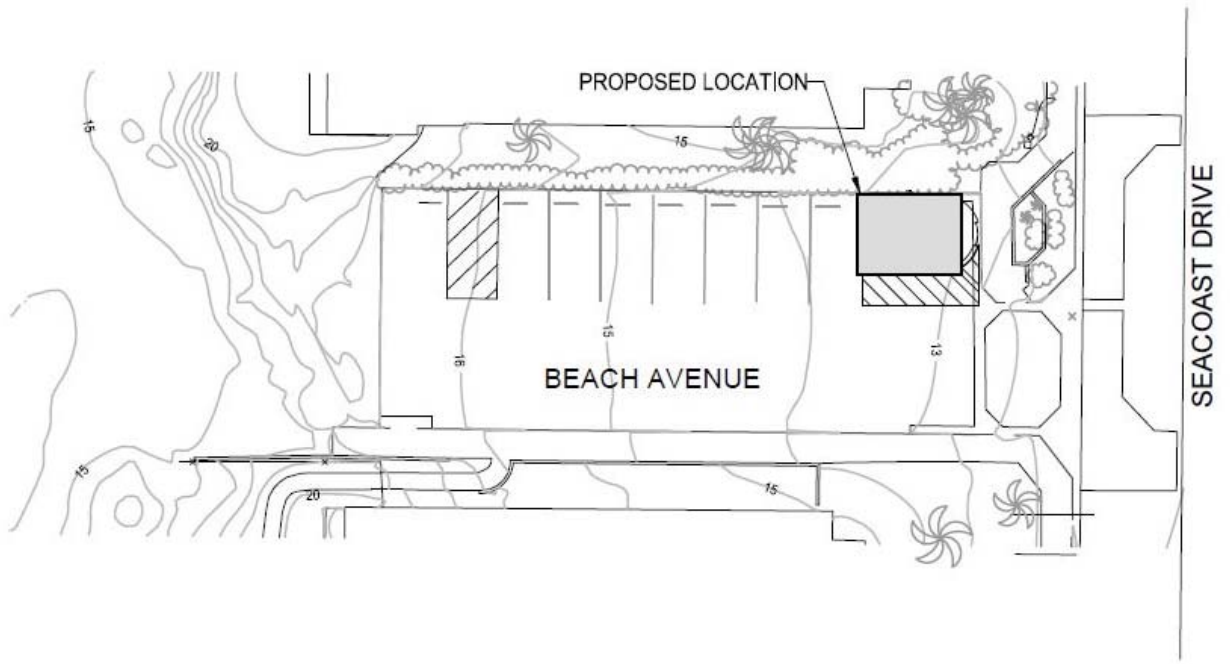


Figure 4.2: Beach Avenue Plan View – Option 1

1. Existing base files prepared by Nasland Engineering.
2. Restroom building footprints prepared by Sillman Wright Architects.

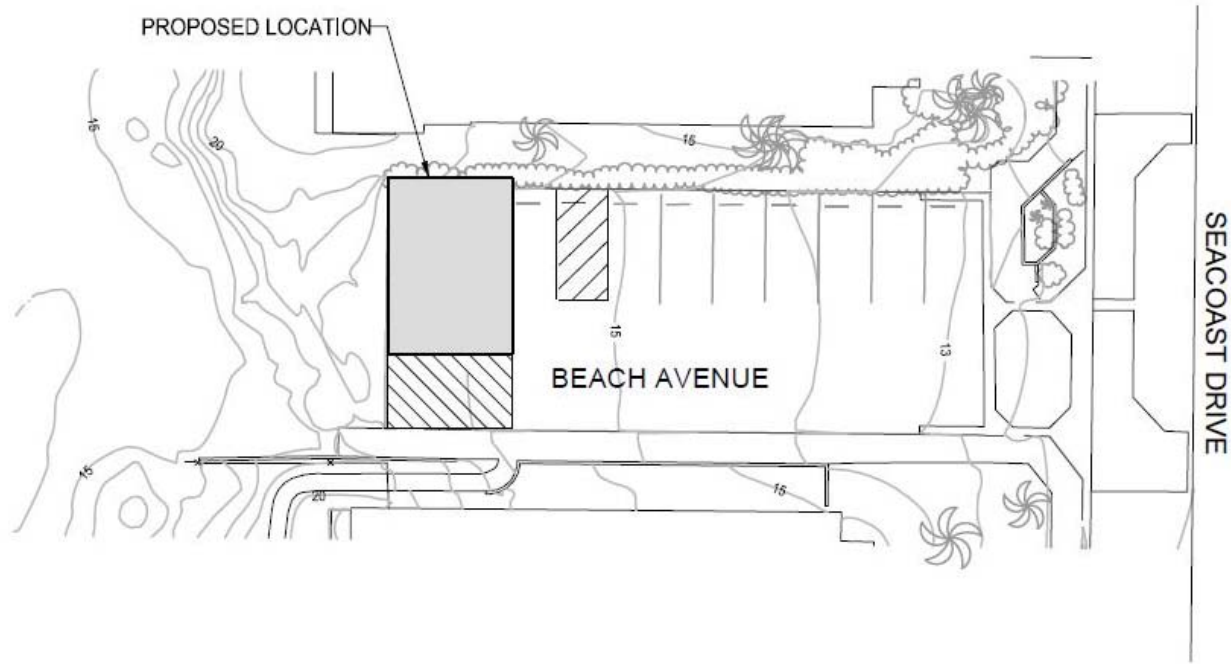


Figure 4.3: Beach Avenue Plan View – Option 2

1. Existing base files prepared by Nasland Engineering.
2. Restroom building footprints prepared by Sillman Wright Architects.

Descanso Avenue:

Descanso Avenue is the second potential location identified for the new restroom and shower facility.

Descanso Avenue also has the benefit of having an existing ADA accessible space and is close to public parking. This street end serves as entry to the beach for the lifeguard vehicle, providing opportunities to have “eyes on” the restroom during

operations.

Figure 4.4: Descanso Avenue

The location of the restroom would be placed on the east side of Descanso Avenue adjacent to Seacoast Drive (see Figure 4.5). A restroom located at this location may obstruct resident’s views to the estuary. The restroom users may experience potential traffic conflicts with motorists entering and leaving the private underground parking located on the south side of the street.

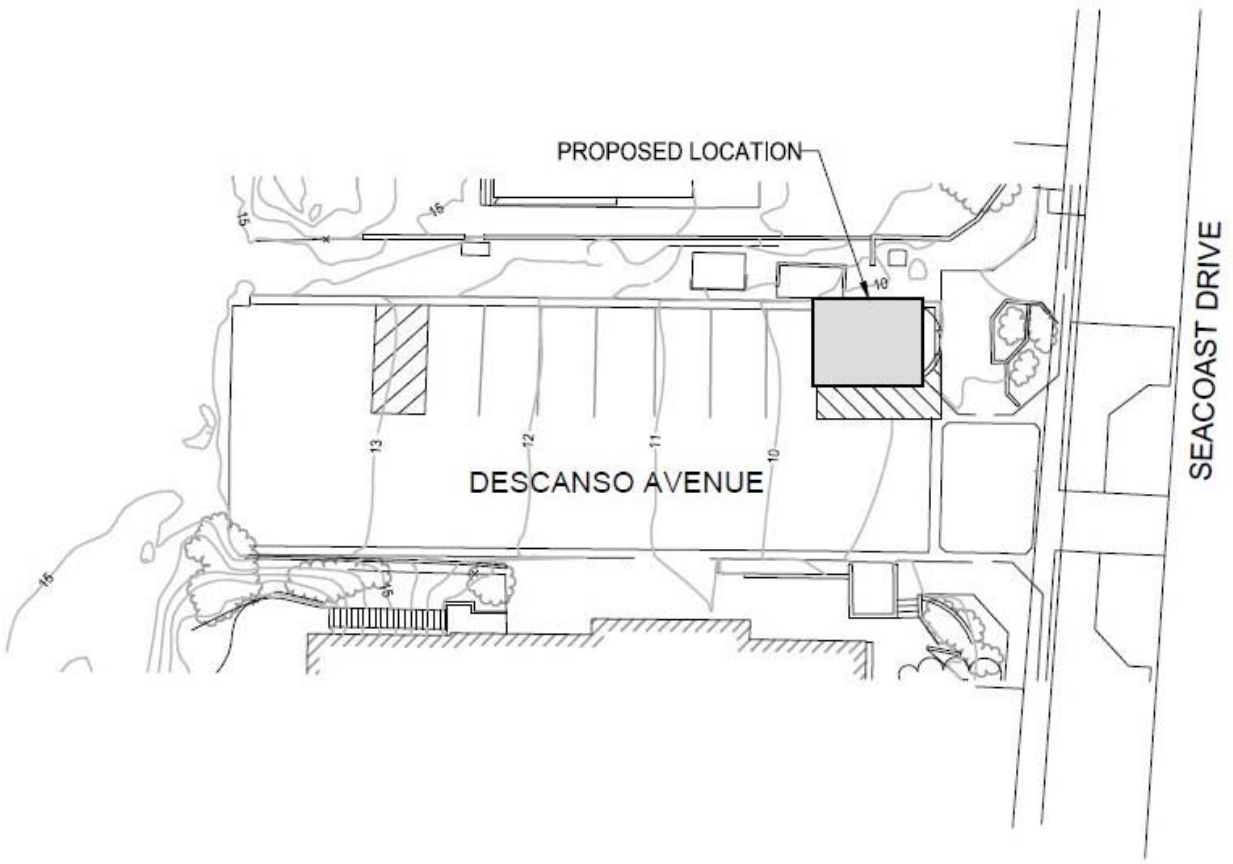


Figure 4.5: Descanso Avenue Plan View

1. Existing base files prepared by Nasland Engineering.
2. Restroom building footprints prepared by Sillman Wright Architects.

Encanto Avenue:

Encanto Avenue is the third feasible location identified for the new restroom and shower facility.

This location is a landscaped public open space, close to public street parking, has only a pedestrian pathway to the beach, and would not result in any loss of existing parking stalls. There is no vehicular traffic on Encanto Avenue, therefore, increasing pedestrian safety.

Figure 4.6: Encanto Avenue

The location of the restroom would be placed on the east side of Encanto Avenue adjacent to Seacoast Drive (see Figure 4.7). Encanto Avenue has a high point, when looking from Seacoast Drive toward the ocean, which reduces the existing view to the ocean. A new restroom at this location would have minimal impact to the existing reduced view to the ocean, and limited impacts to resident's views to the estuary.

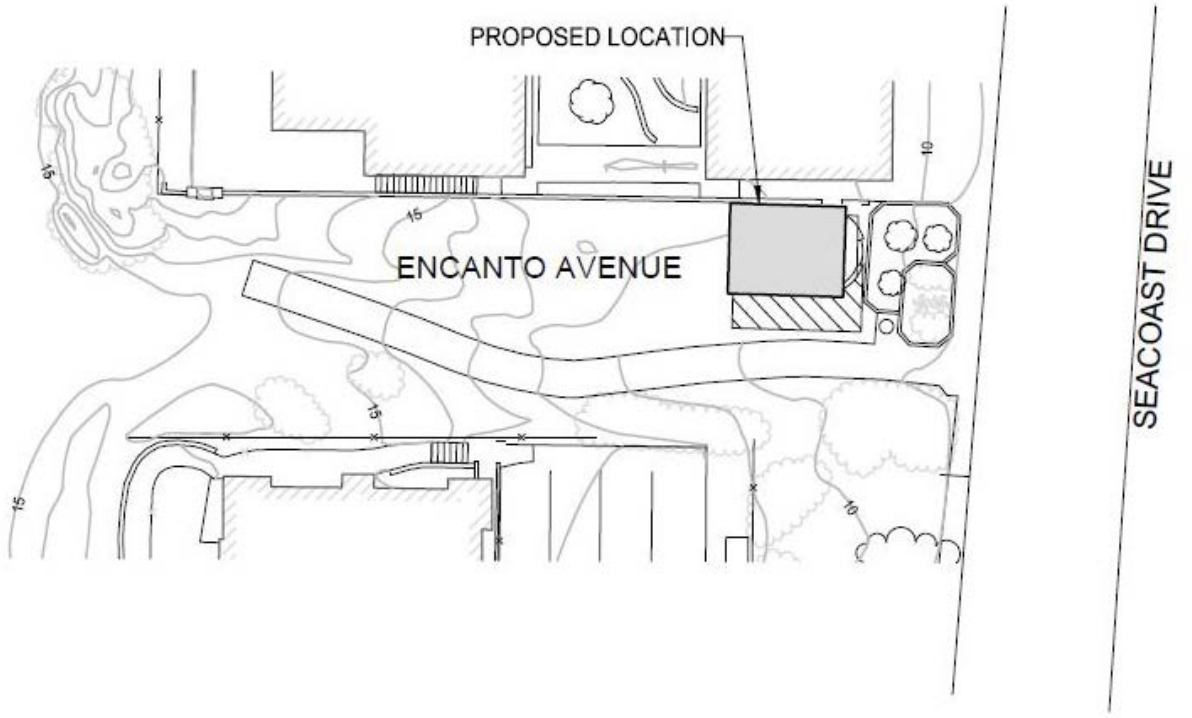


Figure 4.7: Encanto Avenue Plan View

1. Existing base files prepared by Nasland Engineering.
2. Restroom building footprints prepared by Sillman Wright Architects.

The image below shows the locations of the three street ends considered to be feasible for a new restroom facility.

Figure 4.8: Feasible Locations – Beach Ave, Descanso Ave, and Encanto Ave.

5.0 Restroom and Shower Facility Options

Based on input received, at a minimum, the restroom should be designed to provide two unisex stalls, be ADA compliant, have a maintenance closet, and an outdoor foot rinse and shower. It will have internal lighting and low-level lighting 24 hours a day. Anti-graffiti coating should be inside and outside of the building. Fixtures and finishes for the restroom will meet the City of Imperial Beach's specification. The restrooms will be locked during off-hours and only opened during normal park hours. The restroom doors may be designed not to extend to the floor allowing a visual aid for users, lifeguards, and maintenance crews, who need to access the restroom.

Three restroom options were rendered by Sillman Wright Architects for aesthetics, size, and cost: utilitarian, intermediate, and architectural.

Listed below are material selections for the proposed restroom, which would be made during the actual design of the facility. The material selection was based upon cost, safety, and maintenance.

- Split face CMU with integrated color
- Integrated lighting: bollards and soffit
- Anti-graffiti paint
- Partitions doors designed for security
- Vandal proof bathroom partitions
- Vandal proof bathroom accessories
- Vandal proof bathroom fixtures
- Overflow drains
- Lockable mechanical chase
- Trench drain
- Concrete seating elements
- Metal roof
- Galvanized metal screen

The colors and textures were chosen to blend into the surrounding environment. Where we had an opportunity to choose colors, we used "Surfhenge" as our inspiration, as shown in Figure 5.1. Cut channel letters, matching the Asia font found on the pier, were implemented to allow for visual continuity.

Figure 5.1: Existing "Surfhenge"

Utilitarian:

This unit is a prefabricated building that can be purchased and virtually dropped into place. The restroom has two unisex stalls (both ADA compliant) with a small mechanical room and added external shower and the seating element. Split face CMU offers some visual interest and contrasts the precision cut block, as shown in Figure 5.1.

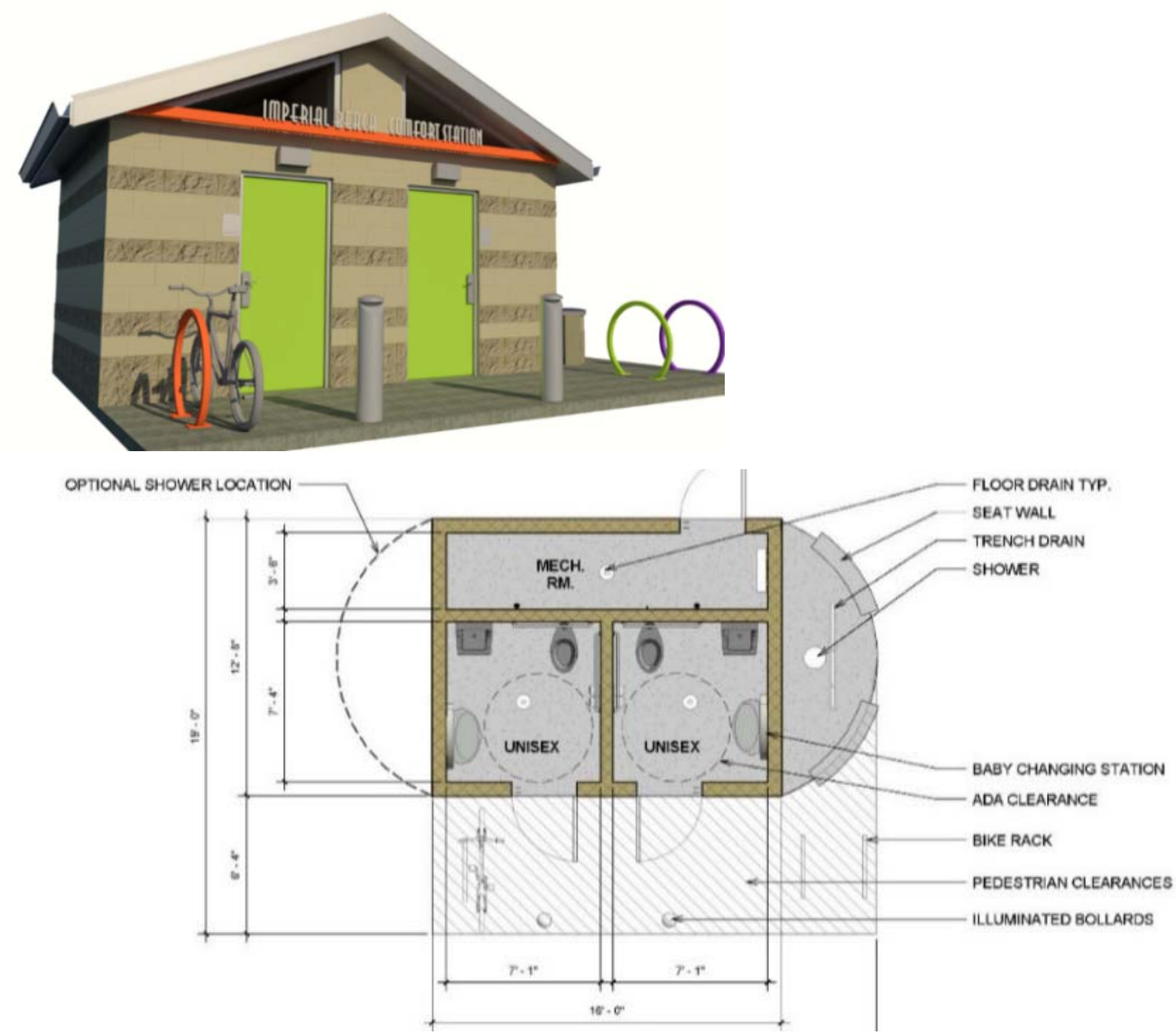
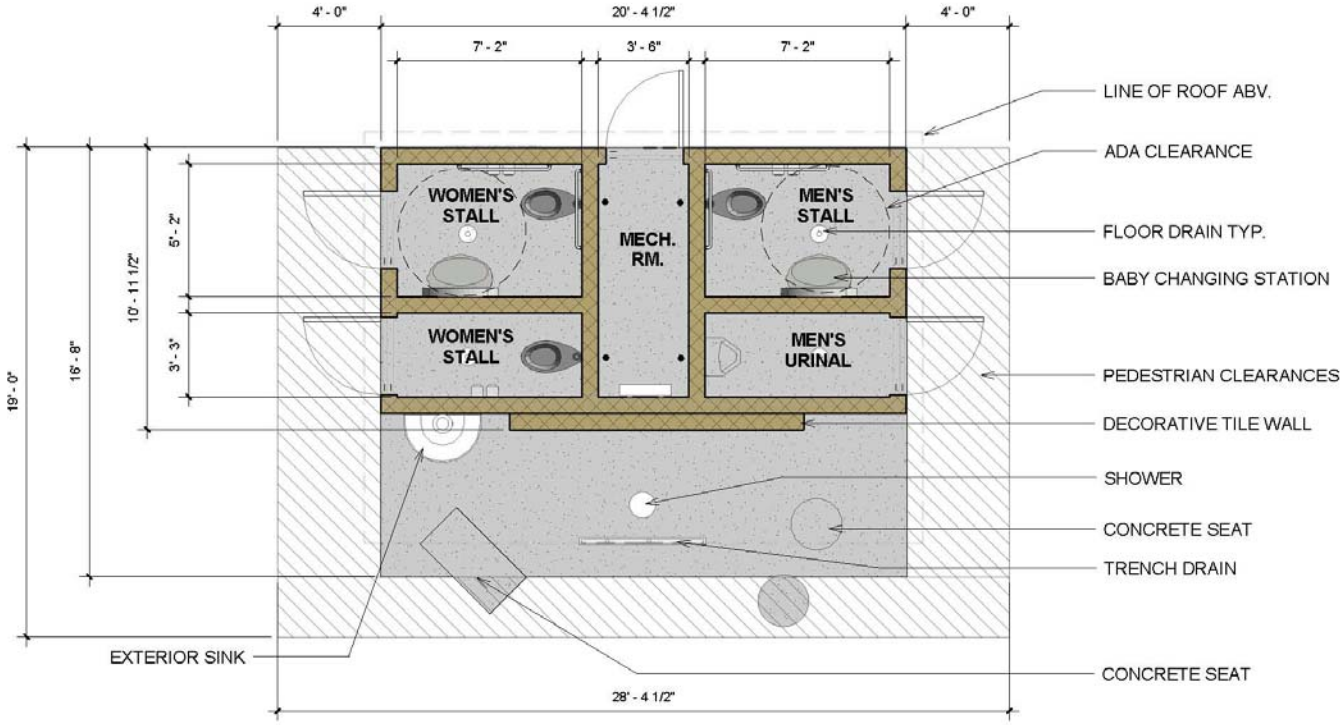


Figure 5.2: Proposed Utilitarian Restroom

Intermediate:

This is a custom designed structure that can be built on site. The restrooms have four stalls, two for men and two for women, with a small mechanical closet. The circulation takes place around the exterior of the structure. Doors that do not go all the way to the ground do provide privacy, maintain a degree of security, and offer the ability to view whether someone is using the restroom stall. The shower and sink are located outside for general use. The butterfly roof alludes to the architecture that can be found on the Portwood Pier Plaza. The bright green banding is a color that can be found on the surf monument. Printed tile veneer,

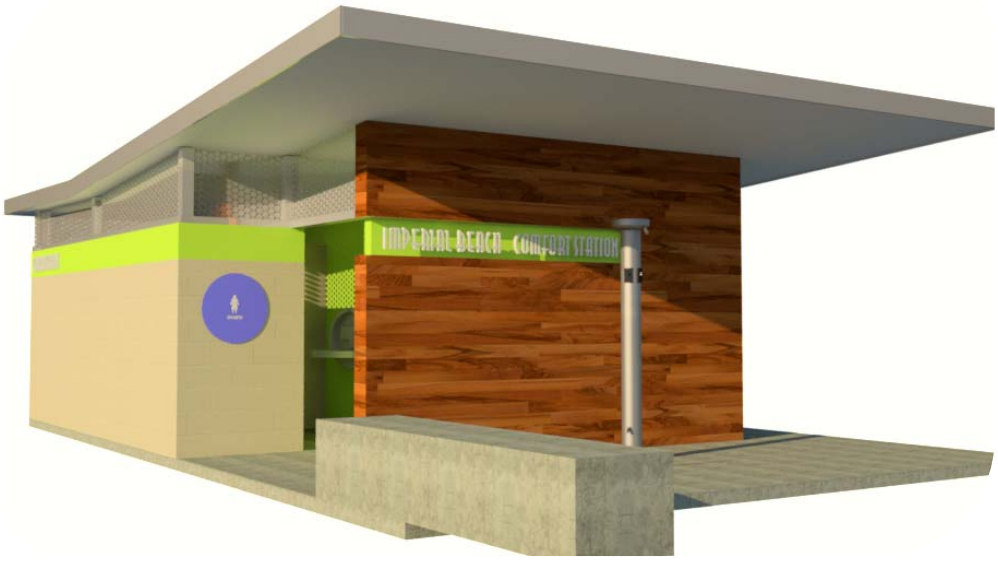


with a wood look, adds texture and softens the elevation.

Figure 5.3: Proposed Intermediate Restroom

Architectural:

This is a custom-built structure on site. The restroom has four stalls with internal sinks and a small mechanical closet. The circulation is more localized, as you enter either the men's or the women's, allowing for additional privacy. The shower is outside. A butterfly roof extends over the shower to provide shade. Bright green band and tile accent the wall and soften the elevations and again harken back to the Portwood Pier Plaza. This option has the largest footprint and the greatest cost.



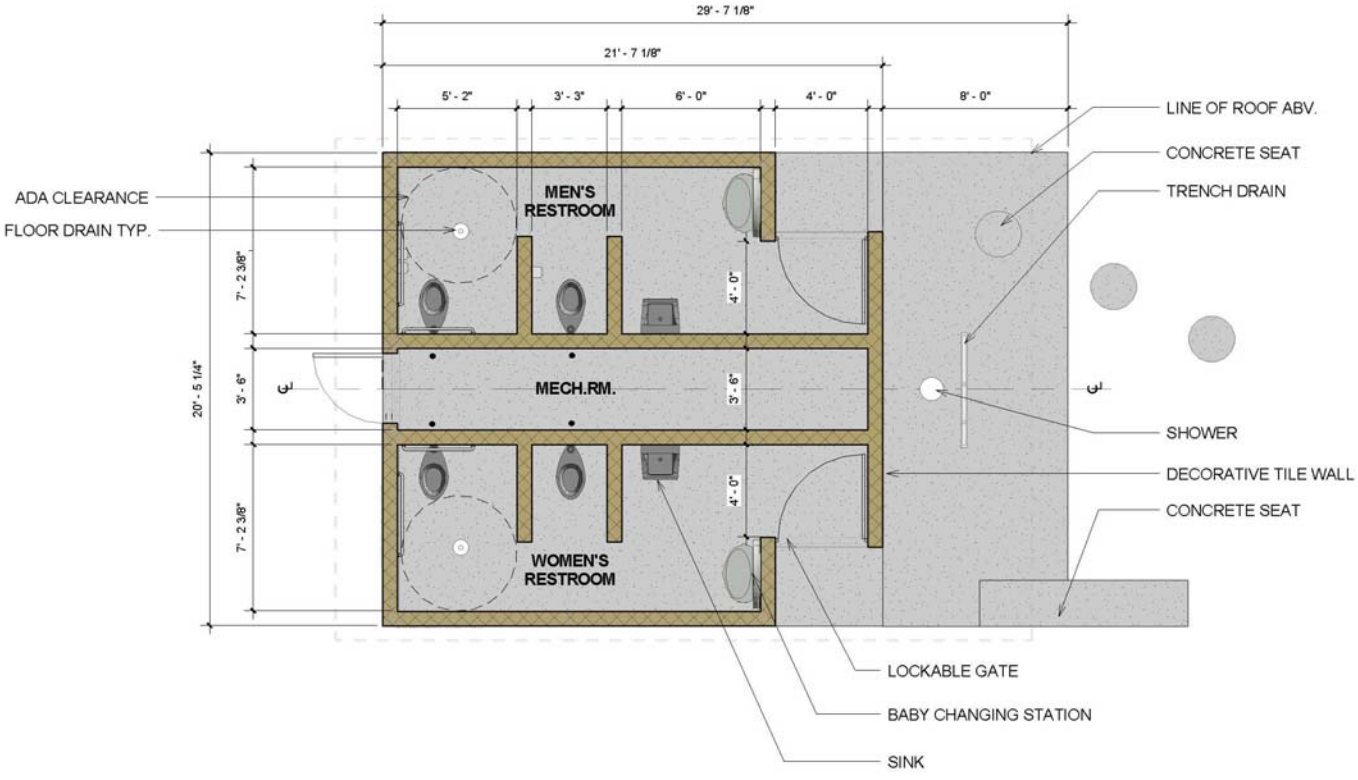


Figure 5.4: Proposed Architectural Restroom

This architectural design anticipates greater effort in preparing a design, a larger structure, and perhaps higher quality finishes and materials.

Renderings:

Sillman Wright Architects created the following illustrations of the three types of restroom facilities and placed them at each of the potential sites.

Figure 5.5: Proposed Utilitarian Restroom at Beach Avenue – Option 1

Figure 5.6: Proposed Intermediate Restroom at Beach Avenue – Option 1

Figure 5.7: Proposed Architectural Restroom at Beach Avenue – Option 1

Figure 5.8: Proposed Architectural Restroom at Beach Avenue – Option 2

Figure 5.9: Proposed Utilitarian Restroom at Descanso Avenue

Figure 5.10: Proposed Intermediate Restroom at Descanso Avenue

Figure 5.11: Proposed Architectural Restroom at Descanso Avenue

Figure 5.12: Proposed Utilitarian Restroom at Encanto Avenue

Figure 5.13: Proposed Intermediate Restroom at Encanto Avenue

Figure 5.14: Proposed Architectural Restroom at Encanto Avenue

6.0 Environmental Studies and Permits

This public facility will serve the community, promote recreation, and provide accommodations when visitors are at the beach or estuary. This facility also has potential, but limited, impacts to views, parking, and noise.

This project is covered by the City of Imperial Beach Local Coastal Plan. All plan alternatives are within the Local Coastal Plan. It is anticipated that under the California Environmental Quality Act (CEQA), the project would be categorically exempted and under the Coastal Development Act, the project would also be exempted from permitting requirements because of the size and type of the construction and its location within an existing City street or pathway.

7.0 Preliminary Estimates

The following is an order of magnitude cost and is considered approximate. Construction estimates should be performed upon the selection of a site location and facility type.

Type	Design	Building	Site Improvements	Construction Support	Permits	Regulatory Permits	Project Management	Total
Utilitarian (210 sf)	50,000	52,500	150,000	20,000	50,000	60,000	20,000	402,500
Intermediate (220 sf)	60,000	66,000	165,000	23,000	60,000	60,000	22,000	456,000
Architectural (440 sf)	60,000	132,000	190,000	31,000	60,000	60,000	27,000	560,000

8.0 Public Outreach

As part of this study, presentations were given to two community groups within the City of Imperial Beach in order to solicit feedback and comment. The first presentation was given to the Tidelands Advisory Committee on May 22, 2015. The feedback and comments from the Tidelands Advisory Committee are summarized below.

- Please add signage in two languages close to the street and on the ocean side pointing to the location of the new restroom.
- Please add signage to the restroom “Not a Changing Room”.
- One member preferred Encanto Avenue because it did not impact existing parking spaces and there is no conflict between pedestrians using the facility and vehicles.
- One member preferred the Utilitarian style. Requested that shorter doors, similar to the intermediate style, could be added to the utilitarian.
- One member did not like Encanto Avenue for the placement. This member prefers to keep the greenspace and planting as is.

The second presentation was given to the Design Review Board on June 1, 2015. The feedback and comments from the Design Review Board are summarized below.

- There are concerns with any option that impacts the number of parking spaces available to the public. Many beach goers park toward the southern part of Seacoast Drive and walk to the beach.
- There are maintenance cost concerns. A member inquired about fixture types to help with this issue.
- Majority of Design Review Board liked the Encanto Avenue location. This location doesn’t impact the number of parking stalls and is close to walkers.

9.0 Security and Safety

In the context of safety and security for restroom users, the location of the restroom is important. Being near areas that have activities and safety personnel increase security for beach goers and tourists. Site and building illumination, architectural features, and visibility of the restroom can contribute to security and

safety. Setbacks from traffic can also provide security from potential collisions with vehicles.

The Encanto Avenue location lacks some of these ideal safety conditions. Furthermore, the crest on the west side of the street would obstruct the view from the beach. The Encanto Avenue location is further away from most of the beach goers and has the potential for less foot-traffic than the Beach Avenue or Descanso Avenue locations.

Placing the restroom near the beach at the Beach Avenue location allows the restroom to be visible from both the beach and the street. The lifeguard tower nearby also provides close proximity for assistance if needed at this location.

Architectural features for the restroom can also provide additional security and safety for beach goers and maintenance crews. One of these features mentioned in Section 5.0 are doors that do not extend to the floor. Another feature is to use interior proximity illumination that can be placed within the restroom stalls to be activated when someone enters. Both of these features together would allow users to know whether the restroom is occupied. The intermediate design illustrates this door feature.

A third architectural design feature is to have the restroom stalls visible on the exterior as illustrated in both the Utilitarian and the Intermediate layout.

A four feature that could be considered when designing the restroom is to include an emergency alarm that could be activated by someone if needed.

The City of Imperial Beach opens its restrooms only during normal business hours.

Restricting the hours that the restroom is open will discourage people to use the facility after hours. If reduced-length doors (doors that do not extend to the floor), are located on the outside, a mesh or screen could be attached below the door to prevent after-hours usage or design the open distance from the door to the ground to a height that would prevent intrusion, crawling below the door to use the stall.

A site improvement could be to increase the buffer around the restroom between motorists and restroom users to improve safety but would entail losing one or two more parking stalls. This should be considered later when designing the site improvements.

10.0 Conclusion/Summary

The number of visitors to the beach have increased over the past several years, increasing the demand on the existing restrooms. A new restroom along Seacoast Drive would decrease the demand on the existing restrooms and address requests from residents and visitors for a new conveniently located restroom along this portion of the beach.

Of the eleven locations considered for this study, three street end sites are considered feasible for the location of a new restroom. Each feasible location offers advantages and disadvantages.

The Beach Avenue street end would eliminate two parking spaces; however, it provides close proximity to existing ADA accessible parking, is close to public parking, and provides an opportunity for the restroom to be installed closest to the beach. Beach Avenue is within the 12% Bell Curve Distribution, as shown in Figure 2.4. A new restroom located within the 12% distribution has the potential to serve the majority of the beach goers south of Pier Plaza.

Descanso Avenue meets many of the location criteria; however, the private residential garage access off of this street end may cause vehicle and pedestrian conflicts, which includes increased traffic and the potential for residential complaints. This location would also eliminate two parking spaces.

Encanto Avenue is a pedestrian walkway in its existing condition, therefore no existing parking spaces would be impacted with the installation of a new restroom facility. The absence of vehicular traffic increases safety for pedestrians. However, there would not be any off street parking close to the restroom due to the existing walkway configuration.

Beach Avenue, Descanso Avenue and Encanto Avenue are feasible locations for a new restroom along Seacoast Drive. Additional funding is required to proceed with public input, final site selection, design, and construction of the selected site.

Unified Port of San Diego

South Seacoast Restroom & Shower Facility

Imperial Beach,California

May 7, 2015

Prepared for:

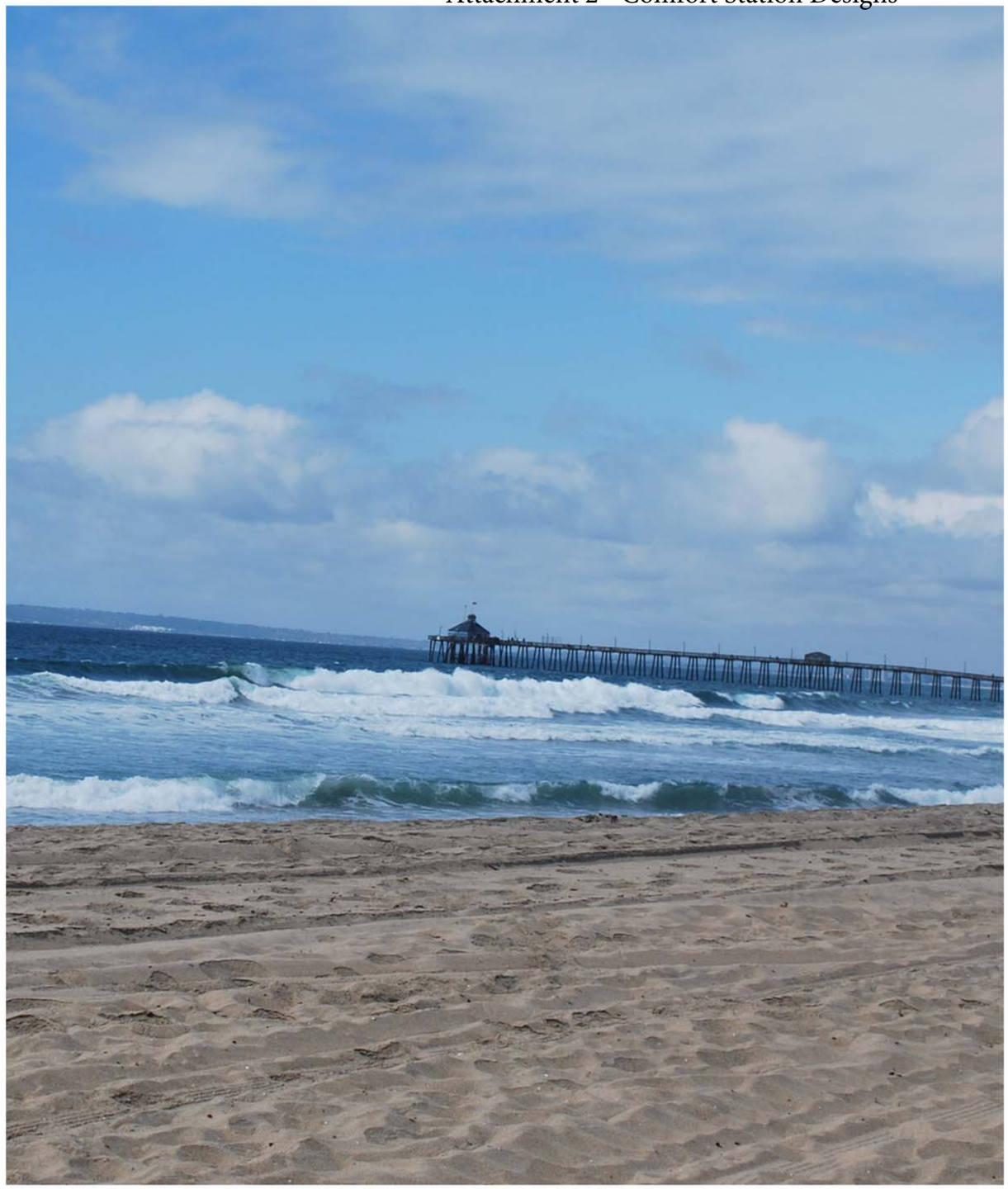
Unified Port of San Diego

3165 Pacific Highway
San Diego, CA 92101
T: 619.686.6200

Prepared by:

Sillman Wright Architects

7515 Metropolitan Dr. Suite #400
San Diego, CA. 92108
T: 619.294.7515
lsillman@sillmanwright.com



Unified Port of San Diego

SILLMAN WRIGHT ARCHITECTS

CITY OF IMPERIAL BEACH
INCORPORATED JULY 19, 1959

Unified Port of San Diego

South Seacoast Restroom & Shower Facility

Imperial Beach,California

Beach Avenue

Utilitarian Design

Unified Port of San Diego

SILLMAN WRIGHT ARCHITECTS

CITY OF IMPERIAL BEACH

Unified Port of San Diego

South Seacoast Restroom & Shower Facility

Imperial Beach,California

Beach Avenue

Intermediate Design

Unified Port of San Diego

SILLMAN WRIGHT ARCHITECTS

CITY OF IMPERIAL BEACH

Unified Port of San Diego

South Seacoast Restroom & Shower Facility

Imperial Beach,California

Beach Avenue

Architectural Design

Unified Port of San Diego

SILLMAN WRIGHT ARCHITECTS

CITY OF IMPERIAL BEACH

Unified Port of San Diego

South Seacoast Restroom & Shower Facility

Imperial Beach,California

Beach Avenue Alternate

Architectural Design

Unified Port of San Diego

SILLMAN WRIGHT ARCHITECTS

CITY OF IMPERIAL BEACH

Unified Port of San Diego

South Seacoast Restroom & Shower Facility

Imperial Beach,California

Beach Avenue Alternate

Architectural Design

Unified Port of San Diego

SILLMAN WRIGHT ARCHITECTS

CITY OF IMPERIAL BEACH

Unified Port of San Diego

South Seacoast Restroom & Shower Facility

Imperial Beach,California

Descanso Avenue

Utilitarian Design

Unified Port of San Diego

SILLMAN WRIGHT ARCHITECTS

CITY OF IMPERIAL BEACH

Unified Port of San Diego

South Seacoast Restroom & Shower Facility

Imperial Beach,California

Descanso Avenue

Intermediate Design

Unified Port of San Diego

SILLMAN WRIGHT ARCHITECTS

CITY OF IMPERIAL BEACH

Unified Port of San Diego

South Seacoast Restroom & Shower Facility

Imperial Beach,California

Descanso Avenue

Architectural Design

Unified Port of San Diego

SILLMAN WRIGHT ARCHITECTS

CITY OF IMPERIAL BEACH

Unified Port of San Diego

South Seacoast Restroom & Shower Facility

Imperial Beach,California

Encanto Avenue

Utilitarian Design

Unified Port of San Diego

SILLMAN WRIGHT ARCHITECTS

CITY OF IMPERIAL BEACH

Unified Port of San Diego

South Seacoast Restroom & Shower Facility

Imperial Beach,California

Encanto Avenue

Intermediate Design

Unified Port of San Diego

SILLMAN WRIGHT ARCHITECTS

CITY OF IMPERIAL BEACH

Unified Port of San Diego

South Seacoast Restroom & Shower Facility

Imperial Beach,California

Encanto Avenue

Architectural Design

Unified Port of San Diego

SILLMAN WRIGHT ARCHITECTS

CITY OF IMPERIAL BEACH

SPECIAL MEETING

MINUTES

CITY OF IMPERIAL BEACH
DESIGN REVIEW BOARD

City Council Chambers
825 Imperial Beach Blvd.
Imperial Beach, CA 91932

MONDAY, JUNE 01, 2015 **4:00 P.M.**

In accordance with City policy, all Design Review Board meetings are recorded in their entirety and recordings are available for review. These minutes are a brief summary of action taken.

1.0 CALL TO ORDER
CHAIRPERSON NAKAWATASE called the Special meeting to order at 3:08 P.M.

ROLL CALL

BOARDMEMBERS PRESENT:	Bowman, Schaaf, Nakawatase
BOARDMEMBERS ABSENT:	Lopez
STAFF PRESENT:	Assistant City Manager Wade, Senior Planner Foltz, Recording Secretary Richards

2.0 PUBLIC COMMENTS
None.

3.0 CONSENT CALENDAR

3.1 MOTION BY SCHAAF, SECOND BY NAKAWATASE, TO APPROVE THE MINUTES FOR THE APRIL 16, 2015 DESIGN REVIEW BOARD MEETING.
MOTION CARRIED BY THE FOLLOWING VOTE:

AYES:	**BOWMAN, SCHAAF, NAKAWATASE**
NOES:	**NONE**
ABSENT:	**LOPEZ**
ABSTAIN:	**NONE**

4.0 BUSINESS FROM THE COMMUNITY DEVELOPMENT DEPARTMENT

4.1 REPORT: UNIFIED PORT OF SAN DIEGO – SOUTH SEACOAST COMFORT STATION.

ASSISTANT CITY MANAGER WADE introduced the South Seacoast Comfort Station project and stated the first phase of the project is a feasibility study to look at potential for locating a comfort station on South Seacoast Drive.

KIMBERLY WENDER, Psomas Project Engineer, gave a PowerPoint presentation on the study of the feasibility of the restrooms in different locations of the city. Ms. Wender discussed the three most viable locations, which are Beach Avenue, Descanso Avenue and Encanto Avenue which were based on parking, residential impact and safety and proximity to the other restrooms.

LARRY SILLMAN, Principal with Sillman Wright Architects, gave brief remarks and indroduced Joe Lucido, Designer with Sillman Wright Architects.

JOE LUCIDO, Designer with Sillman Wright Architects, gave a PowerPoint presentation on the three different design possibilities and how they would look in each of the proposed feasible locations. The three different designs being considered are Utilitarian, Intermediate and Architectural. Mr. Lucido discussed the different features of each restroom design, materials and how they used the surrounding elements in order to create each design.

ASSISTANT CITY MANAGER WADE stated that the facility still has to be discussed with the residents. Mr. Wade discussed how staff took into consideration that there were a few design elements that the community would benefit from as well as safety and impact on residents. Wade stated that the comments from the Design Review Board would be very helpful to the Port and staff.

CHAIRPERSON NAKAWATASE stated that Encanto Avenue is the only location where you will not lose parking which is very scarce during summertime.

BOARD MEMBER BOWMAN stated that she agrees that Encanto Avenue is the only location that will not lose parking or a view.

CHAIRPERSON NAKAWATASE stated that the main concern with a restroom would be the cost of maintenance and asked if there is a way to reduce costs in the interior of the bathroom.

VICE CHAIRPERSON SCHAAF also stated that Encanto Avenue has the least impact on parking which would be beneficial to the area because parking is a premium.

ASSISTANT CITY MANAGER WADE commented on the residential trash enclosure on Encanto Avenue located to the north that intrudes into the right of way. He stated that staff would have to do research to find out if there is an encroachment permit for it.

BOARD MEMBER BOWMAN noted that some of the renderings will have traffic issues because some residents exit their driveways near the proposed location, however, Encanto would not impact driveways.

ASSISTANT CITY MANAGER WADE stated that the comments of the Board satisfy the comments needed and they can move forward to the council.

4.2 REPORT: DEMOLITION OF AN EXISTING LIBRARY AND COMMUNITY ROOM AND CONSTRUCTION OF A NEW LIBRARY AND COMMUNITY ROOM AT 810 IMPERIAL BEACH BOULEVARD (THE COMMUNITY ROOM IS CURRENTLY LOCATED AT 1075 8TH STREET) (APN 626-400-54-00 & 626-400-71-00). MF 1067.

JEFF KATZ, President of Jeff Katz Architecture, gave a PowerPoint presentation on the design of the new library and how it would impact the area around it. He also stated that 16 parking spaces would be added.

VICE CHAIRPERSON SCHAAF inquired about the wood color outside and the glass on top.

MR. KATZ stated that the wood color is a metal acoustic deck material that would be painted and the glass has a gray tint so that during the day the interior would be darker. The reason for the tinting on the glass is to reduce the glare during the day.

VICE CHAIRPERSON SCHAAF stated that the dark glass will make you lose the open feeling of the room.

CHAIRPERSON NAKAWATASE stated that on the South and North Elevations there can be very light tint because it would be low impact. However, she cautioned that on the East and West Elevations as the tint decreases, your cooling element becomes more costly because it will get hot much faster.

MR. KATZ presented the different materials being proposed for the project. He stated that they chose the dark color for the wave roof to represent a wave breaking from the back view.

VICE CHAIRPERSON SCHAAF stated that darker colors do not fit in with our community.

CHAIR NAKAWATASE CLOSED THE DISCUSSION TO THE PUBLIC AT 4:04 P.M.

CHAIRPERSON NAKAWATASE stated that the roof is supposed to be representative of a breaking wave and the dark color presented does not convey that image.

BOARD MEMBERS agreed that they are all in favor of the materials being presented for the project with the exception of the tint on the glass and the color of the material for the roof.

MOTION BY NAKAWATASE, SECOND BY SCHAAF, TO APPROVE THE DESIGN AS PRESENTED FOR THE NEW LIBRARY WITH THE CONDITION THAT ALTERNATIVE COLORS FOR BOTH THE WINDOWS AND THE ROOF BE BROUGHT BACKTO THE DRB AT A LATER TIME WITH LIGHTER A COLOR.
MOTION CARRIED BY THE FOLLOWING VOTE:

AYES:	**BOWMAN, SCHAAF, NAKAWATASE**
NOES:	**NONE**
ABSENT:	**LOPEZ**
ABSTAIN:	**NONE**

5.0 INFORMATIONAL ITEMS/REPORTS

SENIOR PLANNER FOLTZ stated that staff is aware of the Board's request to update the guidelines and staff continues to work on it.

CHAIRPERSON NAKAWATASE requested an update on the 9th and Palm corridor.

SENIOR PLANNER FOLTZ stated that the project is still being reviewed by engineers and they are still working on a grading plan.

6.0 ADJOURNMENT

CHAIRPERSON NAKAWATASE adjourned the meeting at 4:12 P.M.

Approved: 8/20/15

Shirley Nakawatase, DRB Chairperson

Attest: L. Richards

Larissa Richards, Recording Secretary

MINUTES

CITY OF IMPERIAL BEACH
TIDELANDS ADVISORY COMMITTEE
SPECIAL MEETING

FRIDAY, MAY 22, 2015 – 3:00 P.M.

Council Chambers
825 Imperial Beach Blvd.
Imperial Beach, CA 91932

1.0 CALL TO ORDER

Chair Dedina called the special meeting to order at 3:04 p.m.

Roll Call:
Present: Archer, Ellis, Van De Water, Dedina
Absent: Doyle

2.0 PUBLIC COMMENTS

None.

3.0 CONSENT CALENDAR

3.1 MOTION TO APPROVE THE MINUTES OF THE JULY 21, 2014 MEETING AND THE OCTOBER 13, 2014 MEETING.

MOTION BY VANDEWATER, SECOND BY DEDINA, TO APPROVE THE MINUTES OF THE JULY 21, 2014 MEETING AND THE OCTOBER 13, 2014 MEETING. MOTION CARRIED BY THE FOLLOWING VOTE:
AYES: BOARD MEMBERS: ARCHER, ELLIS, VANDEWATER, DEDINA
NOES: NONE
ABSENT: DOYLE

4.0 BUSINESS FROM THE COMMUNITY DEVELOPMENT DEPARTMENT

4.1 REPORT: UNIFIED PORT OF SAN DIEGO – SOUTH SEACOAST COMFORT STATION.

Assistant City Manager Wade introduced the item.

Kimberly Wender, Psomas Project Engineer, gave a PowerPoint presentation on the item. She reviewed the feasibility of the restrooms at different locations on South Seacoast Drive.

Larry Sillman, Principal with Sillman Wright Architects, gave brief opening remarks.

Joe Lucido, Designer with Sillman Wright Architects, gave a PowerPoint presentation on the three different design options and how they would look in each of the proposed locations. The three different designs being considered are Utilitarian, Intermediate and Architectural. Mr. Lucido discussed the different features of each restroom design and materials.

Chairman Dedina suggested having signs identifying the location of the restrooms, having the signs face the beach and printed in both English and Spanish.

Assistant City Manager Wade stated that this is a feasibility analysis only. This item will be going before the Design Review Board and the City Council in the near future and there will be a community engagement process.

Member Archer favored a smaller footprint, preferred the intermediate design on Encanto due to safety concerns with cars and the close proximity to the beach.

Member Ellis supported the Encanto location and stated all three designs are good.

Chairman Dedina preferred the less expensive model with the unisex options. He expressed concern about people using the stalls as changing rooms and suggested having signs stating they are not changing rooms in both English and Spanish. He spoke in opposition to the Encanto location noting that it is the last opening to the beach until the end of the cul-de-sac. He also stated that although the location is convenient to people coming from the beach, there is still a traffic concern for people coming from Seacoast Drive.

Member Archer liked the idea of signage as it's important to show where the bathrooms are located. From a safety perspective, she preferred Encanto over the two other locations due to traffic concerns.

Assistant City Manager Wade stated this project will return to the Tidelands Advisory Committee as well as the street end project. He thanked the members for their participation on the Tidelands Advisory Committee.

5.0 INFORMATIONAL ITEMS/REPORTS

None.

6.0 ADJOURNMENT

Chair Dedina adjourned the meeting at 3:43 p.m.

_____
Michel Dedina
Chair

_____
Jacqueline M. Hald, MMC
City Clerk

AGENDA ITEM NO. 4.3

STAFF REPORT
CITY OF IMPERIAL BEACH

TO:	**DESIGN REVIEW BOARD**
FROM:	**COMMUNITY DEVELOPMENT DEPARTMENT**
MEETING DATE:	**JUNE 16, 2016**
ORIGINATING DEPT.:	**COMMUNITY DEVELOPMENT DEPARTMENT**
SUBJECT:	**REPORT: UNIFIED PORT OF SAN DIEGO – STREET ENDS. MF 1160.**

EXECUTIVE SUMMARY:

In Fiscal Year 2014, the Unified Port of San Diego (the "Port") began work on preliminary design and cost estimates for Imperial Beach's remaining unimproved street ends which is a project specified in the Port's Master Plan. This design project was approved as part of the Port's Fiscal Year 2014-2018 Capital Improvement Program. After initiating this work and meeting with staff, it was decided that, prior to expending all the funds designing and estimating every remaining street end, it would be prudent to determine which street ends were the highest priority for improvement to allow for the allocated funds to be more appropriately focused towards fully designing only the street ends with the greatest support and chance for construction. On February 4, 2015 the City Council identified the Carnation, Ebony, and Descanso street ends as the highest priorities. The Elkwood Avenue street end would also be considered as an alternative. Concept plans for these street ends have been prepared and should be considered by the Design Review Board.

FISCAL ANALYSIS:

The Port has allocated $150,000 towards this Project in their FY 2014-2018 Capital Improvement Project.

RECOMMENDATION:

That the Design Review Board consider and provide comments on the Street End Improvement Concept Study.

BACKGROUND/ANALYSIS:

In November 2011, staff was officially advised that the Unified Port of San Diego (the "Port") was initiating its Capital Improvement Program (CIP) planning process for fiscal years (FY) 2014-2018. Staff was also advised of changes to the Port CIP development, specifically as related to adoption of Board of Port Commissioners (BPC) Policy 120 in which the Port provided an opportunity for Member Cities, Port tenants, and the public to propose potential projects for consideration during the Port's CIP review process. BPC Policy 120 also addressed and

allowed for the consideration of both On- and Off-Tidelands projects.

During the City Council meeting on November 11, 2011, the City Council provided staff with general direction regarding specific projects for which applications should to be prepared and submitted to the Port for consideration and/or inclusion in the Port's Fiscal Year (FY) 2014-2018 CIP. The City's Port CIP applications were submitted to the Port on February 28, 2012.

On June 7, 2012, the Unified Port of San Diego (the "Port") adopted Resolution No. 2012-69 approving the projects for their FY 2014-2018 CIP. Of the projects for which Imperial Beach submitted applications, two were approved for funding in FY 2014 and one was approved for funding in FY 2015. Funding for the following projects was included in the Port's FY 2014-2018 CIP:

Project:	**Funding:**	**Fiscal Year:**
Imperial Beach Pier Plaza Tot Lot	$100,000	FY 2014
Imperial Beach Remaining Street Ends	$200,000	FY 2014
South Seacoast Restroom and Shower Facility	$75,000	FY 2015

On October 17, 2012, the City Council took action to reallocate the funds for the Tot Lot ($100,000) and $50,000 of funding from the Remaining Street Ends Project to the Date Avenue Street End Improvements adjacent to the Pier South Hotel to supplement the funding for the Date Avenue Street End Improvements provided by the Former Redevelopment Agency. A revised Port CIP Application was authorized by the City Council for submittal to the Port for this proposed reallocation of Port CIP funds and the application was subsequently approved by the Port with the $150,000 allocated to the Date Avenue Street End Improvements. As such, the funding allocation for the Remaining Street Ends Project was reduced to $150,000.

Since the action taken by the City Council on October 17, 2012, the Port engaged on-call design and civil engineering firms (Estrada Land Planning and Nasland Engineering) to prepare concept plans for landscaping and site improvements for the street ends. There are currently 9 unimproved street ends identified in the Remaining Street Ends Project which include, from north to south:

North of Imperial Beach Blvd. R-1500 Zone
1. Carnation Avenue
2. Dahlia Avenue
3. Elkwood Avenue
4. Ebony Avenue

Seacoast Commercial & Mixed-Use Zone

South of Imperial Beach Blvd. R-1500 zone
5. Admiralty Avenue
6. Beach Avenue
7. Cortez Avenue
8. Descanso Avenue
9. Encanto Avenue

As noted above, four 4 of the 9 remaining street ends are located north of Imperial Beach Boulevard and 5 are located south of Imperial Beach Boulevard. Of the 4 street ends located north of Imperial Beach Boulevard, 3 of them (Dahlia, Elkwood, and Ebony avenues) are within the City's Seacoast Commercial and Mixed-Use Zone. All of the other remaining street ends are located within the City's R-1500 High Density Residential Zone.

In an initial meeting with the Port's design team, the following goals of this project were identified:

a. Provide pedestrian access to beach; ADA access to beach if possible.
b. Develop some defining line of continuity between street ends while maintaining individual character unique to I.B.
c. Activate space by improving aesthetics
d. Low Maintenance Design
e. Sustainable design: utilize recycled material, stormwater BMP's
f. Maximize pedestrian safety and security with visibility and light
g. Minimize impacts to surrounding driveways, doorways
h. Utilize existing materials
i. Provide balance between required parking spaces and pedestrian spaces
j. Create symbolic connection from street, to access point, to beach
k. Maintain beach storage access
l. Minimize construction cost

Staff's response to these overall goals was as follows:

- Each street end should be attractively designed, but low maintenance and all proposed landscaping should be native, drought tolerant and carefully selected for suitability and heartiness in a coastal, marine environment. Although palm trees would be acceptable to the City as a plant material, the Coastal Commission has listed the Mexican Fan Palm as an invasive species and would not likely allow their use.
- Shoreline protection and addressing the potential for sea level rise should be considered a high priority in the design of all street ends.
- The goal for all street ends should be to maintain and/or increase the number of on-street parking stalls. Provisions for ADA parking should also be included where ADA access is considered/provided. That said, pedestrian and bicycle access should take precedence in the designs.
- Attractive bicycle racks/parking areas should be incorporated at all street ends. Other street furnishings (seating, benches, trash receptacles, etc.) should be designed to create a consistent theme throughout all street ends.
- Street lighting should be included in the design for all street ends and should be pedestrian-scaled and similar to the lighting at the Palm Avenue street end
- Generally speaking, there should be some continuity of design and design elements, however, each street end should also have its own design character and/or appeal.
- Areas for works of art should be included/planned at some of the key street ends.
- Low Impact Development (LID) design considerations/elements must be included at all street ends.

Additionally, City Council Policy No. 701 dated September 28, 1978 regarding "STREET-ENDING IMPROVEMENTS" provides similar goals and objectives. The Policy, which is attached to this staff report (Attachment 2), includes the following design considerations for all street ends:

a. Maximizing parking
b. Pedestrian access to the wet sands
c. Public access, signs
d. Landscaping
e. Lighting
f. Emergency vehicle access
g. Provisions for wheelchairs
h. Compact cars
i. Minimizing maintenance
j. Bicycle racks, and
k. Parking spaces for the handicapped

After the goals of this project were identified it was decided that, prior to expending all the funds designing and estimating every remaining street end, it would be prudent to determine which street ends were the highest priority for improvement to allow for the allocated funds to be more appropriately focused towards fully designing only the street ends with the greatest support and chance for construction. On February 4, 2015 the City Council, after considering factors related to land use/zoning, pedestrian activity, coastal access, and shoreline protection, identified the Carnation, Ebony, and Descanso street ends as the highest priorities. The Elkwood Avenue street end would also be considered as an alternative. Concept plans for these street ends have been prepared and the design and features of the street ends are discussed in detail in the attached Street End Improvement Concept Study.

City staff reviewed the street end concepts and offer the following comments:

- All designs should consider sea level rise and shoreline protection to determine the feasibility of the concept proposals.
- If space is available, all street ends should incorporate at least one designated 5 min loading and unloading parking space. Parking is often constrained by vehicles parking in red restricted areas or double parking to load and unload.
- Carnation Avenue
    - Concepts A and B
        - A portable lifeguard tower pad area must be maintained.
        - The street end should provide a smooth transition from the street end o the beach with no walls or curbs. During the summer months when there is adequate beach sand accumulation, a sand ramp may be maintained for safe vehicle and lifeguard beach access.
    - Concept B
        - Maintain an area for Junior Lifeguard equipment storage; ideally a permanent year round storage and small restroom/shower facility. The nearest restrooms are at Dunes Park. The area in front of Carnation Avenue is the safest area for water recreation in Imperial Beach. Because of this the Junior Lifeguard Program uses this area for most water activity. It is also where all Junior Lifeguard equipment is stored during the summer season.
- Elkwood Avenue
    - There is currently no need for a beach access ramp for vehicles at the Elkwood Avenue street end. The beach access ramp one block north at Elder Avenue is

adequate for the needs of the area. Concept A should consider whether additional parking is possible with removal of the vehicle access area

- Ebony Avenue
  - Additional parking should be provided and the leisure accommodations should be reduced or removed. Staff received comments from a neighboring property raising concerns that the park-like design could encourage loitering and areas to sleep, which could negatively impact the neighborhood.
- Descanso Avenue
  - Concepts A and B
    - The vehicle beach access ramp should be angled north to south to minimize coastal flooding events.

A presentation by the Port's design team will be provided at the meeting on June 16, 2016.

ENVIRONMENTAL DETERMINATION:

Pursuant to California Environmental Quality Act (CEQA) Section 15262, projects involving only feasibility studies or planning studies for possible future actions are statutorily exempt from preparing an Environmental Impact Report (EIR) or a Negative Declaration. Future street end projects will be subject to environmental review.

COASTAL JURISDICTION:

All proposed street ends are located in the Appeal Jurisdiction of the California Coastal Commission as indicated on the Local Coastal Program Post Certification and Appeal Jurisdiction Map and, upon approval of any Coastal Development Permit by the City Council, would be appealable to the California Coastal Commission under Section 30603(a) of the California Public Resources Code and IBMC Section 19.87.160.

Attachments:

1. Street End Improvement Concept Study
2. Street End Policy 701

c: file MF 1160

City of Imperial Beach Remaining Street End Improvement Concept Study

April 18, 2016

Prepared for:

Unified Port of San Diego

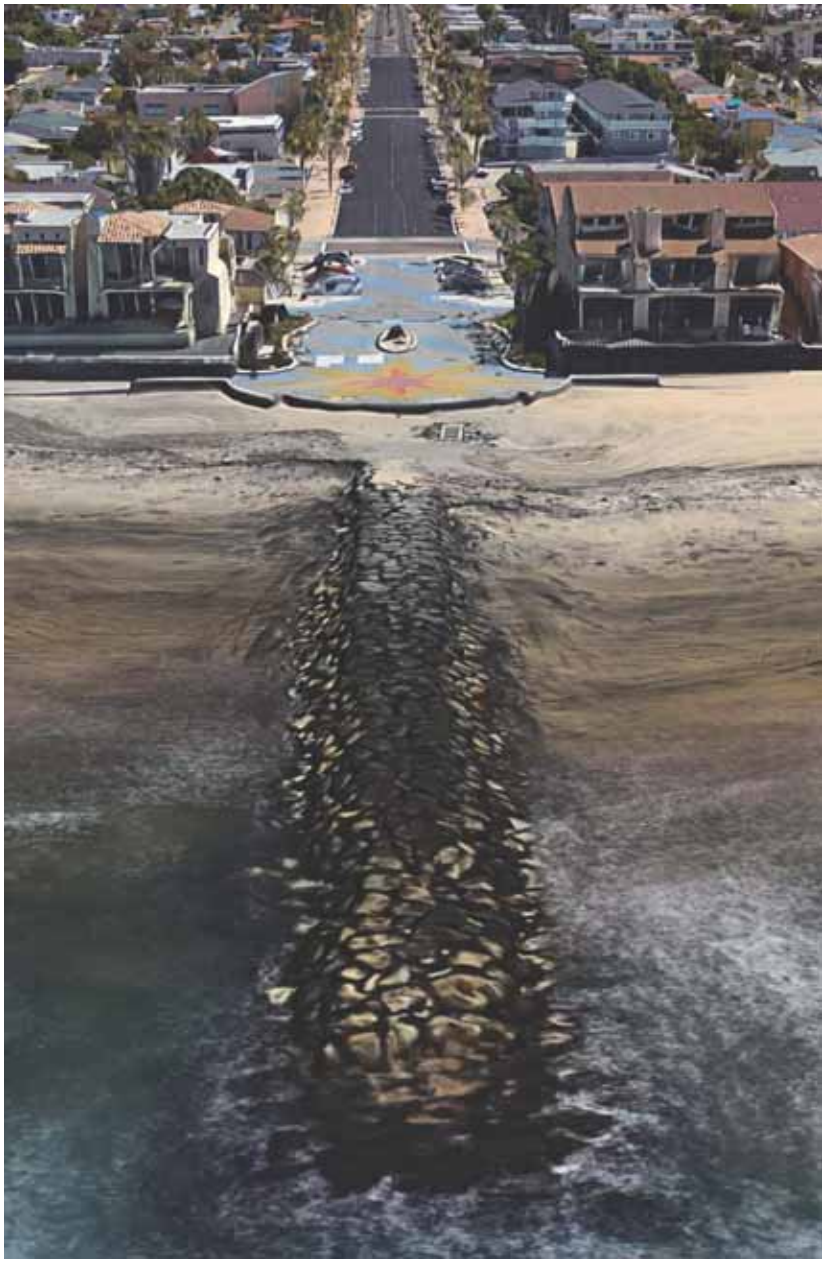
Imperial Beach California

Prepared by:

Nasland Engineering
Lawrence Thornburgh, RCE 49795

Estrada Land Planning
Vicki Estrada, RLA 1685

Table of Contents



Looking east down Palm Avenue

List of Figures

Appendices

1.0 Purpose of the Study

The purpose of the study is to prepare concept plans for landscaping and site improvements to be used as a basis for further design and construction plans. The study was prepared with the goals of improving aesthetics, pedestrian access, lighting, emergency response, landscaping, vehicular parking, and maintain access to adjacent properties. The study will further review and evaluate said improvements.

2.0 Project Study Area

The project limits are the following nine street ends between the beach and Seacoast Drive. (See Figure 1):

- Carnation Avenue
- Dahlia Avenue
- Elkwood Avenue
- Ebony Avenue
- Admiralty Avenue
- Beach Avenue
- Cortez Avenue
- Descanso Avenue
- Encanto Avenue

Figure 1 - Nine Street Ends

The project limits were reduced to the following four street ends (See Figure 2):

- Carnation Avenue
- Elkwood Avenue
- Ebony Avenue
- Descanso Avenue

Figure 2 - Four Street Ends

3.0 Background

The City of Imperial Beach (City) is the most southwesterly city in the continental United States (See Figure 3), bounded by the Pacific Ocean on the west, south San Diego Bay on the north, and by the City of San Diego to the east. The community advertises itself as having beautiful beaches, big surf, and unparalleled open spaces and wetlands that are teeming with wildlife. It is one of the last untouched beach towns in Southern California with a "*Classic Southern California*" feel.

Street ends for Palm Avenue, Daisy Avenue, and Date Avenue in the City have been improved to include landscaping, street furnishing, lighting, sidewalks, and public art. Both the City and the San Diego Unified Port District (Port District) have a goal to continue efforts to enhance all the street ends.

The City of Imperial Beach requested a study to prepare concept plans for the remaining nine street ends. On June 7, 2012, the Port Board of Commissioners approved funding for the study.

Later, on February 4, 2015, the City of Imperial City Council recommended that Carnation Avenue, Elkwood Avenue, Ebony Avenue, and Descanso Avenue streets have a higher priority than the other streets and directed that these four streets be studied. Because funding would likely not be available for all of the street ends, the City Council concluded that it was best to focus on fewer streets than all nine.

Figure 3 - View of Imperial Beach looking east

4.0 Design Criteria

In preparing the concept plans, the following elements were considered:

- United Urban Design Theme
    - Street Design
    - Street Furnishing
    - Sidewalks
    - Lighting
    - Landscaping
- Minimize Parking Space Loss
- Pedestrian and ADA Beach Access
- Landscaping
- Drainage, Stormwater, and Water Quality
- Utilities
- Shoreline protection
- Sea level rise
- Project Cost
- Adjacent building Access
- Impacts to surrounding uses

The design elements led to developing design criteria which were utilized to prepare the concept plans for each Street End:

- Provide pedestrian access to beach; ADA access to beach, if possible.
- Develop some defining line of continuity between street ends while maintaining individual character unique to Imperial Beach.
- Improve aesthetics.
- Provide a Low Maintenance Design.
- Prepare a Sustainable design. Utilize recycled materials, stormwater BMPs and other sustainable features.
- Provide a safe and secure pedestrian environment by keeping the sites visible and well it.
- Maintain access to adjacent driveways and doorways.
- Utilize existing materials.
- Provide balance between parking spaces, pedestrian walkways, gathering spaces, and landscaped space.
- Create symbolic connections from the street to the beach.
- Maximize parking opportunities while maintaining a walkable pedestrian environment.
- Install plant materials that are suitable for the coastal environment.
- Allow for Public Art opportunities.

The City of Imperial Beach Staff provided additional criteria to be considered in the development of the concept plans:

- *Each street end should be attractively designed, but low maintenance and all proposed landscaping should be native, drought tolerant and carefully selected for suitability and heartiness in a coastal, marine environment. Although palm trees would be acceptable to the City as a plant material, the Coastal Commission has listed the Mexican Fan Palm as an invasive species and would not likely allow their use.*
- *Shoreline protection and addressing the potential for sea level rise should be considered a high priority in the design of all street ends.*
- *Maintain and/or increase the number of on-street parking stalls. Provisions for ADA parking should also be included where ADA access is considered/provided. That said, pedestrian and ADA access should take precedence in the designs.*
- *Attractive bicycle racks/parking areas should be incorporated at all street ends. Other street furnishings (seating, benches, trash receptacles, etc.) should be*

designed to create a consistent theme throughout all street ends.

- *Street lighting should be included in the design for all street ends and should be pedestrian-scaled and similar to the lighting at the Palm Avenue street end.*
- *Generally speaking, there should be some continuity of design and design elements; however, each street end should also have its own design character and/or appeal.*
- *Low Impact Development (LID) design considerations/elements must be included at all street ends to provide stormwater treatment.*

4.0 Analysis

5.1 Existing Conditions

All the street were surveyed and a site investigation completed to determine the base conditions at each location.

Carnation Avenue

Figure 4 - Carnation Avenue

Carnation Avenue is in the northernmost street in of the project study area. Figure 4 shows the existing street view facing west. The street is concrete paved approximately 18 feet in width. North of the fence is YMCA Camp Surf, which is on property leased from the US Department of the Navy. On the south side of the street are houses. There is a "dog access" entrance to the beach, where beach goers and dog owners can walk their dogs along the Navy beach frontage. A lifeguard perch, storage area, gate are at the end of Carnation Avenue.

The street is not wide enough to have parking, sidewalks, or public pathway on Carnation Avenue.

Previously, the City of Imperial Beach prepared a concept plan for the Carnation Avenue improvements and requested a 20- foot-wide easement on the north side of Carnation Avenue from the US Department of the Navy to construct a landscaped public pathway and sound wall. This previous concept plan and draft of the easement are included in Appendix B.

Carnation Avenue

Elkwood Avenue

Figure 5 - Elkwood Avenue

Elkwood Avenue from Seacoast Drive to the beach is a 36-foot-wide ashpalt concrete, paved roadway with five foot sidewalks on both sides, seven parallel parking stalls, and one overhead street light. The adjacent properties on both sides of the street are residential units. Ocean Lane intersects Elkwood Avenue in the middle of the block. The street terminates with a short wooden guardrail as the only barrier between the street and the sand. Seasonal storms bring sand onto the street end.

Elkwood Avenue

Ebony Avenue

Figure 6 - Ebony Avenue

Similar to Elkwood Avenue, Ebony Avenue from Seacoast Drive to the beach is a 36-foot–wide, ashpalt cocrete paved roadway with fivefoot-wide sidewalks on both sides, six parallel parking stalls,and one overhead street light. The adjacent properties on both sides of the street are residential units with two driveways on the south side of the street. Ocean Lane intersects Ebony Avenue on the north side of the street. The street terminates with a short wooden guardrail as the only barrier between the street and the sand. Seasonal storms bring sand onto the street end. The City of Imperial Beach has received a proposal for a hotel on the south side of Ebony Avenue.

Ebony Avenue

Descanso Avenue

Figure 7 - Descanso Avenue

Descanso Avenue, the southernmost street end in this study, is a 44 foot wide asphalt concrete paved roadway with no sidewalks, ten perpendicular parking stalls including one ADA accessible stall and one overhead street light. The adjacent uses are residential with a driveway and trash enclosure on the south side. The north side of roadway is occupied by above ground utility boxes. A short rock revetment marks the end of the roadway and a metal gate that provides emergency access to the beach.

Beach goers use this location for "dog access" to the beach. Seasonal storms bring sand onto the street end. The intersection of Descanso Avenue with South Seacoast Drive is constructed of pavers which is consistent of the South Seacoast Drive design theme.

Descanso Avenue

5.2 Design Analysis

California Environmental Quality Act, California Coastal Act, and Port Master Plan

All of the improvements would need to comply with the California Environmental Quality Act (CEQA), the California Coastal Act, and the Port Master Plan.

Permits

Construction within the coastal zone may require the following permits: Public Improvement Permits from the City of Imperial Beach, Coastal Development Permit, Regional Water Quality Control Board Permit, and US Army Corps of Engineers Permit. It is anticipated that under CEQA, the project may be categorically exempted if the project doesn't encroach upon the beach but stays within the street or a sea wall constructed

Streets

The width of the street paving was a critical consideration in developing the conceptual design plans. Access to parking facilities shall be per Port and City of Imperial Beach requirements for public streets. A minimum width of 24' shall be required for the street width leading to head in parking. Emergency vehicle and trash/recycling truck access shall also be considered in the design. For fire department access, the street ends are typically between 125 feet and 140 feet long for the streets that do not have a mid-block alley. Typically 150 feet is the maximum dead end length allowed by the fire department. For trash/recycling truck access, the existing dumpster facilities should be taken into account and access should not be blocked unless an alternative location can be provided.

Parking

The City of Imperial Beach standards for on-street parking shall be met for any proposed parking stalls. Head in (90°) parking stalls shall be a minimum of 8.5' x 18'. Accessible parking should also be provided that meets all applicable regulations (CBC, ADA, Port, and City of Imperial Beach). ADA parking stall size shall be 9'x18' with an additional 8' wide x 20' deep van loading area. Parallel parking stalls shall be 8' wide x 22' long.

The Port Master Plan for the IB Street Ends states that the total cumulative parking for all street ends to be improved shall not be decreased. There are 23 standard parking stalls and 1 ADA parking stalls total on the four street ends included in this study; no parking on Carnation Avenue, parallel parking on Elkwood Avenue and Ebony Avenue, and perpendicular parking with one ADA stall on Descanso Avenue; however, this location does not provide an accessible path to the beach. All proposed accessible stalls will need to be designed to ensure that the slope in the accessible parking stall and access aisle does not exceed 2%.

<u>Carnation Avenue:</u>

- No existing or proposed on-street parking due to narrow width of the roadway.

<u>Elkwood Avenue:</u>

- Seven existing parallel stalls
- Concept A proposes no change in the number of parking stalls: five perpendicular stalls and two parallel stalls
- Concept B proposes five parking stalls (reduction of two): three perpendicular stalls (one ADA) and two parallel stalls

Ebony Avenue:

- Six existing parallel stalls
- Concept A and B propose a reduction of one parking stall: three perpendicular stalls and two parallel stalls

Descanso Avenue:

- Ten total existing perpendicular stalls, one ADA
- Concept A proposes nine total perpendicular stalls, one ADA (reduction of one stall)
- Concept B proposes ten total perpendicular stalls, one ADA (no change in number of parking stalls)

Access

ADA accessible beach access shall be provided where accessible parking spaces are proposed. The accessible path to the beach shall extend from the accessible parking space and loading zone. The slope shall not be more than 5% maximum in the direction of travel and 2% maximum cross fall. If the existing conditions require a pedestrian ramp with handrails to be constructed, the ramp shall follow all applicable California Building Code (CBC) and ADA Standards for Accessible Design (ADA) for slope, landings, handrail, etc. Per the Port Master Plan, existing beach access points shall not be removed. In addition to pedestrian access, emergency vehicle access shall be considered as it currently exists at both Carnation Avenue and Descanso Avenue as the end of the roadway terminates on the sand. Because of seasonal changes in sand elevations on the beach, this emergency access needs to be maintained by keeping sand at the street end elevation.

The concepts which propose vehicular emergency access or ADA accessible access include constructing concrete ramps to extend several feet below the existing sand elevation. With seasonal changes in sand elevation, the length and embedment of the ramps needs to be considered to provide protection from storm damage.

Carnation Avenue:

- There is no existing or proposed ADA accessible access
- Existing emergency vehicle is off the end of the street
- Emergency vehicle access would be improved with a concrete ramp extended to the sand

Elkwood Avenue:

- There no existing ADA accessible stalls or accessible access to the beach
- Concept A proposes an emergency vehicular access ramp to the beach (non-ADA accessible)
- Concept B proposes one ADA accessible stall and an ADA accessible access ramp to the beach. The ramp would preclude vehicular access.

Ebony Avenue:

- There is no existing ADA access
- Concepts A and B propose an ADA accessible ramp to the beach.
- No existing or proposed emergency vehicle access

Descanso Avenue:

- There is one existing ADA stall
- There is no existing accessible access to the beach
- Concepts A and B proposes one ADA stall
- There is an existing emergency vehicle access onto the beach.
- Concepts A and B propose an emergency access ramp to the sand.

Landscaping

There is little landscaping on these street segments. Future landscaping should be based on native vegetation, beach environment, water use, and aesthetics.

Plant selection should be natives with a smaller areas set aside for "special landscaping" near focal points. California coastal natives are adapted to tolerance to winds, salt exposure, and require less water. Plants may include genus's such as: Arctostaphylos, Artemisia, Agave, Baccharis, Carex, Ceanothus, Cercocarpus, Encelia, Iris, Juncus, Lupinus, Myrica, Rhamnus, and Salvia.

"Special landscaping" could include genus's such as: Arbutus, Carissa, Coprosma, Cotoneaster, Dodonaea, Lantana, Lavandula, Pittosporum, Gazania, and Limonium.

Although palm trees would be acceptable to the City as plant material, Coastal Commission has listed the Mexican Fan Palm as invasive and will not allow their use. Some trees that could be considered include Metrosideros excels, Eucalyptus ficifolia, Pinus torreyana, Pittosporum viridiflorum, Quercus ilex, or Dracaena species.

There are water meters and backflow preventers adjacent to Seacoast Drive at Descanso Avenue that might supply irrigation water for any landscaping for Descanso Avenue

Hardscaping

Sidewalk and pavers can be colored and have a texture to be aesthetically pleasing, and enhance the environment. The selection of material and color should be consisted and complement the Imperial Beach Urban Theme.

Streets have asphalt pavement that require periodic maintenance to rejuvenate the street such as slurry seals or a thin asphalt concrete overly. Street improvements could coincide when the street is due for maintenance.

Drainage

Almost all the rain on the street ends flow towards Seacoast Drive (west to east). The exception is Ebony Avenue. The portion of the street west of the Ocean Lane alley drains toward the beach. Elkwood has a storm water drainage system that collects low-flow runoff which is conveyed to the City of Imperial Beach sewer system for treatment.

At several locations, private properties have 3" curb outlet drains that are cored through the curb. The design will account for stormwater and irrigation run-off from private property to the street and migrating sand from the beach and meet the regional stormwater treatment requirements. Designs will account for sand washed onto Seacoast Drive and where feasible reduce sand washing into the City of Imperial Beach's storm water drainage system.

Seasonal Flooding

Winter seasons bring large swells along the Pacific Coast, eroding the beach. The elevation of the street ends is above the high tide line preventing tides from overtopping the street ends, but wind swells and storm surges have the potential to wash water and sand onto the streets.

Shoreline Protection

A sand replenishment project by SANDAG was completed in 2012 which raised shoreline sand elevations and widened the beach.

Due to the proximity of the Pacific Ocean, annual high tides and storms create severe wave run-up which causes street damage near the beach. Shoreline protection was installed at two locations: seawalls along the end of Date Avenue and Palm Avenue.

To reduce erosion and seasonal flooding, shoreline protection can be considered in the final design, but is beyond of scope of this feasibility study. The existing street ends have a boulders/rip rap revetment which should be assessed and considered for improvement. Additional revetments, seawalls and other measures to protect infrastructure may be considered. Both the Palm Avenue and Date Avenue Improvements Projects included expensive sea walls. While providing protection, they also block access to the beach and their uses need to be carefully designed as the installation can alter the erosion patterns for the adjacent properties. After the Palm Avenue Street End sea wall was constructed, the adjacent property owners suited the District. The suit stated that their properties were more affected by wave erosion as a result of the Palm Avenue sea wall.

Another measure that could be periodically used is sand abatement (replenishment) to provide shoreline protection. A Port of San Diego sand abatement project is in design for Descanso Avenue.

Because of the cost of these shoreline protection measures, it may be more cost beneficial to continue with regular sand removal maintenance of the street.

Existing Conditions at Buildings

Along the street ends, the adjacent residences have access from their existing doorways and driveways, to the street. These existing connections shall be included for in the final design.

Utilities

Numerous existing utilities will need to be accounted for in the improvement design. Existing water mains, sewer mains, storm drain infrastructure, electrical, telephone, and cable facilities all exist. The topographic information available indicates the location of surface utilities and underground utilities based on record information. Any relocation of utilities will be coordinated with the appropriate utility agency, however the intent of the design options would be for all existing utilities to remain in their location. The utilities along the north side of Descanso Avenue may preclude a pathway. Utilities for each street is identified below:

<u>Carnation Avenue:</u>

- Electric and gas lines
- SDGE vault and Cox vault

<u>Elkwood Avenue:</u>

- Electric lines
- Storm drain infrastructure with grated inlets
- Water Main

<u>Ebony Avenue:</u>

- Electric and gas lines
- Storm drain line and manhole
- Water Main

<u>Descanso Avenue:</u>

- Electric lines
- Above ground pedestals and vaults

Sidewalk

Sidewalk from Seacoast Drive to the beach access point will be included in the proposed designs. The sidewalk will meet CBC and ADA regulations for width, slope and cross slope, following the grade of the existing streets, so in some cases, a maximum running slope of 5% may not be feasible.

Traffic

Proposed parking conditions essentially remain the same. The improvement would not affect the flow of traffic along South Seacoast Drive or in and out of the street ends.

Usage

The proposed site and landscape improvements are intended to attract crowds which can easily access the beach. The improvements are designed to create a friendly, easy to see paths towards the beach and provide a comfortable gathering place for families in a public open space, park-like setting.

Safety

Imperial Beach has a relatively low-average level of crime. The city has been making a continued effort to keep law enforcement tight. These street ends have easy access for police officers and emergency vehicles and are within a clear visual range from Seacoast Drive.

Lighting

Lighting of the street ends proposes to matches the theme of the existing improvements on Seacoast Drive or Old Palm Avenue including a pedestrian scale shepherd hook light.

Aesthetics

The proposed improvements will encompass a visual appearance consistent with that of the surrounding street ends. Dynamic colors, artwork, and landscaping are just some of the concepts to be included. The City of Imperial Beach has included public art in several of its street ends.

Aesthetic improvements have been constructed on Palm Avenue. It is proposed to continue with this overall design theme for all street ends. It is important for this continuity to exist while maintaining some degree of individuality at the Street Ends. The simplest method to insure cohesiveness is to utilize some of the same materials such as paving and street furniture. The designs of these public spaces result in minimal loss of existing parking stalls in exchange for pedestrian oriented, park or plaza like-setting. See Figure 8, which shows some of those elements.

Site Layout

Street end layouts will incorporate similar parking to existing conditions with new and improved walkways, concrete decoration, lighting, etc.

Storm Water Quality

The project will need to be designed in accordance with the Port of San Diego BMP Design Manual in compliance with local Port of San Diego and regional MS4 Permit (California Regional Water Quality Control Board San Diego Region Order No. R9-2015-0100) requirements for storm water management including the preparation of a Stormwater Quality Management Plan. Proposed post-construction BMPs stormwater measures may include the pervious pavement, pavers, landscaping and collecting the run-off to adjacent landscaped areas, and the use of bio-retention basins.

Sea Level Rise

The California Coastal Commission Policy Guidance (2013) quantifies sea level rise effects in California and gives recommended sea level rise estimates to the year 2100.

The effect of sea level rise is beyond the scope of work for the study. Further analysis would be required during the design process. The proposed improvements are enhancements to the existing street and could be impacted by sea level rise.

Figure 8 - Existing Materials - Palm Avenue

Additional building material options were evaluated and are included here.

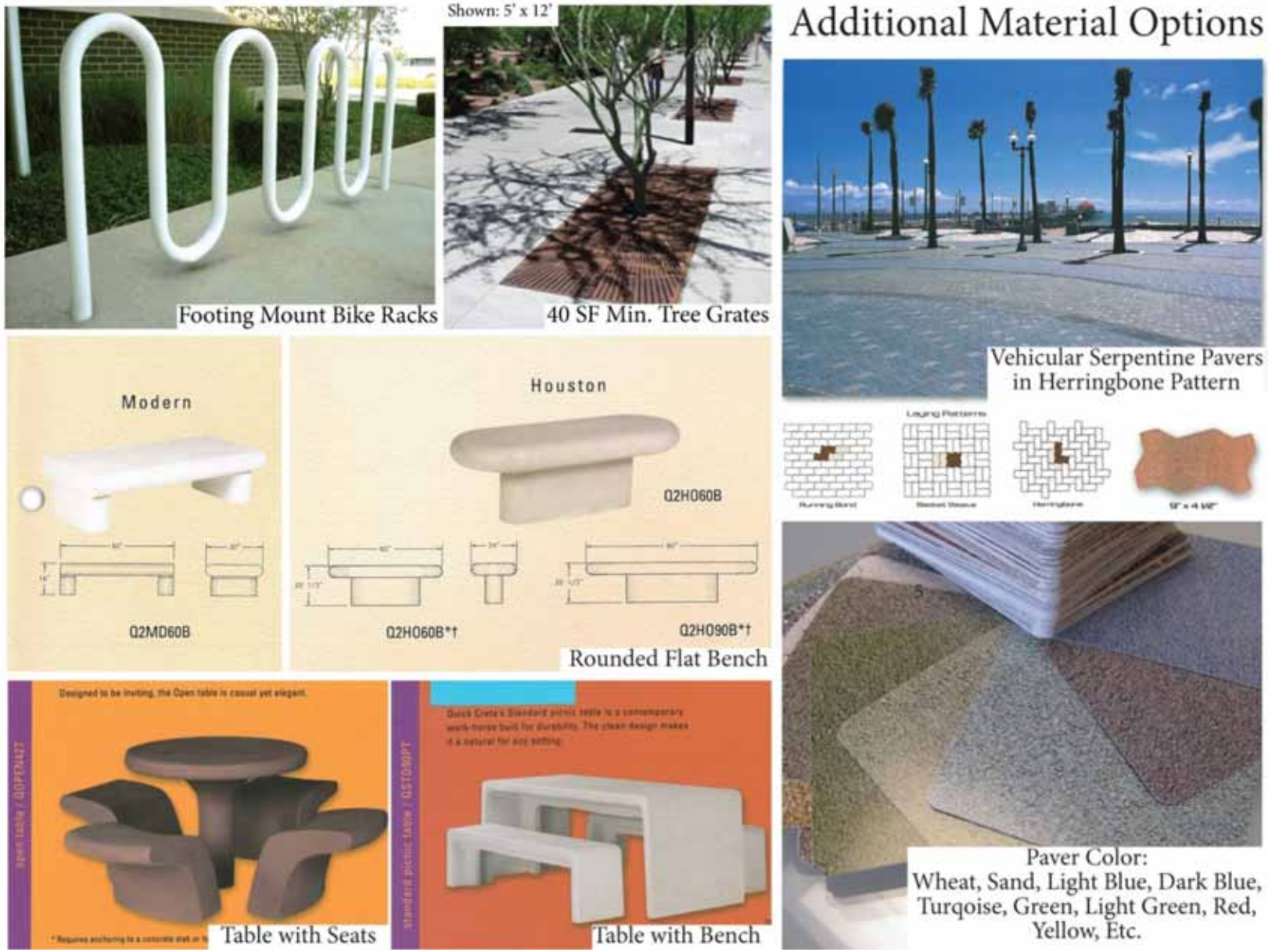


Figure 9 - Additional Material Options

Several street ends include sculpture in the public open space.
These examples are shown below.

Figure 10 – Existing Public Art

5.0 Conceptual Layouts

The Following conceptual designs were prepared for four streets.

Carnation Avenue

The Carnation Avenue concepts focus predominately on providing access to the beach for only maintenance and emergency vehicles and hardscape improvements to enhance the pedestrian experience.

Figure 11 - Carnation Avenue - Existing Conditions

The adjacent YMCA leased property may be available for use by the City to provide a off-street path to the beach, a small plaza, and a vista overlook of the beach. Concept B is based on encroachment onto the YMCA leased property will be allowed. Although beach goers currently access the beach north to the Navy Property, the Navy is currently re-developing their Silver Strand property to the north to more intensive uses and the Navy may limit access to their property in the future.

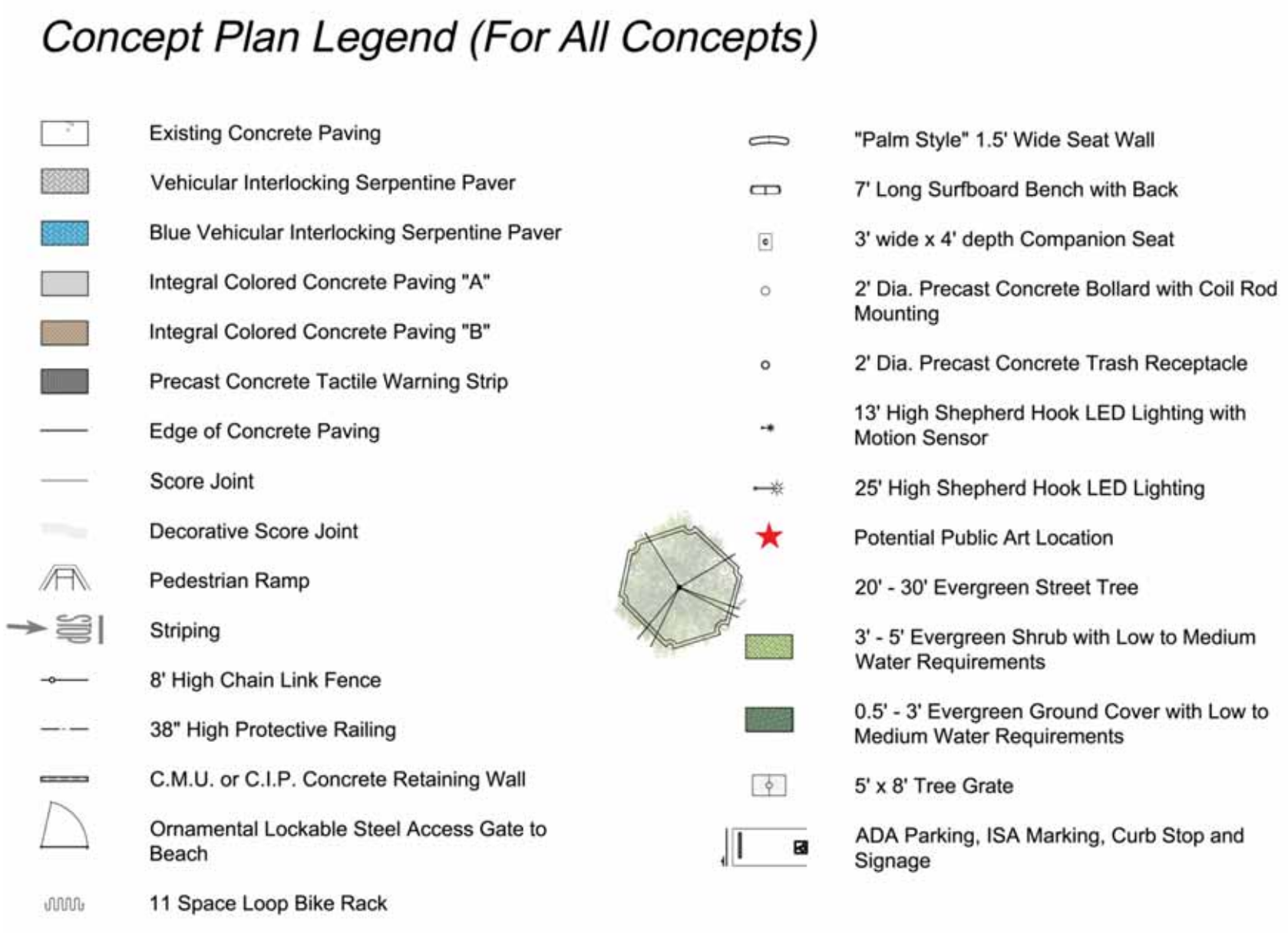


Figure 12 - Concept Plan Legend (for all concepts)

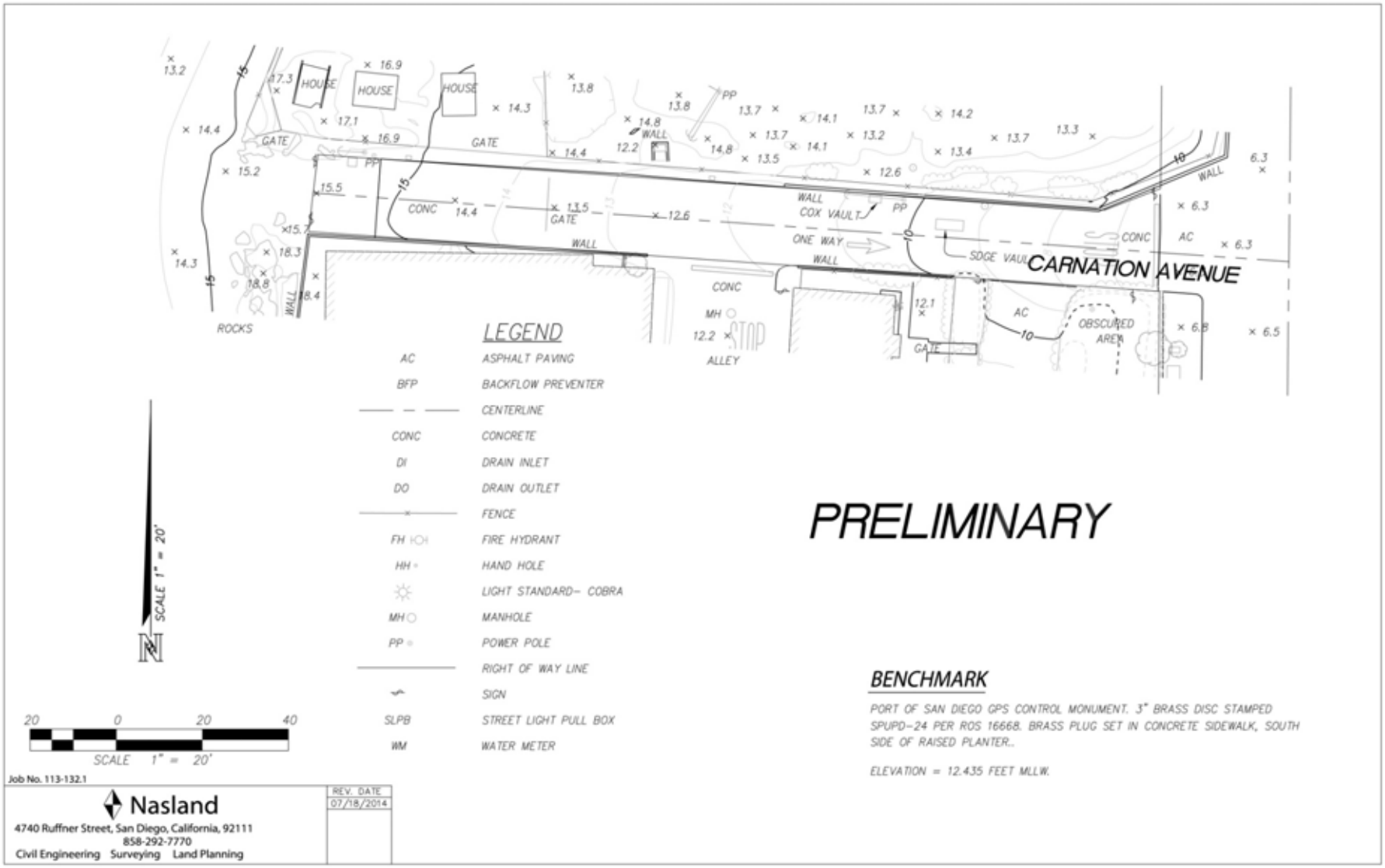


Figure 13 - Carnation Avenue - Existing Base Map

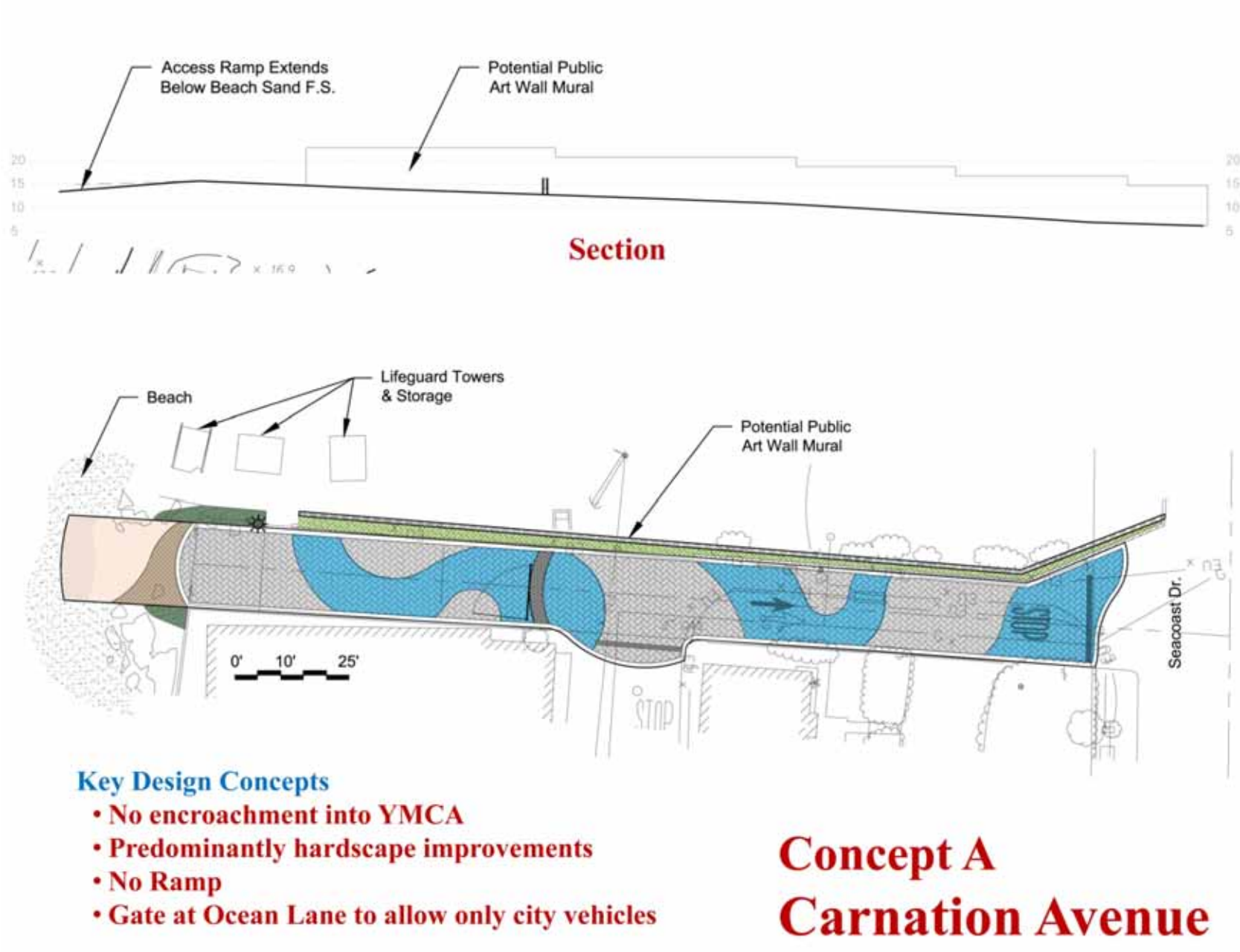


Figure 14 - Carnation Avenue - Concept A

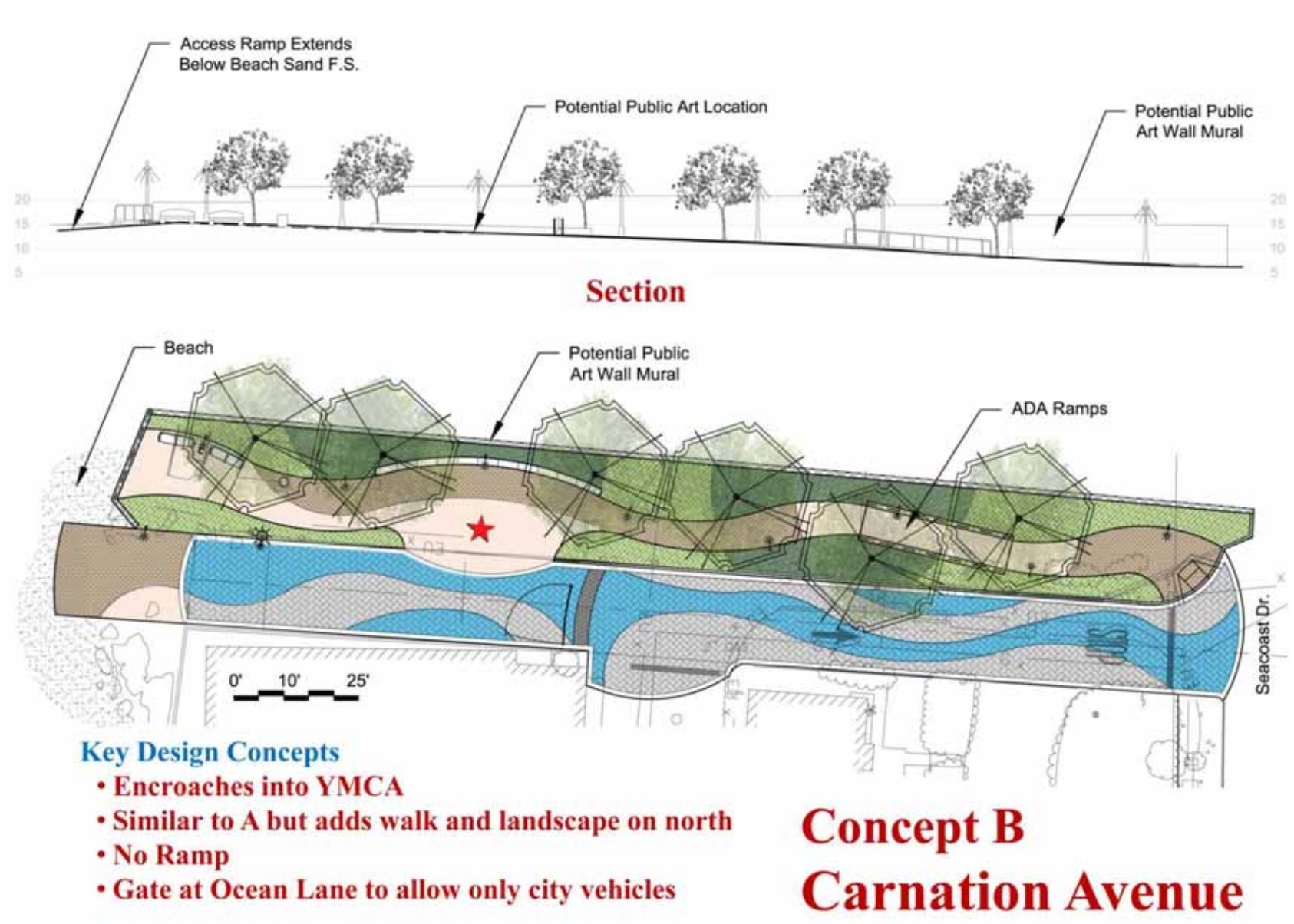
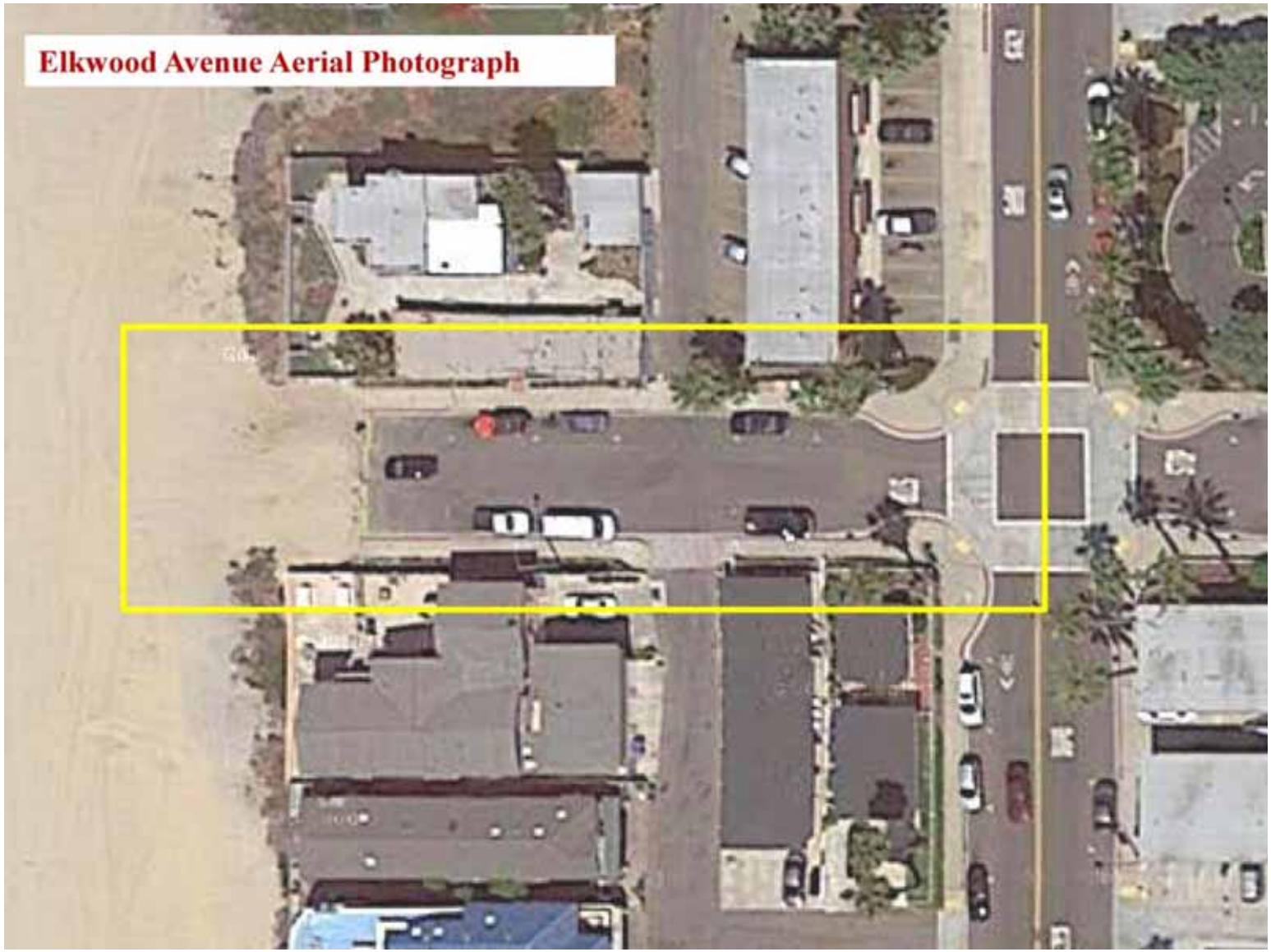


Figure 15 - Carnation Avenue - Concept B

Elkwood Avenue



Elkwood Avenue concepts focuses on providing gated vehicular access to the beach with a vista overlook vs. solely becoming a pedestrian-oriented space.

Concept B maximizes the pedestrian space while Concept A includes more shared space with automobiles.

Figure 16 - Elkwood Avenue - Existing Conditions

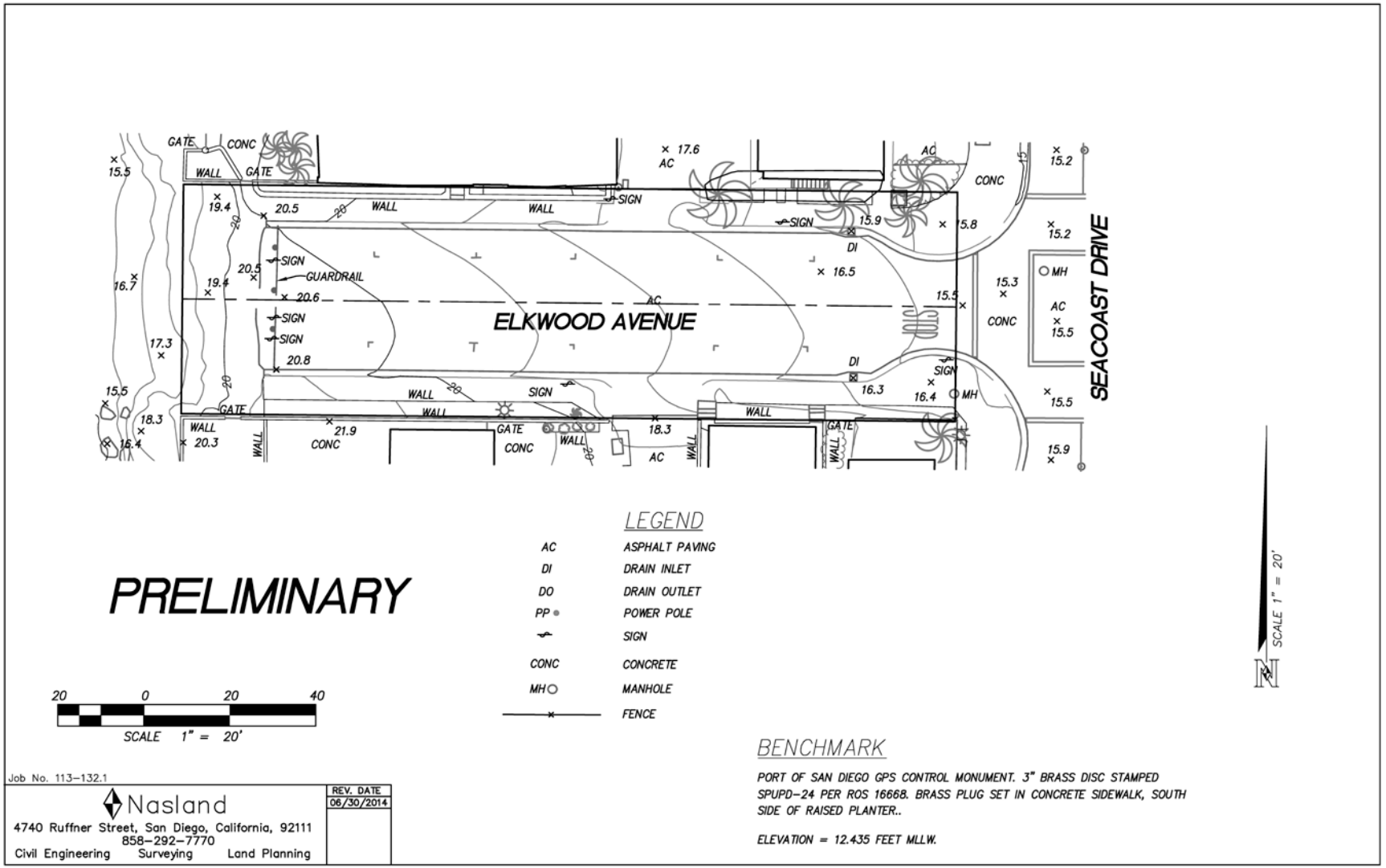


Figure 17 - Elkwood Avenue - Existing Base Map

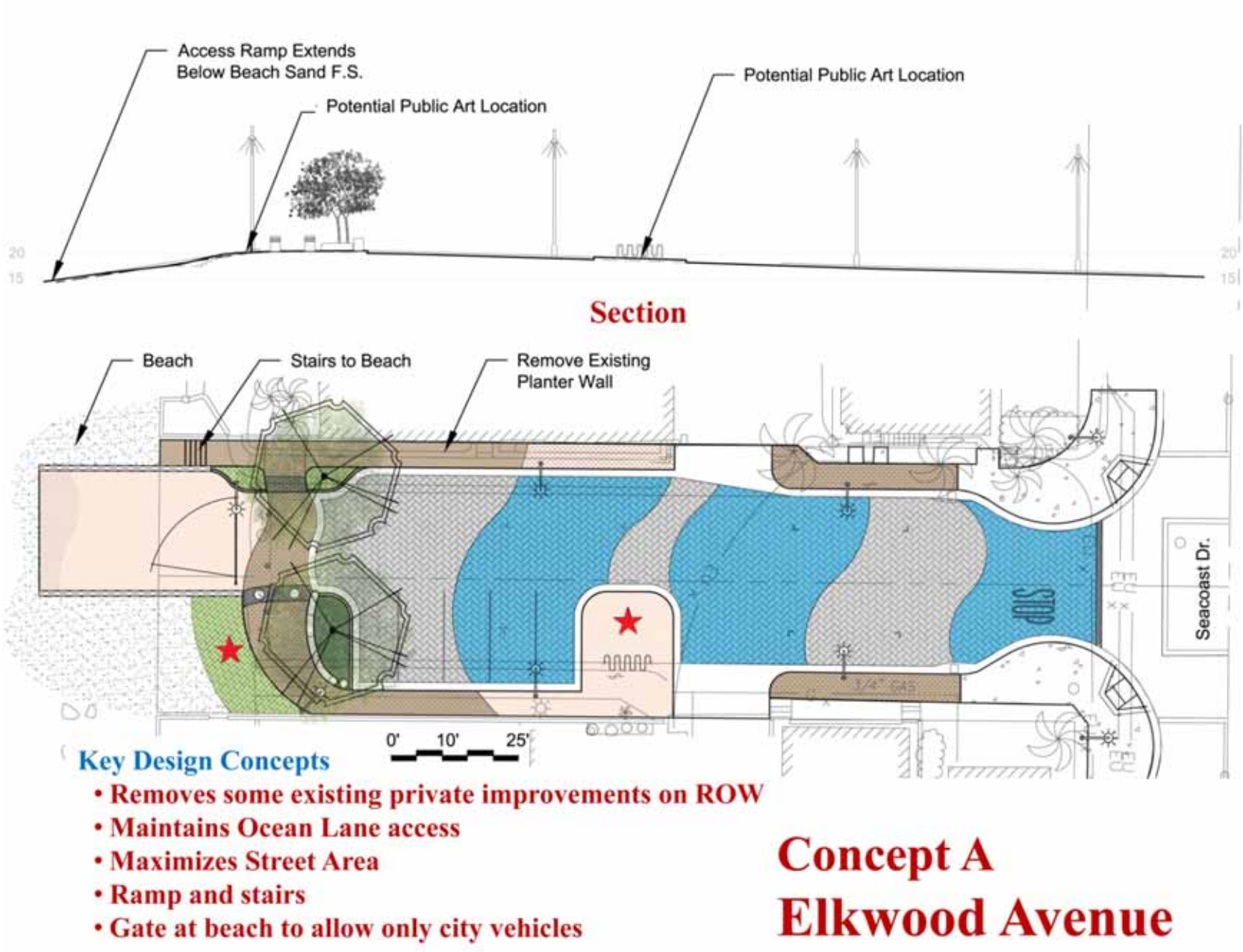


Figure 18 - Elkwood Avenue - Concept A

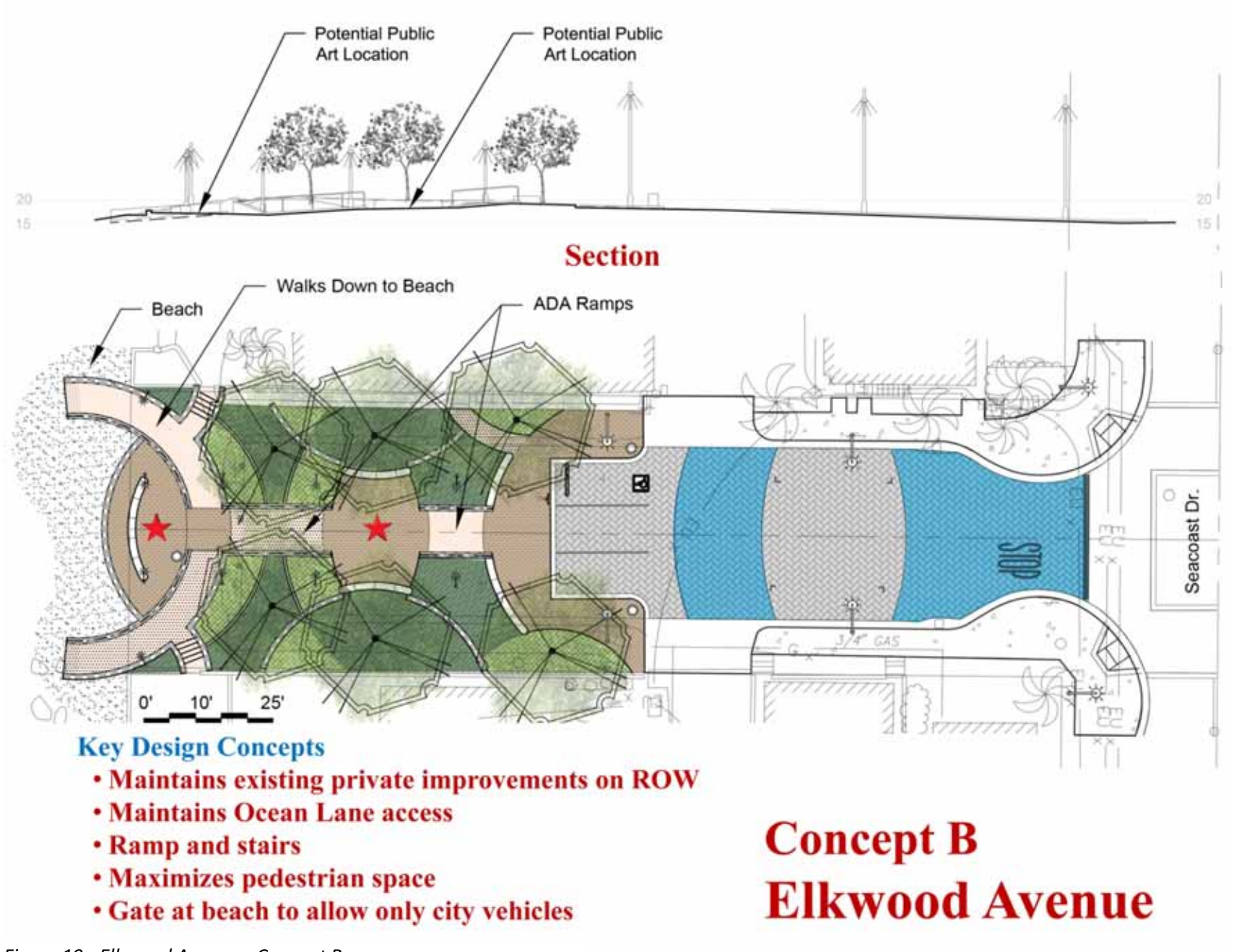


Figure 19 - Elkwood Avenue - Concept B

Ebony Avenue

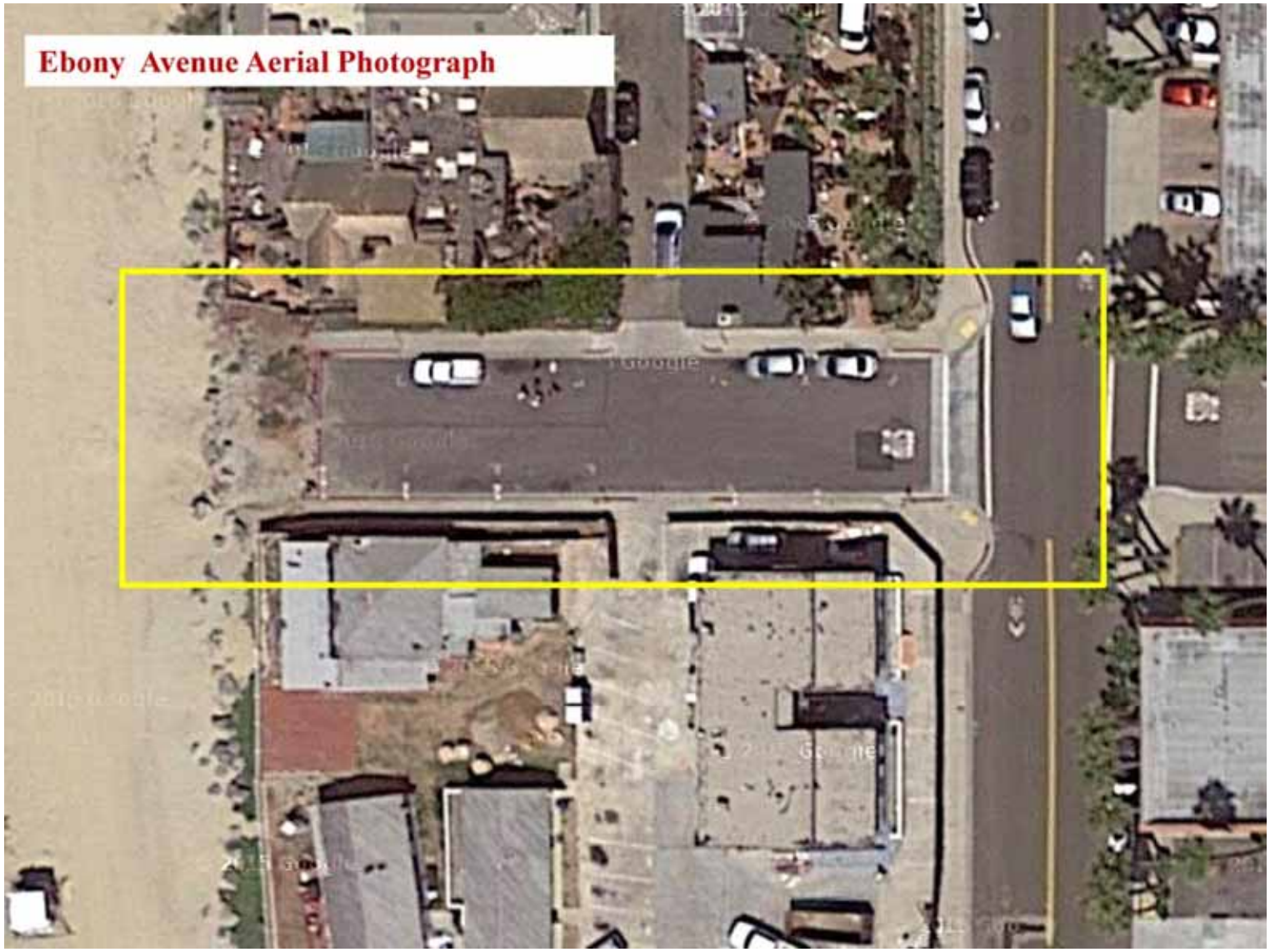


Figure 20 - Ebony Avenue - Existing Conditions

Ebony Avenue improvements maintain existing private circulation to the beach while providing public site amenities along an accessible pathway to the beach. Concept B concentrates public amenities in a plaza application allowing opportunity for a more significant public art focal and public gathering space. Public access to the beach would have greater elevation differences requiring pedestrian ramps.

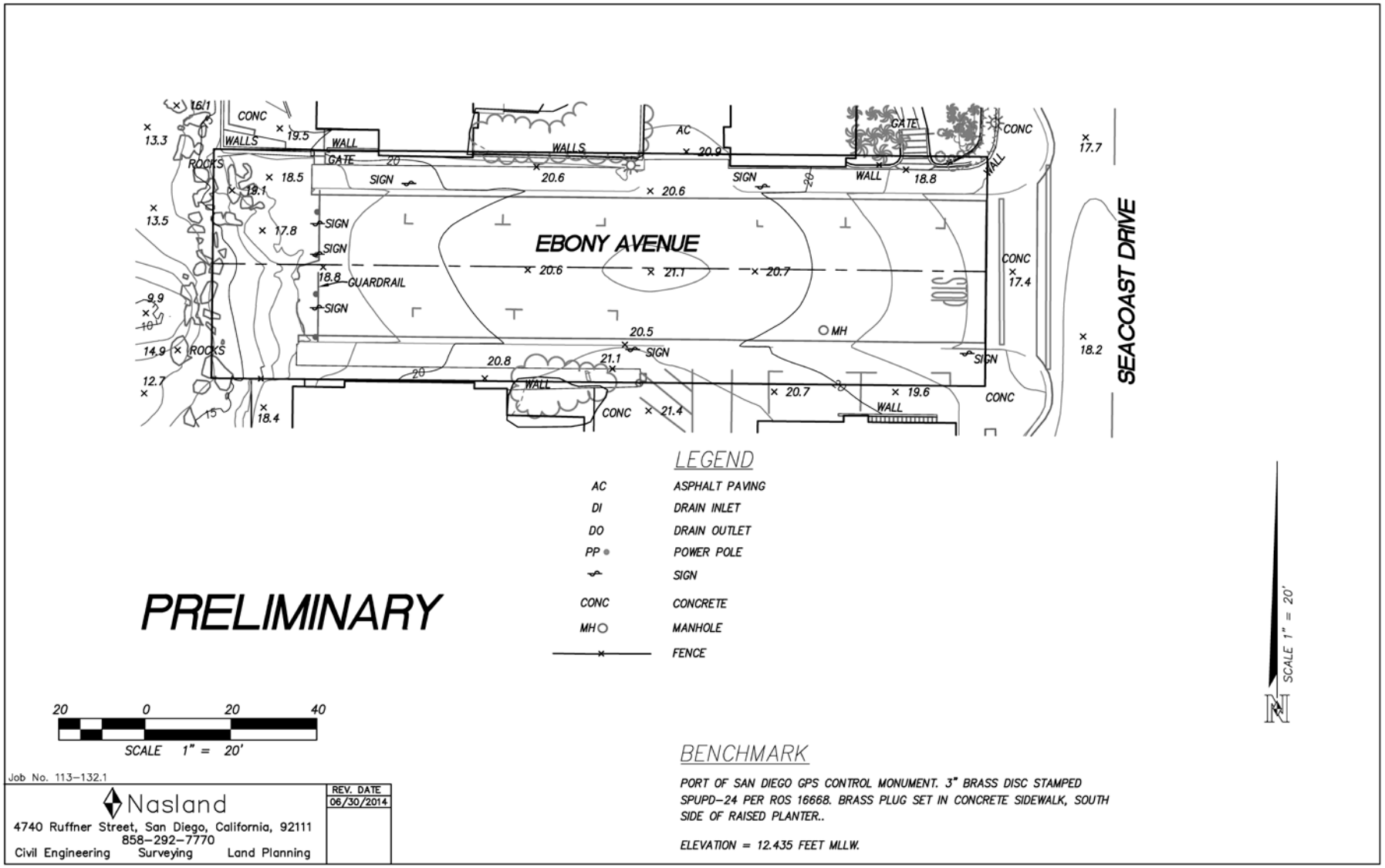


Figure 21 - Ebony Avenue - Existing Base Map

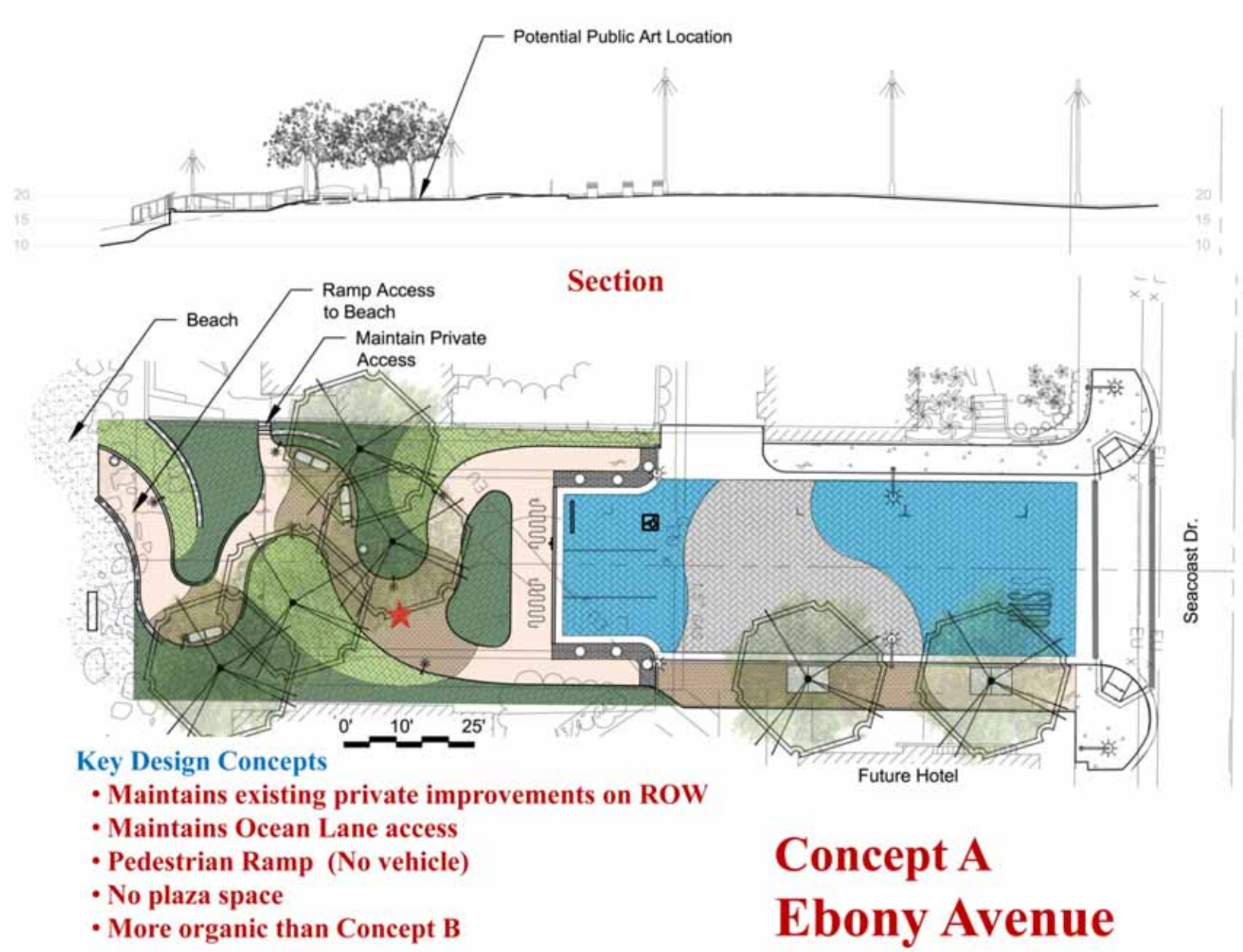


Figure 22 - Ebony Avenue - Concept A

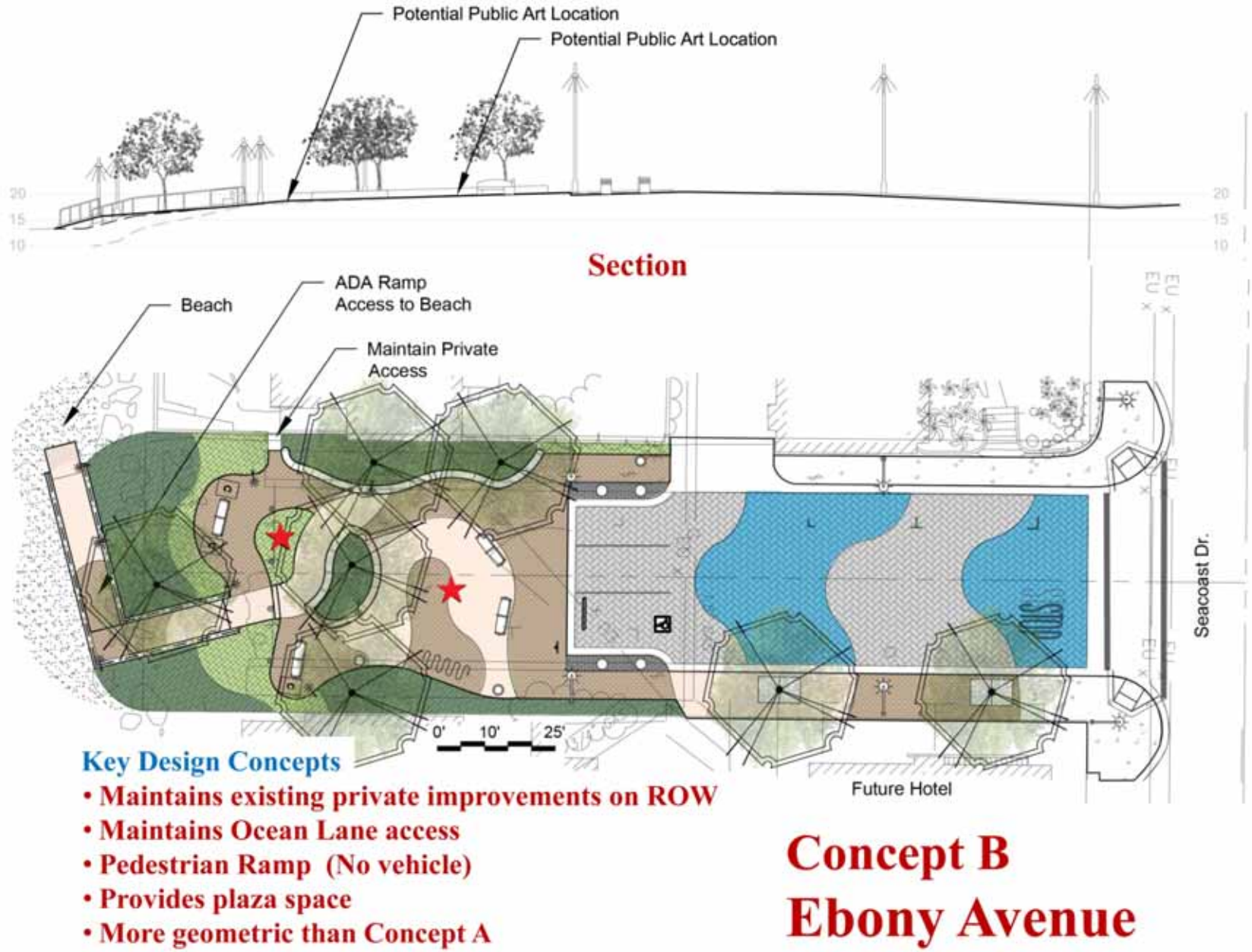


Figure 23 - Ebony Avenue - Concept B

Descanso Avenue

Descanso Avenue is located in a residential area. Improvements focus on providing gated, emergency vehicle access to the beach while maintaining access to a parking garage. Existing utility infrastructure limits space sidewalks, open space, and landscaping.

Figure 24 - Descanso Avenue - Existing Conditions

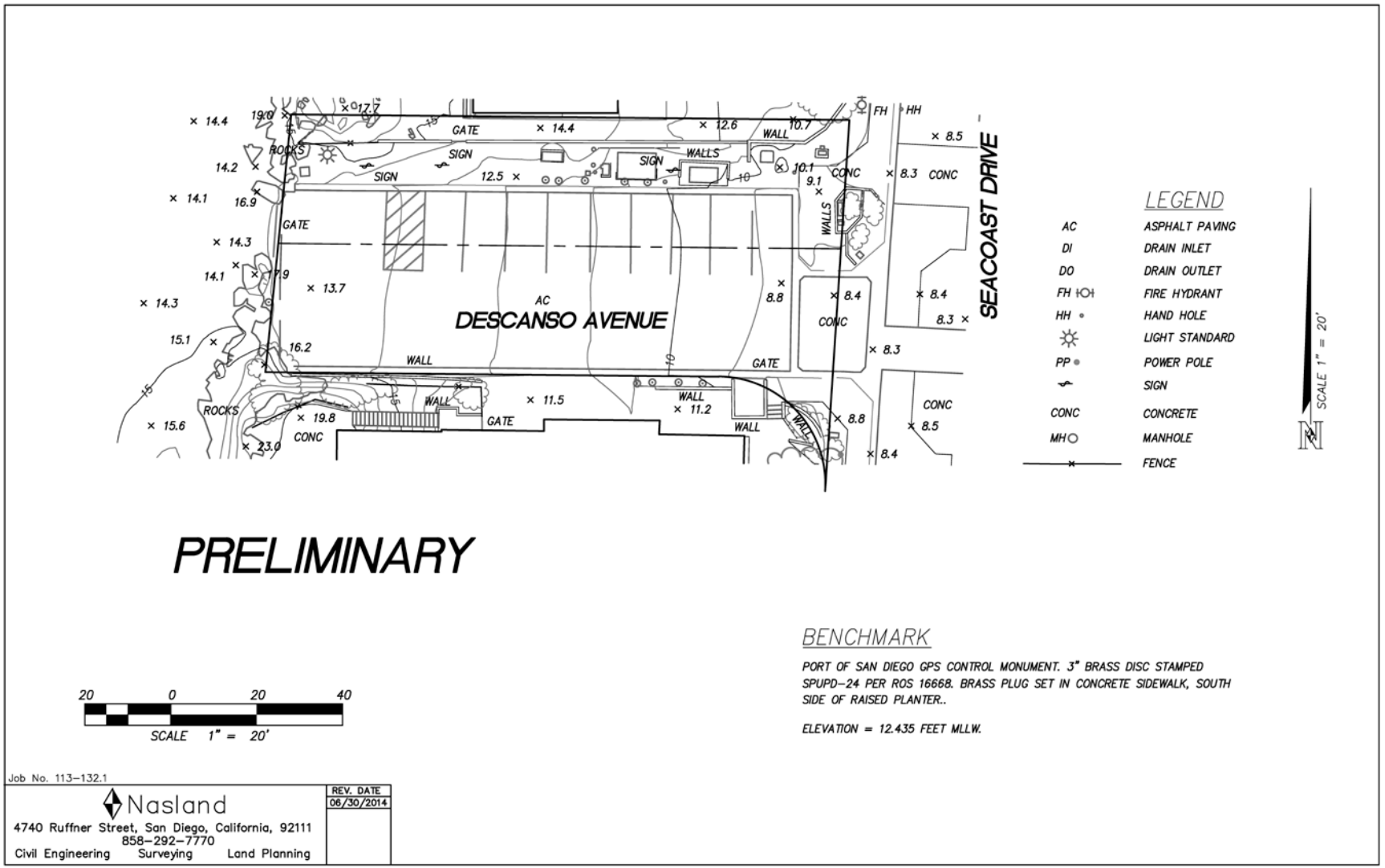


Figure 25 - Descanso Avenue - Existing Base Map

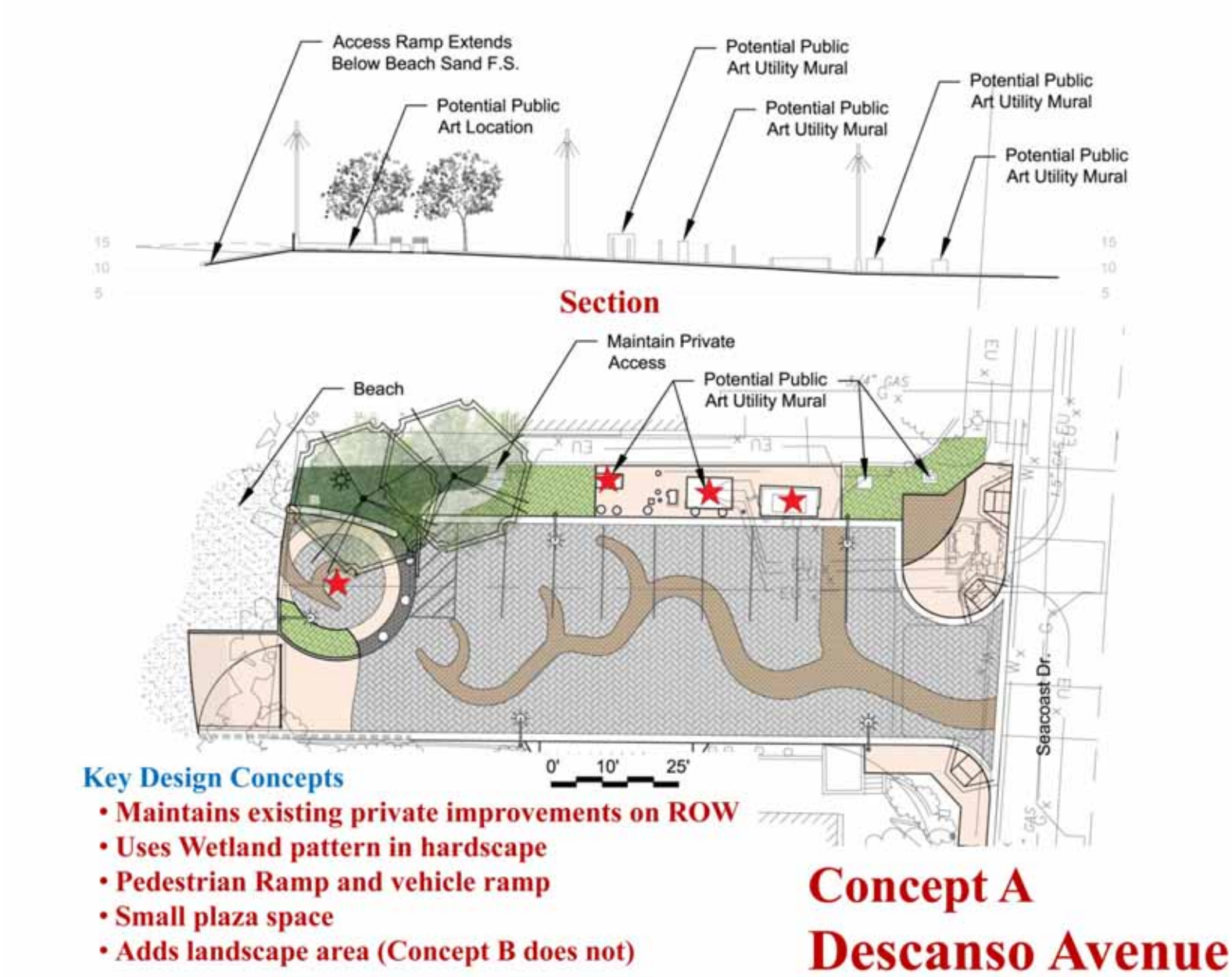


Figure 26 - Descanso Avenue - Concept A

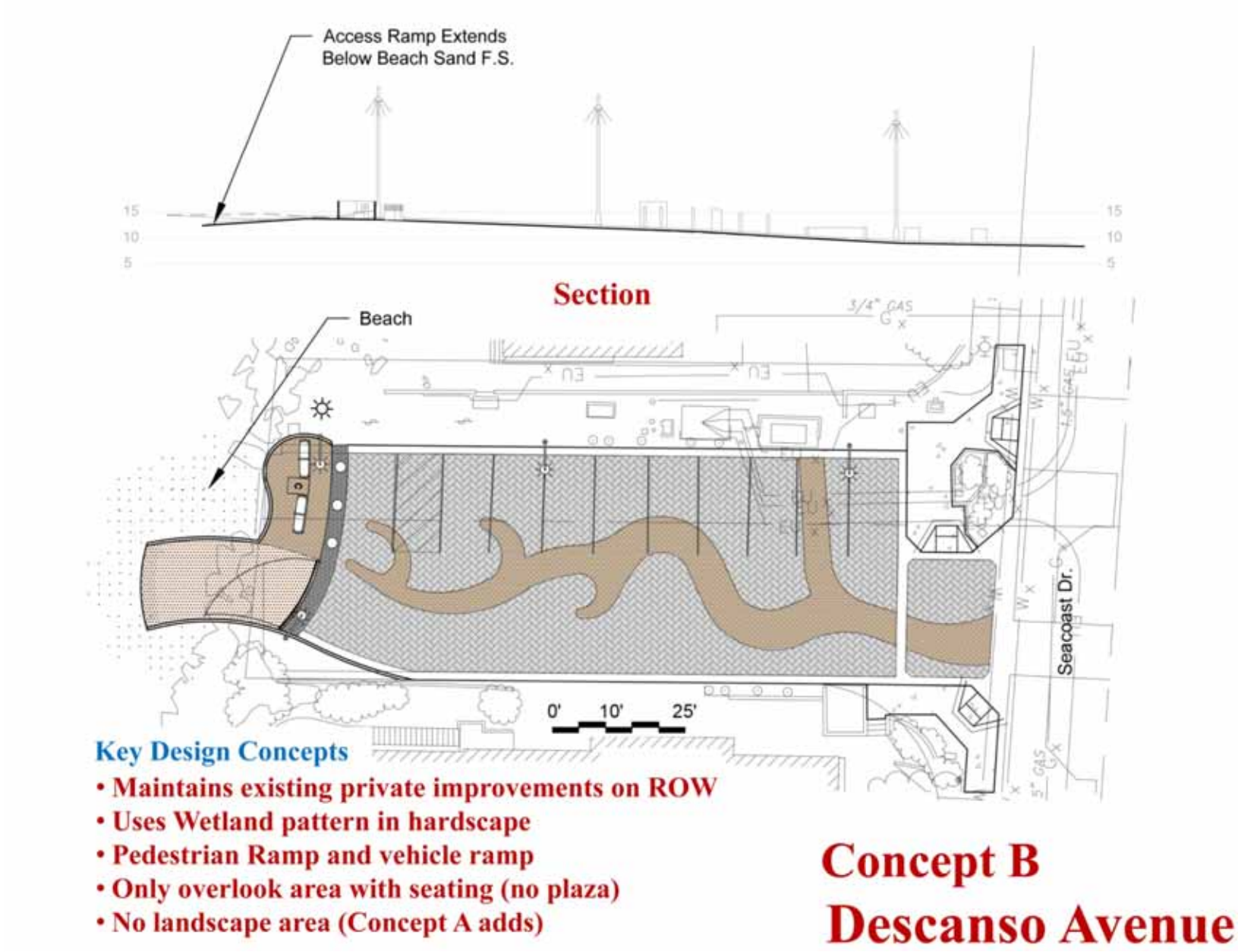


Figure 27 - Descanso Avenue - Concept B

6.0 Cost Analysis

The proposed construction costs for each alternative were estimated utilizing 2016 unit prices for construction and based on the level of improvements at Date Street and Palm Avenue. Additional project costs (Design, Contingency, Construction Support, and Environmental Studies) are included in the estimated project cost.

	DESIGN (15%)	CONSTRUCTION	CONTINGENCY (15%)	CONSTRUCTION SUPPORT (5%)	ENVIRONMENTAL STUDIES, PERMITS & MITIGATION (25%)	Project Management (10%)	TOTAL
Carnation Avenue (Option A)	$67,500	$450,000	$67,500	$22,500	$112,500	$36,000	$756,000
Carnation Avenue (Option B)	$125,250	$835,000	$125,250	$41,750	$208,750	$70,000	$1,406,000
Elkwood Avenue (Option A)	$120,000	$800,000	$120,000	$40,000	$200,000	$60,000	$1,340,000
Elkwood Avenue (Option B)	$132,000	$880,000	$132,000	$44,000	$220,000	$70,000	$1,478,000
Ebony Avenue (Option A)	$120,000	$800,000	$120,000	$40,000	$200,000	$60,000	$1,340,000
Ebony Avenue (Option B)	$121,500	$810,000	$121,500	$40,500	$202,500	$65,000	$1,361,000
Descanso Avenue (Option A)	$103,500	$690,000	$103,500	$34,500	$172,500	$55,000	$1,159,000
Descanso Avenue (Option B)	$87,000	$580,000	$87,000	$29,000	$145,000	$45,000	$973,000

Table of Estimated Project Costs

7.0 Public Outreach

Community and summary presentations can be made to the following groups:

- City of Imperial Beach Tideland Advisory Committee
- City of Imperial Beach Design Review Board
- Imperial Beach City Council

8.0 Conclusions/Recommendation

This feasibility study provides alternate conceptual plans for the street ends as proposed to be studied by the City of Imperial Beach.

- Carnation Avenue
- Elkwood Avenue
- Ebony Avenue
- Descanso Avenue

Upon selection of the preferred alternatives and input onto the design considerations, further design and the preparation of construction plans can be prepared.

9.0 References

- Port of San Diego Master Plan
- Port of San Diego Climate Action Plan
- City of Imperial Beach/Regional Standards
- Date Avenue Street End Plans
- Palm Avenue Street End Plans
- Carnation Avenue Street End Plans
- California Coastal Commission Draft Sea-Level Rise Policy Guide

CITY OF IMPERIAL BEACH

COUNCIL POLICY

SUBJECT	POLICY NUMBER	EFFECTIVE DATE	PAGE
STREET-ENDING IMPROVEMENTS	701	9/28/78	1 of 2

ADOPTED BY RESOLUTION --- DATED September 28, 1978

Pursuant to minute action on September 28, 1978, it shall be the policy of the City Council that:

1. That all existing street-ends under city ownership that can provide public access to coastal resources (to include bays) be retained and not considered for vacation.

2. That ultimate design solutions be prepared for each street-end on an individual basis to include the area within the ultimate right-of-way. Further, that temporary re-design solutions be accomplished within existing pavement (now, if a gain in parking can be achieved), such as, striping or re-striping but that temporary solutions be in harmony with the ultimate design solutions.

3. That each street-end consider in its design plans for:

   a. Maximizing parking
   b. Pedestrian access to the wet sands
   c. Public access, signs
   d. Landscaping
   e. Lighting
   f. Emergency vehicle access
   g. Provisions for wheelchairs
   h. Compact cars
   i. Minimizing maintenance
   j. Bicycle racks, and
   k. Parking spaces for the handicapped

4. That the Zoning Code be amended to include the provisions suggested by the City Attorney (Memo Re: Street-Endings - First Street south of Coronado: August 25, 1978) as follows:

   a. Require, as a part of the Zoning Ordinance, that multiple-family projects (R-2, R-3, R-4, etc.) in a described area, be required to put in offside improvements such as parking and walkways in accordance with the Street-Ending Improvement Policy.

   b. Provide for site plan review of project design and street-ending design.

   c. Provide for reimbursement from the property owner on the other side of the street in those instances where the entire street-end is to be improved by the first developer.

   d. Provide for a recordable covenant imposing a maintenance obligation on the property owner.

CITY OF IMPERIAL BEACH

COUNCIL POLICY

SUBJECT	POLICY NUMBER	EFFECTIVE DATE	PAGE
STREET-ENDING IMPROVEMENTS	701	9/28/78	2 of 2

ADOPTED BY RESOLUTION ---- DATED September 28, 1978

5. That any existing problems, such as, drainage, etc. be corrected as part of the street-ending design solutions.

6. That meters be considered and revenues from such meters be earmarked for reimbursing these improvements.

* * *