Save energy, save money: City of San Diego homeowners may qualify for up to $875 in rebates for installing energy efficient items in their pre-1978 homes. For more information, visit http://www.sandiego.gov/efi/templates/efi/index.jsp, or call the City of San Diego at (858) 492-6004, or (858) 694-7000.

In the know: The Development Services Department announces the Spring Industry Seminars. On Jan. 31, “Means of Egress-Advanced Topics and Interpretation,” on Feb. 28, “Disabled Access Provision Title 24 – Advanced Topics,” on March 21, “Row Homes,” and on April 25, “Code Update/CBC 2001.” All seminars are held at the field office, 9610 Ridgehaven Court, in Kearny Mesa, from 12:30 to 4:30 p.m. Cost is $75 per seminar, call 619-446-5405 for information or check our web site under News and Updates.

Don’t wait in line, go online: Since SimplEpermits, issuing permits online via the Development Services web page, was initiated in August 2001, more than 3,795 miscellaneous permits have been processed through the program. However, an average of more than 21,000 miscellaneous permits (mechanical, electrical, plumbing) are issued each year - and all could be obtained over the internet.

City’s first refrigerated container facility catering cargo at Marine Terminal

San Diego’s first refrigerated container facility is now up and running at the Tenth Avenue Marine Terminal. The San Diego Unified Port District recently completed construction of the 20-acre project for the Dole Fresh Fruit Company. Working closely with the City of San Diego, the Port was able to complete this complex project in less than 24 months.

“The planning and permit process worked well,” said Port Maritime Project Analyst Stuart Farnsworth. “It’s really a win-win environment for the San Diego region. It’s a great thing for the maritime business and the regional economy.” Operating under a long-term lease agreement, Dole’s facility will be used to import fresh bananas, pineapples and other perishables in 40-foot-long, self-contained refrigerated containers. These containers can be loaded directly onto over-the-road chassis for highway transportation to inland wholesalers and retailers.

The permitting process for the project was complex, and City Development Services staff worked closely with Dole representatives to facilitate the process and coordinate the intricacies of creating this facility. Development Services Project Manager Morris Dye took the lead on the permitting process, working with Project Manager Pete Lynch. “The Development Services Department played an important role in this process because of the short time line and the many hurdles in dealing with utility items that needed to be handled,” said Dennis K. Kelly, vice president of Dole’s United States Ports and Terminals Operations. “Going through the permitting and construction process would be difficult for anyone to complete in such a short time period. It would have been very difficult without the City working to keep people together.”

This refrigerated container facility provides approximately 190 parking stalls for 40-foot-long over-the-road refrigerated container trailers and the capacity to stack an additional 224 refrigerated containers that have not been mounted on a chassis. Approximately 900 electrical outlets provide power to the refrigerated container compressor motors while they are waiting to begin the journey inland. A container wash, 10,000 square foot maintenance and office building and USDA inspection area are also provided by this project.

“The City’s Development Services, Community and Economic Development, and Property departments worked closely with Port District Staff to process permits and resolve challenges encountered during construction,” said Port Engineer Alan Redmon. “This successful project results from the on-going spirit of cooperation between the City of San Diego and the San Diego Unified Port District and will benefit the region for years to come.”

The first ship to be offloaded was the Dole Ecuador, which arrived on Oct. 26, 2002. This ship delivered containers of bananas and pineapples that were promptly offloaded. Empty containers were then loaded back onto the ship and transported back to foreign ports where they were re-stocked for the ship’s return to San Diego. “This unique project required special guidance by Development Services staff to negotiate the safety issues, easement relocation and coordination between agencies,” said Development Services Director Tina Christiansen. “This is an important project for the Port and the City from an economic perspective and I am glad we were able to help them through the process.

Several designers and construction contractors worked closely together to design and build this facility in less than 24 months. These firms included Han Padron Associates, Claus Construction, Granite Construction Company and Taylor Bell Construction. Each of these firms had multiple subcontractors and subconsultants from the local community. RE Stae was the contractor responsible for deepening the berths that will be used by the deep-draft ocean-going Dole vessels. The total investment made in this project is approximately $27 million which included the purchase of a new Gentwald mobile harbor crane.

Now here... Permits

Get no-fee permits online!

See our website... http://www.sandiego.gov/development-services
List of Unreinforced Masonry Buildings posted

As part of ongoing public safety efforts, the Development Services Department has posted the list of noticed Unreinforced Masonry Buildings (URM) on the City's web page. Unreinforced masonry buildings are hazardous buildings that may collapse when subjected to earthquake forces due to the lack of reinforcing steel connecting the various elements of the masonry wall together.

Adopted by City Council on Nov. 9, 1992, the "Earthquake Hazard Reduction In Existing Buildings" ordinance established a program for mitigation of seismic hazards associated with buildings containing unreinforced masonry bearing walls. The ordinance requires any mandatory strengthening of all Unreinforced Masonry (URM) buildings and contains trigger specifications for structural strengthening. The ordinance's mandate is to require mandatory strengthening of all URM buildings falling within the scope of regulations published in Chapter 14 Article 5 Division 4 of the San Diego Municipal Code addressing unreinforced masonry bearing walls, constructed before March 24, 1939. This section of the municipal code can be found at http://clerkcs.sanctf.net/legtrains/n/MuniCodeChapter14/CH14.5/Division4/0.

The URM list was compiled as a result of a very limited visual survey of buildings in 1989 which were identified on SANBON maps as containing any type of masonry construction in any form, and have not been revised to reflect any demolished buildings or buildings demonstrated not to contain load bearing URM walls. The web page listing includes all buildings noticed on or after Jan. 1, 2001.

Based upon site observations and our review of records and existing data files, the buildings noticed are presumed to be URM and are therefore regulated by the ordinance. Building owners may hire a California registered engineer or architect to perform a building survey and to submit a restoration plan to the Development Services Department stating that the noticed building does not fall within the scope of the URM regulations. The list is being published to aid architects, engineers and contractors in identifying the URM buildings and to aid City staff in identifying buildings that were inadvertently noticed based on the limited survey and lack of response from the building owner of record to an informational mailing sent in 1991. The list can be found at www.sandiego.gov, by selecting "Codes and Standards" from the Business heading, and then selecting "Construction Industry Professionals." The Unreinforced Masonry Buildings List is located under the "Codes and Specifications" heading.

The list has been reviewed and revised to reflect the reissued Municipal Code and regulations published in Chapter 14 Article 5 Division 4 of the San Diego Municipal Code. The URM list was compiled as a result of a very limited visual survey of buildings in 1989 which were identified on SANBON maps as containing any type of masonry construction in any form, and have not been revised to reflect any demolished buildings or buildings demonstrated not to contain load bearing URM walls. The web page listing includes all buildings noticed on or after Jan. 1, 2001.

New design standards for water quality available on web

All projects now subject to new provisions

Storm water pollution is a problem that affects all of us. With a growing population and hundreds of square miles of urbanized developed land within the City, keeping pollutants out of contact with storm water, structural treatment devices or storm water Best Management Practices (BMPs) will be required. Specifically BMPs will include devises (e.g. grass swales), detention basins, infiltration basins, wet ponds, rain gardens, detention ponds, detention basins, sedimentation basins, and hydrodynamic separators systems. These structural treatment devices are relatively new to our area but have been used in other parts of the nation for years.

In addition to considering alternative site design approaches and instituting source controls (i.e. methods to keep pollutants out of contact with storm water), structural treatment devices or storm water Best Management Practices (BMPs) will be required. Specific BMPs include devices (e.g. grass swales), detention basins, infiltration basins, wet ponds, rain gardens, detention ponds, detention basins, sedimentation basins, and hydrodynamic separators systems. These structural treatment devices are relatively new to our area but have been used in other parts of the nation for years.

Some of you may recognize these new regulations as the State's mandated Standard Urban Storm Water Mitigation Plan (SUMP) (pronounced "sum-put"). The SUMP provisions were included in the reissued Municipal Storm Water Permit for San Diego County that was adopted by the California Regional Water Quality Control Board in February 2001. The San Diego Regional Board approved the Model SUMP in June 2002. Local implementation was required within 180 days from adoption of the Model SUMP.

The City of San Diego’s new Storm Water Standards Manual establishes the new regulations and provides information to applicants for projects processed through the Development Services Department on how to comply with the permanent and construction storm water quality requirements for new development projects in the City of San Diego. The manual will be re-issued in February 2002. Projects subject to the new standards will be re-issued Municipal Storm Water Permit for San Diego County that was adopted by the California Regional Water Quality Control Board in February 2001. The San Diego Regional Board approved the Model SUMP in June 2002. Local implementation was required within 180 days from adoption of the Model SUMP.

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